



Navy News

JUNE 1998

80p



Museums Guide – 8-page extra inside



Marines wipe out wargame enemies

page 17



Bosnia's longest serving unit

centre pages

JOKER JACK COMPETITION

Camcorder to be won – plus £500 in cash

page 30

'New Deal' move in bid to ease manpower shortages

TWO-YEAR SAILORS TO JOIN UP SOON



Cornwall to visit South Africa

HMS CORNWALL is due to visit ports in Namibia and South Africa as part of the next phase of her West Africa deployment. Pictured by LA(PHOT) Steve Wood after she stood down from her humanitarian task in Sierra Leone, the Type 22 frigate was calling at Walvis Bay and Port Elizabeth in the first stages of her tour of the region. Her work in Sierra Leone tended to be overshadowed by the Sandline controversy in May, which prompted the ship's Commanding Officer to stress that Cornwall's role there was humanitarian and strenuously deny any involvement in coup or counter-coup. In a written reply to a Parliamentary question, Defence Secretary George Robertson said Cornwall's instructions had been to give humanitarian assistance in Sierra Leone and to help in the return of the British High Commissioner in the event of restitution of democratic government.

A NEW, two-year short engagement has been launched to help relieve the current gapping problem in Naval manpower – particularly at sea.

It is intended that the first Short Engagement (Seaman) entrants will join HMS Raleigh in September. Armed Forces Minister Dr John Reid took the opportunity to announce the new scheme there, at the latest new entry passing out parade.

"I am aware of the difficulties created by manpower shortages and the resultant stretch on personnel," he said. "In the spirit of the Government's 'New Deal', this engagement will help the Navy overcome these problems.

"It will provide a first-class opportunity for the more adventurous to gain a taste of life in the Royal Navy – or offer the active job seeker the chance to enjoy at least two years full employment.

"There will also be an opportunity to apply for a transfer, by mutual agreement, to a regular, 22-year Open Engagement at any stage."

The Short Engagement ratings' first 15 weeks will be spent on general Naval training, gaining skills transferable to civilian

■ Turn to back page

TRIPLE WIN BY NAVY NEWS

NAVY NEWS won a hat-trick of prizes in the British Association of Communicators in Business annual awards at Birmingham – the most for any individual newspaper. See page 16.

Members of the US Coast Guard law enforcement detachment embarked in HMS Newcastle's two sea boats prepare to board a sailing vessel during the anti-drug smuggling operation Frontier Lance in the central Caribbean. On inspection, nothing suspicious was found and the craft was allowed to go on her way.

Picture: LA(PHOT) Chris Brick.



New frontier in the war against drug smugglers

IN A BID to stem the increasing traffic in hard drugs in the central Caribbean, West Indies Guardship HMS Newcastle and the tanker RFA Black Rover have been taking part in Operation Frontier Lance.

Aim of the operation is to intercept and deter drug smugglers in an area where 90 per cent of cocaine is moved at least partly by sea – from Columbia through Puerto Rico and the Virgin Islands into Europe and America, through Mexico to the USA, or directly to Continental America.

The British ships have been working with the US authorities, including the US Coast Guard and USN, as well as with vessels and aircraft from Haiti and the Dominican Republic.

The operation is also intended to build relation-

ships with Haiti and the Dominican Republic, and to improve reciprocal co-operation throughout the central Caribbean: drug-smuggling countermeasures would be more effective without the limits normally associated with law enforcement operations that extend into other country's territorial waters and air-space.

A USCG operation, Frontier Shield, has been going on around Puerto Rico since 1996 and has reduced drug trafficking in the eastern Caribbean. Frontier Lance now seeks a similar result in the central area.

Navy boost for civilian maritime volunteers

THE ROYAL Navy is giving formal recognition to the Maritime Volunteer Service, a civilian, uniformed organisation dedicated to the maintenance of Britain's maritime skills.

The move was announced by Armed Forces Minister Dr John Reid during a visit to Britannia Royal Naval College Dartmouth.

The MVS, a registered charity, will not get Navy funding, but it will have access to RN advice on a range of maritime affairs, including Naval career opportunities.

Closer association between the Navy and the MVS is seen as contributing to the Government's 'New Deal' initiative by enriching the pool of training opportunities in the community, and helping young people to get jobs.

'Great tribute'

Dr Reid said: "The Royal Navy's recognition of the Maritime Volunteer Service is a tribute to the important role they play in the education and training of young people in nautical skills."

Chief Staff Officer of the organisation, Capt Richard Stenlake, told Navy News he was delighted at the announcement.

"It is a great tribute to the achievements of our volunteers all round the country," he said. "Starting from nothing only four years ago, they have demonstrated the potential of this young Service."

The MVS was established in the wake of the disbandment of the Royal Naval Auxiliary Service, a 3,000-strong force of unpaid, uniformed civilian volunteers trained to support the RN in wartime.

Expansion

Over 1,000 of them joined the independently run MVS, which is developing a training curriculum to offer its members a progression of practical skills.

Plans are in hand for the Service to double its coverage to 100 training units within the next five years and attract 5,000 members.

Many former Royal and Merchant Navy personnel are on the Council of the organisation and are among its governors and vice presidents. Membership of the influential organisation also includes MPs and major business representatives.

HMS Somerset on Royal duty in Petersburg

Star role – in the great Tsar event

THE 300th anniversary of historic links between the navies of Russia and Britain is being marked by a high profile deployment to the Baltic by the Type 23 frigate HMS Somerset.

Climax of the series of visits was due to take place at the beginning of June when the Duke of York was to fly his royal standard in Somerset during the ship's five-day visit to St Petersburg.

It was in 1698 that Tsar Peter the Great, the founder of the Russian navy, made a fact-finding visit to Britain to learn how warships were built and operated so that he could use the knowledge to create his fleet.

On board Somerset, Prince Andrew was hosting a reception for 160 guests. Also embarked were Flag Officer Surface Flotilla, Rear Admiral Peter Franklyn and a 40-strong Royal Marines band who were all joining the ship at Helsinki on May 29.

The celebrations were to include the launch of a full-size replica of Tsar Peter's ship the Standart at Smolny shipyard.

HMS Somerset left Devonport



Getting on top of his job – the Commanding Officer of HMS Somerset, Cdr the Hon. Michael Cochrane, takes in the view from the topmast as the ship transits the Kiel Canal on her way to the Baltic. Picture: LA(PHOT) Paul Smith.

on May 5, arriving on May 11 for a five-day visit to the Latvian capital, Riga, where 79 years before the destroyer HMS Scotsman came to the aid of the state's government.

Until German invaders were repelled, President Karlis Ulmanis and his Ministers were given sanctuary in the destroyer for two months. Coincidentally, today's President of Latvia, Gustav Ulmanis, is Karlis's great nephew,

a fact which may have reinforced the overwhelming welcome Somerset received.

President Ulmanis attended a lunch on board and in a rare gesture, opened his palace for a tour by the ship's company. In all, the frigate was visited by 14 ambassadors, 15 defence attaches, the heads of all the Latvian Services, and almost the entire Ministry of Defence staff.

She was featured daily on the country's TV, and for the three days the ship was open to the public, 5,000 visitors were welcomed on board.

The ship's magician, Emmazdad – alias POMEM Clive Hemsley – gave two shows at orphanages in the city.

In a solemn ceremony, 60 of the ship's company, including a ceremonial guard and Colour party, accompanied by a Latvian platoon and band, paraded to attend a wreath-laying ceremony at the National Freedom Monument in the heart of the city.

Before her visit to Russia, the ship also visited Aarhus in

Denmark from where she took part in Exercise Co-operative Jaguar, a Nato Partnership for Peace exercise involving 16 nations and 35 warships.

The ship is due to return to Devonport on June 8.

Air station's grand finale for veterans

OVER 100 Royal Navy personnel from RN air station Portland will for the last time take part in one of Britain's biggest annual parades of veterans.

Weymouth Military and Veteran Festival on June 13-19 will give special attention to the Navy, as it is the last time the event will be held before the air station – HMS Osprey – closes at the end of March next year.

Osprey is providing a 24-strong Guard and three platoons of 30 each for the parade of 2,000 veterans on Sunday, June 19.

Heritage grant bolsters hope for Cavalier

A HERITAGE grant of £37,500 has reinforced hopes that Britain's last wartime destroyer can be saved as a museum ship.

The money, given by the National Heritage Memorial Fund, will pay for a feasibility study which will examine the technical and financial implications of establishing HMS Cavalier in Chatham dockyard.

At present she is in dry dock in South Shields under threat of being scrapped if an alternative plan cannot be found.

In a response to a Select Committee report on the warship, the Government has confirmed that it is not prepared to fund her preservation – but that has not come as a surprise to campaigners who are working to save her.

"We knew there was little likelihood of Government money," said chairman of the HMS Cavalier Association, Sid Anning. "The feasibility study is being prepared to put up a case for a National Lottery grant – and we have high hopes of that."

Consortium

A consortium pushing the plan forward includes the Association, as well as Medway Council, Chatham Historic Dockyard and the Friends of the Cavalier Trust.

President of the Cavalier Association, Rear Admiral John Hervey, said the Government response has not been unsympathetic and recognises the importance of conserving a collection of World War II fighting ships.

"But the final outcome is by no means yet certain," he said. "A lot will depend on the outcome of the feasibility study work, and on converting that into a thoroughly professional submission to the Heritage Lottery Fund."

Twenty-five Canadian veterans of the Battle of the Atlantic took part in Britain's 55th anniversary commemoration of the campaign, held in Liverpool on May 16.

Princess sees entry of HMS Penzance

PRINCESS Michael of Kent was guest of honour at the commissioning of HMS Penzance, the minehunter she launched in March last year.

The ceremony, at Portsmouth on May 14, was conducted by the new Chaplain of the Fleet, Dr Charles Stewart.

Penzance is the latest of the Navy's advanced Sandown-class vessels to enter service, and will join the Third Mine Countermeasures Squadron at Clyde Naval Base. Her Commanding Officer is Lt Cdr Chris Ashcroft.

Sad farewell for empty Britannia

NO BANDS gathered on the quayside to serenade the empty shell of HMV Britannia as she left Portsmouth for the last time – under tow by a German tug – for her final voyage to Leith, Edinburgh.

And the gloomy weather matched that of the silent cove of more than a thousand who gathered on the seafront to watch her pass – among them her last Commodore, Cdre Anthony Morrow.

She was photographed by the Editor's secretary Sue

Sullivan – whose husband was for 24 years a member of her last permanent crew and who has now also left the Navy – being nudged out of her berth at Portsmouth by the RNAS tug Setter.

The Britannia has had her home at Portsmouth since she was first commissioned in 1954. She is expected to be open to the public in August in time for the Edinburgh Festival.



Going Dutch – a devastating combination

"A DEVASTATINGLY capable, two nation NATO force" was how Defence Secretary George Robertson described the UK-Netherlands Amphibious Force (UKNLAF) as it celebrated its 25th anniversary at Portsmouth last month.

Hosted by First Sea Lord Admiral Sir Jock Slater, the event was also attended by the Dutch Defence Minister Dr Joris Voorhoeve.

It centred on the two countries' new amphibious ships, HMS Ocean and HNLMS Rotterdam, which will form the core of the sea-to-land fighting force in which they excel.

Mr Robertson said the force was a first-class NATO asset.

"It trains and exercises regularly as a uniquely expert single force alongside other NATO allies in order to maintain and develop its operational capability and is the European leader in amphibious operations."

"We greatly value the links between our two countries, and the presence today of these two new state-of-the-art ships represents a physical manifestation of that relationship both for the amphibious force and for defence relations in general."

"I am absolutely sure that HMS Ocean will be a vital addition to the Royal Navy and Royal Marines. She will massively enhance the current flexibility and mobility of our forces."

"The integrated nature of this amphibious force epitomises the spirit of effective co-operation between European Allies within NATO and is exactly the type of capable, fighting force we need."

UKNLAF consists of amphibious shipping from both countries with a Landing Force based on 3 Cdo Bde RM reinforced by a battalion group from the Royal Netherlands Marine Corps.

Supporting capabilities include artillery, engineers, aircraft and landing craft which can be augmented by Army or RAF elements when required.

The force is the regional leader in commanding amphibious operations with close ties with the US Navy and Marine Corps.

For the first time, a British Army regiment has a company of Dutch infantry fully integrated within its organisation for an operational tour of duty in Cyprus. A (King's) Company 11 (Netherlands) Infantry Battalion have joined 19 Regt Royal Artillery (The Highland Gunners) as part of the UN Force there.

Flight dates

Watch out for the RN Historic Flight at:
 Biggin Hill Air Show, Kent, June 6-7;
 British Aerospace Families Day, Dunsfold, Surrey, June 6; Beaulieu, New Forest, June 7; Pheasant Park, Wiltshire, June 7;
 International Air Show, Middle Wallop, June 13-14; RN College, Greenwich, June 19; Flying Legends Air Show, Duxford, Cambs, July 4-5; RNAS Culdroe Air Day, Helston, July 15; RNAS Yeovilton Air Day, Somerset, July 18; Lowestoft, July 30.



Picture: LA(Phot) Mark Hipkin

Lusty's back!

HMS Illustrious returns to Portsmouth for a major refit which will extend her flight deck. She relieved HMS Invincible in the Gulf in January and has since been keeping up the pressure on Saddam Hussein to honour his agreement on UN weapons inspections. See also pages 8 and 9.

Richmond's readiness

HMS RICHMOND has won two trophies for her achievements in naval aviation and towed array sonar in 1997.

The Sopwith Pup Trophy is awarded by the Flag Officer Naval Aviation to the ship whose aircraft achieve and maintain the highest degree of operational readiness.

And the Ultra Electronics Maritime Towed Array Efficiency Trophy goes to the ship that manages the same with passive sonar operations.

The Type 23 frigate's year was dominated by the seven month Far East deployment, Ocean Wave, accompanying HMV Britannia on her farewell tour, and taking part in a wide range of anti-submarine patrol operations and international exercises.

Navy plays host in maritime talks

THE NAVY invited an international audience to Plymouth last month for a conference on maritime peace support operations.

Discussions centred on seaborne refugees, training for UN peacekeepers and military observers, drug interdiction and disaster relief.

Delegates watched a disaster relief exercise at the Flag Officer Sea Training facility at Bull Point. Meanwhile 500 delegates from nearly 20 countries are expected to attend a symposium on survival hosted by Flag Officer Naval Aviation Rear Admiral Terry Loughran at the Fleet Air Arm Museum, Yeovilton from June 23-25.

Speakers will include famous individual survivors including

Vigilant over Gulf and chemical weapons

"The potential for further conflict in the Gulf remains clear ... Saddam Hussein has shown himself to be ruthless and untrustworthy ... We need to remain vigilant to ensure that he complies in full with the obligations laid on Iraq by the United Nations."

Thus Defence Secretary George Robertson, opening a two-day conference on Gulf security in London for senior defence ministers and representatives of the Gulf Co-operation Council, Kuwait, the United Arab Emirates, Saudi Arabia, Bahrain, Oman and Qatar.

At the same time the Ministry of Defence published a summary of its Chemical Defence Programme.

Said Armed Forces Minister Dr John Reid: "The UK is fully committed to the global elimination of chemical weapons ... Our troops are highly trained to overcome the physical and psychological burdens of operating in worst case scenarios of chemical attack."

"The very best in detection and protection technology is crucial to ensure that our forces can operate in all circumstances."

HMAS Sydney mystery

A COMMISSION of Inquiry has been set up by the Australian Government to investigate the mystery over the loss of the cruiser HMAS Sydney on November 19, 1941.

In the action between the Sydney and the disguised German raider HSK Kormoran off the coast of Western Australia both ships were sunk. But the Sydney's entire complement of 645 men was lost – making her the largest ship to go down with all hands in the whole course of the war – while 318 of Kormoran's crew survived.

Anyone with any information is invited to contact the Secretary of the Defence Sub-Committee, Parliament House, Canberra, Australia ACT 2600.

For further details contact Michael Montgomery on 01367 252223.

JACK ET JACQUES



1066 et Tout Ça



(Au Royal Navy Museum à Portsmouth, après viewing un video des splendides exploits du RN dans L'Age de Sail)

"Mmm ... What about 1066, Jack? Le dernier temps que "Cool Britannia" as been invaded? Depuis then, vous avez just been une autre province de la belle France, je crois!"

"Eh?"

"Oui, c'est vrai, Jack! Ou était le RN quand Guillaume le Batard a won la Bataille de Hastings? Tell moi that!"

"Er, je ne sais pas, Jacques. There must be some explication. Mais il m'évade pour le moment ..."

"Je vous raconterai l'histoire, Jack! Il y avait un catastrophique breakdown de communications dans le RN en 1066! Guillaume le Batard a assemblé un grand invasion flotte à Dives-sur-Mer – mais votre Roi Harold était otherwise engagé dans un walking holiday à Stamford Bridge (où il a pris l'opportunité to clobber les Vikings) et back. Meanwhile le RN était stood down – et a disparu tout de suite à L'île de Wight pour Cowes Week. Quand Harold est arrivé au sommet de Senlac Hill, il était très surpris to see le Norman Hoste 'aving un barbecue au bottom! "Où était le RN?" il a exclamé. "Next année je will wield mon grand axe! C'est le temps pour un Stratégique Defense Review!" C'était vraiment one in the eye pour Harold, eh Jack?"

"Je crois que vous êtes un de ces despicable revisioniste historiens, Jacques! J'ai remembered! Il y a un autre explication pour l'unfortunate absence du RN à Hastings en 1066! Et c'est ceci: Les farmers Français, ils étaient trying to smuggle in un consignment de pommes "Golden Delicieuses" dans le cross-Channel ferry from Cherbourg à Portsmouth! Et to retourner avec les ponies de la Nouvelle Forêt pour satisfaire votre incomprehensible appetit pour horse flesh! C'est pourquoi le RN Task Group était à Cowes est pas à Hastings en 1066! Il avait worked out OK pour le Task Group Commander, Amiral Egbert, though. Le nouveau Roi Guillaume était so grateful qu'il a made 'im Premier Sea Lord!"

(Oui, c'est une vrai histoire, readers! Mais ce n'est pas toute l'histoire! Le reste est even worse! Et voici le proof. Regardez cette scène dans la Bayeux Tapestry:

Un peu à l'avance du Norman landing à Pevensey, à un working petit déjeuner avec Guillaume et ses Barons, Amiral Egbert dit à Guillaume: "Pas de worries, Bill! Je vais à l'ouest avec le RN Task Group, et donc nous ne serons pas dans le way!" [Egbert n'avait aucun sens de direction, vous observez, mais fortunately il avait un bon jeune Officier de Navigation]. Guillaume & Co sont très suspicieux – et Bishop Odeur [seconde gauche] definitely smells quelque chose un peu fishy ... Mais Egbert était sur le level, apres tout!

D'accord! C'est le grand scandale de collusion between le RN et la Marine Nationale pendant le décisif moment de notre histoire, buried pour over 900 années. Navy News a cette exclusive information à l'avance de la mille années règle. En 2066, vous pourrez look it up dans les archives à Kew)



Illustrations par [signature] – et par certaines unidentified femmes de Bayeux, c. 1060



Drafty... Promotions and Advancement Section



Advancement rosters to be phased out

IT'S ALL change at D6, the ratings promotion and advancement section within the Naval Drafting Directorate.

The key people are changing, the section title is changing and there will be fundamental changes in the section's role and the way people are advanced.

Lt Cdr David Pugsley is leaving Centurion and the Royal Navy in September. He has held the responsibilities of Women's Sea Service Co-ordinator for more than a year now as well as being promotion and advancement officer since joining the team at Gosport in April last year. His relief is Lt (SD) Andy West.

Lt Cdr Pugsley's deputy and head honcho in the promotion office, WOTR Dave Walker, has just recently departed for a new appointment in Victory Building. His relief, WO Roger Collings, has joined from the staff at FOSF and has now started to settle his feet under the desk.

Career managers

During the last few months, and after a great deal of hard work by Lt Cdr Pugsley and his team, it has been decided to increase the area of responsibility of the D6 section to incorporate current and future plans to improve the overall career management of all Naval ratings.

The work involved could be very significant, as will be the potential advantages, so it is important that enough effort is expended in getting things right.

The D6 section will provide the focal point within Naval Drafting and it is intended to change the title of the section officer to Ratings Career Management Officer (RCMO). The change, and its full implications, will be fully



explained in all the usual publications such as DCIs and RNTMs.

RCMO will continue to be responsible for all aspects of ratings' advancement and promotion and his assistant, WO Collings (currently D6P) will be retitled Warrant Officer, Rating Promotion WO(RP). Although full details have yet to be established, it is hoped that an additional WO will soon join the section as Warrant Officer, Career Management WO(CM).

He or she will become responsible for some of the detailed legwork as well as staffing and monitoring the success of career management initiatives.

An early, and important task, for WO(CM) will be to get out of the office and into ships and establishments to find out what ratings at all levels actually understand by

and want from, career management.

So if WO(RP) looks after promotion, who deals with advancement? The answer is that, in the not too distant future, nobody will! One of the career management steps, already well down the line, is to abolish advancement rosters and replace them with a system of selective promotion for all levels, based on merit.

The new system will be introduced gradually over the next few years but the end result will be no more long and demotivating advancement rosters; the best



people will be rewarded by early promotion. Again, full details will be published shortly.

Another of the career management initiatives masterminded by D6 Section was announced in RNTM 12/98, the introduction of written promotion prospect assessments (PPAs) for CPOs (non-technician) and CCPOs qualified for promotion to WO.

Appropriate personnel can now apply to the promotions officer for a written assessment of their prospects for selection over the next three years.

Full details and an application form are in the RNTM but do remember that the PPA is not a guarantee or promise, it is an assessment based on the facts and C2641 reports available at the time.

It is the intention to expand the scheme within the next year or so to include those eligible for promotion to CCPO and CPO. Details will again be published by RNTM in due course.

Progress reports

RCMO and his team are going to be very busy over the next few months as they have wide-ranging instructions to investigate all aspects of career management, particularly drafting and promotion.

Watch out for regular progress reports. The first should appear in Navy News within the next few issues.

Change cannot happen overnight, but it will happen and Naval Drafting is determined to make it change for the better.

Volunteers welcome

ON A TRIAL basis, the Naval Drafting Directorate will supply Navy News with selected forthcoming job vacancies.

Ratings who wish to volunteer for a particular course or draft should reply to NDD by the 15th of the month, but it is stressed that applications will only be considered where fairness in drafting can be maintained.

Ratings due sea service will not be considered for a shore service billet, but ratings due shore service may volunteer to go to sea under the current early out of turn (EOOT) arrangements. Volunteers should normally:

- Be due the appropriate

type of service (sea/shore) in the stated timescale

- Be of the same rate as that required
- Have the right experience to meet the stated job details
- Have sufficient time to serve to provide continuity requirements.

SITUATIONS VACANT

CMEM(M) Portsmouth based sea-going billet in HMS Fearless, M. HULLME 405 Adquats required. To start ASAP for 30 months.

CMEM(M) Portsmouth-based sea-going billet in HMS Edinburgh, ME 405/501 adquats required (MEID Billet) required from August 99 for 30 months.

POMEM(M) Portsmouth-based sea-going billet in HMS Fearless, BWCAS from April 99 for 30 months.

POMEM(M) Shore-based billet at HMS Excellent, Portsmouth, Leading Rate Leadership Course, required from September 98. Time in job MTA.

LMEM(M) Portsmouth-based sea-going billet in HMS Fearless, normal LMEM duties, required from February 99 for 30 months.

LMEM(L) Portsmouth-based sea-going billet in HMS Invincible, normal LMEM duties, required from March 99 for 30 months.

LMEM(L) Portsmouth-based sea-going billet in HMS Gleaner, MECO, required from March 99 for 21 months.

MEM1 Sea-going billet in SNONI, based in Northern Ireland, normal MEM duties,

required from Feb 99 for nine months.

MEM1 Sea-going billet in diving tender Inworth, based Fastlane, required Jan 99 for 12 months.

MEM1 Shore/sea billet in HMS Grimsby, Portsmouth, new build MEM06/AMC, required Jan 99 for 30 months.

CPO (any) DISC SEA, sea billet, based Chicksands, Bedfordshire, conduct after capture instructor, required ASAP for 30 months.

LMEM(M) Sea-going billet in Portsmouth-based HMS Grafton, normal MEM duties, March 99 for 30 months.

CPOA&R/POA&R(R) shore billet at RAF Waddington, Lincs, for FAA EW projects, October 98 for 24 months.

LPT Shore billet for Def Med Trip Centre at Aldershot, PT instructor (female pref) from Nov 98 for 12 months plus.

LPT Shore billet at JSCSC at Bracknell, PT instructor required Sept 98 for 12 months plus.

CPO/PO (any) Shore billet at HMS Excellent, Portsmouth, leadership course instructors, required from August 98 for 12 months plus.

Computers help get the message over

COMMUNICATIONS training at HMS Collingwood entered a new era with the launch of a computer-based-simulation system.

Increasing demand on the old radio training equipment meant that a better way of training had to be found.

And the solution is a package of software which is designed to emulate the many different kinds of communications equipment in service with the Navy today.

The system allows two classes of 16 to be instructed at any one time and the beauty of it is that the programmes can easily be updated to incorporate advances actual shipborne equipment.

Savings

It will also allow people to be trained up on equipment which is still to enter service and it is just a fraction of the cost of supplying real hardware.

The system went live in April and early indications are that the results are even better than the optimistic forecasts made by the system's manufacturer.

The equipment was supplied by Westland Systems and is based on rapid software developed by the Israeli firm Emultek.



• The new communications simulator at HMS Collingwood

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Facts and figures

Class: Support tanker
Pennant number: A109
Builder: Cammell Laird Ltd, Birkenhead
Launched: October 27, 1981
Commissioned: March 26, 1982
Displacement: 37,747 tonnes
Length: 170 metres
Beam: 26 metres
Draught: 11 metres
Complement: 56 (19 officers)
Machinery: Two Crossley Pielstick 14PC 2V engines, 14,000hp sustained; one shaft
Speed: 13.5 kts normal, 16 kts maximum
Cargo capacity: 22,000 cubic metres of diesel, 3,800 cubic metres of aviation fuel
Armaments: Two Oerlikon 20mm guns and four 7.62mm machine guns
Radars: Racal Decca 1226 and 1229
Lloyds classification: +100A1

BATTLE HONOUR

South Atlantic ...1982



● Fuel delivery – fleet support tanker RFA Bayleaf.

Tanker made war debut

RFA Bayleaf's first deployment for the Ministry of Defence was to a war zone – and one of her first customers was the liner Queen Elizabeth 2.

Bayleaf is a fleet support tanker, tasked with replenishing warships at sea and transferring fuel between MOD depots.

She was originally designed as a commercial tanker, but underwent major conversion to make her fit for her new Royal Fleet Auxiliary role, which involved adding a considerable

amount of communications and navigational electronics, fitting two RAS (replenishment at sea) rigs and increasing accommodation.



The first Bayleaf was a White Star liner, originally named Cevic when built in 1894 but bought by the Admiralty in 1917.

She was followed by an 18,000-ton vessel which was chartered to the Service between 1959-73.

The current Bayleaf was still in the builder's yard at Cammell Laird in Birkenhead when the Falklands Task Force sailed in 1982, but she was rapidly completed, loaded, and she sailed to the South Atlantic. She also saw service in the Gulf War in

1991, and since then has spent much of her time in that region.

She returned to the United Kingdom in April after almost two years on station.

During the latter part of her deployment, at the height of the UN weapons inspection crisis, she was supporting Armilla ships, refuelling other RN warships and acting as a link for the RN carrier groups.

Because the store ships RFA Fort Victoria and Fort George were restricted in the ports where they could pick up fuel because they carried ammunition, Bayleaf would fill up in the Gulf ports and transfer

the fuel to the Forts in lengthy RAS operations, allowing the Task Group to remain on station.

Although she carries some food and stores support, Bayleaf's main cargo is furnace fuel oil, diesel and aviation fuel.

Transferring this fuel under way – RASing – requires a high degree of seamanship, especially at night or in poor conditions.

The 38,000-ton tanker can refuel two ships at once abeam – one on each side – and can also refuel a ship astern, a method which is less efficient but safer when the sea is rough.

To order black and white postcards of the 'Ships of the Royal Navy' series please contact Sarah Geary in the Business Department on 01705 826040

AIRCRAFT OF THE ROYAL NAVY No 17



● The Blackburn Roc Mk1.

Blackburn Roc

THE PIONEERING Blackburn Roc was a short-lived design, based on the flawed tactical concept of a carrier-based turret fighter.

The first Fleet Air Arm aircraft to carry a powered gun turret, and intended to be the maritime equivalent of the Boulton Paul Defiant, the Roc could bring four guns to bear in a broadside attack on enemy bombers.

But the tactic was proved unsound, and the plane saw very little in the way of front-line service.

Indeed, though designed to operate from aircraft carriers, the Roc never made past the shore bases.

Rocs were produced by Boulton Paul at their factory in Wolverhampton, with the first of a contracted 136 aircraft flying on December 23, 1938.

Production ended less than two years later, in August 1940.

The first operational Rocs went to 806 Squadron at Eastleigh in February, 1940, but were replaced by Fairey Fulmars by the middle of the year.

Rocs were designed to meet the requirements of Spec O.30/35, and were officially two-seater Fleet fighters, constructed with an all-metal stressed skin.

They were powered by an 890hp Bristol Perseus XII engine, which gave the 7,950lb loaded aircraft a cruising speed of 135mph and a maximum speed of 223mph at 10,000ft.

Service ceiling was 18,000ft, and the aircraft had an endurance of six hours and range of 810 miles.

The main armament of the machine was the electrically-powered Boulton Paul gun turret situated just behind the cockpit.

Four Browning machine guns could be brought to bear, and bombs could be carried below the wings, which spanned 46ft.

Rocs served with three shore-based squadrons, 801, 803 and 806, before being moved on to training and target-towing duties at 759, 760, 769, 772, 773 and 792 Training Squadrons.

The Rocs bowed out of service in August 1943 from 1622 and 1623 Flights at Gosport and Roborough, near Plymouth.

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● Due to an oversight, Number 17 in the Aircraft of the Royal Navy series was overlooked in our March edition. We print the missing article above, and resume next month with Number 21.



JACK

... AND D'YOU WRITE
TO YOUR MOTHER REGULARLY?



OH YES PADRE—
EVERY WEEK!



THAT'S MORE THAN YOU
WRITE TO ME!!



BY THE

Concord in need of 'harmony'

AS AN ex-Navy wife of 30-odd years ago I am still a champion of our Royal Navy, but I do get a bit uptight about all the attention that HMS Invincible and other RN ships have been getting lately, for having been away from home for a matter of approx eight months.

My husband served two and a half years on the China Station during the Korean War, from May 1951 to September 1953. They used to do three months' patrol up the North Korean coast with rest/refit periods in Sasebo, Kure and Hong Kong.

Towards the end of the commission he spent some time in Singapore when HMS Concord underwent a major refit and had X gun replaced by Squids.

In those days air mail letters took longer to arrive than they do now and parcels even longer.

These boys did not see their families in all that time. My husband was 18 when he went out there and 21 when he arrived home, having spent his 21st birthday in Port Said.

He had been on X gun when she suffered a direct hit on Y gun in April 1952. I heard the news of this on the radio at lunchtime.

So please, Navy boys of today, do not bemoan spending a few months away from home.

HMS Concord Association was holding its fourth reunion at Bridlington at the end of last month and I was happy to share in her memories — as of the part she played in the famous Yangtze Incident — as was my husband, who is the Association's Stops Officer. — R.M.Redrup, Amersham, Bucks.

Small and smoky ...

AS THE 54th anniversary of the D-Day landings approaches I enclose an unusual archive photograph. It shows some boats of the 702 LCP Flotilla (smoke-screen layers) leaving Nab Tower stern on their way to Normandy at 1700 on June 5, 1944.

Only 37 ft long and made of seven-ply wood, the smoke LCPs were the smallest vessels in the invasion fleet to cross the Channel under their own power.

In the stern of my boat (LCP 192) can be seen our main armament — twin World War I Lewis guns! Alongside them is the bracket carrying the jet through which chloro-sulphonic acid was pumped to make huge smoke screens.

702 Flotilla was part of Group 321 consisting mainly of LCPs carrying DD amphibious tanks for the initial assault on Juno beach. 702's D-Day task was to protect the DD tanks with smoke and cover bombarding ships in Juno as required.

Later on June 6 the Flotilla moved to Sword area and screened that anchorage almost every night for the next five weeks. I was the First Lieutenant and still have my log of our activities during that amazing period. — C.Kitching, Repton, Derby.

● 702 LCP Flotilla off the Nab Tower, June 5, 1944 — the smallest vessels to take part in D-Day, and the smokiest.

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

BEAR NECESSITIES FOR TINA AND HER RUSSIAN COUSIN

FOLLOWING the item on 'Rifles' the leopard (March issue) comes another story of a potentially lethal pet, 42 Commando's bear. 'Tina' had a taste for the amber nectar — and we don't mean honey ...

According to Gen Sir Peter Whiteley, who is preparing her biography, during a Borneo deployment in the mid 1960s she was bought by a Marine for \$10 from a trapper who had killed her mother.

Gen Whiteley, then CO of 42 Cdo, on discovering said Marine had no idea what to do with her offered him \$20 for her.

"I got the Assault Engineers to rig up a long wire with a light running chain in my garden at Sembawang," he writes. "This gave her plenty of freedom to run around the grass and climb the three rubber trees well within her reach.

"She was very easy to tame and quick to learn, so that she was soon able to walk with me on or off the lead.

"She travelled by aircraft carrier to our next Borneo deployment and earned her medal by playing a distinguished part in the 'Hearts and Minds' aspect of 'Confrontation', visiting numerous kampongs and longhouses with me and, from time to time, in moments of mischief, terrorising friend and foe alike.

"Before returning to Singapore I made several unsuccessful attempts to persuade her to return to the jungle, but she was too content with her human lifestyle.

"Back in Sembawang she had numerous adventures, notable amongst which were breaking into the house occupied by OCHQ Coy, disrupting a football match by going off with the ball and causing the evacuation of the Chinese laundry because she wanted a bath in the rinsing tank.

"As my photograph shows, she was also in danger of becoming an alcoholic.

"On being posted to the MOD I very reluctantly had to part with her — no place for a very mischievous young bear. She eventually found a home in a private zoo in Malaya where I discovered, when I returned a few years later, she was well and comfortably housed.

"Much as I was tempted to, I neither accepted the offer to have her back nor to visit her. It would have been too disruptive for both of us."

Ex CSGT W.B.Bell, writing to the Royal Marines maga-

zine *Globe and Laurel*, remembers her fondness for beer.

"It was not unknown for members of the unit to get her drunk. It was considered most amusing to divert new members of the unit, seeking the cinema, in the direction of the beast. On seeing them approach, she would rear up in anticipation of more beer, scaring the living daylight out of the newcomer.

"This was particularly effective during the hours of darkness and must have shortened the life expectancy of a number of Royals."

WE WERE stationed up at Polyamoe in North Russia on local escort, Murmansk to Archangel for a time in 1943 when the Home Fleet sprint record may have been broken.

The MO and his PO SBA were walking along an isolated jetty, when suddenly the PO's coat was violently seized from behind. He was jerked round and to his horror found himself face to face with a giant polar bear.

Instead of breaking the four minute mile, the MO



● Tina is seen here happily bingeing on her favourite tipple, courtesy of the Tiger Brewery.

heroically hung on to the PO's arm as the bear, with powerful heaves, dragged both of them towards the jetty's edge.

Meanwhile, the crew of an adjacent Russian merchant ship surveyed the proceedings with all the aplomb of Romans watching the lions carving up the Christians.

Miraculously, just as the terrified pair were nearing the edge, there came a sound of ripping buttons and seams, leaving the bear with a mouthful of coat as the owner shot down the jetty breaking all known

Olympic records. The Russians eventually shot the bear and returned the tattered coat.

The MO was furious with the Russians — and even more furious with his PO, who had accelerated past him on the jetty.

The Russian SNO, replying to the MO's complaint, stated that the ship's crew were trying to find a rifle and in the meantime he supposed that spectator sport could not be avoided as no-one fancied taking on a polar bear without one. — M.Cross, Bristol.



Navy News

No.527 45th year

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Letters

CENTENARY OF PORTSMOUTH FOOTBALL CLUB

Signal error

YOUR April issue had an item 'Course signals end of an era' referring to the loss of the rate of Yeoman of Signals. As one of the latter elite, from a boy at Ganges to HMS Mercury, I often wonder if I could have been the last boy in Portsmouth Barracks Signal School, passing through SS and KK block in April 1939.

By the way, there was an error in the message marking out the centenary of Portsmouth FC on page 22 of the same edition, where the letter 'P' is given as a 'B'. Just to prove us old 'uns don't forget too easily and in case no young 'uns spot it. - H.Robinson, East Meon, Hants.



Plover's poser

FOR A number of years this photograph has been in the archives of TS Plover, the Guisborough Sea Cadet Unit. Continued curiosity compels me to write and ask if any of your readers recognise the incident. - J.Phammond, Guisborough.

My pride as Navy aid ship stepped in

I WAS really proud to read of the major role HMS Cornwall played in bringing much-needed aid to the people of Sierra Leone.

When no news was bad news for Brave

WITH the recent advances in micro-technological communications, including the much-publicised RN Website, why do deployed ships not receive newsletters by fax or computer?

We have just completed a seven month deployment relying on brief, infrequent and poorly photocopied news sheets which were a burden on a busy communications department that was obliged not to process such low priority signals due to a large workload.

The ship's sound reproduction equipment often had problems receiving English-speaking radio stations so we could not hear the news or sports results.

During an informal visit we had a chance to discuss this with an ex-RN senior rate who was now working on a commercial ship.

He showed us a daily news letter produced by a news organisation, one of many, and transmitted by satellite, fax or the Internet. Could the Navy not subscribe to such a

service or provide our own? Newspapers from the UK are no better, as we only received Sunday papers, minus any supplements, which were dependent on flight availability.

Considering the quantity of "in house" glossy magazines being produced by various departments and sections within the MOD and being distributed worldwide to ships, cannot the time or budget be provided to improve the flow of information from home? This could lead to improving the morale within ships at sea. - CPOMEA B.J.Pullen, HMS Brave.

Or to purchasing and distributing more copies of Navy News, the newspaper of the Royal Navy, maybe? - Ed.

From 1942-44 I was stationed at HMS Spurwing - really just a clearing in the bush a few miles out of Freetown.

A small village sprang up in no time at all and I am certain that the whole of the Ship's Company soon realised that these people were quite friendly and seemed to be quite content with their simple lives.

During the whole of my service there I fail to recall a single instance where any of the station personnel met with any sort of opposition, either physical or verbal.

This is remarkable, considering the large number of locals who were employed on the station and this is the reason that I was upset to read of the terrible state of that particular area.

Your report once more proves that Jolly Jack always manages to step in when the going gets rough. It has been proved to be the case on hundreds of occasions.

So thanks a lot, Cornwall, for doing a great service to the people of Sierra Leone. - K.Higham, Calverton, Notts.

RNAS Spurwing transferred from the RAF in March, 1943 - Ed

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

Finding Affray

I WOULD like to put the record straight on the discovery of the Affray (March issue).

Reclaim did not locate the wreck. Her job was to investigate and identify the findings of a prolonged and systematic grid search undertaken by HM ships Pluto, Marvel, Mariner, Zambesi, Cook and Wave.

Every uncharted contact was measured and plotted. The initial search area was extended to eventually include Hurd Deep.

Likely contacts were passed to Reclaim for further investigation by camera and/or divers. The search party did all the hard slog while Reclaim took all the media credit.

As middle watch OM on Pluto I still have the scribbled draft of the phoned message from C-in-C Portsmouth addressed to the pre-mentioned search ships: "Thank you for your excellent co-operation. The finding of Affray resulted from further evaluation of contacts obtained during the combined search and sweep to the south west and was the result of combined effort." - E.J.Bellamy, Maldon.

Credit has also been claimed by former crew of HMS Loch Alvie and Loch Insh - Ed.

Another model for Hornblower at the Binns

WITH regards to your article concerning the origins of T.S.Forester's Horatio Hornblower character, may I draw your attention to the seat of the Dalzell family, the House of the Binns, Linlithgowshire?

While being shown around this ancient house I came across two large oil portraits of members of the family who both served in the Royal Navy from the late 18th to the early 19th centuries.

Capt James Dalzell (1730-1763) lost his life while leading an expedition against the French and the North American Indians during the Seven Years War. He was captured and scalped.

The 7th Baronet, Sir William Dalzell (1784-1865) distinguished himself as a midshipman during the Napoleonic wars and later became an admiral. In 1805, says the House of the Binns guide book, he was badly wounded: a witness wrote that "his head seemed hacked asunder, having received no less than nine sabre wounds".

"But he was saved from the death cart by a French doctor and his family and nursed back to health. It is believed that Sir William's exploits provided inspiration for C.S.Forester's fictional hero, Horatio Hornblower."

In the Laigh Hall above the original fireplace can be seen the fine presentation sword given to Sir William by the Patriotic Fund. On the mantelpiece can be seen a copy of the first Hornblower novel, dedicated to Sir William.

Also from ancient Linlithgowshire came the young officer who commanded the Royal Marines who hauled the ship's cannon up the Heights of Abraham, thus enabling General Wolfe to take the city of Quebec from the French.

He was Walter Ferris Hamilton, a relation of Sir William Hamilton, husband of Emma. - G.C.Clarke, Uphall, West Lothian.

Penguin pick-up

THE BADGE of HMS Scott you printed as part of an article on the ship (March issue) appears to have a Gentoo penguin as its main motif.

As the Gentoo is limited to the Falkland Islands, South Georgia and the Antarctic Peninsula it has no connection whatsoever with Captain Scott.

The Adelic penguin, on the other hand, or, even better, the Emperor (in view of the winter journey made by Wilson, Bowers and Cherry-Garrard during Scott's final expedition) would be much more suitable. - Lt E.C.Coleman, Lincoln.

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● LWETS Louise Moss.

Louise is a great help

A HELPFUL outlook has resulted in LWETS Louise Moss winning the termly efficiency prize at HMS Excellent.

As manager of the Graphics Office, Louise has created an environment where the ethos is "What can we do to help you?" rather than "What do you want?"

She has also, with a small team, overseen the introduction of state-of-the-art presentations equipment, of particular benefit to the PO Leadership Courses.

Louise is currently on maternity leave, and plans to return later this year.



● Cat's whiskers - Lt Cdr Andy Walsh (left) and Lt JG Rich Hill, USN, in front of an F-14 Tomcat at Oceana Air Base, Virginia.

Picture: CPO(PHOT) Colin Watmore (SACLANT).

Britons take on Tomcats

AMONG the call-signs of Tomcat pilots flying at an American air base is one with an unmistakable British ring.

The call-sign - "Walshy" - belongs to RN Sea Harrier pilot Lt Cdr Andy Walsh, lately of 899 Naval Air Squadron and currently flying US Navy F-14s with VF101 squadron.

Andy has been based among the 300 Tomcats at Oceana, part of the giant Hampton Roads military complex in Virginia, since last June.

His course - he is learning to be an instructor - is split into four phases, and having completed the first half, he can now instruct students while training for the third and fourth phases.

He is delighted to be flying the American fighter, which is around three times as big as the Harrier.

"The Tomcat is really easy to fly, not like the Harrier - that's a handful," he said.

"The F-14B is outstanding; amazingly powerful - I did Mach 1.6 the other day.

"And I went down to Pensacola recently - 750 miles, and it took one hour ten minutes. Andy has an American wife, whom he

met at a cocktail party in HMS Ark Royal in 1990 in Mayport. They married in 1991.

Another British accent can be detected at Oceana, but it only becomes apparent when you discover that Lt Rich Hill, USN Naval Flight Officer RIO (Radio Intercept Officer), is a native of Yorkshire.

He moved to Leicester at the age of 11, and went to America - his mother's homeland - after sixth form college, gaining a place at the Merchant Marine Academy.

"Graduates are reserve officers in the US Navy, a throwback to the war, and I activated my commission," he said.

Rich said he did not stand a chance of getting into the RAF or FAA, because the numbers recruited are so small, but he ended up at the USN flight school.

His mother was in the US Army when she met his English father in Germany, and his uncle flew with the USN in Vietnam, so he is following a family tradition.

"But I still consider the UK as home. On average I have gone back every one or two years - I try to get home every Christmas."



● Lt Cdr Nowosielski.

Frank fulfils his ambition

THE NEW Commanding Officer of HMS Victory is no stranger to Nelson's flagship.

For Lt Cdr Frank Nowosielski once served as her First Lieutenant, and hoped he would return one day as the man in charge.

He fulfilled that ambition with a formal signing in Hardy's cabin.

Lt Cdr Nowosielski joined the Royal Navy in 1972 as an ordinary seaman and specialised in meteorology.

Postings included HMS Dryad, HMS Hermes and HMS London before he was commissioned.

As an officer he became an aviation specialist, most recently serving as First Lieutenant at HMS Sultan.

He is married to Paula, and they have two daughters.

Alex has pride of place as HMS Illustrious sails home...

THE man who piped HMS Illustrious out of harbour in January was back on the ship for her return - and joined forces with a special guest piper.

CPO Paddy Grayell left the carrier during her Gulf deployment, but a capable replacement was found in 14-year-old Alex King, son of CPO(EW) Jason King.

Alex is principal piper in the Gordon School band in Surrey, having taken up the pipes three years ago.

He flew out to the ship from RN air station Cuddestone and took pride

of place as she entered Portsmouth Harbour, maintaining a tradition of piping the ship home.

"It was absolutely excellent," said Alex's mother Jackie.

"We were so proud of him - he thoroughly enjoyed it, and when he had finished Capt Meyer came and thanked him and said what a good job he had done."

Alex's father, a bugler and drummer, played side drum as his son played the pipes, but despite the excitement of his leading role, it seems Alex is still set on a career in the Royal Air Force.



● Youth and experience - Alex King (left) and CPO Paddy Grayell pipe HMS Illustrious back into Portsmouth.

...and Katie joins volunteer band

ANOTHER young musician on the flight deck of Illustrious was Katie Stanton (12) (right), who joined in Majorca on the Sons and Daughters at Sea programme.

Also in the band was CPO James, RNR, who served in Illustrious in 1950.

His son, AEM Jesse James, is a member of 801 Squadron, and played side drum while Dad played the cornet.



● Two of a kind - Commander-in-Chief Fleet, Admiral Sir Michael Boyce, with his brother Graham.

Gulf meeting

TWO BROTHERS at the peaks of their professions met up just before HMS Illustrious sailed from the Gulf.

Commander-in-Chief Fleet Admiral Sir Michael Boyce and the Ambassador to Kuwait, Graham Boyce, are pictured on the carrier.

Graham has been our man in Kuwait since 1996, and joined the Diplomatic Service in 1968, serving mainly in Middle East posts except for a spell in Stockholm in the late 1980s.

Admiral Boyce is to take up the mantle of First Sea Lord in October, which will complete a rare hat-trick of top jobs for the former Second Sea Lord.

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People in the News



Long study is rewarded

● Lt Lionel Winston.

A SEVEN-YEAR programme of study has ended with Lt Lionel Winston gaining a science degree.

Lt Winston joined the Royal Navy in September 1971 at a Marine Engineering Mechanic, became a Mechanician in 1976 and was promoted to Engineering Officer in 1987.

He enjoyed the educational aspects of his career and, wanting to improve his academic profile, he enrolled with the Open University in 1991, allowing him to fit studies around his Service career.

Lt Winston suspended his studies in 1992 while he settled into the role of the Navy's first Ethnic Minorities Liaison Officer, then studied computer and maths-based units until he gained a BSc (Hons) degree, which was conferred in April.

Happy mix on RFA in Gulf

A SMALL party of Royal Navy and RN Reserves made their presence felt among the RFA civilian operators in RFA Diligence's communications office.

RO Helen Saunders RN (25) and RO Sharon Sellars RNR (34) both sailed with Diligence from Scotland in January for the entire deployment with minehunters from MCMS in the Gulf.

Helen has been in the Navy for six years, having served at sea in aircraft carriers HM Ships Ark Royal and Invincible.

She comes from a maritime family - her parents both work at



● Comms trio - RO Sharon Sellars RNR (left), SE Howard Spence and RO Helen Saunders RN.

Portsmouth Naval Base - Marie in RFA HQ and Ken at the Naval Stores section - and her grandfather served on the Russian convoys in the Second World War.

Sharon is on six months sabbatical from the London Fire Brigade,

where she is a training manager.

She has been a member of the RNR for five years, and describes the deployment as "Brilliant!"

"I've learnt a lot about communications, and the people are great - the mix of RFA and RN is very

friendly."

Also pictured is RFA Diligence's Communications Officer, Second Officer Howard Spencer, who joined the ship in Bahrain, and who served on board RFA Sir Galahad during the Gulf War.

Duke visits namesake frigate

TYPE 23 frigate HMS Norfolk's ties with her namesake the Duke of Norfolk were renewed when he visited the ship.

It was the first time the Duke had visited since the ship's refit in 1995-96, and he was highly impressed with the new technology added.

Whilst on board, he presented Long Service and Good Conduct medals to LS Stoddard and LOM(AWW) Evans.

In return, he accepted a cheque for £500 donated to the Duchess' charity "Help the Hospices."

The money was all raised during the 1997 Southland deployment from a range of activities including a village fete, Crossing the Line ceremony, penguin racing, mess deck games nights and a beard-growing competition.

Mission man

LT CDR Adrian Mack is the new Corporate Appeals Director for The Missions to Seamen.

Adrian spent 37 years in the Royal Navy, and was commissioned in 1973.

His Naval career saw him work in human resource management and training, market intelligence and presentation fields, and he was responsible for RN and RM display teams.



● Family matter - Louise Payne and Chris Adams.

Louise maintains Navy link

WARRANT Officer Chris Adams did not have far to go to attend his step-daughter's passing-out parade.

For Chris works at the Sea Sense Training Centre at HMS Raleigh - the same establishment where Louise Payne (18), now a Wen writer, completed her eight-week basic training course.

Chris is leaving the Service this November after 35 years, but is happy that the family will still be represented in dark blue.

"Louise's ambition has always

been to join the Service and I have supported and encouraged her," he said.

"I have had the most fantastic time with the opportunity to travel all over the world.

"I have no doubt that she will find her career as challenging and rewarding as I have done.

"I am extremely proud of her achievements and would recommend this choice of career to any young man or woman who is not afraid of hard work or commitment."



● Father's pride - WO Anthony Bearcroft with sons Dean (left) and Ryan.

Sons see where Dad works

FOR ONE proud father, HMS Illustrious's homecoming gave his sons a chance to see where Dad works.

WO Anthony Bearcroft, Hangar Control Officer on the carrier, welcomed Dean and Ryan on board as the ship arrived back in the UK after her Gulf deployment.

Dean is a Stores Accountant at RN air station Portland, while his brother is a Private in the 1st Battalion Devonshire and Dorset Regiment.

WO Bearcroft joined the Navy in 1967, and plans to retire next year to spend more time with his wife Lorna at their home in Devon.

He holds the Meritorious Service Medal and MBE, and saw service at the Aden withdrawal, the Falklands and in the Gulf. He joined Illustrious three years ago.

Both his father and father-in-law served in the Navy - Wally Bearcroft served in HM Submarine Truculent, and Lorna's father Roy Birrell served in HMS Jamaica.

Three bobs and a bell

THE SHIP'S bell from the last HMS Ocean has been handed over to her successor at the Fleet Air Arm Museum at Yeovilton.

Aircraft carrier HMS Ocean served in the Korean War, and when she paid off in 1958 her bell was bought by Lt Cdr Peter London, who commanded 802 Naval Air Squadron on board.

When Lt Cdr London died, his family allowed the bell to go to the museum, on condition it was passed on to the new ship when she was ready.

Accordingly, Capt Bob Turner, Commanding Officer of the helicopter carrier HMS Ocean, and his secretary Lt

Bob Turner visited the museum to collect the bell from museum supervisor ... Bob Turner.

Also there was David Hobbs, curator at the museum, a former Naval officer pilot with a wealth of experience in all aspects of Fleet Air Arm work.

The bell was handed over in front of the museum's Sea Fury, which is painted in the colours of an 802 Naval Air Squadron aircraft as based on HMS Ocean in 1952.

● Bobs and Hobbs - from left, Lt Bob Turner, Mr Bob Turner, Capt Bob Turner and museum curator David Hobbs.



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MANDATE FOR MISUNDERSTANDING

FIFTY years ago this month, on June 30 1948, Vice Admiral Sir Thomas Troubridge with a force of five ships led by the carrier HMS Triumph arrived at Haifa and withdrew the last British forces in Palestine.

A month before, on May 31, he had embarked the British High Commissioner and the mandate was brought to an end – along with one of the Royal Navy's most disagreeable tasks of the post-war period.

The Palestine Government had called on the Navy three times during the period the British ruled Palestine from 1923 under a League of Nations mandate. The first was in the 1936-39 revolt against Jewish immigration when the Arab population turned down an offer of partition.

Then, in the summer of 1939, destroyers and sloops were ordered to patrol and intercept vessels attempting to land Jewish immigrants in excess of the legal quota.

Finally, in the autumn of 1945 came an influx of refugees from Central Europe organised by the Zionist movement which strove to create a Jewish state in the Promised Land – an aim opposed by its Arab population and by the neighbouring Arab states.

Small craft started to land illegal immigrants on the coast by night – and the Navy was asked to intercept them and bring them into Haifa, the only port on the Palestine coast which could handle vessels of any size.

There followed a two and a half year period in which a good deal of opprobrium was unfairly heaped on the heads of the sailors of the Royal Navy.

For legal reasons the British Government ruled that vessels were only to be stopped inside the territorial waters of Palestine. Later this rule was slightly relaxed to allow sufficient time for boarding parties to seize control before a vessel which refused to stop could reach the beach.

In the early stages only primitive Mediterranean coastal craft were encountered, but soon larger vessels of up to 1,000 tons arrived – all of them overcrowded

and in poor, sometimes dangerous condition.

Once a vessel was brought into Haifa those on board were taken off by the Police assisted by the Army. Crews, if they could be identified, were deported. The immigrants were kept in detention camps and released periodically against the monthly quota for legal immigration.

But by August 1946, when six vessels were arrested within two weeks, there were too many in the camps to be accommodated securely in Palestine, so fresh arrivals were switched to Ministry of War transport ships and escorted to Cyprus.

This change of policy meant that illegal vessels would no longer stop when intercepted to allow boarding parties to reach them by boat. The use of ships' weapons would have led to heavy casualties and warships now had to get alongside to transfer boarders.

Often, targets would manoeuvre violently to shake them off – a practice which could easily have led to a serious collision. The fact that no crew or passengers were ever seriously injured during that phase of a boarding was mostly down to superb ship handling by the RN COs.

Peter Cain, from Norwich, who joined as a Boy Seaman in 1945, had a narrow escape when boarding from the destroyer HMS Chieftain in the spring of 1948.

He had already been warned to expect fierce resistance – particularly from the women who had been known to attack the sailors with knitting needles aimed below the belt as well as bombarding them with tins of food and paint and bottles.

"We came alongside at 5 a.m. and the Captain called 'Stand by to board'."

"I along with others stood outboard of the upper deck safety rails and leaned away from the protection of the Chieftain ready to leap across to the other vessel

The Royal Navy and Palestine

● HMS Ajax at Malta, 1946. Naval boarding parties for illegal immigrant vessels were trained by the Royal Marines at Ghajin Tuffieha. Inset: Man overboard – Peter Cain, aged 19, on board HMS Chieftain at Malta, 1948.



"Boarding parties go, go!" came the final command from the bridge and I leapt across the void. I was fully expecting to land safely on the other side to take up my boarding station on the fo'c's'le – instead I found myself temporarily blinded by a thunderflash.

"There followed a sense of falling and within seconds I found myself engulfed in a seething mass of turbulent water. I knew I stood a chance of being either squashed to death between the two hulls or dragged beneath the surface and into the Chieftain's propellers.

"I recall getting rid of my Sten gun and safety helmet and shouting at the top of my voice as I heard the thrashing of the propellers drawing ever closer. On deck an AB screamed 'Man Overboard!'"

"The Captain immediately ordered 'Stop both engines'. They threw me a lifebelt and told me to go after another man who had fallen overboard. This I did – but soon we were floating further and further astern from Chieftain and I wondered if there were sharks in the area ...

"As if from a great distance I heard a voice call out: 'Hold on there, be with you soon.' I became aware of being illuminated by searchlight and saw a lifeboat

approaching our position. Within minutes we were hauled aboard to safety and transferred to another destroyer which had been operating in the vicinity. The other sailor had been injured and was kept in the Sick Bay – but I was discharged to my own ship to be welcomed by the Gunnery Instructor who threatened me with a charge for losing my Sten gun and helmet!"

Boarding parties were often opposed by crowds armed with clubs, bars and other implements.

Royal Marines were not carried in destroyers and ships of smaller size so to equip boarders for their task they were put through very strenuous courses at the RM training centre at Ghajin Tuffieha, Malta.

Since the crews of illegal vessels usually sabotaged their engines in order to claim they had not entered territorial waters willingly, they often had to be taken in tow, sometimes when they were in imminent danger of stranding on a dangerous lee shore.

Best known incident was when the former SS President Warfield (alias Exodus 1947) attempted to bring in 4,500 would-be immigrants in July, 1947. She was

intercepted by a force that included the cruiser HMS Ajax (Capt De Courcy Ireland). The destroyers had a very difficult time putting boarders on board and were badly damaged. After two hours fighting they gained control and steamed the vessel into Haifa. One crewman and two immigrants died from their injuries and two boarders were seriously injured.

The firm action taken with the Warfield and the UN agreement that Palestine would be partitioned between Jews and Arabs – and finally the British decision to leave rather than handle the process of partition between the two contesting parties – led to arrests becoming less bitterly opposed, however.

The brunt of the patrolling was borne by the two Mediterranean Fleet destroyer flotillas – 20 of them took part at one time or another. Sloops and frigates were also engaged and Algerine Class minesweepers made successful boardings. They were also dab hands at tow.

From start to finish 49 illegal immigrant vessels were arrested by the RN and some 66,000 people detained. HMS Chevron and

HMS Providence also rescued over 800 survivors from an illegal immigrant vessel which sank off a Greek island.

Less than ten crew and immigrants died as a result of injuries received during arrests. A naval officer and two ratings were drowned when a whaler capsized in heavy surf.

The courage, determination and restraint of boarding parties were crucial to success. Once a vessel was under control they invariably behaved in a friendly and helpful manner towards the immigrants. Service in the Patrol was recognised by the award of the Naval General Service Medal and a number of participants were decorated for the parts they played.

Coming so soon after the discovery of the Nazi death camps, the Navy's role was bound to be set in a poor light – and inevitably received a bad press, particularly in the USA.

It would have been far worse, but for the extent of the Navy's professional skill and humanity. As was recognised when two veterans of the Patrol and the author of the official Naval Staff account of events were welcomed at 50th anniversary reunions of illegal immigration vessels held at Haifa and Tel Aviv last year.

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Adventurous spirits

HMS TRUMPETER of the Gibraltar Squadron gave the Cable & Wireless craft Adventurer a Royal Navy send-off as it left for its attempt on the round-the-world speed record.

Adventurer is due back at Gib on July 3. Her hull design is closely based on Sir Charles Parsons' Turbinia, the first steam-turbine vessel that made

its spectacular debut at the 1897 Fleet Review at Spithead.

● Sir Michael and Lady

Rifkind are seen with Lt Tim Henry on board Trumpeter during an earlier visit to the Rock.





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Rousing welcome for the Red Plum

CHEERING crowds and a Royal Marines band gave a rousing welcome to HMS Endurance when she returned to Portsmouth after a 36,000-mile voyage to the Antarctic.

Youngsters rushed over the brow into the arms of Mums and Dads who have been away for almost seven months and there were emotional scenes as several sailors met baby sons and daughters born during the deployment.

Exceptionally ice-free conditions in Antarctica enabled the ship to sail 1,000 miles into a completely uncharted area, where no ship has ever sailed before, and to cap the experience, the entire ship's company landed on Graham Land, a coast which has never been approached and landed on from the sea.

Surveys

Detailed surveys of the approaches to South Georgia will help to make the area safer for the increasing number of cruise ships which take passengers.

Endurance became the first RN ship to fly the White Ensign in Argentina since the Falklands War when she put in at Buenos Aires, and other visits included Cape Town, Punta Arenas, St Helena and Las Palmas.

After a well-earned period of leave for most of the ship's company, the Red Plum will start sea trials

again in July and then begin preparations for her return voyage south, when she will be working around the Antarctic Peninsula.



● Above: the ship's company set a record by landing on Graham Land from the sea.

● Below: Capt Barton and the flight crew from Endurance set a Navy record by flying to within 730 miles of the South Pole.

Pictures: LA(PHOT) Mark Southwell, HMS Endurance

Ice research sheds new light on global warming

SCIENTISTS on board HMS Endurance have been investigating the role that the Antarctic plays in regulating the world's climate.

And the team from the British Antarctic Survey now believes that vast continent, which contains 90 per cent of the planet's ice and is one and a half times the size of America, could be helping to compensate for the effects of global warming.

While temperatures in the region have risen by over two degrees in the last 50 years, the most massive ice shelves have been getting thicker, and the reason for this lies in the churning mass of ice that is the Weddell Sea.

When sea ice forms at the edges of the continent, warmer water is driven around and under the ice cap where it causes melting.

But in warmer years when less sea ice forms, the smaller volume of warm water that is driven south gives the huge shelves a chance to thicken, and some of them are now up to 5,000m thick.

Endurance's Capt Tim Barton told *Navy News*. "What is absolutely irrefutable now is that the world's climates are controlled by Antarctica, even our climate up here is affected by it.

Self-regulating

"Some theories suggest that as global warming causes ice to melt, sea levels will rise and the end of the world is nigh, but it's not that simple. It's like a vast, self-regulating fridge down there."

Freak weather conditions allowed HMS Endurance to sail 1,000 miles into uncharted

areas of the Weddell Sea with a team of scientists led by Dr Keith Nicholls.

They were able to recover monitoring equipment which had lain on the sea bed for two and half years which will give them vital information on the temperature, salinity, density and direction of the ocean currents.

Before the team left they deployed new equipment and explored the ocean near the Ronne and Filchner ice shelves which are the largest in the world, ten times thicker and 30 times the area of the Larsen B, the disintegrating shelf which has been making headlines around the world.

Dr Nicholls's team believes that a full understanding of the processes at work in Antarctica would be a major step forward in the bid for accurate, long-term climate prediction.

He said: "The Larsen B which is further north only gives an indication of what is happening to the local climate, but the Ronne and Filchner shelves are actually part of the global system, and it seems that they will thicken in a warmer climate.

"HMS Endurance proved herself to be an excellent research platform and her ability as an ice strengthened ship and the skill of the officers and crew has really helped us to exploit the 'once in a career' opportunity opened up by the conditions we encountered."



● Members of the British Antarctic Survey at work in Antarctica. Picture: LA(PHOT) Southwell, HMS Endurance



POLAR EXPERT SINKS SHACKLETON THEORY

A POLAR expert has dashed hopes that a wreck discovered in the Antarctic would turn out to be Sir Ernest Shackleton's ill-fated ship Endurance.

But photographs of the wreck on Elephant Island taken by the modern-day HMS Endurance may hold the key to an even older mystery.

Robert Headland, Archivist at the Scott Institute for Polar Research in Cambridge, has been comparing the photos with plans for the ship which was crushed by ice on Shackleton's voyage.

He told *Navy News*: "Unfortunately, the dimensions of the wreck found on Elephant Island cannot be made to fit those of Shackleton's Endurance."

But the measurements do, however, closely match those of an American schooner called the Charles Shearer which vanished without trace

122 years ago after dropping a party of seal hunters in the South Shetland Islands.

The landing party was eventually rescued but two vessels sent in search of the schooner from her home port of Stonington, Maine, found no trace of the ship or her crew, believed to number about 20.

Best bet

Mr Headland said: "About a dozen ships are known to have been lost in the area but the rate of decay in this wreck is such that I would be unhappy to go back to the earlier seal-

ers, but the late 1870s, yes, it could fit with that.

"The earlier wrecks would be almost unrecognisable by now, and this one is very recognisable which makes me think that the Charles Shearer is potentially the one.

"This was a schooner, quite a substantial one, and while the size and material makes the Charles Shearer possible, it has made Endurance almost impossible.

"It will take me a while to get the information I need to confirm this, but the Charles Shearer is my best bet."

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JAN, 5ft 10 slim, outgoing seeking tall sailor/marine 20-35 penpal/friendship photo if poss **BOX JUN 0**
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SUE 37 GSOH, seeks a Marine/sailor for friendship or relationship 30-38. **BOX JUN 6**

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BLUE EYED bubbly blonde, seeks fun loving pal. Photo please. **BOX JUN 8**

SINGLE AROMATHERAPIST, green eyes, 5'5" curvy, likes swimming. seeks serviceman. **BOX JUN 9**

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PHYSICALLY DISABLED 36 yr old female, seeks services penpal. **BOX JUN 17**

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ATTRACTIVE FEMALE 35, seeks sailor/officer penfriend from HMS Ocean. **BOX JUN 26**

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HI I'M FEMALE 29, life's no rehearsal - lets get corresponding. **BOX JUN 28**

FEMALE 25YR OLD tall, seeks genuine men to write to. ALA. **BOX JUN 29**

ATTRACTIVE NAVAL widow, solvent, widely travelled, seeks gentleman penfriend 64-75yrs. **BOX JUN 30**

PENPALS WANTED by kind lady. Mid 20/30. Sailor/Royal Marine. **BOX JUN 31**

UNUSUAL SPORTS loving, arty, petite "Essex girl" 35 wants you! **BOX JUN 32**

SARAH 30, divorced, one son, seeks honest male 28+. Photo appreciated. **BOX JUN 33**

DIANE (BATH) 35 GSOH, Hi guys, seeking penfriends - any offers! **BOX JUN 34**

JAN 29 5'10" slim, outgoing, seeking tall sailor/Marine 20-35, penpal/friendship. **BOX JUN 35**

SWEDISH/AMERICAN blonde seeks handsome Marines/sailors for friendship. **BOX JUN 36**

NICE LADY wants sailors, Royal Marines for penpals 20s-30s. **BOX JUN 37**

EX SAILOR 25, GSOH, fit, seeks female 18-27. GSOH, friendship/romance. **BOX JUN 38**

PERSONAL

WOULD ANY NAVAL WIFE be prepared to discuss their life with non naval female author? Not to 'steal' material. For background research only. Please call 01243 781690. Will ring back.

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Love & best wishes
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TWO ATTRACTIVE Air stewardesses seek handsome single naval men 30-40 for friendship /evenings out. If your first class and know how to treat a lady write now, photo appreciated. **BOX 9653**

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A beginner's view of life on a submarine -



All ashore - Trafalgar lies berthed in the old Bermuda naval base as crew members head off to their hotels, the golf course and the beaches.

All is calm under stormy Atlantic

by Mike Gray

WAS I just being oversensitive when, at 400ft below the Atlantic, I heard LSTD Paul Dickinson mention the word leak?

He had actually said "leak" - in response to a query about the soup of the day - but as a rider, a first-time visitor to an operational submarine, I could be excused some trepidation.

There had been plenty of conflicting advice beforehand.

It's a doddle, someone said - wouldn't know you were moving. Hope you don't get seasick, said another - they roll like a barrel on the surface.

Comfortable. Uncomfortable. Roomy. Cramped. Hot. Smelly. Clean. Boring. Busy. It couldn't be all those things...

A mere four days on board HMS Trafalgar proved it could be all those things, but above all demonstrated how important the crew is in making a capable submarine into one of the most flexible and feared war machines around.

But first to domestic matters. "No deodorant or boot polish (the chemicals cause unnecessary work for the boat's air filters), and bring as little with you as possible," they said. "It's a bit tight for space."

I joined Trafalgar in the US Navy's Atlantic submarine base at King's Bay, Georgia.

She had spent nearly a month testing her systems and working closely with Type 23 frigate HMS Norfolk at the AUTEC range in the Bahamas, and he crew were ready for the trip home, with a four-day break in Bermuda en route.

My accommodation, I was told, would be roomy for a T-boat - and as a guest in the "bomb shop" I certainly couldn't argue.

In fact, I could almost fully extend my right arm before I came into contact with a 30ft Sub-Harpoon anti-ship missile.

Also sharing the weapons storage compartment were eight of the newest members of the crew of 120, and a good deal of high explosives.

The compartment stretches the width of the boat, but once up the vertical ladder into the passageway you are back to narrow gaps and short corridors.

We left King's Bay on Easter Saturday morning but spent several hours conducting runs along a special range, giving navigating officer Lt Jim Larmuth both some professional practice and a fair degree of sunburn, as he spent the whole time atop the fin.

But once submerged, the remorseless grind of routine took over.

Time ticked by, marked by the changing of watches as the submarine's crew quietly got on with their jobs.

Easter Sunday came and went, bringing with it the strains of a tape-recorded choir which bolstered the sparse congregation at an inter-denominational service in one of the ratings' messes.

The gaining of an hour (the time difference between the United States and Bermuda) was accomplished very early on Sunday - which allowed Commanding Officer Cdr Matt Parr to end his Lent fast with a bar of chocolate.

Indeed, the boat's engineers - the "back-afics" - were each treated to a creme egg by their head of

department, which sparked an easter-egg eating contest, won by Cdr Parr when Lt Larmuth just failed to eat two for every one of his skipper's seven eggs.

The quiet passing of hour after hour was occasionally disturbed by a pipe that we were coming up to periscope depth, and those of us in our narrow bunk beds, which were bolted on to the weapons-handling gear, made sure our safety-belts were fastened.

A gentle incline of the nose, and the figures counting down on the depth gauges at various points of the boat, were the only clues that we were floating up again - until the ocean turbulence took a grip of the boat's fin again.

Then it was time to grab something solid as the submarine lazily swayed through an arc of ten or fifteen degrees.

I was regaled with horror stories of 45 degree rolls; hard, but not impossible, to believe as equipment creaked and poorly-stowed baggage spilled on to the floor.

Even at 200ft the turmoil on the surface was evident, and by the time we were skimming just below the stormy sea the whole craft was swinging uncomfortably.

So there was a general sigh of relief - not just from this part-time sailor - when the CO decided against cruising the final night on the surface, and we let the waves roll far above us as we returned to the comfortable depths.

By the time we surfaced the following morning, the wind had dropped to a stiff breeze, the sea had turned to white-flecked turquoise and Cdr Parr and Lt Larmuth just had the tricky task of guiding the 5,200-tonne boat, which has the draught of an Invincible-class aircraft carrier, through the tortuous narrows that led to her berth in Bermuda.

Dive, dive, dive - but gently

Hours into the Atlantic, with the boat starting to roll in the swell, the crew was piped to diving stations and I was invited to watch in the control room.

Mindful of the drama of old black-and-white war films, I kept well out of the way, waiting for buzzers, klaxons to sound and sailors to dash about.

But drama was, and always is, the last thing on these professionals' minds.

Modern submarines do not sit about on the surface, resorting to crash dives when the enemy appears on the horizon.

Nuclear boats cruise into deep water, slip below the water, and remain that way for weeks or months on end, watching and wait-

ing, seeing but unseen.

The diving process itself was of checks and double-checks - air tanks, valves, hatches, and machinery were all scrupulously tested before we sank gently by the stern, ensuring the propeller remained below the surface.

Trafalgar's bows then followed, and the hydroplanes nudged her down until we levelled out smoothly at around 400ft.

The bodies who had quietly crowded the control room disappeared back off to their routine tasks, or a chance to grab some sleep, while the submarine, now perfectly stable in her natural environment, sliced silently through the gloomy depths at an easy 20 knots.

Next month: Work, rest, play - and food - in HMS Trafalgar

from leek soup at 400ft underwater to a missile in the next bed



● Deck hands – the casing party of HMS Trafalgar prepare the submarine as she navigates the tricky approach to Bermuda.



● Deep in thought – OM Dylan Roberts (nearest camera) and CH Tyrone McGee compare notes in HMS Trafalgar's "bomb shop" – their home in the short-term.

New pair settle in

WHEN a sailor joins a submarine, his responsibilities range far wider than his specialisation.

One of the first things a new submariner does when he joins his boat is to trawl around the vessel locating every piece of equipment, right down to individual valves.

OM Dylan Roberts (28) and CH Tyrone McGee (27) were both on their SMQ (Submarine Qualification) wet phase, where new submariners learn the boat's systems – starting with the safety side – on completion of which they get their prized dolphins, the distinctive Submarine Service badge.

"We are doing walk-rounds for Basic Submarine Safety first, then doing part of the Submarine Qualifier, which is a forward walk-round learning the systems," said Tyrone.

"After walk-rounds, you do an oral board and, if you pass, you get your dolphins."

The experience of life on a submarine was a novel one for the pair.

"We've done two days at sea in the submarine, and time has gone quite quickly – I'm surprised," said Dylan.

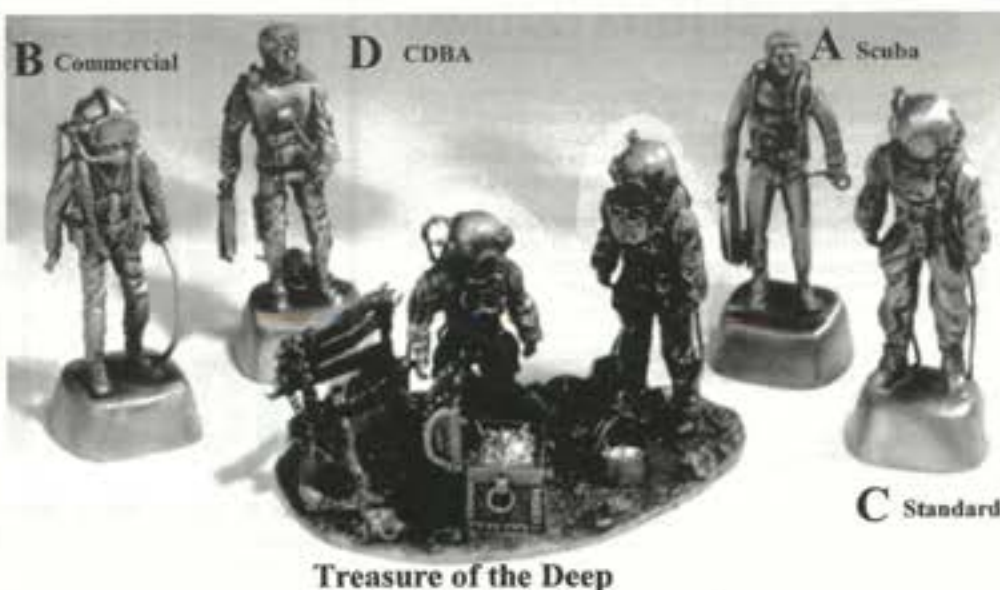
"You don't realise you are underwater – you cannot tell. It's surprising how relaxing it is."

"For now it's just a matter of trying to settle in to the routine and to get things done."

Despite the ad-hoc sleeping arrangements in the weapon storage compartment, there was a feeling that they were justified in opting for the Submarine Service.

"It's different to General Service," said Tyrone. "I have done ten years in General Service and crossing over you realise how different the routines are."

"It's a totally different Navy really, but so far, so good. I have made the right decision."



Treasure of the Deep

Nuclear CO breaks with diesel tradition

FRIENDLINESS is perhaps not a quality you would associate with a hunter-killer, but it runs right through the crew of HMS Trafalgar.

Commanding Officer Cdr Matt Parr (35) joined Trafalgar in Australia during Ocean Wave last year, and is proud of the responsibility, and the quality of his team.

"It's my first command, and I am the youngest CO in the Submarine Service," he said.

"I am also the first to command an SSN who has never served on a diesel boat – I'm the first completely nuclear-served commander."

"It's awesome. For me, it's not the responsibility of having a submarine with a reactor and sophisticated weapons, although of course I'm aware of carrying that responsibility."

"But what gives me the greatest pleasure is the quality of people who work for me, from the youngest to the oldest – it is no little source of pride and humility."

"It's a very privileged position to be in charge of people this highly qualified and motivated."

The skills and temperament of submariners generally means fewer problems for officers, said Cdr Parr.

"In the Submarine Service there is a very

low incidence of disciplinary offending.

"There is a closer level of supervision by officers – people live in close proximity so it is a case of people looking after each other."

"My ship's company is older, on average, and more mature than the average frigate. The average age on board when I joined was 31."

The Bermuda visit allowed the men to relax after weeks on the AUTEK weapons range in the Bahamas.

"I have to work quite hard to impress upon people that things like Bermuda are not just fun and games, but are essentials," he said.

"When you send people away for 70 per cent of their lives without anything other than work it would be difficult to keep morale high."

"But we have had good management. We worked hard with good runs ashore."

"I'm very grateful for how families cope; they give nothing but encouragement and support."

"I'm acutely aware that stuff like this is very enjoyable for us; professionally challenging, and we get a few runs in places like Bermuda, while in the background the wives are taking the children to school and doing the shopping."



● Cdr Matt Parr.

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NEWSVIEW

Lasting benefit from a short engagement

THE NEW short-term engagement scheme for the Navy may look like a stop-gap to fill in problems with manpower, but it could prove to have long-term benefits, too.

In the first place, people don't expect – or even necessarily want – jobs for life any more. The Navy might wish it were otherwise, but it has to be realistic.

While industry and commerce at large may have fostered a culture of short-term contracts and a resultant climate of insecurity, young people are anyway more restless these days. They prefer to move around a bit and maybe that's a healthy attitude. In a climate of change, who needs a stick-in-the-mud?

But you do need experience. And experience of Navy life is what is sadly lacking among the movers and shakers in today's society.

So putting in a couple of years of Navy service by young people who will then move on to separate careers outside is likewise a healthy option for change that will pay dividends in years to come.

The recent media furore over arms supplies to Sierra Leone has highlighted HMS Cornwall's presence off the West African coast – although, as her Commanding Officer pointed out, not so much attention was paid to her humanitarian efforts there a couple of months earlier when she saved hundreds of lives in the aftermath of the overthrow of the military junta.

The Cornwall's young people – they are mostly in their teens and early twenties – will one day return to civilian life, as will the SE(S) ratings, with a broadened view of the world the like of which will be vouchsafed to very few of their contemporaries.

They will be enriched by the experience – and will pass on the benefit of that experience to others.

At the same time the Navy is giving formal recognition to the Maritime Volunteer Service – established soon after the 1994 disbandment of the Royal Naval Auxiliary Service, that worthy force of unpaid volunteers once trained to support the RN in wartime.

This, too, may well pay a double dividend for the Navy and for the wider society it serves. Not only does the MVS educate young people in nautical skills and foster appreciation of our maritime traditions, but its membership already includes an impressive mix of people at the top in all sections of society.

It will help close the gap in understanding of the Navy that has widened in recent years as fewer people remain in positions of influence (and that includes the media) who have first hand knowledge of the Senior Service.

ON BOARD SHIP?

Don't dip out! Look out for the July copy of *Navy News*. It has been reserved especially for you!

All the news and views from the Navy worldwide, plus a great competition with some fantastic prizes – CD players and the latest mobile phone accessories.

Navy News – the award-winning newspaper of the Royal Navy!

'An object lesson on how to produce a pacy, bright tabloid. Once again, up at the top of this class ...'

Can half a million readers be wrong?

ONCE again, *Navy News* is 'up at the top of the class' in the biggest competition for business newspapers in Europe.

"Can half a million readers be wrong?" asked the judges of the British Association of Communicators in Business Awards at Birmingham.

"Clearly not. *Navy News* maintains its excellent standard ... *Navy News* is an object lesson on how to produce a pacy, bright tabloid which must be performing extremely well against its stated objectives. And, once again, up at the top of this class."

Navy News gained a Certificate of Merit in the main category for newspapers – and another for Best Feature, with Dominic Blake's Sea Harrier flight report, 'The Sky's the Limit' (May 1997 edition): "He communicates the thrill and speed of the flight well. This kind of first-hand report is always a pleasure to read, if done well, and this one fits the bill."

There was also an Award of Excellence for CPO(Phot) Ian Arthur's photograph 'Whirlybird' (April 1997) in the Best Colour Picture category.

There were 1,026 entries in the competition this year. *Navy News*'s three awards bring the paper's tally up to a total of 78 without missing a single year since it first entered in 1972 – a unique achievement.

"These awards recognise organisations which give their communication programmes significant priority."

If you are serious about communicating effectively, you should consider the value of benchmarking your work against the best."

Bob Worcester, founder of MORI, and chairman of the 1998 CIB Awards' panel

CIB awards

British Association of Communicators in Business

● Navy News staff with MORI founder Bob Worcester at the CIB Awards ceremony at Birmingham. Left to right: Sarah Geary (Promotions), Colette Coultard (Promotions), Jim Allaway (Editor), Bob Worcester, Sue Sullivan (Editor's Secretary) and Dominic Blake (Assistant Editor).



Royal Marines hone their skills on Salisbury Plain and in jungles of Belize

Wiped out!

AN ENEMY army has been virtually wiped out by Royal Marines in Wiltshire.

The 778 officers and men of 40 Commando Group RM annihilated the 'Generian 16 Motorised Guards Unit' over four days on Salisbury Plain - a very useful tactical engagement simulation exercise.

Weapons systems from SA80 rifles to 120mm tank main armament were fitted with the latest generation Saab Aerospace Direct Fire Weapon Effect Simulators - a laser system which accurately mimics the deadly effect of live rounds.

The system is so effective that Commanding Officer Lt Col Jim Dutton RM said: "The exercise was as near to actual war as can be simulated without physical casualties, and it was impressive just how realistic the engagements were."

Disks on combatants are laser sensors sensitive enough to register near misses or actual hits.

If hit by an eye-safe laser beam an alarm is activated which stops when the casualty lies down and de-activates his weapon. A card determines whether he is dead or wounded, and if a casualty is evacuated and treated within time he lives to fight again.

Knocked out vehicles halt instantly, depress their main armour in the 3 o'clock or 9 o'clock position and a strobe light is activated.

In the final onslaught, the Generians mustered over 600 soldiers, artillery and tanks.

Against them there were shoulder-launched LAW94 and Milan anti-armour weapons - and the fact that every man is a commando.

Whenever the fighting companies needed rapid reinforcement, clerks, signallers, chefs, drivers and even the schoolie plugged the gaps.

Cpl Alan Rowland from MI said: "A tank crew's worst nightmare was a chef and a driver armed with LAW out to prove a point to the rifle



● Close with the enemy - 40 Cdo gets stuck in.

companies." By the end of the battle only eight Generian soldiers and two armoured vehicles survived, and the Royals were filling in their trenches as there was no enemy left to fight.

Capt Charlie Stickland RM, OC Bravo Company, said: "The Marines' fighting spirit won the day; the desire to close with and kill the enemy no matter how tired they are or how hopeless the odds look."

"It is a quality that cannot be taught, but is something that every Royal Marine Commando possesses."

Lessons learned will help improve the unit's readiness as spearhead for the Joint Rapid Deployment Force.

● Watch for that sniper! Mne Stuart Anstee of 40 Cdo RM stays alert during house-to-house clearance operations.



● Cheers! Drinking water is at a premium in the jungle.

Jungle refresher

O COMPANY Comacchio Group left the late spring snowfalls of Scotland far behind when they deployed to the jungles of Belize.

The 70-strong company, supported by an admin and logistics party of 25, exercised with American and Caribbean troops, and for many Royals it was their first taste of jungle training in sweltering heat.

New skills to learn included identifying edible plants, trapping game and finding drinkable water. After domestic matters the company moved on to the complications of military operations in dense jungle, requiring the use of specialised equipment such as machetes and pump-action shotguns.

The six-week deployment, during which members also instructed Caribbean forces and acted as the enemy in exercises, ended with four days rest on the coast.



● Members of the City of London branch of the Royal Marines Association line up in front of the bows of HMS Vindictive in Ostend. The members visited Zeebrugge for the 80th anniversary of the epic raid on the harbour, and also attended the Menin Gate in Ypres. Coincidentally, Vindictive would have been 100 years old this year. Built as an armoured cruiser, the ship was a key element in the Zeebrugge raid, and ended her days as a blockship in the entrance to the canal at Ostend.



● Prize ship - Assitant Chief of Naval Staff, Rear Admiral Jonathan Band, presents the trophy to Lt Cdr Colin Haley.

Alderney takes prize

AN OUTSTANDING year protecting fisheries around Britain has won HMS Alderney the Soberton Trophy.

First presented for outstanding feats of seamanship among minor war vessels, the award - sponsored by the RNA and Pusser's Rum - now goes to the most efficient ship within the Fishery Protection Squadron.

And with no high profile fishery incidents this year, the trophy went to Alderney for her "dedi-

cated and professional approach.

Commanding Officer Lt Cdr Colin Haley said: "It's a great honour - an honour I accept on behalf of my ship's company, who have done the hard work and made my job easier as a result."

High-ranking officials from the EU Commission for Fishery Enforcement looked round the ships of the Fishery Protection Squadron in Portsmouth Naval Base as part of their official duties.

News in Brief

Hindsight is a wonderful thing

CLAIMS that Nelson was a malingering who played up damage to his eye to obtain a pension have been rebuffed by a Naval medical source.

Retired Cambridge surgeon Dr Milo Keynes, was reported in the national press as saying Nelson overstated his case because he was not blind, as is popularly believed.

But the Navy source said: "I think this is the sort of thing one turns a Nelsonian blind eye to."

Helicopter ship ready for trials

REPAIR work on HMS Ocean was proceeding on schedule as Navy News went to press.

The Navy's new helicopter carrier suffered damage to a propeller bearing while undergoing contractor's basin trials in Barrow, and went into dry dock in Portsmouth last month.

But she was due to continue sea trials at the end of May.

COMMUNICATIONS RATINGS

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For further information about a career with the Royal Fleet Auxiliary, please write to The Recruitment Officer, Office of the Commodore, RFA Flotilla, Room F4, Lancelot Building, Postal Point 29, HM Naval Base, Portsmouth PO1 3NH.

The Royal Fleet Auxiliary is an equal opportunity employer and actively encourages applications from females.



RFA

845 SQUADRON: BO LONGEST SERVING



● **GPMG:** LA Clark Pickering (left) mans an 845 Sea King's general purpose machine gun on a trip up country to Sapiro, Bosnia.

● **CASEVAC:** the squadron provides a 24-hour casualty evacuation facility for all troops in Bosnia.

THE MOST experienced military unit in the former Yugoslavia is the Navy's front line helicopter force, 845 Naval Air Squadron.

The squadron has had a detachment in the region since November 1992 and has been the longest serving unit in theatre for some time.

The first detachment was based in RFA Resource in the port of Split, Croatia, before moving ashore to Divulje Barracks near the international airport.

Since then, the troop carrying helicopters of 845 Squadron have provided continuous support for the United Nations Protection Force (UNPROFOR) Implementation Force (IFOR) and the current Stabilisation Force (SFOR).

In the last six years, 845 has provided medical support to units based in Kiseljack, Gorazde and Sipivo in central Bosnia.

Twenty-five 845 personnel are based at the Sea Kings Barracks in Croatia and are on a 24-hour casualty evacuation and medical support capability for all the Stabilisation Force units.

The helicopters have a complex medical system and a cargo hook for hoisting Rovers, missile systems or loads. 845 Squadron aircraft have been in Bosnia for six years, but have been lucky to avoid serious injuries.



Navy doctor is on li

A ROYAL NAVY doctor is playing a leading role in a Bosnia-based trial which could revolutionise medical care in the Services.

Surg Cdr Peter Buxton, a consultant at Haslar Hospital in Gosport, is the co-inventor of system which harnesses satellite and computer technology to relay patient information back to Britain.

Telemedicine, developed in partnership with the Royal Army Medical Corp's Lt Col David Vassallo, gives doctors on the spot almost instant access to experts in the UK, and has already been used to treat over 70 casualties in the former Yugoslavia.

Unlike similar systems in use with American forces, Telemedicine can be operated from any computer with internet access and the most expensive item of equipment that is required is a digital camera costing about £1,000.

The technology has been used to send back x-rays, blood slides and photographs of everything from explosion damaged limbs to burns cases requiring plastic surgery.



While the trial has been limited to land forces so far, Cdr Buxton believes that the sophisticated communications equipment and limited numbers of medical personnel on the Navy's warships make them ideally suited to take advantage of the new system.

SNIA'S UNIT

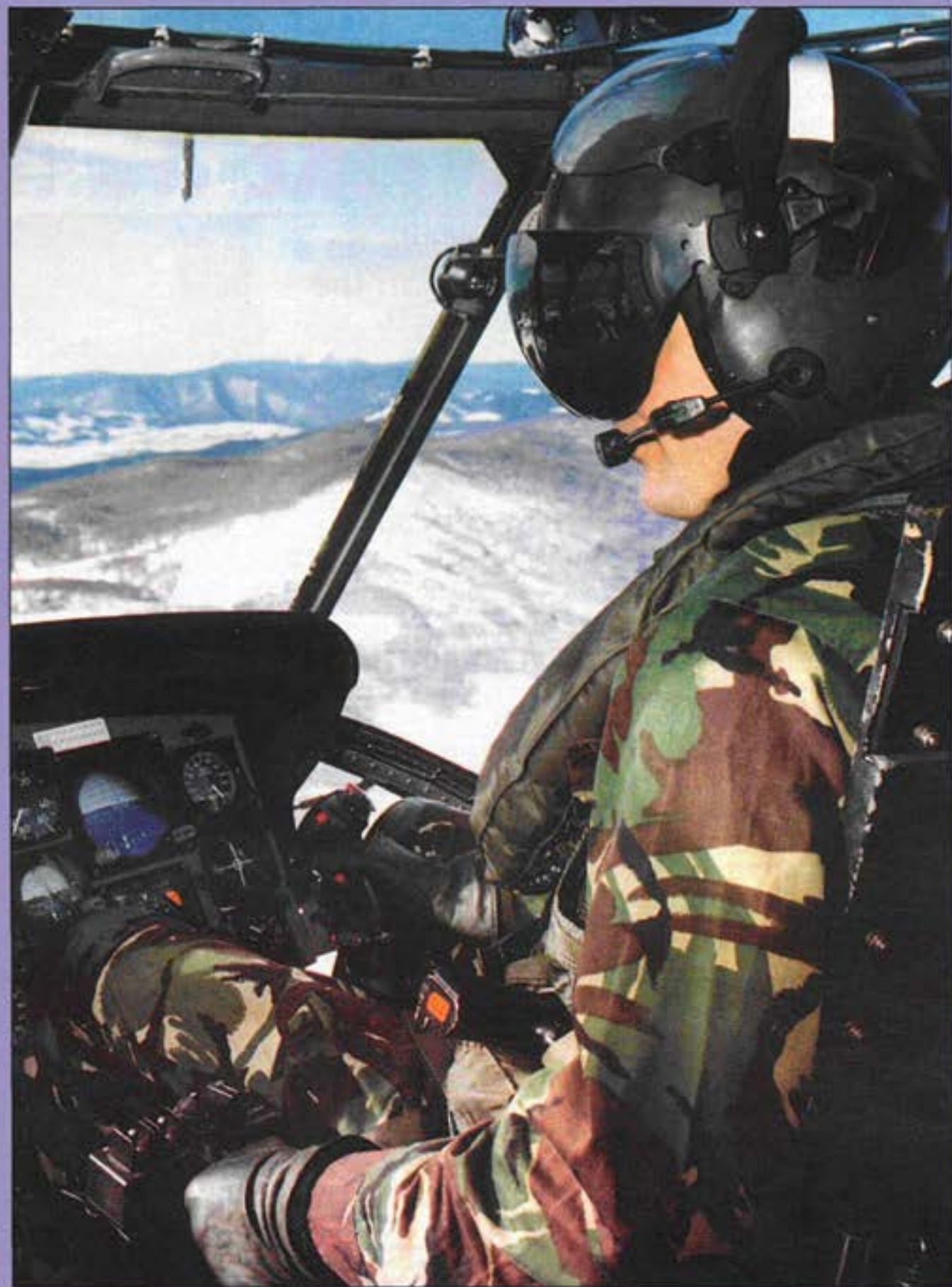
Squadron has had detachments at Vakuf, Banja Luka and in

are now based at Divulje currently operating two Mk 4 based at Sipiwo to provide a combat search and rescue and medical support force in Bosnia. Comprehensive missile defence carrying 105mm guns, Land units of up to 6,000lbs. received 23 hits in the last year not to have suffered any

by L.A. (PHOT) Terry Seward 845 NAS

● **PILOT'S EYE VIEW** Lt Darren Hall (right) makes the 30 minute flight to change air crews at Sipiwo, the Squadron's base for casevac operations, supply flights and troop movements in Bosnia.

● **STAYING SHARP** Lts Craig Troit and Martin Haonermah practise precision mountain flying ten miles outside of Sipiwo. PO Andy Cooke relays precise instructions as the pilots land on the front right wheel.



line in emergencies



Surg Cdr Buxton said: "The equipment is also robust and it's easy to use. When one of my colleagues in Bosnia had an accident with the camera, he was able to go down to the NAAFI and buy another one - you couldn't do that with any other piece of medical equipment."

The ability of surgeons in the field to gain an expert second opinion within a matter of hours is proving to be a tremendous reassurance to patients in the field.

Another advantage of the Telemedicine system is that it helps to clarify when immediate medical evacuation is required. Trooping flights only run once a week, and medevacs require a Hercules to be sent from the UK to bring the patient home.

The Telemedicine trial coincides with a multi-million pound plan to computerise medical records, and another trial that is underway in Bosnia involves 'smart' dog tags, which encode patient information.

The tags, invented after the Gulf War highlighted the impracticalities of the paper medical card system, can be used to carry details of where and when a Servicemen is injured, treatment given, vital signs, allergies, x-rays and ECGs.

● **SATELLITE LINK**: Lt Col Vassallo (above left) calls Haslar before sending a patient's details to Surg Cdr Peter Buxton (right).

Pictures: Kevin Capon, G3 Media Ops



NELSON, AS LIKE AS NOT

SUCH was Nelson's contemporary fame that a stream of portraits was produced to cater for the public demand. Inevitably, they were of varying quality.

So the merchandising of Nelson – then and ever since – has largely depended on a few of the best-known ones. But which of them offers the best likeness?

For the first time, a detailed account of all the known portraits – oils, miniatures, drawings, engravings and sculpture – has been published by the Royal Naval Museum.

In *The Nelson Portraits* (RN Museum Publications £60) Richard Walker puts them all into biographical context, reflecting Nelson's fragile state of health and his many traumatic experiences in war and love – linked areas in his life that have been little explored.

For those familiar only with the standard images, which often tend to romanticise him at considerable expense of accuracy, many of the others will come as a shock.

There is, for example, an enormous contrast between the portraits shown here by Leonardo Guzzardi and Guy Head, both completed in 1799.

Guzzardi shows him as a "lean, almost emaciated figure, sickly in colour, his strange hat with the chelengk thrust unbecomingly back on his forehead to avoid the painful wound over the right eye" (sustained at the Nile).

"Bizarre" is the word often used to describe the ghastly, lank-haired wraith of the Guzzardi – but it may well be an accurate reflection of Nelson's battered appearance at the time, if some of the descriptions made of him then are taken into account.

Much less convincing, certainly, is Head's robust, pink-cheeked Hero of the Nile ("the sort of clean-living Admiral we might expect on the cover of the Boys' Own Paper") even if this must have been more to the public taste.

It has not lasted well, though – perhaps because Head got a few other things wrong, too. The Nile was fought at night; the French admiral's sword was brought to him at midnight, not by a midshipman but by the Vanguard's First Lieutenant; and Nelson himself was by then "bandaged, bloodstained, haggard and exhausted".

Relations between Nelson's

New research shows up a different picture than the one England expects ...



officers may have been a bit more bloodstained than is generally supposed, too.

His captains, he liked to think, were famously a 'band of brothers'. Not so his fellow admirals.

In its October 5, 1799 edition, *The Times* reported:

"The public will recollect with regret the serious misunderstanding which prevailed between some of our commanders on the Cadiz station, about the period when Lord Nelson was sent up the Mediterranean with a detached squadron.

"It was conceived by the senior Admirals that Lord St Vincent had treated them with some disrespect by appointing a junior officer to a separate command. Several distinguished officers were much disgusted upon that occasion,

which also laid the foundation of subsequent misunderstandings and quarrels of a very serious description.

"Sir John Orde, brother to Lord Bolton, was amongst those who felt themselves most insulted or aggrieved... the second in command conceived himself to have received some personal affronts, which he found it irreconcilable with his feelings of honour to forgive or to dissemble.

"He caused the correspondence which had taken place between him and Lord St Vincent to be printed, and distributed it amongst his private and professional friends immediately... and it was but too clearly understood, or too justly apprehended, that he would seek another kind of satisfaction whenever it would be consistent with the rules of military subordination to do so.

"This unfortunate event has



• Two faces of Nelson – after Guzzardi (left) and by Head (above), both painted in 1799.

actually taken place. A challenge was sent to the noble Earl who was hastening up to town yesterday in consequence. Happily the activity of the Magistrates of Bow Street has been able to frustrate an intention, which in every event would have proved fatal to their country. Sir John Orde was arrested about 4 o'clock yesterday morning at Durrant's Hotel in Jermyn Street..."

So the duel never happened, both parties putting up huge securities to keep the peace. But Orde continued to pursue St Vincent (then aged 64) until finally King George III had to intervene. The feud continued until the pair both died a quarter of a century later.

Leaving aside all the high-flown sentiments of honour slighted etc, the real reason for the row may have had more to do with money. Prize money, that is. For there was "a con-

siderable golden harvest in the countdown to Trafalgar which so exercised the mind and pen of Horatio Nelson."

Thus argues Orde's descendant in Nelson's Mediterranean Command – Concerning Pride, Preferment and Prize Money (Pentland Press £15). As a distinguished judge and a former military man, Denis Orde is well placed to deliver the verdict on one of the murkier side-issues of the Nelson Decade.

In the meantime RN Museum Deputy Director Colin White's latest research has revealed another slip in the Nelson story. His final steps on land before Trafalgar, he says, were taken close to King's Bastion, opposite Garrison Green in Old Portsmouth – and therefore 400 yards east of Southsea beach, as previously thought.

Leaving Lady Hamilton and his home at Merton, Surrey for the last time, Nelson drove through the night and arrived at Portsmouth in the early hours of Saturday, 14 September 1805. By noon he was ready to join HMS Victory – but news of his arrival had spread and large groups of people had started to gather.

He tried to elude them by taking a side route to the beach, but the crowd found him and pressed him all the way. In scenes reminiscent of those today attending the appearance of a top pop star, many were in tears and many knelt down before him and blessed him as he passed.

At King's Bastion they pushed upon the parapet to gaze after him as his cutter pushed off, and he returned their cheers by waving his hat.

– JFA

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Design your ideas for the next century!

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- The competition is divided into three age groups:
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 - Junior Sea Cadets - ages 10 to 12 years
 - Sea Cadets ages 12 to 18.

Four entries will be selected from each group. All 12 winning entries will be featured in the year 2000 Navy News calendar, your winning entry may even appear in one of Navy News' monthly issues. An overall winner being chosen from the winning entries will receive a major prize!

Entries should be produced on a minimum size of A4 quality paper up to a maximum size of A3, using either water colours, acrylics, pen and ink, crayons, felt tip pens or pencils. (Please note, computer produced designs will not be accepted.) Write a short paragraph (no more than 100 words) to explain the thinking behind your design.

You may wish to label your idea?



Send your design in a robust envelope to:-
DESIGN 2000 Business Manager Navy News,
Levathan Block, HMS Nelson, Portsmouth,
Hampshire, PO1 3HH

Remember to include your name, address and age. Judges decision is final. Unfortunately entries cannot be returned. Deadline date: All entries must be in by 31st October 1998

At Your Leisure

Stamped to stamp out the 'milk cows'

DURING World War II, Germany became the only country in history to operate submarine tankers - it was the only way it could refuel U-boats in distant operational areas reached only by passing through waters controlled by the Allies.

These tankers, known affectionately as 'milk cows' doubled or even trebled the U-boats' active patrol time - and so were regarded by both sides as the most important units of the U-boat fleet. Allied forces had explicit orders to attack the tankers first, whenever a choice existed between U-boat targets.

Rendezvous of a tanker with other submarines was arranged by coded W/T messages. In their early days, in 1942, the milk cows were able to operate under conditions of almost peacetime normality, refuelling up to two dozen U-boats in quick succession before returning to base for more fuel.

But once the German ciphers were broken their situation rapidly deteriorated. By 1944 the surviving tankers were carrying out essential, individual refuelling while guarded by special 'flak' U-boats.

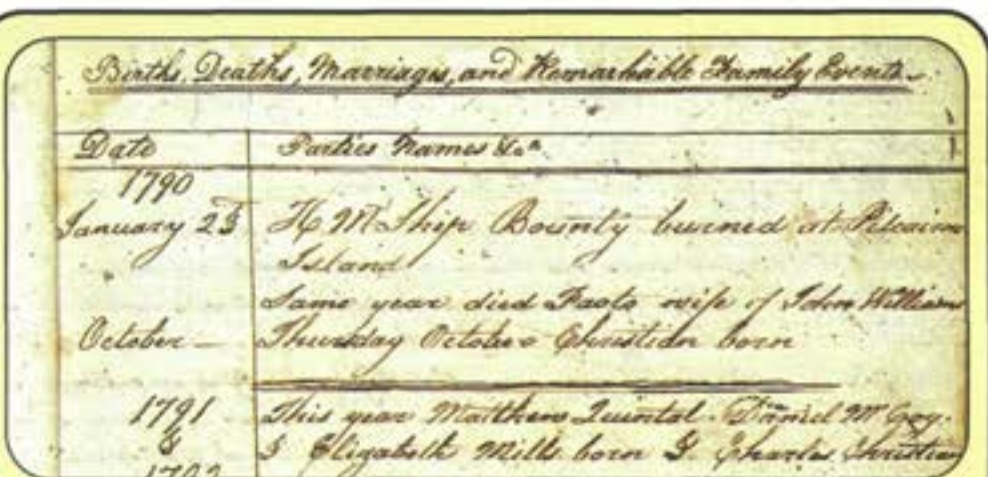
During this period, members of the tanker crews were dying of heart attacks and other stress-related illnesses. They had to lie stopped in mid-ocean with hatches open, fuel hoses connected to the suckling U-boat, guns manned as they fearfully awaited a sudden air attack from which they could not escape by diving.

By the end of the war, virtually every milk cow had been sunk. Their stories are told by John E White in *U-Boat Tankers 1941-45* (Airlife £19.95).

- JFA



U-559 (right) refuels a succession of U-boats. Until the German ciphers were broken, the 'milk cows' could manage up to 24 at a session. U-559 was sunk in July 1943.



'Bounty burned' - the first page of the Pitcairn Island Register.

'Bounty burned' - how the mutineers kept a record

THE PITCAIRN Island Register, a bound manuscript volume noting the histories of the Bounty mutineers, has been presented to the National Maritime Museum.

The unique record of the actions and ultimate fate of the party led by Fletcher Christian who landed on the Pacific island to escape arrest in 1790 was handed over by the Society for Promoting Christian Knowledge on April 26, the 209th anniversary of the mutiny.

It was originally given to the SPCK by G.H. Nobbs, a missionary to Pitcairn, in recognition of money raised by members of the Society to support the islanders in the early 1850s.

First entry in the Register, which begins in 1790 and ends in 1854, records the burning of the Bounty by the mutineers, in order to conceal their identity.

It also chronicles such important events as the massacre of several of the original muti-

neers by the Tahitians and includes prayers by John Adams, one of the leaders of the mutiny alongside Christian, who maintained the Register for nearly 30 years. The museum already holds Adams' copy of the Book of Common Prayer.

The SPCK is itself celebrating its 300th anniversary this year. It is the oldest Anglican missionary agency, working to promote Christian knowledge through its publishing and book selling operations and by making grants for literature and communication projects overseas.

Said Museum director Richard Ormond: "The Pitcairn Island Register provides the Museum with a first-hand record of one of the most enduring episodes in maritime history. We are grateful to the SPCK, which itself played an important role in the history of the island."

"The story of the Bounty has always been a popular one with our visitors and this new acquisition enables us to show the true fates of the original mutineers."

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GOOD Will Hunting sounds like a what, but actually it's a who, after the fashion of Wild Bill Hickok, Long John Silver and so on. Teenage Will is a real underdog - poor, abused in childhood - but one with a secret power.

Unlike a Stephen King character, however, this doesn't mean he can cause spontaneous combustion or read the future. What Will is good at is sums; he's a mathemati-

cal genius. And seeing his job as a cleaner is at a university, the film's opening moves can be easily imagined. Later developments feature a sen-

ScreenScene

sitive shrink (Robin Williams) who helps Will to start sorting himself out, and a lively British student (Minnie Driver) who completes the process. The movie represents two feathers in the cap of Matt Damon, who not only plays the

hero but also co-wrote the script, even though he hardly looks old enough to drink liquor.

Will Hunting is a true romantic hero, having fulfilled the most basic requirement: lots of suffering. Of course, that's very inferior-making for teenagers who enjoyed a trauma-free upbringing and whose only emotional baggage relates to the death of Scruffy the Hamster.

But that's where the novelist Elmore Leonard comes in, with the message that even if you don't have emotional baggage, at least you can be colourful. Elmore's characters never waste time feeling sorry for themselves - they're too busy pursuing their own eccentricities, plus any spare cash that's in the vicinity.

Jackie Brown is an adaption (by Quentin Tarantino) of Leonard's novel *Rain Punch*; with a cast that's itself as intriguing as the characters, Samuel L Jackson is Ordell, the super-tough gun runner who gets the story rolling. Seventies blaxploitation star Pam Grier takes the title role, a hard-luck air hostess roped into one of Ordell's schemes.

Veteran Robert Foster's character is the nearest the film gets to a hero, a shrewd bail-bondsman who takes a shine to Jackie. Then there's Bridget Fonda as a dangerously cheeky girlfriend, Michael Keaton as a keen cop and Robert de Niro as a comically dim hoodlum.

It's a violent tale, but Tarantino goes against current trends and his own reputation by - thanks, Quentin - keeping the rough stuff for the most part either off-screen or discreetly in the background.

- Bob Baker



Hostess with the mostest - Pam Grier stars as Quentin Tarantino's Jackie Brown.

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HMS GANGES (The final farewell) - video. Ideal birthday surprise present. Documentary includes all aspects of GANGES before demolition. One tear-jerking hour of nostalgia, produced by JOHN DOUGLAS author *HMS GANGES* (Roll on my daughter) & *HMS GANGES* (Tales of the TROJANS). S.A.E. details Douglas Hie, Penarth, Ref: 01494 481121.



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At Your Service



Calling Old Shipmates

HMS Bulawayo: Ron Simmonds would like to hear from R. Tennant, who served in HMS Bulawayo in 1954. Mr Tennant's letter appeared in 'Letters to the Editor' in the December edition of Navy News, but he didn't supply his address. Mr Simmonds started an HMS Bulawayo Association, and wants to hear from ex-ship's company. Contact: 21, Rectory Grove, Wickford, Essex SS11 8EP. tel 01268 733778.

HMS Penelope: Ex-shipmates who want to join the association should contact Mike Bee at 1, Oddwells St, Merfield WF14 9AB.

820 Sqn, HMS Eagle 1955-68: Ex-AB Cook Tug Wilson, who appeared for information on shipmate Little Knocker White, has changed telephone number. Contact him on 0777 178 1854.

Survey Ships Association: Past or present members of the ships companies of any RN survey ship may join as full members. Associate and honorary membership also available. Send an SAE to the secretary, Survey Ships Association, The Elms Guest House, 48, Victoria Rd South, Southsea, Hants PO5 2BT. tel/fax 01705 829904. e-mail SShipsAssoc@aol.com

Chatham 1947-49: The following served in the Div II Pay Office, RNB Chatham - where are they now? Maurice Adams, Ken Corbett, Max Coulson, Jim Gosling, Bob Miller, Colin Thurston, Arthur Rothwell, Bert Webster, Terry Wellington, A. Woods, and (modern names) Margaret Crane, Rose Manders, Joyce Peades and Joan Wilman - contact Les Kern on 01275 771580.

HMS Warrior, Operation Grapple: Christmas Island 1967 - if you were there, contact John Carr, 95, Walsley Rd, Acocks Green, Birmingham B27 7LW. tel 0121 624 4964.

HMS Luffington (104th MSS Inshore Flotilla): Ex-Typhlographer Jack Worth, secretary of the Ion Class Association, would like to contact the ship's company of HMS Luffington 1956-58 commission, especially Log Cook Jim Gates, who was best man at his wedding in Malta on May 18, 1957. Contact Jack at 42, Trenant Rd, Tywardreath, Par, Cornwall PL24 2QJ. tel 01276 815314.

HMS Pinta: W. Coburn survived the sinking of HMS Pinta off the coast of Boulogne, on the Northumberland coast in April 1941. He would like to hear from any other survivors of the ship, and from the families of those who died, as a memorial service and reunion is being arranged for next May. If you have any information, or wish to know details of the reunion, contact Mr Coburn at 132, Seaton Rd, Hemel Hempstead, Herts HP3 9BJ, enclosing a large SAE, or tele-

phone 01442 215722.
Jim Carr, HMS Harrier 1958-59: J. Carr would like to hear from old colleagues from 1955 to 1965. HM Ships Gang, J. Cayton, Bermuda, Charity, Dryad, Aonora, Triumph, and Harrier. Where are Wrens Diana Harper, Judith Gray, Wendy and Ann? Contact Jim at 10, Farnes Orchard, Cheddington, Bucks LU7 0SN. tel 01296 688935. fax 01296 562406.

Ann and Joan Dobson: Ex-Ldg Wren Tel. WRONS Doris (Killing) Jackson, serving in Moncton, Canada 1942-45, seeks whereabouts of twin English colleagues Ann and Joan Dobson. Telephone 01332 886435 or write to Little Greenside, 3, Manor Cottages, Wake, Leeds LS17 9JS.

HMS Cardiff: The Association is seeking former ships' companies of HMS Cardiff - contact B. Jenkins at 159, Albemarle Ave, Gosport, Hants PO12 4HT.

HMS Repulse: Alan McIvor is seeking three survivors of HMS Repulse, which sank along with HMS Prince of Wales in the war. They are Jim Anderson, Jan Flare, and Mickey Andrews - if anyone knows of their whereabouts, contact Alan at 80, Coney Park, Belfast BT8 4NS. tel 01232 701782.

Jim Jenkins would like to contact LSTD Tommy Fagg, leading stoker Tubby Preshall and Buck Taylor, of HMS Resolution 68. Mess. Contact Jim at 2, Welland Drive, Broadlands Park, Pagnott, Devon TQ4 7NJ. tel 01803 842374.

Ship Associations: Cecil Mummy would like to know if there are any associations for the following ships or establishments: HM Ships Resource, Dundee (survivor), Vernon, Prosperina, Glenyue and Greenwich, RNB (Victory), Contact Cecil at 2, Manning Court, Eastbury Rd, Oshy, Watford WD14 4PX.

HMS Tactician: Any old shipmates who served in this submarine between 1945 and 1947 are asked to contact Glen McGarvie at 29, Broxley Ave, Barry Dun, Doncaster. tel 01302 883376.

HMS Collingwood: Les Owen would like to hear from classmates who joined Aug 12, 1941 - instructor was PO Mullins. Contact Mr Owen at 55, Field Close, Westbury, Wilt BA13 2AG. tel 01373 822619.

FAA Rems A 1953-55 on loan to the Royal Australian Navy - there is the possibility of a UK reunion to celebrate the Golden Jubilee of HMAS Albatross - contact Tom Joyce on 0191 284 3512.

HMS St Kitts and HMS Camperdown: Does anyone recall a George Parker, who served with Roy Sharratt in HMS St Kitts for four years, and was also on the Camperdown? Contact Mr Sharratt at 100, Middlecotes, Tile Hill, Coventry, CV4 9AZ.

Graham "Jacko" Jackson, ex-Ordnance Artificer: John Cox has recently met up with Harry King of Adelaide SA, and they would both like to hear from you. Contact John at 14, Denbigh Ave, Rainham, Kent ME8 7EU, or telephone 01634 361404.

Sig Air Faulkner: Does anyone know the whereabouts of Alf, who joined the RNRV London in January 1939 and served in the same class as Ron Hutt until they were called up together on September 27, 1939. They did a 'crash course' in HMS King Arthur, then Alf went into General

Service, at one point serving in HMS Orion, possibly in 1943. Telephone Mr Hutt on 01322 664112.

HMS Arethusa: Tom Sawyer seeks Dixon, Hood, Curran, Newton, Powton brothers, Dann, Stoffel, Patterson, Capewell and others who served first commission (1965-68) and subsequent commissions until 1989. Contact Tom at 1, Manor Drive, Flockton, Wakefield WF4 4AW. tel 01924 848191.

HMS Cassandra 1944-67: C. Longfoot wonders where his old shipmates are - with a big reunion due next year. Contact him on 0151 226 3675. And any shipmates who served in CO, CH and CA class destroyers, on whatever commission or station, are invited to join the 8th Destroyer Association, contact the same number.

HMS Dunluce Castle, HMS Tyne 1941-44: Bill Hocking EA PO would love to hear from former shipmates, Don Stearns EA PO and Bill Coleman EM PO. Contact Bill at 7, Picochilly Circus, Sneils Beach, Warkworth, Rotherham, New Zealand. tel 0064 942 55313.

HMS Perseus: Charlie Bailey served in the Perseus from September 28, 1951 to February 11, 1953, and would like to hear from any of his old shipmates. Contact him at 92, Bayford Close, Hemel Hempstead, Herts. tel 01442 400729.

RN Deal, September 1947: Mr P. Wye is seeking four ex-Royal Marines from Deal, September 9, 1947: Tony Hensby, Brockley, London; Ken Adams, Dagenham; Robert Sutherland, Springfield, Glasgow; and Tony Parnell, Caerphilly. Any info to Mr Wye at Pat-a-Pat, 349, Old Rd, Clacton-on-Sea, Essex CO15 3RQ. tel 01225 434784.

STD Trevor "Jono" Johnson: Trevor met his wife Jacqueline through Navy News penpals, and they married in 1976. He will be 40 this year, and Jacqueline would like to contact some old Navy friends for a get-together, especially STO Ian Piper, Susan Ellis and Graham Saunders. Trevor served in HMS Norfolk around 1976, HMS Collingwood 1978, HMS Hecla 1982 and HMS Rossington, leaving the Navy in 1986/87. Contact Jacqueline on 0114 287 6784.

HMS Dunluce Castle, Scapa Flow, 1943-45: John Trotter is seeking any previous crew members and particularly lads of 12 Mess, also HMS Formidable, 1946-47 in the Far East. Contact John at Parkside, 1, Stannington Ave, Heaton, Newcastle-on-Tyne NE6 5AA.

Ship's Cooks: Freddy Fox would like to hear from all ship's cooks from GMD HMS London (first commission world trip 1963-65), crew members of HMS-Ms, Ocotel (1967-71) and Orpheus (1973-76), cooks and S-Rs HMS Endurance (ice patrol, 1978-80) and surveyors in HMS Hydra (1982-85). A reunion is planned for Ramsgate. Contact Freddy on 01843 228504 (pm) or at 1, Addiccombe Rd, Margate, Kent CT9 2SF.

HMS Prospect: Seaman Tommy Watson, who served in Norwegian waters in May 1946, is sought by Norwegian seaman Henrik Sem, on board Norwegian vessel Eglantine at the same time. Contact Colin Davis at 29, Elliot St, Abroath DD11 3BA. tel 01241 879066.

HMS Warrior: In 1954 a Presidential Citation from Vietnam was given to HMS Warrior as recognition for transporting 3,000 refugees from Hai Phong to Saigon in September. If anyone knows of its whereabouts, or has a copy, contact John Carr at 91, Westley Rd, Acocks Green, Birmingham B27 7UW. tel 0121 624 4964.

Alfred Harrison entered the Navy in September 1940, and spent some years in HMS Bulolo, from 1941 to 1946. Alfred's daughter Sheila Gould wants to know if the ship's records survive, or if anyone can help her fill in the gaps in her father's career. Contact her at 18, Hayes Lane, E-shall, Coventry CV7 9BP. tel 01203 313382.

LS and GC medal: Ashley McCreey has been given a George VI medal, awarded to C.J. Wilshire, Sgr RM. Can anyone provide any information on Sgt Wilshire? Contact Ashley at 64, Whitburn Rd, Toton, Nottingham NG9 6HR.

Reginald Young's sister, Mrs S. White, is trying to trace him. He served in HMS Warspite in the war, after which they lost touch. If anyone knows what happened to him, contact Mrs White at 50, Birchett Rd, Farnborough, Hants GU14 8PD.

Second Escort Group: Jan Thomas is seeking photos from anyone who served with Capt Walker, comprising HM Ships Starling, Wild Goose, Kite, Maggie, Wren, Woodpecker and Woodcock, also details of their experiences. Contact Jan at 3, Freshfield Ave, Altherton, Gtr Manchester M46 9PJ. tel 01942 876583.

North Sea collision: Geoffrey Hough served in HMS Decoy between 1953-54 when she was involved in a collision with another warship - possibly HMS Apollo. He has a picture of the episode. Can any one tell him the identity of the other ship? He lives at 4, Ryders Green, Formby, Liverpool L37 3HT. tel 01704 873002.

Denis Ward: If anyone served with the late AB Denis Ward during the war, his daughters would like to know more about his Combined operations career. He may have served with landing craft or a Naval beach party. Write to 39, Windsor Rd, Castle Bromwich, Birmingham B36 6JN.

Skipper for the day: Len Johnson was made skipper for the day on HMS Forth on Christmas Day 1945. A matelet he went ashore with gave him a photo as a keep-sake - Len would like to know who he was and the name of the boat. Any ideas to Len at 5, Chester Close, Garstang PR3 1JH.

Hiroshima and Nagasaki, 1945: John Bush would like to hear from anyone who served in the Pacific Fleets at the time and visited the above cities after the atomic bombs were dropped. Contact him at 14, Farnstead Rd, Loughon, Essex IG10 3BB.

University of Manchester: Are you a graduate of the university? You could receive the alumni magazine free - if they have your details. Contact Development and Alumni Relations Office, University of Manchester, Christie Building, Oxford Rd, Manchester M13 9PL. tel 0161 275 7230.

Francis Gilpin: John lives, of Dorset Park, Darrington, Tynes, Devon, has original documents pertaining to Chief Yeoman of Signals Francis Gilpin, sent to his widow Florence at their home in Plymouth. John is happy to give them to descendants.

Reunions

JUNE

Mount Harriet Day Parade: The CO of 42 Cde RM invites veterans of the battle and families to the parade, assembling at 1000 on June 12 at Bockleigh Barracks, Plymouth. Details from Padre on 01752 727027.

HMS Seleya reunion is on June 29 at the Royal Sailors Home Club, Portsmouth, for all commissions. Details from Malcolm Clarke, 53, Mantague Court, Kingstown, Bristol BS2 8HT. tel 0117 942 6135. e-mail mclarke@clarkassoc.demon.co.uk

JULY

Fleet Air Arm Field Gun Crew reunion will be at RNAS Culdroe, Cornwall, on July 3-4. All ex-FAA field gunners welcome. Details from Jimmy Andrews, tel/fax 01329 664007.

The Goldfish Club has a reunion at the Falcon Hotel, Stratford-upon-Avon on July 4-5. Details from Reg Ross on 0181 445 5347.

HMS Wensleydale Association service and reunion at St Margaret's Church, Haves, Wensleydale, on July 12. Details from Henry Leatham, 13, Park Rd, Denead, Waterlooville, Hants PO7 6AF. tel 01705 255495.

RN Comandos reunion is at the Nautical Club, Birmingham, on July 18 - all beach parties welcome. Details on 01202 825860.

Palestine Campaign: The North Somerset group of the Royal British Legion is holding a parade of veterans and service of remembrance in Bath on July 19 - veterans and families and friends welcome. Contact Keith Ford on 01737 831018 or Gerry Burr on 01935 421722.

AUGUST

892 Squadron's 20th anniversary reunion will take place at St Andrews in Fife on the weekend of August 14. Details from Gary Mumford on 01935 471228.

HMS Paladin 1941-62: The final reunion of the HMS Paladin Association is at the Union Jack Club on August 15. Details from R. Looker, 22, Lark Crescent, Hartford, Huntingdon PE18 7YN. tel 01480 454214.

HMS Suffolk Association reunion is at Stratford-upon-Avon on August 26-29, all commissions welcome. Details: A. Emanuel, 1, Channon Ct, Maple Rd, Sutton, Surrey KT6 4RS with SAE, tel 0181 390 5783.

SEPTEMBER

HMS Figard, 1948: 50th anniversary Jervis Div. Aircraft Antifer Apprentices, entry HMS Figard 1948, passed out HMS Concor Aug/Sept 1952: reunion is on September 4-6. For details contact Dicky May, 0121 354 5945 or Ralph (Jan) Wintle, 01329 282123.

TS Arethusa (AOB) reunion and AGM is at the Arethusa Venture Centre, Upton on September 5. Details from Dave Whittam on 01635 578392.

Training Ships reunion: Russell Coret Nautical School, Parkstone Sea Training School and Watts Naval Training School at Poole, Dorset, is on September 5-6. Contact Trevor Little, Tower House, Causton Rd, Reepham, Norfolk NR10 4LU.

HMS Euryalus Association reunion dinner-bance is at the Royal Sailors Home Club, Portsmouth, on September 9, all commissions. Details from E. Owen, 82, Heath Park Drive, Cardiff CF4 3QJ. tel 01222 750022.

Castle Class Corvette (Frigate) Association reunion is at the Queens Hotel,

Llandudno, on September 11-13. For details send SAE to Mae Bifen, 81, Beakes Rd, Smetwick, West Midlands B67 5RS, tel 0121 429 3895.

HM Rescue Tug Veterans Association reunion at Loughborough on September 11-13. Further information from Len Sutton, 44, Northumberland Court, Northumberland Ave, Hull HU2 6LR. tel 01482 212996.

HMS Blankney L30 (1941-46) reunion is at the Lamb Hotel, Nantwich, near Crewe in Cheshire, on September 12-13. Contact D. Curtis on 01270 569691 or A. Bennett on 01270 213486 for details.

HMS Indomitable reunion is at the RNA Club, Leamington Spa, on September 12-14. Ring 0161 962 9181 after 1.30pm for details.

Ex-US Coastguard Cutter 1941-46: The Cutters Association reunion is again at the Bull Hotel, Westgate, Peterborough, on September 16. Contact Jim Byrne on 0113 273 7243 or Sid Simkin on 01953 602656.

HMS Orion Association 1934-49: shipmates sought for reunion on September 17-18 at the Royal Fleet Club, Plymouth. Contact Grant West at 28, Stratton Rd, Great Glen, Leicester LE6 9QN. tel 0116 259 2171.

HMS Formidable Association reunion is at the Donington Thistle Hotel, East Midlands Airport, Castle Donington on September 18-20, including a remembrance service at St Andrews Church, Kettering - ship's company, Mannors and squadron all welcome. Contact Betty Smith, 78, Foswayne, Kettering, Leicestershire LE17 1NE. tel 0116 269 4019.

HMS Cardigan Bay (1944-62) reunion is at the Claremont Hotel, Birmingham on September 18-21. Details from Mike Solomon on 01977 676072 or Bob Hackett on 01803 315552.

Ex-Portland Meteorological Srs, JRs and serving Srs reunion is on September 19 at RNAS Portland. Details from CPO (MET/OC) W. Thomas, Met Office, RNAS Portland, Dorset DT5 1BL. tel 01305 825266 or 01305 833990.

HMS Rotherham Captain (D) 11th Destroyer Flotilla 1942-46 reunion weekend will be at the Ebon Hotel, Bramley, Rotherham on September 19-21. Details from Bob Sandford at 61, Tamarisk, Pandora Meadows, Kings Lynn, Norfolk PE30 3DD.

HMS Renown Association will meet at the Shellbourne Hotel in Southampton, on September 24-27. Details from Alan Ware, 4, Silverdale, 13 Lancaster Rd, Birkdale, Southport PR8 2LF. tel 01704 560481.

ASW's Association (Formerly TASIA Association 1955) are holding a reunion in SMOP's, HMS Dryad on September 25. Details from Mr Hitchcock, ASW's Association, Leven Building, SMOP's, HMS Dryad, tel 01705 284538.

HMS Golcrest reunion will take place in Haverfordwest, Pembrokeshire, on September 25, all ranks welcome. Details from D. Hutton at 44, Railway Rd, Linston, Manchester M41 0XW.

Lascaris Malta Association reunion is at the Home Club, Portsmouth, on September 25-27. Details from Terry Parker at 54c, Chertton Rd, Folkestone, Kent CT20 1DD.

HMS Wilgocove Association reunion is on September 25-28 at Alvaiston Hall, Nantwich, Cheshire. Details from Ken Hayes at 10, Stratford Way, Tishurst, Reading, Berks RG31 5XT.

HMS Portlock Bay Association reunion is at the Treacem Hotel, Babbacombe on September 26. Details from Bernard Drifflits at 2, Marlborough Close, Leominster, Herefordshire HR6 8LN. tel 01568 612595.

HM Submarine P222 was adopted by Sweden in the last war. Swindon RNA is holding a memorial parade and service on September 27. Details from Ted Brown, 28 South View Avenue, Swindon SN3 1EA. tel 01780 535275.

OCTOBER

HMS Alert 1961-63 commission reunion is to be held in October - anyone wishing to attend should ring Cox, on 01202 482548.

HMS Calder (K349) is holding a reunion in October. Details from Harry Fine on 0181 455 8400.

HMS St Vincent Association is planning a reunion and AGM for October. Details from Mike O'Leary, 322, Lauderdale Tower, Lauderdale Place, Barbican, London EC2P 5NA. tel/fax 0171 628 1473. e-mail 106373.321@compuserve.com

HMS Thesus (Korea 1950-51) reunion is in October at Leamington Spa. Contact Les Turnham at 41, Maryland Way, Sorsbury on Thames, Middx TW16 6HN.

Writer Branch, RNB Chatham 1947-49: Any ex-RN or WRNS, Writer Branch, who served in Div II Pay Office, Chatham will be welcome at a reunion in Yeovil in October. Contact Les Kern on 01279 771580.

HMS Cheviot: Chief Shepherd searching for all members of all locks, Woodroos and Lower Deck for reunion in October. SAE to V. Denham, 92, Swallow Rd, Larkfield, nr Aylesford, Kent ME20 6PZ.

HMS Superb Association will be holding a lower-deck reunion for all commissions in Gillingham in October. Details from ex-Stokers Fred Kinsey (01223 871505) or Fred Cockbill (01702 216067).

RN Boom Defence Ratings reunion is at Scarborough on October 2-3. Contact Alfie Mumberson on 01302 811898 or Lance Hollingsworth on 01723 369798.

HMS Duke of York Association reunion and AGM is on October 2-4 at Sutton Court, Birmingham. Contact Mr R. Draper, Rose Cottage, 103, Orchard Park, Eton, Chester CH2 4NQ. tel 01928 725175.

RN Regulating Branch (93) Association reunion is on October 2-4 at HMS Nelson, Portsmouth. Tickets from A. Hadley, 7, Delanere Rd, Southsea, PO4 6JL. tel 01705 738902.

RN Hospital, Plymouth: A reunion of

RN/QARNNS staff who worked at the RN Hospital, Plymouth, during the 1970s is to be held at the China Fleet Country Club, Saltash, Cornwall, on October 2-4. Details from David O'Sullivan on 01752 854653.

HMS Arbrin Association reunion and AGM will be at the Home Club, Portsmouth, on October 2-4. Details from Terry Bullingham on 0121 429 2428, or Dave Osborne on 01329 667571.

Association of Wrens Northern reunion at Porton Holiday Centre, Blackpool, October 2-5, afternoon in chatelets, full board £72, partners invited. Details, with SAE, from Rita Mansden, 22, Orion Rd, Chidwilt, Liverpool L16 6AS. tel 0151 722 2749.

Telegraphist Air Gunners Association annual dinner dance at the Forte Posthouse, Crick, Northants, on October 3. Details from Stewart Crawford, 27, Glenville Gate, Bury, Glasgow G76 8SS. tel 0141 644 5080.

HMS Queen Elizabeth reunion at Portsmouth on October 3. Details from E. Chapman, 24, Vartburg Gate, Broomie Manor, Swindon SN3 1NQ. tel 01793 616984.

6th Destroyer Flotilla Association (1944-46) reunion is at the Treacem Hotel, Babbacombe, on October 3. Details from F. Babbage on 01242 691054.

London and Medway RNPFTs dinner is on October 4 at the King Charles Hotel, Gillingham. tel 0181 304 6169 for details.

HMS King George V reunion is at the Hospitality Inn, Portsmouth, on October 5-9. Details from Bart Kent on 01277 214810 or Jack Kibby on 01327 703479.

RN Writers Association reunion dinner is on October 9 at the Royal Sailors Home Club, Portsmouth. More info from Mr C. Kelly, 89, Grogan Ave, Gosport PO13 0YL. tel 01329 221272, or HMS Sultan ex/2142.

Greenville '45 reunion is at the Centre Court Hotel, Basingstoke, on October 9. Details from Roy Jackson on 01705 379969.

46 Commando RM Association is on October 9-12 at the Livermead Cliff Hotel, Torquay. Details from Jack Aspden at 4, Lon Carlos, Bryn Coed, Abergele, Cwyd LL22 7JE. tel 01745 826531.

HMS Duff (1952-54) first commission reunion is at Holmes Lacy House Hotel, nr Hereford, on October 9-12. Details from Owen Simpson at 20, Green Close, Uley, Glos GL11 5TH. tel 01453 860564.

HMS Duff 1943-45 reunion is at the Jarvis Hotel, Solihull, on October 10. Details from N. Johns, The Old Chantry, New Rd, Inslow, Bideford, Devon EX39 4LN. tel 01271 860578.

HMS Crane Association (1943-61) reunion is on October 10-11. Details from Tony Nutall, 85, Conway Rd, Nottingham NG4 2PW. tel 0115 952 6362.

Electrical and Radio Electrical Artificer Apprentices, 12 Class, Series 14 (Dec 1955) reunion is on October 16 at the Royal Sailors Home Club, Portsmouth. Details from Tom Marshall on 01705 731792.

HMS Foley (K474) reunion will be on October 17-18 at the Bonia Vista Hotel, Blackpool. Contact Frank Bee at 38D, Church St, Fleetwood, tel 01253 873800.

Ton Class Minesweepers/Hunters Association reunion is at the Treacem Hotel, Babbacombe, Torquay on October 16-18. Details from Jack Worth, 42, Trenant Rd, Tywardreath, Par, Cornwall PL24 2QJ. tel 01726 815314.

846 Squadron (HMS Albion 1962-64) reunion is on October 17 at the China Fleet Country Club, Saltash, Plymouth. Details from Dave Scowen, 34A, Leuvin Rd, Home Cross, Greenhithe, Kent DA9 9DZ. tel 01322 385054.

HMS Diomedé (F166) second reunion will be at the Holiday Inn, Leicester, on October 17. Details and bookings from James Farlie, Netherby House, Huncote Rd, Croft, Leicester. tel 01455 286480.

HMS Triumph (light fleet carrier) reunion will be at the Burlington Hotel, westbourne, on October 23-26. 685 for three nights. Details from 01228 514570.

HMS Ganges Classes 201/262 Drake Division 1945-46 intake reunion is at the Bear Hotel, Havant, on October 24. Contact Geoff Bray on 01329 312668 or Chris Walklett on 01705 594431.

TS Mercury Old Boys Association AGM and reunion is at Chilworth Manor, near Southampton, on October 24. Details from Capt David Parsons, Aylmer House, 2, Chapel Lane, Otterbourne, Winchester SO21 2HX. tel/fax 01703 254329.

HMS Arethusa Association reunion is at the Falcon Hotel, Stratford-upon-Avon, on October 30-31. Details from R. Sawyer, 1, Manor Drive, Flockton, Wakefield WF4 4AW. tel 01924 848191.

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NoticeBoard



Points

THE FOLLOWING shows the total points of ratings at the top of each advancement roster for Petty Officer and Leading Rates in May after issue of B13s.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in 'basic date' order. Dates shown against 'Int' rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in May.

CCMEAM/L - Int (3.3.98), 7. **CCMEAE/L** - Int (7.3.98), 2. **CCMEALSM** - Dry, 1. **CCMEALS** - Dry, Nil. **CCWEAADC** - Dry, 6. **CCWEAWDO** - Dry, 6. **CCWEAADCMS** - Dry, 1. **CCWEAWDOSM** - Dry, 2. **CCWEASWNAVSM** - Dry, 2. **CCWEASWSTECMS** - Dry, Nil. **CCCAEAM** - 143 (1.9.98), Nil. **CCCAEAR** - Dry, Nil. **CCCAEAWL** - 274 (1.9.98), Nil.

POEWK/O - 351 (15.3.94), Nil. **LS(EW)** - Int (12.3.96), Nil. **PO(M)** - 112 (12.9.96), 5. **LS(M)** - 80 (10.10.96), Nil. **PO(R)** - 399 (12.10.93), 4. **LS(R)** - 110 (12.9.96), Nil. **PO(S)** - Int (12.3.96), 3. **LS(S)** - 434 (15.6.93), Nil. **PO(D)** - 622 (14.7.92), Nil. **LS(D)** - 698 (16.12.91), Nil. **PO(MWY/O)** - Int (4.4.97), Nil. **LS(MW)** - Int (11.3.97), Nil. **PO(SR)** - 388 (12.10.93), Nil. **LS(SR)** - 182 (14.2.95), Nil. **PO(SEA)** - 574 (15.9.92), 2.

POCY - 568 (9.6.90), Nil. **PORS** - 629 (8.6.90), Nil. **POCO** - 264 (11.10.94), Nil. **LRO** - 377 (12.10.93), Nil. **POPT** - 529 (13.10.92), Nil. **RPO** - 628 (10.3.92), 1. **POEM(L/GS)** - Dry, Nil. **LMEM(L/GS)** - Int (19.6.97), Nil. **POEM(M/GS)** - 450 (12.12.92), Nil. **LMEM(M/GS)** - 265 (12.2.94), 7. **POEM(O)** - 145 (14.9.95), 3. **LWEM(O)** - 155 (29.3.95), 8. **POEM(R/GS)** - 290 (3.5.94), 8. **LWEM(R/GS)** - 314 (6.1.94), 4. **POCA(G/S)** - 528 (19.2.93), 1. **LCH(G/S)** - 493 (4.11.92), 4. **POSTD(G/S)** - 789 (28.9.91), Nil. **LSTD(G/S)** - 307 (17.2.94), 1. **POSA(G/S)** - 422 (11.8.93), 5. **LSA(G/S)** - 143 (14.6.90), 5. **POWTR(G/S)** - 477 (20.5.93), Nil. **LWTR(G/S)** - 411 (4.8.93), 5. **POMA** - Int (14.5.96), 2. **LMA** - 68 (14.11.95), 3.

PO(S)SM(O) - 729 (19.12.91), Nil. **LS(S)SM** - 663 (9.1.92), 1. **PO(TS)SM** - 432 (31.8.93), Nil. **LS(TS)SM** - 489 (19.1.93), Nil. **PO(RS)SM** - 573 (13.10.92), Nil. **LRO(SM)** - 385 (8.6.93), Nil. **POEM(L)SM** - Int (9.12.97), 4. **LMEM(L)SM** - Int (4.9.96), 7. **POEM(M)SM** - Dry, Nil. **LMEM(M)SM** - Int (5.5.97), 11. **POEM(R)SM** - 557 (3.11.92), 1. **LWEM(R)SM** - 894 (11.7.90), 1. **POSA(SM)** - Int (3.12.97), Nil. **LSA(SM)** - Int (5.8.96), 1. **POWTR(SM)** - Int (12.12.96), Nil. **LWTR(SM)** - 361 (25.11.93), Nil. **POCA(SM)** - Int (25.4.97), 2. **LCH(SM)** - 807 (3.11.90), 4. **POSTD(SM)** - 755 (23.7.91), Nil. **LSTD(SM)** - 1065 (20.2.90), Nil.

POA(H) - 919 (20.9.90), 6. **LA(H)** - 512 (16.2.90), 5. **POA(METOC)** - Int (24.2.98), Nil. **LA(METOC)** - Int (4.6.96), 1. **POA(PHOT)** - 993 (6.2.90), Nil. **POA(SE)** - 718 (9.6.91), Nil. **LA(SE)** - 462 (25.9.92), Nil. **POAC(M)** - 459 (10.6.93), 3. **POAC** - Dry, 3. **POAEM(M)** - 101 (5.10.95), 11. **LAEM(M)** - 449 (29.10.92), 12. **POAEM(R)** - Int (2.10.97), Nil. **LAEM(R)** - 567 (24.1.92), 1. **POAEM(L)** - Dry, Nil. **LAEM(L)** - 429 (11.2.93), 3.

POWR - 394 (14.1.94), Nil. **POWRS** - 609 (3.12.91), 1. **LWRO** - 760 (12.3.91), Nil. **POWPT** - 568 (7.5.92), Nil. **RPOW** - 297 (10.3.92), Nil. **POWCA** - Dry, Nil. **LWCH** - Dry, Nil. **POWSTD** - 933 (16.7.90), Nil. **LWSTD** - 517 (5.5.92), Nil. **POWSA** - 140 (1.8.95), Nil. **LWSA** - Dry, Nil. **POWWT** - 473 (26.2.90), Nil. **LWWT** - 351 (17.3.94), Nil. **POWWT(R)** - Int (11.2.97), Nil. **POWWT(M)** - Dry, Nil. **LWWT(M)** - Dry, Nil. **POWWT(SM)** - Int (20.5.97), Nil. **LWWT(SM)** - Dry, Nil. **POWAZEM(M)** - 558 (29.5.92), Nil. **POWAZEM(L)** - Dry, Nil. **LWAZEM(L)** - Dry, Nil. **POWETS** - 916 (15.11.90), Nil. **LWETS** - 492 (22.9.92), Nil. **LWTEL** - 615 (3.12.91), Nil.

POWVA - 486 (10.3.93), Nil. **LWVA** - 622 (20.10.91), Nil. **POWVHYO** - Int (14.12.95), Nil. **POWDSA** - Dry, Nil. **LWDSA** - Int (25.7.96), Nil. **POEN(G)** - Dry, Nil. **LENG** - Dry, Nil. **PONN** - 117 (18.7.95), 10. **POMA(O)** - Dry, Nil. **LMA(O)** - Dry, Nil. **POAWW** - Int (17.12.96), Nil. **LOMAW** - Int (20.10.97), Nil. **POAWT** - Int (2.10.97), Nil. **LOAWT** - Int (18.11.97), Nil. **POWV** - Int (21.2.96), Nil. **LOWV** - Int (9.9.97), Nil. **POWEV** - Int (24.7.97), Nil. **LOWEV** - Int (20.7.97), Nil. **POWVW** - Int (15.7.97), Nil. **LOWVW** - Int (13.1.98), Nil. **POVC** - Dry, Nil. **LOVC** - Int (14.10.97), Nil. **POVSM** - Int (26.11.97), 2. **LOVSM** - Int (30.1.97), 1. **POVTSM** - Int (11.7.96), Nil. **LOVTSM** - Int (13.2.96), Nil. **POVCSM** - 232 (11.10.94), Nil. **LOVCSM** - Int (10.6.97), Nil. **POVWSM** - 213 (3.5.94), Nil. **LOVWSM** - 579 (11.5.92), 9.

The Ven. S. J. Golding to be Principal Anglican Chaplain, April 1.

Loc. Col. J. G. Rose RM to be

Appointments

Commodore I. R. Henderson to be promoted Rear Admiral and to succeed Rear Admiral T. W. Loughran as Flag Officer Naval Aviation, Oct. 6.

Commodore H. W. Rickard to be promoted Rear Admiral and to be Senior Naval Member of the Directing Staff, Royal College of Defence Studies in succession to Rear Admiral J. H. A. J. Armstrong who is retiring, April 20.

Rev. C. E. Stewart to be Chaplain of the Fleet, April 1.

Capt S. C. Jermy to be CO HMS Cardiff and Captain Fifth Destroyer Squadron, July 24.

Capt J. R. Fanshawe to be CO HMS Fearless, Aug. 28.

Capt M. Stanhope to be CO HMS Illustrious, Sept. 8.

The Ven. S. J. Golding to be Principal Anglican Chaplain, April 1.

Loc. Col. J. G. Rose RM to be

CO 40 Cdo, Oct. 14.

Cdr F. G. R. Gillanders to be CO HMS Richmond, July 27.

Cdr J. K. Moores to be CO HMS Sovereign, June 16.

Cdr J. H. Stanford to be CO HMS Westminster, July 27.

Cdr D. C. Gegan to be CO HMS Herald, July 25.

Cdr P. D. Lemkes to be CO HMS Monmouth, Aug. 5.

Cdr B. N. B. Williams to be CO HMS Norfolk, June 30.

Lt Cdr N. N. C. Tindal to be CO HMS Dumbarton Castle, Aug. 3.

Lt Cdr R. I. Lawson to be CO HMS Bulldog, Sept. 29.

Lt Cdr C. J. Davies to be CO HMS Chiddingfold, July 28.

Lt W. J. Warrander to be CO HMS Cattistock, Aug. 4.

Lt A. P. Burns to be CO HMS Berkeley, June 26.

Promotions to Chief

AUTHORITY was issued by Commodore Naval Drafting in May for the following to be advanced:

To ACCMEA - J. Clingbourne (London), G.C. Seville (Westminster), C.L. Capes (Suffolk), S.R. Water (Nottingham), S. Day (Manchester), J.M. Wilkox (Fearless), J.G. Smith (London), V.D. Ackland (Newcastle), T.P. Nichols (Newcastle).

The following ratings were advanced in April:

To ACCMEA: S.S. Jones (Tireless). To ACCWEA: C.L.B. Fraser (CFM Portsmouth), H. Mellor (Drake CFM), N.K. Edwards (Collingwood), J.A. Breenley (Collingwood), D.W.A. Irvine (Collingwood), A.M. Farster (Collingwood), S.T. Flynn (Drake CFM), D.A. Sell (Intrepid), S.R. Whitehouse (Collingwood), R.J. Potts (SSA/CWTA Ports), G.D. Keer (Collingwood), J.W. Screen (Forest Moor).

The following ratings were advanced in March:

To ACCWEA: A.R. Fibey (Dolphin SM Sch.), R.A. Lee (CSST Shore Dept.), D.W.J. Stickland (Neptune SM), J.S. Jackson (Neptune SWS), P.A. Hancock (Tireless).

CHIEF PETTY OFFICER

AUTHORITY was issued by Commodore Naval Drafting in May for the following to be promoted to Chief Petty Officer:

OPERATIONS (SEAMAN GROUP)

To CPO(M) - I. Theburn (Cambridge) R. Soat (Invincible), K.D. Currie (Sultan).

To CPO(R) - D.R.C. Honey (Cornwall), T. Simpson (Dryad), R.J. Perry (Brave).

To CPO(S) - G.A.E. Gardner (Raleigh), A.D. Godwin (Excellent), S.A. Welsh (Dartmouth BRNC).

OPERATIONS (COMMUNICATIONS) REGULATING AND PT

To CPORS - M.S. Fodbury (York), A.I. Sellers (Collingwood), K.F. Dewing (RAF Thetford).

To CPOCY: R.A. Beaching (Dryad).

To MAA - T.W. Owen (Argyle).

To MAA(W) - D.C. Burns (Drake CBP CNR).

SUPPLY

To CPOSA - D.M. Boyles (Somerset), B.J. Kirkland (Bagley), C.A.I. Orchard (RNLI Gull), L.B. Jacobs (Dartmouth BRNC), A.J. Knott (Brave).

To CPOSTD - P.C. Wheeler (RNAS Culdrose), M.A. Cook (Dolphin SM Sch.), M.L. Barton (RNAS Yeovilton).

MEDICAL

To CPOMA - P.J. Richardson (Excellent), J. Argent (Neptune DSC).

To CPONN - C.C. Brown (RH Hastar).

FLEET AIR ARM

To CPOAEM(L) - G.P. Flynn (846 Sqn), To CPOAEM(M) - C.L. Long (RNAS Culdrose), S.G. Bews (815 Ft 218), A.R. Medcott (RNAS Culdrose).

To CPOA(H) - M.G. Farnell (RNAS Culdrose), J.J. Tagg (RNAS Culdrose).

To CPOA(CM) - A.W. Kibbold (771 SKS SAR), P.J. Davies (RNAS Culdrose).

Director of Signals (Navy) in late 1960s. Joined 1964. Ships: Vindictive, Southampton, Liverpool, Sheffield (Bismarck action), Pydiciary, Solabey, Surprise (CO), Commander of RN College Greenwich 1969-61, Naval Attaché Paris 1962-64, Terby (CO and Capt F17), Eastbourne (CO), Member of Association of RN Officers. Aged 77.

Major Sir Patrick Wall, MC, RM. Served 1905-50. Service: HMS Tuttle, D-Day landings, led first patrol across River Maas in April, 1945. Conservative MP for Yarmouth and later Beverley 1954-87. May 15, aged 81.

Lord Craigie, in WWII joined RNR as ordinary seaman, later promoted to sub-lieutenant. President of the British Association of the Sovereign Military Order of Malta, April 30, aged 74.

Judge David Lloyd-Jones. In WWII joined RNR as ordinary seaman. Ship: Eclipse, Colossus, ending war as lieutenant. Member of the Sovereign Military Order of Malta, April 30, aged 74.

Major-General Training and Reserve Forces RM 1960-83. Served 1948-83. Served with 42 Cdo (Malaya campaign), CO 585, HMS Loch Lomond, staff of COFM, Brigade Major 3 Cdo Bde (Singapore), CO 45 Cdo (N. Ireland 1972-73), British Defence Staff Washington 1974-77. Chief Executive General Council of the Bar 1987-94. April 27, aged 87.

Capt Dudley Norman DSO, DSC, WWI submarine commander and founder of Royal Malaysian Navy. Served 1924-60. Submarine commands: H44, Upright (sunk Italian cruiser Armando Diaz), Graph (sapped U-boat), Turia, Alcide. Post-war appointments in Admiralty, Nato and as XO HMS Heron, CO HMS Nerada (S. Africa). As Commodore forged Malaysian navy 1957-60. Secretary of Royal Malta Yacht Club. Aged 87.

Capt Christopher Wake-Walker.

Submarine Service

To CPOMEM(M) - J.H. Preece (Valiant), K.M. Pollard (Dolphin SM Sch.).

To CPORS(SM) - M.P. Allen (Trafalgar).

To CPO(SSM/O) - C.J. Roberts (Dolphin SM Sch.), K.A. Daniels (Dolphin SM Sch.).

CPO ARTIFICER/TECHNICIAN

Commodore Naval Drafting has been notified of the following advancements to Chief Petty Officer Artificer/Technician which were made by Commanding Officers:

To CPOMEA: A.J. Clark (Tireless), R.I. Crossley (Drake CFM), M.O. Jakes (CFM Portsmouth), S.M. Jessop (Manchester), D.A. Thompson (Talent).

To ACPOMEA - A. Baggalay (Monmouth), M.B. Chamberlain (Brave), M.A. Cook (Brave), C.H. Horsley (Drake CFM), D.C. Jones (FOSM Gosport), T.P. Maloney (Victorious Stbd.), R.W. Searson (Drake CFM), J.P. Spivey (Nottingham), I. Sutton (Newcastle), J.J. Swift (Somerset), S.K. Walters (Drake CFM).

To CPOMEA: D.A. Burley (Collingwood), D. Fleetwood (Cyde Mikman2), J.R. Frisby (Warrior), R. Gemmett (DCSA Common FAS), C. Lowry (Westminster).

To ACPOWEA: N. Asbitt (Splendid), S.B. Beverland (Neptune NT), R.A. Bower (Monmouth), S.D. Dave (Argyll), J. Dunstone (Victorious Stbd.), A.J. Nixon (Neptune GPS), G.M. Shea (Grafton).

To CPOCT - P.N. Bookham (Collingwood).

To CPOMT - G.T. Poulter (RH Hastar).

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

THE TIME OF YOUR LIVES



HMS Endurance on her trials in 1968 before taking over from HMS Protector as Antarctic ice patrol vessel. The Protector, the oldest active ship in the Navy, made her last voyage to be finally paid off.

40 years ago

SHEER NYLON stockings and black shoes of a new, fashionable design - with higher heels - were introduced for WRNS officers and ratings, to be worn for all except ceremonial occasions. The 15-denier stockings replaced the 30 denier for non-ceremonial wear.

30 years ago

A PAY RISE of seven per cent for all officers and ratings was agreed by the Government and back-dated to April. The Prices and Incomes Board was to undertake a thorough review to examine the possibility of evaluating Service jobs and comparing them more accurately with those in civilian life.

The death was announced of Admiral of the Fleet Sir Philip Vian, Commanding Officer of HMS Cossack during the Altmark incident and a Flag Officer at D-Day and with the British Pacific Fleet.

20 years ago

THE TEMPLE of Augustus Caesar on the Egyptian island of Philae was successfully raised from beneath the mud of the Nile, thanks to a team of Royal Navy divers led by Lt Cdr David Bartlett and CPO Joe Maher.

Swop drafts

LMEM(L) Young, HMS Sheffield, BFPO 363 (Devonport ext. 53720), deploys mid-June. Will consider any other draft.

AEM G. A. Robinson, 849 NAS B Flight, RNAS Culdrose, drafted 849 HQ Sept. 14. Will consider any first or second-line draft to 819 NAS, HMS Gannet.

LCH Bailey, Main Galley, HMS Neptune ext 93255 3429, will swop for any Portsmouth/London shore draft.

POBA Graham, Portland ext 5597 until end of May. Drafted Merlin FT0, RNAS Culdrose (non sea-going sea draft). Will swop for Portsmouth/Plymouth draft.

LCH McCarthy, HMS Endurance, BFPO 279, drafted RNAS Culdrose, Aug. 17. Will swop for HMS Drake or HMS Raleigh.

CH Clark, 30 Mess, HMS Sheffield, Devonport ext 52650, deploys mid-June. Will consider any Devonport ship not deploying.

LS(M) Mitchell (GSAS GC), 39 Man Mess, HMS Iron Duke, BFPO 309, will swop for any Plymouth ship or unit.

LS(M) Jones (GSAS gun controller), 39 Man Mess, HMS Iron Duke, BFPO 309, will swop for any Plymouth ship or unit.

STD Blanchard, HMS Forest Moor, Darley, N. Yorks., HG3 2RE, drafted HMS Orkney, June 9. Will swop for any major Portsmouth/Plymouth ship deploying or not.

POMEM(L) Bunting, POs Mess, HMS Argyl, BFPO 210, retiring in Royalty for a year. Will consider any Type 23 deploying or

not, preferably Plymouth based (must be MEODW 1 or 2 qualified).

LWVTR Fountains, HMS Gannet ext 4334, drafted HMS Drake on July 14. Will swop for any Northwood/Portsmouth shore draft.

A.LCH J. P. Franks, RNAS Culdrose ext 2449, drafted CFP5 Sea Nelson (PO No. 0024), June 16, then HMS Gurnsey, Sept. 22. Will consider any ship deploying or not.

LS(R) Russell, 26 Man Mess, HMS Iron Duke, BFPO 309, will swop for any Devonport draft, deploying or not.

A.LMA D. C. Williams, CTCRM Lympstone (93785 4207), will swop for any Portsmouth area draft.

AB(EW) Hornby, FEWSG, HMS Collingwood until Aug. 2000 - sea billet open for OM(EW) or AB(EW). Will swop for Plymouth ship deploying or not or Plymouth shore base. Contact CPO(EW) Plummer on 93855 2148.

LWTR Deakin, COMUKTG/CASWSF, HMNS Portsmouth ext 26645, drafted HMS Nelson UPO, Aug. Will consider Gosport/Fairham draft.

LWRO Mendes, MOD Main Building ext 82005, drafted RAF Digby (DV billet), July 21. Will swop for Northwood or as near as possible.

WSTD Beadons, 30 Mess, HMS Cumberland, BFPO 261 (male or female billet), deploying Sept. Will swop for non-deploying Devonport ship.

WTR Rajan, HMS Argyle, BFPO 207 (Portsmouth, six-month relt from Jan.). Will swop for deploying CVS, Type 29/23 or Squadron office.

LWVTR Trowsdale, HGRM ext 7634, drafted CNCFLEET, HMS Warrior (DV billet), Aug. 1. Will consider any Portsmouth area shore draft.

POMEM(M) Hull D. M. Stevenson, HMS Drake CFM ext 67330, drafted HMS Invincible, Feb. 95. Will swop for any Type 20/23 deploying or not.

OM(UW)1 Baxter (Trained for 2031 EDS/2050-SSCS), HMS Sutherland, BFPO 398, deploying Sept. Will swop for any Portsmouth ship, although any Devonport ship considered.

LMEM Southern, 26 Man Mess, HMS Argyl, BFPO 210 (leaving June 5), drafted HMS Drake CFM (MEA) June 25. Will swop for a Portsmouth shore draft from Sept 25.

MEM(M)1 Swift, 3F Mess, HMS Cumberland, BFPO 261, deploying Sept. Will swop for any Type 23, preferably not deploying until at least late next year.

CPOMEA(EL) Miles, HMS Sultan ext 2068/2070, drafted HMS Beagle, Jan. 1. Will swop for any Portsmouth ship deploying or not.

CPOMEA(ML) Thomson, HMS Sultan ext 2515, will swop for any Plymouth shore base.

POCA Payer, HMS Invincible, BFPO 308, ext 557, drafted to Catering Office, HMS Raleigh, Sept. Will swop for any Portsmouth shore draft.

lee member Darlington, April 13.

D. W. Turner, life member and former treasurer Stourbridge & Dist. Ex-Sgt RM, served in India and Singapore, April 9.

Reg West, Brentwood, Ex-RM.

Joseph W. S. Richie, Nuneaton, April 7, aged 83.

William Hallam, Portsmouth, Ship: Nottingham, Sheffield, Flower-class convalescent, Russian convoys, April 18, aged 80.

Arthur F. Norris, King's Lynn & Dist. Served 1939-46. Ship: Pembroke, Wilkie, Liverpool, Kestrel, Hornbill. Aged 77.

Geoff Allen, Atherton.

Joe Partington, president S. Liverpool, Ex-L/Std., served in WWII, April 24, aged 77.

Gwyn Wales (nee Brown), St Helens, Ex-WRNS.

Joe Heaps, St Helens, Ex-RM.

Hughie Green, St Helens, Ex-AB. Ship: included King George V.

H. Caffow, life member Sparrows Nest. Served in minesweepers. Aged 80.

Arthur Noel Smith, Nuneaton, April 28, aged 77.

Harry Hipwell, Wigston & Dist. and formerly of Maidstone, April 24, aged 77.

Thomas McKie DSM, founder and life member Llandudno, Aged 86.

Tony Dowling, Chichester, Ex-AB, served in E. Indies Fleet, HMS Newcastle April 8, aged 73.

Association and HM Tribals 1939-45. Served in Atlantic, Russian convoys and Pedestal convoys. Survivor (DEMS rating) of mv Port Chalmers.

J. W. Aveling, ex-LS HMS Peirus 1943-45, April 18.

Denys Guyett, ex-AB HMS Nerissa 1945-47, April 23.

Denise Aubrey Winter, APO RM, HMS Chevalier 1946-47, April 25.

Frederick Walter Willgreave, served 1939-60. Ship: Orion, Swiftsure, Superb, LCT 127 (Dieppe). Also in Combined Ops in N. Africa and Sicily.

Ailie Gardner, ex-POSTD, Member of HMS Faulkner Association, Feb. 16.

Andy White, member of HMS Faulkner Association, April 11.

Alan Denison, served in HMS Birnham, Member of Yorks. W. Riding branch of Russian Convoy Club, April 12, aged 75.

Property & Miscellaneous



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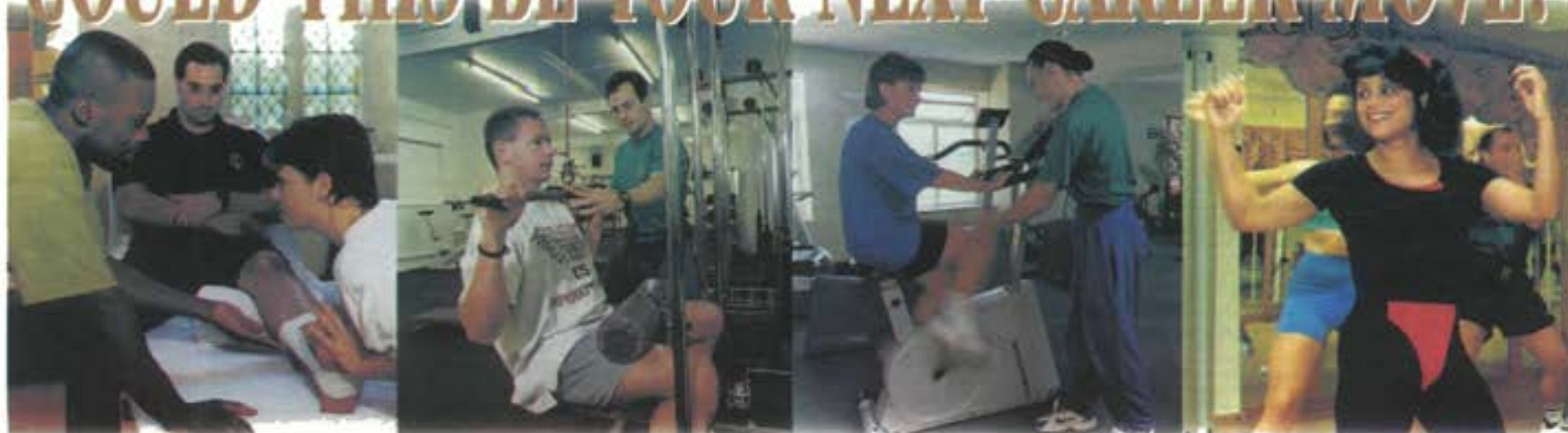
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The GANG PLANK Club

World Cup is finally here!



VIVE le football, the World Cup is finally here!

No doubt you will all be supporting our home teams, but you may also like to pick some other teams as your favourites just in case!

Here are just some: Bulgaria, Cameroon, Chile, Romania, Paraguay, Tunisia, South Africa and Croatia.

The answer to last month's mystery footballer was Teddy Sheringham of Manchester Utd. I bet you all guessed the right answer.

There's no quiz this month but please write and tell us your favourite player and why, there's a prize for the best letter!

Avast ye landlubbers, I've put to sea again, ready to sail the high seas for summer. Hearty thanks to all you lovely lot who wrote to me to thank me for your Easter prezzies. I love reading me mail in me hammock at night.

I might need a few extra deck hands this summer for there's plenty to do on the seas. In August me and me crew will be heading for Portsmouth where I do hear tell there's going to be ships galore. Why not come and meet me there? Them that are clever can enter this 'ere competition right on this page.



Technocat sends a distress call

TECHNOCAT got himself into a bit of a jam this month. As you know, it's the job of the ship's cat to keep those big black rats from overrunning the place but blow me if Technocat didn't spot one, bold as brass, tucking in to the cook's supply of apples!

In the technoblink of an eye he pounced on the intruder but missed him completely and got stuck between the last two rungs of the galley steps.

He made such a racket, whining and carrying on, that Captain Plank soon came to the rescue.

That got Technocat's techno-whiskers twitching and he set about finding out how distress messages are sent at sea.

In the days before radio, a ship's crew could go for weeks before being rescued as they were only equipped with flags, lanterns and fog horns to attract attention.

Things changed dramatically when Samuel Morse invented a new signalling system.

SOS

TO SEND an SOS message you tap three fast beats (dot, dot, dot) then three slow beats (dash, dash, dash) and then three fast beats again.

This spells SOS for 'save our souls' and the pattern of sounds is recognised everywhere as an emergency signal.

Morse code is a system of dots and dashes signifying each letter of the alphabet and was easily adapted to use over the radio.

The famous distress message SOS is an easy Morse code message to remember and recognise. Technocat has written it out (left) for you to try. However, the era of Morse code is coming to an end.

The introduction of the Global Maritime Distress and Safety System (GMDSS) means that ships can now relay distress messages via satellite at the touch of a button, giving the position of the ship, and the nature and time of the distress. In 1999 the last official morse code message will be sent and all ships will have to have GMDSS.

Talk about Technotastic! Well, Technocat is going to take a well-earned catnap now but he'll be back next month so watch this space!

Tackle these tricky tongue twisters!

WE THOUGHT we would take a bit of a break from jokes but we still want to make you laugh, so we want you to send us some of the best tongue-twisters.

Don't forget that you can say them slowly at first but to make it the best fun you have to say them three times really fast!

See if you can get these tongue twisters right, and thanks to William Broadway for our very first ones:

Pirate Plank's potty parrot pinches a pouch of pink pearls

Bold Buccaneer and big Barracuda battle over booty.

COMPETITION TIME! Design a flag

Enter our competition and win a fabulous day out to the International Festival of the Sea! This is your chance to see hundreds of ships from all over the world including the great tall ships as well as flying visits from Naval Sea Harriers and Helicopters. There are exhibitions, demonstrations, street entertainers, model ships and miniature scale battles, all culminating in a brilliant light show and nightly concerts featuring headline bands, plus all the regular attractions of Flagship Portsmouth.



FOUR FAMILY TICKETS TO BE WON

Captain Plank and his gang are going to the International Festival of the Sea and we would like you to design a flag for him (on A4 paper). Don't forget to attach a postcard with your name, age (you must be 12 or under) and address and send it to: The Gang Plank Club Navy News, HMS Nelson, Portsmouth, Hampshire PO1 3H1. The closing date for entries is July 12th 1998.

The judges' decision is final and no correspondence will be entered into. Employees and relatives of Navy News staff are not eligible to enter.

Captain Plank's top six tips for healthy teeth and gums

CAPTAIN Plank says pirates used to brush their teeth with hogs-hair toothbrushes which is why so many of them had missing teeth!

Colgate has sent every member of the Gang Plank Club a toothbrush and some toothpaste so that they can keep their teeth clean and healthy, unlike the pirates.

Captain Plank's top tips for brushing teeth:

1. Brush your teeth every morning and every evening
2. Don't brush too hard
3. Begin with your lower teeth and go slowly round the teeth from left to right
4. Then brush the insides, not forgetting the insides of the front teeth
5. Then brush the biting surfaces.
6. Repeat for the upper teeth

Captain Plank says thank you to Colgate for the toothbrushes and toothpaste and promises that members of the club will look after their teeth and keep smiling!

CHAT PAD

WELL, you have certainly all been very busy this month sending me some great pictures and letters.

Ashley Smith is having a great time playing football for North Walsham Town under-10s. Keep scoring Ashley! Rebecca Langley wants us to say "Grandad Albert I love you!"

Thank you to David Kiriakidis for his great treasure map. Watch out for our summer special - it will also have a treasure map! Hello to John Prosser and Kayleigh Dyda who also wrote to Captain Plank this month.

Don't forget, Gang Plank members, it's Father's Day on June 21. We think home cards and presents are the best, so get busy with your drawing and colouring!

Family tickets to Legoland

FIVE lucky readers have won family tickets to visit Legoland after entering last month's competition.

They are Kayleigh Dyda, Hayley O'Grady, Christopher Reynolds, Robert Jenkins and Javed Higman.



June birthdays

Robert Jones, Harriet Spencer, Lauren Smith, Hannah Blewitt, Christopher Palmer, Victoria Watson, Sean Allen, James Lawrence, Ben West, Ryan Read, Anthony Hughes, Zoe McCarthy, Laura Kelly, Gavin Priddy, Joanna Ingram, Ashley Baker, Victoria Hocking.





Get wise on DCIs



DCIs in Brief

Somerset man wins top prize

THE WILKINSON Sword of Honour for the best overall Principal Warfare Officer student in 1997 has been awarded to Lt Cdr Benjamin John Key of HMS Somerset.

He also won the Captain Farmer Memorial Prize for the highest marks on course, and the Commander Egerton Prize and St Barbara Association Prize for the above water warfare student achieving the best results.

DCI RN 26/98

Prices up

PRICES of Naval uniform clothing for officers and ratings rose on April 1. As an example, DMS boots have gone up from £27.09 to £31.83, blue Class II jumpers from £31.15 to £36.60 and Class II caps from £20.63 to £24.24.

DCI RN 52/98

Medal ruling

THE QUEEN has approved the wearing of the Omani 25th National Day Medal for members of the Armed Forces who received it while they were on loan or on contract in the service of the Sultan of Oman. The Sultanate's 25th National Day was on November 18, 1995.

DCI RN 12/98

Snap decision

ENTRIES for the RN Amateur Photographic Competition (VSEL Prize) should be sent to DPR(N) by August 28. The top prize is £250, and photographs must have been taken after September 6, 1997.

DCI RN 64/98

NavyMail takes on wider meaning

SECOND Sea Lord's e-mail system is to be renamed in order to clear up any confusion over addresses.

The term NavyMail became established as part of 2SL's internal communications structure.

But with the recent introduction of the RAFMail and ArmyMail systems across each Service, there was an assumption that NavyMail

fulfilled the same function for the Senior Service.

As announced at the 1998 RN Communications and Information Systems Conference, the term NavyMail will in future refer to the Navy's service-wide e-mail systems, and will become an integral part of the MOD's Federated Corporate Infrastructure.

As such, NavyMail will

incorporate 2SL's e-mail system, as well as NavyNet, NavyStar and FAAIT.

As part of the changes, with immediate effect 2SL's e-mail system will be known as 2SLMail.

All new and future documentation and correspondence should reflect the new identity, and current items will be changed gradually.

Modifications to the 2SL

mail directory structure are being made to reflect the new name, and administrators of other e-mail systems must ensure appropriate action is taken to avoid mis-directed e-mails.

Point of contact is DNPCC/HQNS (Portsmouth Naval Base 25884), the 2SLMail system manager.

DCI GEN 94/98

Certificate confirms housing status

A CERTIFICATE is now available for single people leaving the Services which confirms when they will be ineligible to occupy Forces accommodation.

The 'Certificate of Entitlement for Single Personnel to Occupy Service Living Accommodation and of Impending Homelessness' provides proof to local authorities and housing associations that an applicant is seeking housing.

Introduction of the document brings single leavers into line with those who are married and occupying family quarters. The certificate can be obtained from the applicant's local area office of the Defence Housing Executive.

DCI JS 19/98

D'you hear there?

THE NAVY is publicising its code of practice on health surveillance of hearing.

Exposure to excessive noise may give rise to damage, and

under the Noise at Work Regulations (NAWR) 1989 employers are required to identify and assess potential noise hazards, with an overall responsibility

to reduce the risk of damage to the hearing of employees.

The MOD complies fully with this obligation, and although NAWR doesn't require specific surveillance and testing of personnel, the MOD has a health surveillance policy; guidance is available in JSP 375 Vol III Chapters 13 and 15.

Current MOD policy requires an audiogram in association with PULHHEEMS assessments at the age of 30, every subsequent

five years until 50, then two years thereafter.

More frequent special medicals are performed on aircrew, divers and submariners and warfare (sonar) branch.

All Naval personnel exposed to noise at or above the First Action Level of the NAWR should be tested as part of a health surveillance programme for noise exposure, in addition to normal PULHHEEMS requirements.

DCI RN 67/98



'The G.I. will have to go...'

Stop using obsolete branch titles

ALTHOUGH it is several years since the Executive Branch was renamed the Warfare Branch, the terms 'Executive Officer' and 'Seaman Officer' are still often used in error.

These later terms are obsolete and should not be used. (X) remains the Warfare Branch designator.

DCI RN 56/98

Entrants rev up for motorbike date

MILITARY motorcyclists will be converging on Catterick Training Area on July 4-5 for the Army's 1998 championships - Exercise Hard Ride.

The event aims to test the riding ability and endurance of each competitor, and their ability to maintain their machine.

Royal Marines are eligible for Class One competition against regular Army and TA entrants, riding standard Service issued machines - Harley Davidson MT350s.

Class Two is for guest entrants from the Royal Navy, Army, Royal Air Force, Civil Service and civilian police riding service, specialist to role (Honda XR250) or competition bikes that conform to the Auto Cycle Union standard.

And Class Three is for guest veteran entrants for ex-Service riders.

Details and entry forms from SSgt A. Altam from Catterick Military (773) 5128, or 01748 875128 (evenings 01904 673538).

DCI JS 42/98

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Joker winners

PRIZE winners from the Spot the Joker competition which ended in February 1998 are as follows.

£500 first prize: Ron Clark, Philippines.

Ten £10 second prizes: Jonathan Gibson, Sutton Coldfield; Mr Morgan, Southsea; B. Bowbrick, Folkestone; J. Johnson, Crediton; John Thomson, Douglas; Mrs J. Chambers, Mickelover; Chas Bernoski, Solihull; Mrs Margaret Payne, Sittingbourne; D. Stuart, Southsea; P. Gibbard, Shanklin.

Twenty £5 third prizes: G. Stuman, Evesham; R. Hamilton, Morden; M. Page, Southampton; Cyril Taylor, Peterborough; E. Foster, South Winal; W. Brown, Bournemouth; J. Lett, Catford; Mrs J. Brewer, Dorking; A. Waigot, Portsmouth; Michael Box, Reading; Eric Sayer, Telford; F. Peters, Wigan; J. Purdie, Cromer; R. Gilzean, London; Jack Lilley, Norfolk; C. Cook, Reading; G. Wellington, Saltash; John Gill, Liverpool; Michael Oldham, Exmouth; A. Lonsdale, Bromley.

Winners from the competition which ended in the May edition will be announced next month.

The joke statements were:
December: The practice of mounting Christmas trees at the masthead of HM ships was banned after candles on one tree set fire to the rigging of HMS Blazer in 1786 (Question 3). The practice of decorating Christmas trees is generally accepted as having been introduced to this country in the 18th Century from Germany.

January: The Boxer Rebellion of 1900 began when an RN team beat a Chinese team in a 'friendly' boxing tournament in Peking (Question 2). The Boxers were a sect which inspired a revolt.

February: The Pilsnol line was painted on the lower decks of British warships to mark the point beyond which casual shoes could not be worn (Question 2). The Pilsnol line is a mark on a ship's hull indicating various draught levels.

Find the Joker

FIND THE JOKER in *Navy News* for three editions - and you have a chance to win a super new camcorder - a Sharp ViewCam 8mm VLE66H. The runner-up will win £250, while 25 successful competitors will each get a £10 consolation prize.

All you have to do this month, in the first of the three editions, is spot the joker in one of the following three statements by Jack on naval matters. Two are true. One is wildly inaccurate. Just mark the box next to the untrue statement.

Which of these three statements is NOT true:

- The smallest, aftermost mizzen mast was so called because of a corruption of the term "missing mast", as it is not present on larger two-masted vessels.
- The Royal Naval air station at Prestwick in Scotland is known as HMS Gannet.
- The Sandown class are the Navy's single-role minehunter vessels.

If you can fill in this coupon as well as those in the next two editions, you have a chance of winning the camcorder. The name of the winner, the runner-up and the consolation prizewinners will be selected at random from those who gave correct answers in the three editions. When you have completed all three original entry forms, send them together in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at *Navy News* no later than September 15, 1998. Entries with all three correct answers will be entered in a prize draw conducted at *Navy News* offices. Winners will be announced in the October edition of *Navy News*. The first name drawn will receive a camcorder. There will be one runner-up prize of £250, and a further 25 consolation prizes of £10. The judges' decision will be final, and there is no cash alternative to the camcorder prize. No correspondence will be entered into. *Navy News* employees and their relatives may not enter.

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NAAFI





Super minibus takes to the road – thanks to RNA drive

A BIG FUND-RAISING drive by the Royal Naval Association has succeeded in getting a new, £35,000 ambulance/minibus on the road for Pembroke House, the home for ex-Service people run by the Royal Naval Benevolent Trust.



RNA President, Vice Admiral Sir Roy Newman, 'launches' Pembroke House's new ambulance/minibus.

The specially equipped vehicle was handed over to the Chatham home by the RNA President, Vice Admiral Sir Roy Newman.

He thanked the staff of Pembroke House for the care and attention they give to the residents, and thanked branches and shipmates for their generous response to cash appeals.

While £20,000 of the cost of the minibus had been provided out of the Association's Central Charities Committee, £15,000 had come from contributions as a result of the appeal to branches.

It is the third vehicle of its type to be presented to Pembroke House by the RNA, the last being given 11 years ago.

The new minibus features an hydraulic lift system for wheelchairs, and all the seats can be easily removed to allow the wheelchairs to be efficiently positioned and locked into place.

After handing over the keys of the bus to the chairman of



PICTURE PUZZLE

OUR APRIL competition was won by Mr A. Murray of Crewe who correctly identified the mystery picture as that of the cruiser HMS Bermuda.

His reply was picked at random, and he receives our cash prize of £30. A further prize of £30 is offered for the name of the ship in this rather sad picture. She is being towed off to the breakers – but in which year?

Complete the coupon and send it to Mystery Pictures, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is July 15. More than one entry can be submitted, but photocopies cannot.

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

MYSTERY PICTURE 40

Name

Address

My answer

Pembroke House Management Committee, Derek Dennis, Admiral Newman toured the home to meet staff and residents – including 98-year-old Tom Tilbury

who joined the Navy in 1915, served in both world wars – including Russian convoys – and left the Service in 1945 as a chief petty officer.

Wallasey twins with Nijmegen branch

A PARTY of Dutch 'oppos' spent a weekend as guests of Wallasey branch, to mark its twinning with their opposite numbers in Nijmegen.

The visitors took part in a full programme of activities, including visits to Liverpool Maritime Museum and the warships preserved at Birkenhead Docks.

They were guests at a mayoral reception, and took part in a memorial service organised by Wallasey branch. It was also attended by representatives of eight other branches and the vice president of No. 10 Area.

A return visit is due to be made to Nijmegen by Wallasey shipmates.

Northampton's HQ proposal

THE PROPOSAL to be put before this year's RNA conference, that the Association's headquarters should move out of London to a Naval base, is being put by Northampton branch, not by Nottingham branch as reported in last month's Navy News.

Market Harborough seconded the motion, which will be debated at Bridlington on June 27.

Around the Branches

Fremantle

Shipmates Down Under went to prison to attend the dedication of the branch standard, the service being held in the chapel of Fremantle prison, built 160 years ago, and now a museum.

The service was conducted by the chaplain of the Flying Angel Club, the Rev Howard McCallum, and was attended by 118 shipmates

and guests, including the British Consul, M. Horne; the Commodore of Australian Fleet Bases, Commodore R. Kable RAN; the Mayors of Fremantle and Cockburn; and the standard bearers and members of Perth and Rockingham RNA, RMA, WRNS, SOCA, RAFA and MNA.

The congregation also included members of the Italian naval association and of Duisburg branch of

the German naval association, to which Fremantle branch is affiliated.

Representing Britain were Corby branch chairman Shipmate G. Price and his wife, who were on holiday in Western Australia.

Wishaw

Many inquiries about membership have been received since the branch's recruiting drive designed to reach a wide audience. It began with a display of posters in ex-Service men's clubs, public buildings and shops, followed by a press publicity campaign to spotlight the Association's activities.

Branch secretary Shipmate James Sleith contacted regional radio, as a result of which the branch was featured twice.

Cape Town

The branch welcomes visits by shipmates on holiday in South Africa. Advance notice should go to the secretary, Shipmate Stan

Gallon, PO Box 281, Constantia, 7848, Western Cape, South Africa, tel. 021 794 7785 (home), 021 794 5190 (office) or 021 794 1351 (fax).

Derby

Shipmate Jack Thomas received the double honour of life membership of the RNA and the Submarine Old Comrades Association.

Over 50 shipmates of both Associations attended the event, conducted by the vice president of both branches, Cdr Simon Middlemas RN, Jack, a founder member of both branches, served in 1940-52.

No. 9 Area's Norman Trophy for recruiting was awarded to the branch for the second year running.

Rame Peninsula

Shipmate Jan Tarrant stood down as chairman after five years in office. He becomes vice president, and is succeeded as chairman



Jack's youthful 90th

FIVE serving members of Sidcup branch brought a youthful touch to the proceedings when they attended the 90th birthday celebrations of the branch president, Shipmate John Barlow.

Two of them, LSTD Cosy Powell and his sister, WSTD Kim Powell, are pictured here with John and his wife, Rose.

A large contingent from the FNR also attended the party for John, who joined the Royal Marines in 1925, serving in China and the Mediterranean. During World War II he served in the cruiser HMS Euryalus, seeing action at Salerno and in Burma.

During his 22 years service, he received two commendations for saving life at sea.

A figurine of a Royal Marines bugler was presented to John by Area chairman Jack Harris.



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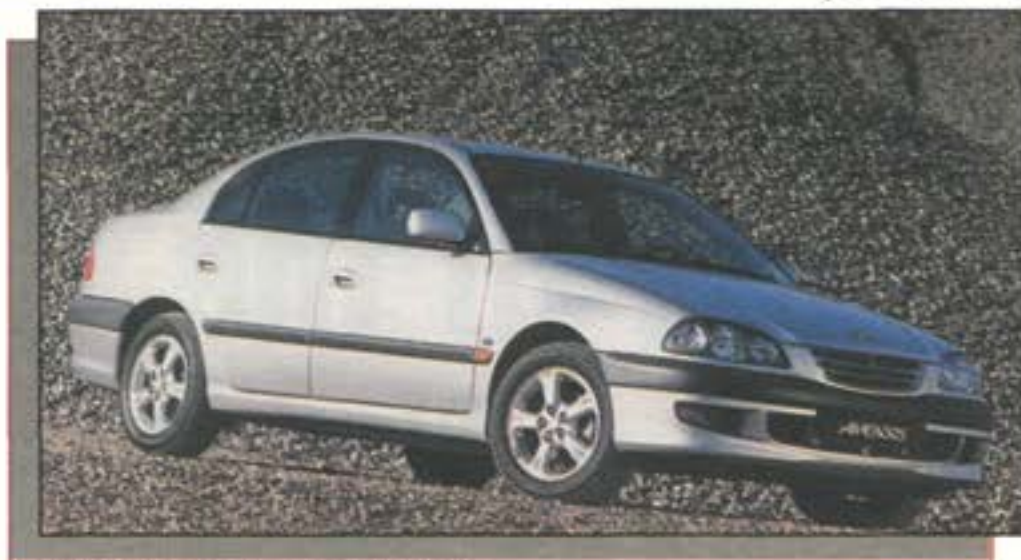




Avensis:

'A great mover which never feels as though it is being strangled ...'

DROPPING the name of your best-seller and launching a new model with a newly-created branding is a bold move which is sometimes necessary, writes *Glynn Williams*.



● Cooking with gas – the new Toyota Avensis

Ford are to do it with the Escort over the next couple of years, and Toyota did it with the Carina E this year, replacing the popular lean-burn family of cars with the more assertive-looking British-built Avensis.

Toyota's lean-burn technology has come a long way and the Avensis is a great mover which never feels as though it is being strangled – the Carina power plant has been further developed for better low and medium rev response as well as further enhanced economy.

The car tested was the five-door Liftback version of the entry model, the Avensis 1.6 S, which is priced just under £14,000 on the road.

"Entry model" used to mean rubber mats and no frills, but this is a most refined machine with class-leading safety specification – all Avensis models not only have twin frontal airbags which are bigger than on the Carina, but also side airbags.

These are supplemented with electronic seatbelt pre-tensioners with force-limiters in the front, and three-point inertia belts plus boot load-intrusion protection for all three back seats. And, to keep you out of trouble, anti-lock brakes are also standard across the range.

There is also tilt-adjustable steering, driver's seat adjustable for height and lumbar support,

power steering, remote locking, electric front windows and electric mirrors, and an RDS stereo radio/cassette.

That's for starters – all other models in this 31-model range, including saloon and estate versions, have both an electric sunroof and air conditioning as standard.

The flagship is the 2.0 CDX auto Estate, which at £20,635 comes with leather upholstery and alloy wheels, but the entry model will certainly prove attractive with fleet or private drivers who want a roomy, smooth, responsive yet frugal machine.

Certainly I would regard this as a green machine, and a friendly one which literally gives you the

mode – and keeps it lit for a lot more of the time than most drivers who like to "press on" might expect.

GAS IS SET TO BOOM!

SALES of cars which can run on liquid petroleum gas, cutting pollution and the operator's fuel bill, are about to boom.

And they will be helped in no small part by the high profile decision for several of the Queen's cars to be converted to run on LPG.

Volvo has been offering a "Bi-fuel" model for some months now, and Ford has commercial vehicles which can switch between LPG and petrol.

But now Vauxhall has launched the first full range of fully-warranted dual fuel LPG/petrol powered cars.

Vectra and Omega models fitted with the proven 2-litre 16-valve Ecotec engine are the first in the Vauxhall range with the option of the real gas tank which can be ordered from dealers now.

Drivers can switch between LPG and petrol at the touch of a button on the dashboard, and the extra tank extends the car's range – about 250 miles more for the Vectra, 325 for the Omega.

Although there is a marginal weight increase, drivers will notice only a marginal deterioration in acceleration compared to petrol power and similar overall performance levels.

And while the miles-per-litre figures are slightly lower with LPG, the bonus comes in the bank account as well as in the atmosphere, with the cost of around 39p/litre against 67p for petrol, resulting in a saving of around 30 per cent on fuel bills overall.

There is a financial penalty for taking the green route – the £2,725 added cost of the extra fuel system which has full safety precautions. The Dualfuel Vectra prices range from £18,170 for the LS trim to £22,245 for the CDX, Omegas from £21,600 for GLS to £25,245.

CAR FACTS

MODEL: Toyota Avensis 1.6 S liftback

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INSURANCE: Group 10

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TRANSMISSION: Five-speed manual

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Ferrari fit to put the finger on the thief



● Ferrari's new 456M GTA - protected by Securicor TrakBak security and tracking system

MINIMISING the outlay on insurance always makes sense, especially if you own a Ferrari, today costing anything from just under £100,000 to £173,000.

Maximising its security is the simplest way, and now Ferrari is fitting one of the world's most sophisticated security and tracking systems to all new cars sold in the UK.

The state-of-the-art Securicor TrakBak system is a development of Securicor Datatrak, which not only protects cash transit fleets but is also widely used by police and ambulance networks to pinpoint vehicles' precise locations.

Ferrari is the first car company to fit the Securicor system as standard on every new car, within the existing list price. The only cost to the supercar owner is an annual monitoring fee of £120, but this is likely to be rapidly recouped through insurance discounts of up to 40 per cent.

There is no charge for recovery. The TrakBak package integrates with the Ferrari's existing high security immobiliser and provides a motion sensor plus accurate tracking system in case the car is removed illegally, such as being

towed or loaded on to a trailer.

Should someone manage to defeat the immobiliser or simply tow the car away, the tracking system automatically sends a continuous signal giving location, speed and direction to TrakBak's 24-hour control centre, its precise position immediately monitored on a computerised Ordnance Survey map for police recovery.

There is also the option of an anti-hijack immobiliser system, activated by pressing a button, if a thief opens one of the doors while the engine is running - such as at traffic lights - or if a thief steals the keys and tries to drive away.

Approval of only this system by the Italian parent company is more than just a filip.

Stuart Robinson, managing director of Ferrari UK, points out that with the increasing sophistication of automotive electronic systems it is vital that the interface will not create risks of malfunction.

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Marine on a high after winning £750

SPORTS lottery winner Mne Derrin Canterbury (40 Cdo) jumped at the chance to spend his £750 prize - he used the money for a skydiving holiday in Southern Spain!

And just a few months later, the 26-year-old marine was back in Ampuriabrava in the Costa Brava for more parachuting after being accepted on to Exercise Spanish Falcon, an adventurous training expedition to the same drop zone.

Derrin said: "The Costa Brava is a fantastic place skydive - I was very lucky to go twice in four months."



● Mne Derrin Canterbury of 40 Cdo, who used his sports lottery winnings to go skydiving in Ampuriabrava in Spain.

Have you won the lottery?

CASH PRIZES ranging from £18 to £600 are still waiting to be claimed by winners in last year's sports lottery.

They are Mne K. Allen (RM Norton Manner) Mne Lester (CTCRM) AW(R) B. Taylor (Nelson) Cdr A. Rymer (NMA) Cpl P. Hodges (RM Poole) L. W. E. M. J. Turnbull (Campbeltown) POMEM M. Spencer (Drake) S/Lt S. McCleary (BRNC) AB S. Terry (Herald) Mne A. Walker (RM Poole) LWRO J. Barlow (RAF Digby) and LRO P. Bramley (Beaver).

If you are one of them, or if you know where they are, contact the sports lottery manager on HMNB Portsmouth 23806. The cheques are waiting!



SW Counties hat trick for jubilant Johnston

THE NAVY soccer squad has lifted the South West Counties Cup for the third time in six years after a 3-1 demolition of Cornwall in the final.

The result was a fitting tribute to team coach WOPT Tommy Johnson who's stewardship has also seen two Interservice titles and an unbeaten record against the Army and the RAF in the last four seasons.

The Navy took the lead in the SWC final at Falmouth after 17 minutes, when Cornwall keeper Gary Penhaligon failed to gather LPT Steve O'Neil's corner, leaving CPO Steve Johnson to score from close range.

Cornwall piled on the pressure and were rewarded in the 31st minute when a free kick by Andrew Strick shot past Navy keeper MEM Jason White to level the score.

The RN regained the lead in the 55th minute when LPT Scott Mather passed to CPO Chris Long, who's thunderous shot gave Penhaligon no chance.

The Navy's third was another



● Above: Cpl Terry Price in the SW Counties final at Falmouth. Top: the RN team celebrates their 3-1 victory, their third in six years.

quality goal. LPT O'Neil's corner brought POPT Steve Riley into the six-yard box and his powerful header in the 67th minute sealed Cornwall's fate and gave the Navy a 3-1 victory.

WOPT Johnston, in his first season as Combined Services coach, saw his team complete the double when they won the Kentish Cup by beating the Netherlands

Armed Forces 4-0 at Aldershot. The CS last won the cup in 1989.

Royal Marines Terry Price and Richard Hope had the experience of a lifetime when they played at Wembley for Honiton Clyst SC in the final of the Carlsberg Pub Cup against West Hendon ex-Serviceman's Club. The teams were 1-1 after 90 minutes but Hendon won 3-1 after a penalty shoot-out.

DALLAS BLUES

SOME of the best Youth Football teams in the world were lined up against the Navy in the USA's Dallas Cup.

The youngsters made a promising start by winning their first two games convincingly.

But three consecutive losses, including a defeat at the hands of the semi-professional eventual finalists LD Alajuelense (Costa Rica) kept them out of the cup play-offs.

OM Paul Coan (Walney) was voted RN player of the tournament and the skill of SA Steven Ballantyne was also singled out.

If you were born after August 1, 1979, and would like to play for the team, contact S/Lt Mark Jones on HMS Nelson 24266.

Navy golf team takes on American rivals

THE ROYAL NAVY took on their American navy counterparts in a Ryder Cup style competition in San Diego, California, writes Cdr Gary Skinnis.

A team of two RNGA officials and ten players spent 12 days taking on both Service and civilian opposition on a wide variety of courses.

Cloudless skies and temperatures in the upper eighties presented the players with an acclimatisation problem to add to the jet lag, and with selectors denied four or five first choice players the team could not overcome the tough challenge posed by the USN.

The 'Ryder Cup' matches were scheduled for the second week of the tour and were to be played over three different courses. The slow lead in to the programme gave the RN the chance to play a practice round at each of these venues, interspersed with two matches prior to the main event.

The second of these gave the team the thrill of playing the championship South Course at Torrey Pines, scene of the annual Buick Invitational Tournament on the USPGA tour.

The course was an excellent test from the back tees and with magnificent views over the Pacific, all the players enjoyed a memorable day. The match also produced some of the best golf of the tour and a comfortable 4-2 win was recorded over the home side.

The other 'warm-up' match was played over the difficult and long Carlton Oaks course where an honourable halved match was the result.

After a relaxed weekend, Monday saw the team at Admiral Baker Golf Club for official practice day. The team, by now, had fully acclimatised and after some

good play on difficult greens, hopes were high for the next day's set of five foursome matches.

The team, captained by CPO Eddie Comerford (Caledonia), were well motivated and responded magnificently over the now familiar Sea 'n' Air course at the Naval Air Station, North Island.

A result of 4-1 in the Royal Navy's favour was a tremendous achievement, and spirits were high going into the following day, which was to be spent in fourball combat with the US Marine Corps at Camp Pendleton, some 40 miles to the north.

Sadly, the maintenance programme had taken precedence over the matches and the course was hardly recognisable from the previous week's round, with two holes out of play and the greens uncut.

Disappointment

The RN battled on but went down 3-2 to the USMC, with two of the loses going to the final green. Had anyone offered a 6-4 lead going into the final day, it would have been enthusiastically accepted, and so, with just 4.5 points required from ten on the final day expectations were high.

The situation continued to look promising until half way through the matches but it was a great disappointment that the RN team could manage only a single point from MA Scott Gilbert (CTCRM) at the death, and the reversal meant an overall loss by 13 points to 7.

It is difficult to pinpoint any one specific reason for the sudden and dramatic demise and each player will have his own view. It was, however, the most pressurised golf that most of the team had ever experienced, and hope-

fully this will make them better players in the future.

The disappointment was short-lived, and the presentation ceremony at the end of play was full of bonhomie and conviviality. The USN team and officials were predictably enthusiastic, but all the matches were played in an excellent spirit, and the possibilities of a return match on our side of the pond were already under discussion.

All players contributed to the tour but inevitably, some found the conditions more to their liking than others. The most significant performances came from Gilbert, WEM Alistair Westbury and Lt Peter Smith who all gained two out of three points against the USN and did well in their other matches.

The team's programme allowed time to see some of the sights, and excursions included a visit to Las Vegas, a visit to the huge Joe Murphy stadium to see a San Diego Padres baseball game, Sea World and the original Disneyland.

But the most important factor in the team's enjoyment of the tour was the spirit and camaraderie in which all the matches were played. The players were well-received wherever they went and were drew many favourable comments for their dignity and sportsmanship.

Shortly before leaving for the USA the RNGA secured a sponsorship deal with EDS which will mean the team will be well kitted-out for the domestic season which is now in full swing.

As Navy News went to press the team was playing its annual fixture against West Yorkshire at South Leeds Golf Club, with West Dorset at Knighton Heath, Bournemouth, to follow shortly afterwards and the Navy Championships at Saunton in early July.

In brief

Heavyweight performance

THE WEIGHTLIFTING career of Dartmouth's CPO Simon Mansell is going from strength to strength.

At the British Masters Championships at Bristol he won the 35-40 age group with a snatch of 82.5kg and 110kg in the clean and jerk.

The results put him in first place in his age and weight group in the British championships and broke six Cornwall County records and three SW divisional records.

Referees!

REFEREES Lt Cdr Mike Smyth and CPO Ernie Cave have been presented with their RFU certificates and badges after the RFU referees foundation course at HMS Temeraire.

If you would like to take up the whistle, contact WO Anthony Gribbon at HMS Collingwood on ext. 2510.

Climbers in action again

AS NAVY NEWS went to press, the second RN/RM indoor climbing competition was taking place at the Warehouse, Gloucester.

The event, sponsored by the RN/RM Mountaineering Club and set up by HMS Sultan's Lt Mick Cooke, covers both free climbing and bouldering. For full details, see next month's sports pages.

Canoeists in 36-hour race

THE GRUELLING Devizes to Westminster Canoe Race was completed by DNLP Bath's Cdr Richard Jackman and retired Surg Lt Alex Goodwin in 36 hours and 2 minutes.

The pair raised over £7,000 for the Cancer Research Campaign and the Children's Hospice Naomi House, near Winchester, by completing the race, sometimes referred to as the canoeist's Everest.

Navy rocks Gib rivals

RN GIBRALTAR'S badminton team won the Rock's interservice championships by beating the Army 12-nil and the RAF 7-6.

The team members were WO Dick Stockley, LPT Mickey Breed, LWTR Jason Youdale and LWTR Dan Quale.

Play a round for KGFS

AN 18-HOLE fourball Stableford Golf Tournament in aid of King George's Fund for Sailors will be held at the China Fleet Club, Saltash, on June 9.

The entry fee of £120 per team covers a buffet lunch and prizes and there is even the chance to win a car. For details, contact S/Lt Simon Paget on 01752 555306.

Navy's U25 cricketers on top form

THE ROYAL NAVY Under 25 cricket team enjoyed early success this season on their annual Devon weekend writes *Lt Cdr Mike Beardall*.

Although they lost to a very strong Devon and Cornwall Police side on the first day, they rallied well with a convincing win over BRNC in their next match, and pulled off another win in a nail-biting match against US Plymouth on the last day.

Star performers in the match against BRNC were Mid Ellison with 69 and Pinder and Snowdon who took three wickets each.

Captain's innings

In the low scoring match against US Plymouth, a combined effort by all the U25 bowlers saw Plymouth all out for 95, but the youngsters almost sank without trace after a fine bowling spell by Walker and Lewis left them at 20 for 7.

But Pinder played a Captain's innings and his unbeaten 54 was enough to snatch victory from the United Services side.

Devon & Cornwall Police 220 for 4, RN U25 104 all out. Lost by 016 runs. RN U25 177 for 9, BRNC Dartmouth 97 all out. Won by 80 runs. US Plymouth 95 all out. RN U25 96. Won by one wicket.

Senior squad narrowly miss victory

IN THE NAVY'S opening cricket match of the season the Free Foresters won the toss and made 241 for 4 declared after Sean Morris made 102 and Charles Robins 95.

The Navy replied with Major Richard Walker (HQRM) making 37 in an opening stand of 69 in 77 minutes.

Lt Paul Snelling (Vanguard) completed a fine 52 out of 134 when fourth, but despite five other batsmen making double figures they were unable to get on top of the bowling.

At the close of play the Navy were 31 runs short of victory with the last pair together to earn a draw.

Free Foresters 241-4 Royal Navy 211-9. Match drawn.

The Navy came up against a keen bowling attack when they took on Hampshire II at Portsmouth and were all out for 105 in the 48th over.

Hampshire reached their target in the 26th over with Paul Whitaker making 53 not out with the loss of only one wicket when David Keeway was stumped by Mne Tim Burt off the bowling of Mne Andy Procter (HMS Fearless) for 44.

Royal Navy 105, Hampshire II 106-1. Hampshire won by nine wickets.

The RN faced Incogniti in Portsmouth in a typically entertaining two-day encounter, but just failed to reach a target of 140 from a possible 18 overs.

Seven Navy batsmen scored over 20 with Mne Burt (44) and Maj Walker (44) leading the way, enabling skipper Lt Cdr Chris Slocombe to declare at 247 for 7.

John Masterton then made 41 from 75 there was no evidence of the collapse that was to follow. But Andy Procter, with five for 13 from 16 overs of accurate spin, saw Incogniti all out for 109 and they were asked to follow on.

In their second innings they made 277 with skipper Lew Sanderson contributing 113. The Navy's bid to make 140 never recovered from the loss of Procter for 13 and narrowly missed a win with 127-6.

Royal Navy 247-7 declared and 127-6. Incogniti 109 and 277. Match drawn.

Fixtures: June 5 v English Fire Service (Portsmouth) June 25 v United London Banks (Bank of England Ground, Roehampton) June 30 v Civil Service (Portsmouth) July 1 v British Police (Portsmouth).

Alderney keeps hockey trophy

HMS ALDERNEY retained the mini ships hockey trophy after beating HMS Ocean 6-0 in a keenly fought encounter at Burnaby Road, Portsmouth.

Although Ocean fielded a new team they gave Alderney a very hard game and the ships were evenly matched in the first quarter.

Alderney then increased the pressure and forced Ocean goal keeper Cpl Mac MacMillan into some athletic saves before Lt

Mark McLintock opened the scoring when his shot took a lucky deflection. After another five minutes of pressure, the fishery protection vessel created an impressive passing move with LRO Oscar Wilde and POWEM Paul Keohane combining to allow the latter to score.

Fight

Ocean continued to fight hard in the second half and Alderney's defence, particularly ABs Hall and Devonport, bore the brunt.

But on a breakaway attack, Alderney were awarded a penalty and scored.

An injury to MEM Chats Harris left Ocean exposed at the back and their opponents then dominated the game, with goals from Lt Cdr Haley and, towards the end, two more from McLintock.

Alderney were awarded the Mini Ship's Cup by Capt Chris Tuffely (DNPTS) and are looking forward to next year's competition where they hope to make it three in a row!

TEN-TRY THRILLER FOR TWICKEHAM CROWD

THE RN XV put in a sterling performance in one of the most exciting 'Twickenhams' for many years writes *Lt Grassy Meadows*.

Over 25,000 witnessed the ten-try thriller against the Army which was a fantastic advert for Service rugby.

The RN fell behind after 15 minutes but bounced back with a quick penalty tap and barge over by Mne Andy Perry. But a disastrous two minutes before half time saw the Army score what proved to be an unassailable 14 point lead.

For the first 11 minutes of the second half the Navy grabbed impressive scores with POPT Russell Williams, back row Mne Steve Lane and prop Nick Bartlett supported by a conversion from fly half AEM Taff Greening.

But the spectacular comeback was short lived and the Army worked their way back into the match with another two fine scores which sealed the Navy's fate at 36-22.

RAF match

All the pre-match disappointment of not facing the RAF at Twickenham was swept aside when the finishing touches were completed at the Victory Stadium in Portsmouth.

The RNRU were in no mood to let down the 1,000-plus spectators and the forwards established a



● Lt Roger Redwin gets to grips with the RAF, closely followed by Sgt Bob Armstrong and Mne Steve Lane. Picture: PO(PIOT) Richard Thompson

strangle-hold that the RAF could not escape from.

Pretty, it wasn't, put a powerful display of loose rucking and mauling and tactical superiority saw the Navy win the day.

Lt Roger Redwin scored the opening try the ball was driven relentlessly into the light blues defence for ten minutes, and a penalty from outside half AEM Taff Greening gave the RN an eight-point cushion at half time.

Penalties were exchanged after half time to give the Navy an 11-3 lead and their 20-minute rear guard action was only breached in the final moments to when the RAF gained a consolation try.



□ MUSICIAN Buster Brown has been called up for the full England Rugby Squad and will be leaving shortly for team's major tour of South Africa, New Zealand and Australia. Navy News will follow his progress closely.

First league Interservices

THE FIRST ever Inter-services Rugby League games were a tough test for the Navy's fledgling side.

The RAF led the Navy 24-10 in the first half of the opening match of the interservices cup despite a fierce start by the RN.

Some furious play brought the score level at 24-24 but the Navy gave away a penalty to make it 24-26, and a breath-taking drop kick just before the final whistle ensured a win for the RAF by 27 points to 24.

When the Navy faced the Army at Aldershot, the more experienced team came out with all guns blazing.

The onslaught was more than the newly-founded team could face, and the RN were 32-0 down at half time.

The second half belonged to the Navy who out-scored the opposition 12-10, but the Army fully deserved their 42-12 win and are the first winners of the NAAFI Rugby League Challenge Cup.

Regulators name the day

THE ANNUAL Regulating Branch golf championship is set to take place at Southwick Park on August 3 this year.

The match will be played over 18 holes and any serving or retired member of the branch, or serving executive officers who hold an official handicap, can enter by obtaining a form from WO Briggs, FOSF, 18 South Terrace Rm 115, HMNB Portsmouth PO1 3NA Tel 01705 723578.

Lawn tennis dates set

THE NAVY'S outdoor tennis season has begun and all home fixtures will be played on the grass courts at USSG, Burnaby Road, Portsmouth.

The women's interestablishment and intercommand tournaments take place on May 28 and June 18/19 respectively, and the men's intercommands will take place on June 11/12 with July 11/14 seeing the RN championships at USSG.

These will be followed by the interservice championships at Wimbledon on August 3/4. For further details, men should contact Cdr Rob Bosshardt on 0171 218 2951 and women, WO Nickii Hudson on 0171 807 8551. Those interested in coaching should contact Lt Aidan Kelly on Collingwood 2410 and for officials the contact is Cdr Tony Gratton-Cooper on HMS Nelson 26204.

Laser duo at World meet

NAVY Sailing Association duo Dave Chisholm (Ark Royal) and Steve Cockerill (BAe SEMA) scored a convincing win in the first round of the Laser 4000 Eurocup in Lorient, France.

Their success follows a victory in the first round of the class's National Series in Rutland Water and their Gul-sponsored boat is now seen as a significant threat to the established fleet's top crew, despite the fact that they have only been sailing as a team since last October.

Success in South China Sea

AN EIGHT-STRONG RN Youth Development sailing squad achieved some excellent results in the Royal Hong Kong Yacht Club's China Sea Race.

Led by HMS Nelson's First Lieutenant, Lt Cdr Rick Hanslip, the team sailed a local boat 600 miles across the South China Sea to Subic Bay in the Philippines where some of the world's top racers were taking part in the prestigious President's Cup.

The team's President's Cup score sheet read 4,3,1,2,2,12 and was enough to secure first place in their division and put them second overall.

A bonus for the RN boat was the inclusion of two former Hong Kong sailors from HMS Tamar in the crew, and one of the highlights of the trip was a hastily arranged reunion with many more ex-LEPs at the Mariners Club in Kowloon, before departing for the UK.

● Below: the RN yacht Straun (far right)



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PRINCESS ROYAL IN PORTSMOUTH

PRINCESS ANNE paid a flying visit to the Royal Naval Reserve Training Centre HMS King Alfred last month.

The Princess arrived at Whale Island by helicopter with her husband, Capt Tim Laurence, for the unit's ceremonial divisions.

After a parade-ground inspection of the ship's company and a medal presentation, the Princess Royal took the salute during the final march past.

When the ceremonial duties were over, Princess Anne met sailors and their families and had lunch at the training centre before departing.

TWO-YEAR SAILORS ■ From front page

life through the Marine Safety Agency Certificates in personal survival training, firefighting, first-aid and personal safety, and social responsibility.

The experience will count towards National Vocational Qualification units on transfer to an Open Engagement. On completion of training, SE(S) ratings will mostly be employed at sea alongside their regular Service colleagues.

Naval Secretary Rear Admiral Fabian Malbon says it is not another form of National Service – and not a new idea, either:

"The Royal Navy was considering a similar scheme in the late Eighties when manpower was short.

"The Australians run the same sort of thing – and their experience is that

about 20 per cent of people who do a short engagement want to stay on. And, of course, with the sort of person who wants to move on to more technical training, the subsequent drop-out rate is minuscule, as they will already have completed initial training and have sea experience."

Admiral Malbon told Navy News that the aim was to man the Navy fully with people with the qualifications and training to do specialist jobs in a hi-tech environment.

Fully integrated

Recruiting had improved, but for the next two years there would still be a shortage in some areas, such as Operator Maintainers.

So, in the case of a Type 23 frigates, for example, he would expect to see up to four of the new SE(S) ratings taking part in all the whole-ship activities.

They would be valued and fully integrated members of the ship's company – "and the first of them will be at sea at the beginning of next year."

Admiral Malbon said it was a stop-gap measure in as much as the Navy needed a solution to the gapping problem quickly.

"As the Navy fills up, we can run down the number of SE(S)s... and if we want to bring more in later on, we can hike them up again."

He said that with more people having preference for short-term commitments, the Navy will have a place for SE(S)s for a long time.

"There are people out there who will be attracted to what they might see as 'less commitment'. But then I am confident they will like what they see and want to stay on – and so we will be increasing our recruitment in real terms."

Good 'kick-back'

Whatever they decided the return of Service "kick-back" for the investment was very good. Only about 200 SE(S)s were needed, and no extra money had to be put into recruiting them as they were already coming into recruiting offices and perhaps were at present being put off by the perceived commitment or an inability to join the branch of their choice.

However, the Navy still expected people to join for the normal term.

Admiral Malbon said the SE(S) scheme would suit those who wanted to get an idea about what life was like in the Navy first – but the entry standard would not be reduced.

"We are not dipping down, we are demanding exactly the same minimum RT scores as for all other rating entries," he said.

■ Applicants for SE(S) must be at least 16 years and eight months old at time of joining. The upper age limit is 32.



Picture: LA(PHOT) Paul O'Shaughnessy, Surface Facilities Photographic Unit

Diligence saves two after gunboat attack

A MEDICAL team from RFA Diligence helped to save the lives of two merchant seamen after a Somali gunboat launched a rocket at their ship.

Diligence was on passage from Muscat to Aden when she received a frantic distress call from the Greek registered MV Leros Star.

The cargo vessel, believed to have been carrying soya extract, had been approached by a 20m craft crewed by six men in combat fatigues who had opened fire with AK47 assault rifles after circling the ship, but worse was to come.

The gunboat circled the ship again and then fired a rocket propelled grenade at the ship straight through the bridge and into the accommodation area where the explosion seriously injured two of the crew and knocked out the ship's radio capability. The gunboat then roared away, making no attempt to contact the crew or board the ship.

Diligence was 150-miles away when the may day was received, but as she had medical staff on board she set a course to intercept, closing up weapons on the bow in case the gunboat was still in the area.

When she reached the Leros Star, Surg Lt Cathy Schumann and POMA Craig Walker boarded the ship and treated the casualties, and continued to nurse them while both vessels made for the Yemeni port of Aden.

Mistaken identity

The CO of RFA Diligence, Capt John Summers, told Navy News: "We don't know why the ship was attacked, but I do not think that this was a pirate attack – her cargo was not valuable and no attempt was made to board her."

"She could have been the victim of mistaken identity, and my feeling is that this was a terrorist attack."

At the time of the attack, a US Navy amphibious battle group was positioned to the north east of the Leros Star, although Diligence was unable to establish their exact location.

RFA named Sea Chieftan

THE RFA's new ro-ro ship was named Sea Chieftan at a ceremony in Sweden, while the ship was in Italy!

The ship was named by Mrs Carol Squire, wife of Commodore RFA David Squire, at a conference on ro-ro ships, while a live TV link up showed watch a champagne bottle smashing on the ship's hull in La Spezia.



● Above: Coventry's sea boat encounters heavy seas during man over board exercise. Below: Coventry's Lynx helicopter prepares while in company with Canadian frigate HMCS Toronto in the Northern Gull.

Picture: LA (PHOT) Wolfe Wilkinson HMS Coventry

Coventry heading for Devonport

HMS COVENTRY is returning to Devonport on June 5 after handing over her Armilla duties to HMS Grafton.

The Type 22 frigate left Plymouth last October and played a key role as escort to HMS Illustrious and HMS Invincible during the recent crisis in the Gulf.



In brief

York ordered to stand off Indonesia

HMS YORK was ordered to stand by off Indonesia as Navy News went to press.

The Type 42 destroyer left the Gulf in May to head east in what the Ministry of Defence described as "a prudent contingency arrangement in case there is a need to assist in the evacuation of UK citizens".

Unrest was continuing in Jakarta following the resignation of Indonesian President Suharto.

Sir Geraint springs a leak

RFA SIR GERAIN'T abandoned a transatlantic crossing after storms damaged her bow door.

The ship returned to Marchwood as a precaution when the heavy seas caused the doors to leak.

The ship is now back in service, and an inquiry is underway in Portsmouth, led by Commodore RFA.

Edinburgh is bound for the Falklands

HMS EDINBURGH is taking over as Falkland Islands Guardship from HMS Montrose.

The ship was visiting Brazil on her way to the Falklands and will have completely circumnavigated South America after her return journey, starting in October, which takes her to Chile, Peru, Venezuela and Antigua via the Panama Canal.

Support for war widows

THE PILGRIMAGE scheme which enables war widows to visit the graves of husbands buried overseas is to be extended again.

The scheme, introduced in 1985 and run on behalf of the MOD by the Royal British Legion, will continue to run until March 31, 2001 at the very least.

It provides assistance to widows who's husbands were buried overseas between 1914 and 1967.

HMS Kent

THE NAVY'S tenth Duke-class frigate was due to be launched by Princess Alexandra as Navy News went to press.

The Type 23 will be launched at Yarrow shipyard, not Barrow, as reported last month.

Cadet unit rises again

SEA CADETS in Warrington have moved into a new HQ 16 months after their old unit was burnt down by vandals.

The rededication of TS Obdurate by the Lord Lieutenant of Cheshire was a proud moment for the cadets, and for many others who helped with the rebuilding.

Guests included Area Naval Officer, Commodore Roger Parker, sailors from the unit's affiliated boat HMS Turbulent, and a team from HMS Sultan who helped with the demolition of the cadets' old building.



TIME FOR A BREAK

 **Navy News Museums Guide 1998 – Part 3**



THE ROYAL MARINES MUSEUM

A Grand Design to give the past a bigger future

AT THE Royal Marines Museum they call it The Grand Design – their term for a multi-million pound development plan which has already transformed the Portsmouth museum and which could soon result in its biggest expansion project yet.

Over £3 million has been spent over the past six years to expand the museum from what was essentially one room into a whole wing – a third of the very large building which until 1973 was the officers mess of the barracks.

The museum, which this year celebrates its 40th anniversary, has occupied the building since 1975, having been previously housed in the Division School near the old barrack gate.

Now, exhibits are on three floors, their scope widened to follow the history of the Corps in relation to the changing social and political background of the past 300 years.

Not prepared to rest on their laurels, the museum planners are carrying out a feasibility study which, if favourable, could begin a four-year project to convert the

nearby Royal Marines list into an activities and entertainment complex where, for instance, young visitors could be "Commandos for a day".

A decision is due to be made on the scheme this year and its success will be heavily dependent on the museum's ability to raise the necessary funds. They will, however, be encouraged by the fact that they have managed to raise the money for the development which has taken place so far, only about ten per cent of it coming from the Lottery Heritage Fund.

The museum's marketing manager, Jorj Jarvie, told Navy News: "We must appeal to a much broader community by attracting more of the general public rather than just those with specific military interests."

At the museum, visitors discover how Marines past and present have worked, fought and lived, the



FRONT COVER

A Christmas card representing members of the Royal Naval Division in the trenches in 1916. From the collection of the Royal Marines Museum.

● Royal Marines versus Dervishes – the RM Light Infantry at the Battle of Tamai in the Sudan campaign of 1884. It was one of many Victorian colonial wars in which members of the Corps served. They also fought in China, Abyssinia, East and West Africa and the Boer War. During service in Yokohama, the RMLI became the model for the Imperial Japanese Army.

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● Napoleon inspects the Royal Marines detachment on board HMS Bellerophon before his exile to St Helena in 1815. "How much might be done with 100,000 soldiers such as these," he is reported to have said.

DARTMOUTH MUSEUM

LOCAL and maritime exhibits are contained in Dartmouth Museum, located in a merchant's house dating from 1640.

On display are award-winning models of the 18th century warships HMS Deptford and Echo, a large model of the Queen Mary and a small wooden model of HMS Ocean made by French prisoners of war in about 1800.

One of the rooms in the house – The King's Room – is reputed to have been used for the entertainment of King Charles II by the then owner, Mayor Emmanuel Wolley, when the King, voyaging in his new yacht Cleveland, was driven into Dartmouth by bad weather.

Now, a display of models in the room illustrates the development of the sailing ship and includes the Pilgrim Fathers' ship Mayflower. Also on show are ships made in Nailsea glass and a collection of ships in bottles.

DATA FILE

OPENING TIMES: April-Oct. – 11am-5pm (closed Sun.), Nov.-March – 1.15-4pm (closed Sun.). Last entry 30 mins before closing.

ADMISSION CHARGES: Adults £1 children and senior citizens 50p.
ACCESS: The Buttery, Duke St.
INFORMATION: 01803 832923.

WITHERNSEA LIGHTHOUSE MUSEUM

COASTGUARD and Lifeboat artefacts form the core of the exhibits at Withersea Lighthouse Museum, established within the disused lighthouse there in 1989, and which now welcomes 5,500 visitors annually.

DATA FILE

OPENING TIMES: mid-June to mid-Sept. – daily 11am-5pm; other times 1-5pm weekends. Closed Nov-Feb.
ADMISSION CHARGES: Adults £1.50, senior citizens £1.50, children 75p. Groups – one child in every ten free and

one adult in every 20 free.
FACILITIES: Cafe, souvenirs.
ACCESS: 18 miles east of Hull on the B1362 Hull Rd, off the A1033.
INFORMATION: 01964 614834.

MILITARY VEHICLES MUSEUM

OVER 50 vehicles, most dating from before 1945, are on show at the Military Vehicle Museum, Newcastle upon Tyne, which marks its 15th anniversary in August.

Jeeps, trucks, tractors, a personnel carrier and armoured cars are complemented by a small collection of artillery in the last remaining building of the 1929 Great Exhibition. Almost all the vehicles are kept in working order by a small group of enthusiasts.

DATA FILE

OPENING TIMES: Daily 10am-4pm (closed Dec. 25-26 and Jan. 1).
ADMISSION CHARGES: Adults £2, children and concessions £1.
FACILITIES: Car park nearby, educa-

tional visits by appointment.
ACCESS: Walkway through Exhibition Park from car park near A167(M) (to Tyne Bridge) and airport.
INFORMATION: 0191 261 7222.

WHITBY MUSEUM

FOUNDED 175 years ago and still independent, Whitby Museum is run by the town's Literary and Philosophical Society, and its exhibits include one of the country's best collections of ship models made of bone by French prisoners of war in Napoleonic times.

There are also militaria, coins, tokens and medals, and natural history and archaeological specimens.

DATA FILE

OPENING TIMES: Daily May-Sept. – 9.30am-5.30pm (5pm closing on Sunday), Oct.-April – 10am-4pm (Mon.-Sat. 2-4pm). Last admission 30 mins before closing. Closed Dec. 25-26 and Jan. 1.
ADMISSION CHARGES: Whitby residents free. Other – adults £1.50, children (5-16 years) £1. School parties (by arrangement) 50p with free admission for teachers in ratio 1:10 pupils. Teachers

pack £3.50 (£1 extra p&p).
FACILITIES: Parking in St Hilda's Terrace or Westcliff. Bookstall, toilets and facilities for disabled – wheelchair access at rear, and wheelchair available.
ACCESS: Located in Pannett Park, off St Hilda's Terrace Entrance through Pannett Art Gallery.
INFORMATION: 01947 602908.

FOLKESTONE MUSEUM

MATERIAL on the Cinque Ports is included in the collection at Folkestone Museum run by Kent County Council.

DATA FILE

OPENING TIMES: Mon., Tue., Thurs., 9.30am-5pm; Weds. 9.30am-1pm; Fri. 9.30am-7pm; Sat. 9.30am-4pm.
ADMISSION: Free.

ACCESS: Within Folkestone Library, Grace Hill, Folkestone.
INFORMATION: 01303 850123.



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● A model diorama of the Royal Marines' raid on Zeebrugge in 1918, showing the cruiser HMS Vindictive during the height of the action on and surrounding the harbour mole.

exhibits being set in an environment of lifelike recreations, exciting special effects and the latest audio-visual and interactive technology.

The magnificent, Grade Two listed building, in seven acres near Southsea seafront, also houses collections of silver, paintings and over 7,000 medals.

Newest addition to the exhibits

DATA FILE

OPENING TIMES: Daily 10am-5pm until Aug. 10, closes 4.30 Sept.-May (last entry one hour before closing). Closed over Christmas and in exceptional circumstances.
ADMISSION CHARGES: Adults £3.75, senior citizens £2.75, children £2, family (two adults, up to four children) £15. Groups – ten per cent discount and special meals and tours by arrangement. Special rates for school parties and talks tailored to requirements. Free admission

to Sea Cadets and agreed associated organisations.
FACILITIES: Shop, licensed restaurant, toilets, free parking for cars and coaches. The library, containing publications from 1643, is available to researchers by appointment.
ACCESS: The Esplanade, Southsea. By bus or taxi from Portsmouth Harbour rail station or Gosport ferry's Portsmouth Harbour terminal.
INFORMATION: 01705 819385.



● A lifelike model evokes the grimness of World War I trench fighting and (right) the most recent conflict involving 3 Commando Brigade - The Falklands War - inspired this statue outside the Royal Marines Museum. It was unveiled by Baroness Thatcher, and marked the beginning of the museum's £3 million redevelopment.

THE DOCK MUSEUM, BARROW-IN-FURNESS**'Architectural triumph'**

DESCRIBED as an architectural triumph in a guide to the Lake District, The Dock Museum at Barrow-in-Furness is a spectacular modern museum built over a Victorian graving dock.

Its displays follow the development of Barrow from a tiny hamlet in the 19th century to the biggest

iron and steel centre in the world, and then to a major shipbuilding centre in just 40 years.

The museum's continuing development, since it was built by Barrow Borough Council in 1990, has been supported by the Department of the Environment, the European Regional Develop-

ment Fund and English Partnership, enabling a second phase of development costing £3 million to be installed in 1996.

New external developments include a landscaped site with walkways, viewpoints, works of art, a themed adventure playground, and an outdoor performance and exhibition area.

Recent acquisitions include a collection of over 100 16mm films of shipbuilding at the Vickers yard in Barrow, some of which are nearly 50 years old.

The museum welcomes 100,000 visitors a year.

ACCESS: North Road, Barrow.
INFORMATION: 01229 894444.

DATA FILE

OPENING TIMES: Easter-Oct. – Weds.-Fri. and Bank Holiday Mondays, 10am-5pm; Sat.-Sun. 11am-5pm. Last admission 4.15. Nov.-Easter – Weds.-Fri. 10.30am-4pm; Sat.-Sun. noon-4pm. Last admission 3.15pm.
ADMISSION: Free. Groups and

schools are welcome.
FACILITIES: Shop, cafe, car park. Accessible to wheelchairs, with a lift to all floors.
ACCESS: North Road, Barrow.
INFORMATION: 01229 894444.

CAERNARFON MARITIME MUSEUM

CAERNARFON Maritime Museum's exhibits include artefacts, models, photographs and documents which illustrate the seagoing, commercial and engineering history of the North Wales town.

The museum was opened by the Seint II Maritime Trust in 1981.

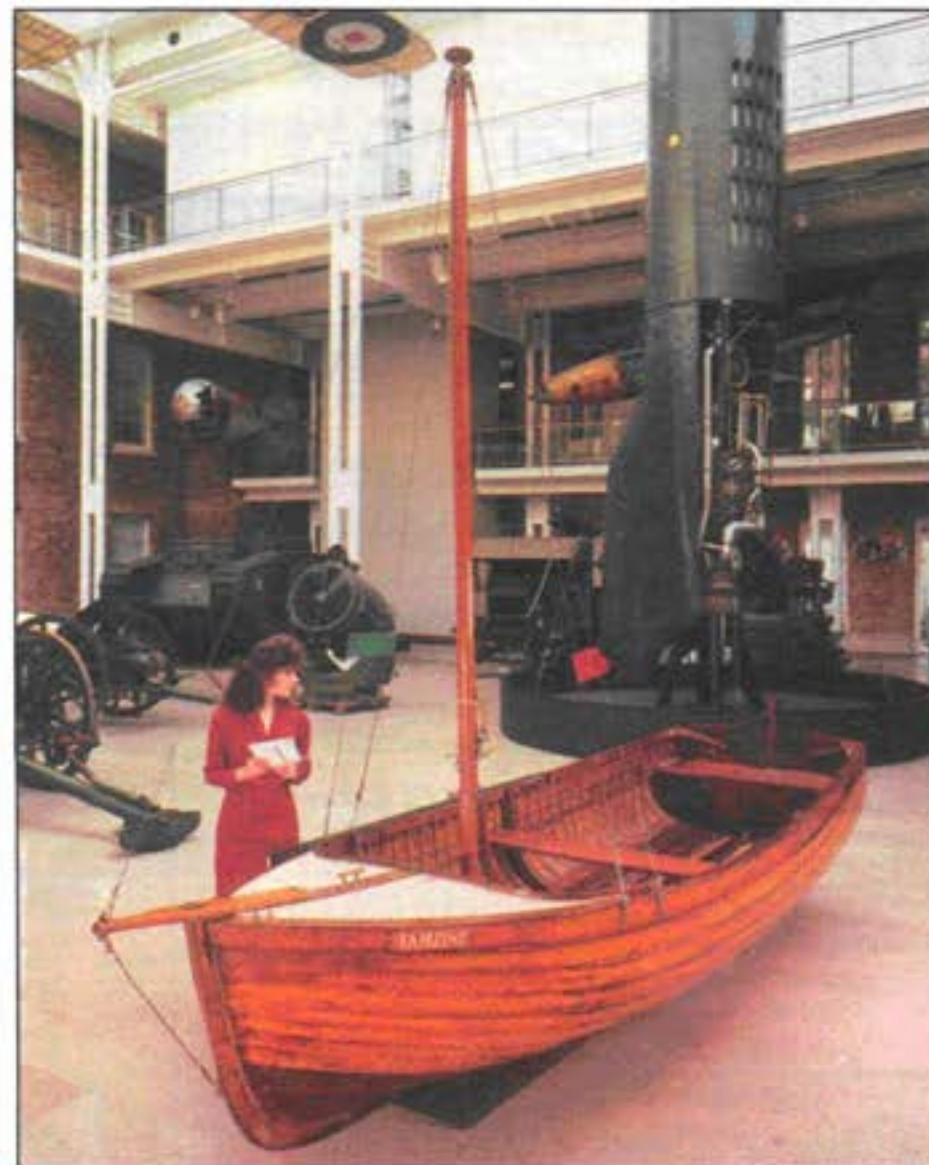
DATA FILE

OPENING TIMES: Spring Bank Holiday to Sept. – daily, 11am-4pm.
ADMISSION CHARGES: £1, children free.
FACILITIES: Shop.
ACCESS: Victoria Dock, Caernarfon (signposted).
INFORMATION: 01248 750057.

WIDER STILL AND



Some of the exhibits at the Imperial War Museum, ranging from a First World War tank and aircraft to a German V2 rocket of the type used to launch attacks on London in the latter stages of Hitler's war. Below, the Tamzine, the smallest fishing vessel in the armada of 'little ships' which evacuated hundreds of thousands of British and French troops from the beaches of Dunkirk in 1940.



£35 million revamp completed by 2000

FINAL stage of a £35 million, 14-year redevelopment scheme, which has transformed the Imperial War Museum, is due to be completed in the year 2000 – the museum's 80th anniversary.

The IWM was opened by King George V at the Crystal Palace on June 9, 1920 after a Government decision in the midst of the First World War that a national war museum should be set up to collect and display material relating to the Great War.

From 1924 to 1935 the museum occupied two galleries in South Kensington, until King George VI re-opened it at its present site – the former Bethlehem Royal Hospital for the insane (known as Bedlam) – in July 1936.

At the beginning of the Second World War, the museum's task was extended to cover both world wars, and in 1953 its remit widened further to include all military operations in which Britain and the Commonwealth have been involved since 1914.

Generally, the galleries remained in their original form for more than 50 years, until the museum's major, three-stage redevelopment began in 1986. The first two stages of the plan provided the IWM with three times its exhibition space, improved public facilities and education centre, and made room for permanent and special exhibitions.

Stage Three work which is going on at present, features two new floors of gallery space and is supported by Lottery funds.

Many of the museum's artefacts are on permanent display, including a dramatic recreation of an air raid,



HMS Belfast in the Pool of London, in the camouflage pattern used for her famous encounter with the German battlecruiser Scherhorn

THE IMPERIAL WAR MUSEUM

and a walk-through trench of the First World War.

Several special exhibitions are running this year to mark the 80th anniversary of the end of the Great War. Among them is 1918: Year of Decision which, through photographs, uniforms, letters and diaries, charts the succession of Allied victories on the Western Front which culminated in the Armistice.

That runs until November 29, and on September 18 a commemorative exhibition showing the human cost of the First World War opens, complemented by special events including music, readings, talks and educational activities. Meanwhile, a display of First World War art runs throughout this year.

Among the newest of the museum's permanent displays is Survival

at Sea – stories of the Merchant Navy in the Second World War, the centrepiece of which is the 180ft-long ship's boat in which two seamen survived for 70 days after their ship, the Anglo-Saxon, was sunk in 1940.

And in February next year an exhibition designed by Sir Terence Conran opens – Post War Britain: From the Bomb to the Beatles, which tells the story of cultural change in 1945-65.

Four of the museum's seven collecting departments – for art, documents, exhibits and firearms – are in the main building, while the film and video, photographic and sound archives are in All Saints Annexe in Austral Street, five minutes walk from the main building.

All departments have good visitor facilities and operate an appointment system.

DATA FILE

OPENING TIMES: 10am-6pm daily except December 24-26.

ADMISSION CHARGES: Adults £5, concessions £4, children (aged 5-17) £2.50. Group rates (minimum ten people) – Adults £4, concessions £3, children £2.

FACILITIES: Toilets, shop and licensed cafe.

ACCESS: The main building is in Lambeth Road within walking distance of Waterloo Station. Nearest Underground stations are Lambeth North or Elephant & Castle. Limited metered parking is available in Lambeth Road. Coach groups

should disembark at museum, then coach should park at Vauxhall Bridge coach and car park.

INFORMATION: Switchboard – 0171 416 5000, What's On – 0171 416 5320, Department of Art – 0171 416 5211/5214, Department of Documents – 0171 416 5221/5222/5223, 5226, Department of Exhibits & Firearms – 0171 416 5272/5304/5305, Film & Video Archive – 0171 416 5291/2, Photograph Archive – 0171 416 5333/5338/5309, Department of Printed Books – 0171 416 5344, Sound Archive – 0171 416 5363.

THE CABINET WAR ROOMS

Churchill's secret bunker

BRITAIN'S secret nerve-centre in the Second World War, where Winston Churchill and his Cabinet took strategic, make-or-break decisions, has for the past 14 years been open to the public.

The rooms were hurriedly prepared in a basement just off Whitehall as war with Hitler's Germany was being increasingly viewed as inevitable, and were designed as an underground HQ to protect the Prime Minister and Government against air attack.

Today, with free sound guide equipment, visitors can view the original complex of 21 historic rooms just as they were left before the lights finally were extinguished.

The decision to preserve the War Rooms was made by Government order as early as 1948, but it was not until 1981 that Prime Minister Margaret Thatcher decided that the complex should open its doors to the public as part of the Imperial War Museum.

The bunker includes the room where Churchill's War Cabinet met, the spartan room in which he worked and slept, and the Map Room – left totally intact since it was last used in August 1945.

This year a new display has been added which contains photographs and documents devoted to Churchill's life and achievements, including originals from the Churchill Archive bought for the nation in 1995.



The colourful array of map-room telephones nicknamed 'the bee hive'

DATA FILE

OPENING TIMES: April 1 to Sept. 30 – 9.30am-6pm daily, Oct. 1 to March 31 – 10am-6pm daily (last admission 5.15). Closed Dec. 24-26.

ADMISSION CHARGES: Adults – £4.60, children £2.30, concessions £3.40. Disabled half price. Groups (minimum of ten) – adults £3.50, children £1.60, concessions £2.60.

FACILITIES: Shop. Education Officer provides range of

talks during weekdays (bookings necessary).

ACCESS: At the bottom of Lambeth Road, opposite St James' Church – St James' Park or Waterloo Station. Bus routes 53, 77A, 88, 109, 156, 18, 44.

D WIDER

she wore
horst.



Last of Europe's great survivors

HMS BELFAST

AS EUROPE'S sole remaining big-gun warship, HMS Belfast is a unique opportunity for visitors to get a flavour of life must have been like aboard a Royal Navy cruiser during the Second World War.

She was permanently in the area close to London Bridge as part of the Imperial War Museum. Belfast displays the camouflage she wore during her most famous engagement - the Battle of Cape North Cape which in December 1942 resulted in the sinking of the German battleship Scharnhorst. Belfast was designed in the 1930s and launched in March 1938 by Mrs Chamberlain, wife of the Prime Minister who just a few years later held aloft a piece of wood signed by Hitler and proclaimed "peace in our time".

inker



ty chorus'.

which tie in with National Curriculum

on of Olive Steps on Horse Guards Park. Nearest Underground station is Tottenham. Buses - Nos. 3, 11, 12, 24, 211.



● Belfast's iced-up guns during an Arctic convoy run.

On August 5 the next year, less than a month before that peace was shattered, Belfast was commissioned. She was one of the largest cruisers ever built for the Royal Navy and was armed with 12 6in guns in four triple turrets.

In November 1939 she became the first confirmed warship victim of a new weapon developed by the Germans - the magnetic mine. The explosion which rocked the ship as she left the Firth of Forth broke her back, and she barely reached Rosyth under tow.

At first it was thought that the damage was so severe that she would never return to service, and it was three years before she was back with the Fleet, after major reconstruction.

Newly equipped with radar, she entered the most active period of her life, escorting convoys on the cruel Arctic run to Russia.

In December 1943 Belfast, flying the flag of Vice Admiral Burnett commanding the 10th Cruiser Squadron, left the Kola Inlet to cover a returning convoy. Also in the area were battleships led by C-in-C Home Fleet, Admiral Bruce Fraser in HMS Duke of York - ready to sink the Scharnhorst should she, as expected, emerge from a Norwegian fiord.

Emerge she did, and there followed an epic chase and battle during which the German battleship, shadowed and hounded by Burnett's cruisers, was intercepted and devastated by Fraser's big-gun ships. Belfast saw her share of action and was one of the ships which delivered the coup de grace with torpedoes.

Just over six months later, Belfast was famously in action again - this time as headquarters ship of the Eastern Task Force's bombardment group for D-Day. Her shelling task - delivering up to 96 6in projectiles per minute - continued until after General Montgomery's breakout at

Caen in early July.

Sent to the Far East in June 1945, Belfast arrived too late to see much action, but she did assist in bringing relief and rescue to the Allied prisoners who had survived Japanese prison camps.

But the end of the Second World War was not the end of Belfast's fighting days. In 1950-52 she was in action during the Korean War, bombarding enemy targets ashore.

Belfast served throughout the 1950s, but in 1963 she paid off and began a new and less glorious life as a harbour accommodation ship at Portsmouth.

In the late 1960s the Imperial War Museum became involved in a plan to preserve the Belfast, and the Government eventually agreed to hand over the ship to the newly formed HMS Belfast Trust under the directorship of Vice Admiral Sir Donald Gibson.

After being fitted out as a museum ship, Belfast was opened to the public on Trafalgar Day 1971. In the words of Admiral Gibson, it was "not an exercise in nostalgia, but an act of faith for the youth of the future".

DATA FILE

OPENING TIMES: March 1 to Oct. 31 - daily 10am-5pm (last admission 5.15). Nov. 1 to Feb. 28 - daily 10am-5pm (last admission 4.15). Closed Dec. 24-25.

ADMISSION CHARGES: Adults £4.70, children £2.40, concessions £3.60. Groups (minimum ten) - adults £3.70, children £1.90, concessions £2.90. Family ticket - free admission for one child in each family of two adults and two or more children. Disabled visitors - adults £2.35, children £1.20, concessions £1.80. Educational visits at appropriate group rates, with free admission for one teacher or adult for every ten students. Visa and Mastercard accepted.

FACILITIES: Free guide leaflet, souvenir and book shop, cafe. Coach parking at Tower Hill and Tower Bridge.

ACCESS: Nearest rail station - London Bridge; any bus to London Bridge; nearest Underground stations - London Bridge, Tower Hill, Monument; coach setting down point - Tooley St; Pool of London Ferry Service - daily April-Sept., every 15 mins. to and from Tower Pier (restricted service in winter).

INFORMATION: 0171 407 6434.

400th anniversary of a great but forgotten admiral

THIS year is the 400th anniversary of the birth of one of Britain's greatest, yet often forgotten, admirals - Robert Blake. And naturally, it's an important year for the Admiral Blake Museum, located in his home in Bridgwater, Somerset.

Robert Blake fought in the Parliamentary army during the English Civil War, and after the execution of Charles I was chosen as a General-at-Sea to lead the Commonwealth fleet.

After successfully fighting Royalist ships under Prince Rupert, and the fleets of the Dutch admirals van Tromp, de Ruyter and de Witt, his crowning glory came in 1656 when he captured two Spanish treasure fleets - the latter snatched from under the guns of enemy shore forts in Tenerife.

Exhausted, sick and still suffering from wounds sustained in the Dutch War, Blake died the following year as his ship entered Plymouth Sound.

As well as being a successful fighting admiral, it was Blake who established the administration and traditions of

ADMIRAL BLAKE MUSEUM



● Robert Blake - Cromwell's victorious admiral.

the Navy which Nelson used to such good effect 150 years later. Nelson, who was not noted for his modesty, once said: "I do not reckon myself equal to Blake."

The Admiral Blake Museum was opened in 1926 and houses displays of archaeology and local history dealing with such

subjects as Bridgwater's maritime past, and the Monmouth Rebellion of 1685.

Special events arranged by the museum this year to mark the 400th anniversary, include a special Blake exhibition running throughout the year, a touring exhibition visiting schools, libraries, village halls, etc., heritage open days on September 12-13, and a Blake family reunion on September 26-27.

On September 28-29 a two-day tour from Bridgwater to London will visit places connected with the admiral.

DATA FILE

OPENING TIMES: Tue.-Sat. 10am-4pm except Christmas and New Year.

ADMISSION: Free, donations welcome. Groups, including school parties, by arrangement. Charge for special services, eg £25 plus VAT for two-hour visit by school class group. Price includes resources for teacher's use and any special activity sheets.

FACILITIES: Car park nearby. Excellent educational services relating to the National Curriculum Key Stage 1-3. Touring exhibitions for schools.

ACCESS: In Blake St off Dampier St, Bridgwater.

INFORMATION: 01278 435399.

CAPTAIN COOK MUSEUMS

THE CAPTAIN Cook Birthplace Museum in Middlesbrough was opened 20 years ago - on October 27, the 250th anniversary of the explorer's birth.

Situated in Stewart Park, Marton, the modern museum was built close to the site on which stood the cottage which was Cook's first home.

Run by Middlesbrough Borough Council, the award-winning exhibits tell the great explorer's story, re-creations giving the 250,000 visitors a year a vivid insight into his life and times.

DATA FILE

OPENING TIMES: Summer - 10am-5.30pm, winter - 9am-4pm (last entry 45 mins. before closing).

ADMISSION CHARGES: Adults £2, children and senior citizens £1, family £5.

INFORMATION: 01642 813781.

Further south at Whitby is the Captain Cook Memorial Museum located in the house in which James Cook lodged for three years before he joined the Navy in 1755.

The museum exhibits outstanding models, and contemporary artefacts, water colours and maps. This year there is a temporary exhibition in the attic - Cook's room - of illustrations of life at sea.

DATA FILE

OPENING TIMES: Until Nov. 1 - Daily 9.45am-5pm (last admission 4.30).

ADMISSION CHARGES: Adults £2.30, children £1.60, Over-60s £1.80, family £6.50, pre-booked school parties £1.25 per pupil.

ACCESS: Grape Lane, Whitby, N. Yorks.

INFORMATION: 01947 601900.

QUEENBOROUGH MUSEUM

THE HISTORY of the wartime minesweeping base on the Isle of Sheppey, HMS Wildfire, forms the core of Swale Borough Council's Guildhall Museum at Queenborough.

Naval links with the Isle go back to the 17th century when there was a dockyard there, but it is the area's World War II minesweeping activities that are better remembered, when over 100 vessels operated from Queenborough pier.

The museum was formed in recent years and is still building up its archives and artefacts, and is continuing to appeal for more.

DATA FILE

OPENING TIMES: April-Oct. - Sat. 2-5pm (last admission 4.30).

ADMISSION CHARGES: 50p adults, 25p senior citizens and concessions. Children free when accompanied. Other times by appointment.

ACCESS: High St, Queenborough.

INFORMATION: 01795 667295/665146.

SS SHIELDHALL

THE LARGEST fully preserved steamship in Britain is the ss Shieldhall operated by Solent Steam Packet Ltd.

The Shieldhall, normally berthed at Southampton, was built in the mid-1950s but has all the features of a much older vessel. She is kept in working



● The badge of HMS Wildfire.

order by volunteers who are members of a 600-strong society worldwide, and all proceeds pay for the ship's preservation. She regularly visits Poole and Weymouth, and this year will be in Portsmouth for the International Festival of the Sea in August.

BEMBRIDGE MARITIME MUSEUM

CELEBRATING its 20th anniversary this year is Bembridge Maritime Museum on the Isle of Wight. Occupying a mid-19th century building, it is owned by a former professional diver, Martin Woodward.

Items displayed include diving suits, models, photographs, salvaged relics - and the bell of the battlecruiser HMS Renown.

DATA FILE

OPENING TIMES: March-Oct. 10am-5pm or by appointment out of season.

ADMISSION CHARGES: Adults £2.30, senior citizens and students £1.60, children £1.35. Family of five - one child free. Discounts for groups.

FACILITIES: Shop, licensed restaurant and tearooms opposite.

ACCESS: Sherborne St, Bembridge.

INFORMATION: 01980 872223/872126.

DATA FILE

OPENING TIMES: Daily 10am-5pm.

ADMISSION: Free, donations welcome. Parties by arrangement.

FACILITIES: Refreshments and catering for up to 60 by arrangement.

ACCESS: Normally berthed at Ocean Village, Southampton, subject to operating programme.

INFORMATION: 01703 230405.

MUSEUM OF BERKSHIRE AVIATION

A FAIREY Gannet on loan from the Fleet Air Arm Museum features among the exhibits at the Museum of Berkshire Aviation near Reading. The museum opened five years ago and welcomes 3,000 visitors annually.

Other aircraft at the museum includes a restored Handley Page Dart Herald which the Duke of Edinburgh flew on a tour of South Africa in 1962, and which he dedicated last year.

DATA FILE

OPENING TIMES: Until Oct. 31 - Sat., Sun. and bank holidays 10.30am-5.30pm, and Weds. 10.30am-5pm. From first Sunday in Nov. to last Sunday in March - 12-4pm. Visits by groups outside normal times by arrangement.

ADMISSION: Adults £2, children and senior citizens £1, family (two adults and up to three children) £5.

FACILITIES: Gift shop, refreshments, free parking, toilets, facilities for disabled.



ACCESS: Mohawk Way, Woodley north of Woodley Junction on A329M Reading to Bracknell road.
INFORMATION: 0118 934 0712 OR 0118 944 0069.

• A Fairey Gannet anti-submarine aircraft being restored at the Museum of Berkshire Aviation near Reading.

ROYAL AIR FORCE MUSEUM

Hendon: Great in size and fame

ONE OF the biggest museums in Britain - that's the Royal Air Force Museum at Hendon, covering 260,000 sq ft.

DATA FILE

OPENING TIMES: Daily 10am-6pm except Dec. 24-26 and Jan. 1.

ADMISSION CHARGES: Adults, £6.50; children (5-16), students and US40s, £3.25; senior citizens £4.90; family ticket (two adults and up to two children) £16.60, and £1.65 for each additional child. Groups - adults £5.20, children, etc., £2.60; senior citizens, £3.90. School parties and youth groups, £2. Free admission for children under five, registered disabled and companion, Friends of Museum and serving RAF personnel.

FACILITIES: Free car and coach park, restaurant and bar, picnic area, shops, film shows, full disabled access, toilets.

ACCESS: Off Grahams Park Way, NW9. By road - 20 mins. from West End, signposted from M1, M25, A41, A5, North Circular. By rail - close to Mill Hill Broadway station. Underground - close to Colindale station. Bus - on route 303.

INFORMATION: 0181 205 9191 (24 hours). Group and school bookings, 0181 200 1763.

Occupying one of the RAF's most famous sites, the museum covers the whole history of aviation from its beginnings to the future Eurofighter.

Specially constructed walkways and platforms get visitors as close as possible to many of the aircraft on display - including a Battle of Britain Hall. Among other features are a Red Arrows flight simulator, a 'touch and try' Jet Provost cockpit and a walk-through Sunderland flying boat.

Special events this year include a Flight Activities Week during August 8-16, an Armed Forces Weekend on September 12-13 with a military vehicle rally and the chance to meet members of the Services, and an Evacuees Day on September 26.

LASHENDEN AIR WARFARE MUSEUM

THIS YEAR Lashenden Air Warfare Museum celebrates the 30th anniversary of its foundation by members of Maidstone branch of the RAF Association.

The museum's permanent site at Headcorn (Lashenden) Aerodrome in Kent was opened three years later by wartime ace, Wing Cdr Bob Stanford-Tuck. Since then the museum has grown, with several aircraft on show, including a German V1 flying bomb.

DATA FILE

OPENING TIMES: Sundays and bank holidays 10.30am to 6pm until Oct. 31. Nov.-Dec. 10.30-3.30 Sundays. Parties at other times by appointment.

ADMISSION: Free. Donations to RAF charities welcome.

FACILITIES: Education programme of talks, slideshows and guided tours of museum and airfield.

ACCESS: On the A274, one mile from Headcorn and nine miles from Ashford and junction eight of M20. By bus - No. 12, Maidstone to Tenterden, to Shenley Crossroads. By train - Headcorn station followed by 20-min. walk.
INFORMATION: 01622 890226/206783.

RARE OLD TYPES ON VIEW IN WARTIME SETTING

IMPERIAL WAR MUSEUM - DUXFORD

THE FORMER Battle of Britain fighter station at Duxford, near Cambridge, is today home of one of Britain's foremost aviation museums - including a substantial Naval section. Fleet Air Arm aircraft on display include a Second World War Firefly fighter, a Fairey Gannet, a Sea Hawk jet of the 1950s, and Navy helicopters.

Duxford is operated by the Imperial War Museum in conjunction with Duxford Aviation Society and Cambridgeshire County Council.

The airfield's hangars, control tower and operations room retain their wartime atmosphere - but the main attractions are the many rare aircraft, including Spitfires and Mustangs, which fly in the museum's world-famous air displays held during the summer.

Historic aircraft restoration is a continuous feature at Duxford, and can be witnessed by the 400,000 visitors a year. Special exhibitions and interactive displays complement the exhibits, and a hi-tech simulator gives the opportunity to experience a dogfight between a Spitfire and a Messerschmitt.

This year for the first time, visi-

tors will be able to see a real Battle of Britain Messerschmitt Bf 109, forced down in West Sussex in 1940, and bought by the museum in

DATA FILE

OPENING TIMES: Daily March 14 to Oct. 24 - 10am to 6pm, other days 10am to 4pm. Closed Dec. 24-26.

ADMISSION CHARGES: Adult £7; children (ages 5-16), students and US40s, £3.50; under-5s free; senior citizens aged 60-plus, £4.75; family ticket (two adults and up to three children), £20; pre-booked school parties, £2. Groups (minimum 20) - adults £5.50, senior citizens £3.50, children, etc. £2.50. Disabled and carers, half price.

FACILITIES: Free parking, licensed restaurant, shops, parent and baby room, toilets, free museum transport.

ACCESS: Eight miles south of Cambridge next to junction 10 of M11. Accessible from A1, M1, M25 and north. By bus from Cambridge.

INFORMATION: 01223 835000. Air show ticket booking (24 hours daily) - 0990344 4444.

March with the aid of a £245,000 grant.

The latest major development at Duxford is the American Air Museum, opened last August and housing an outstanding collection of American military aircraft ranging from the First World War to the supersonic age.

And those who want a true taste of 1930s flight can, in the summer, take a trip in Dragonfly biplane and see Duxford from the air.

More down to earth is the museum's tank and military vehicle collection including authentic battle scenes and 50 tanks, some captured from Iraq during the Gulf War.

Dates of this year's air shows are July 4-5 (Flying Legends), September 6 (Duxford Air Show commemorating 80 years of RAF) and October 11 (Autumn Air Show).



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NORFOLK & SUFFOLK AVIATION MUSEUM

OVER 25 historic aircraft are displayed at Norfolk & Suffolk Aviation Museum, which has just celebrated its 25th anniversary.

Situated in the village of Flixton, on the border of the two counties, the museum includes in its collection a Sea Vixen and a Sea Prince training aircraft.

DATA FILE

OPENING TIMES: April-Oct. - Sun., Tue. and bank holidays 10am-5pm. School summer holidays - Sun. & Tue. - Thurs. 10am-5pm. Rest of year - reduced viewing Tue. 10am-3pm & Sun. 10am-noon. Groups outside those times by arrangement.

ADMISSION: Free.

ACCESS: On B1062 (from A143 Gt Yarmouth road, A144 at Bungay, or A145 or A146 at Beccles).
INFORMATION: 01502 562944 or (during opening times) 01986 896644.

• A Hunting Percival Sea Prince T.1 at Norfolk & Suffolk Aviation Museum. It was one of 42 Sea Princes fitted out as flying classrooms to train Fleet Air Arm observers.

MUSEUM OF FLIGHT

Polaris on show

SITED at a First World War RN airship station, the Museum of Flight in East Lothian has a respectable Naval section, including several Fleet Air Arm aircraft from the Fifties and Sixties.

They include, at East Fortune Airfield, a Sea Vampire, Sea Venom, Sea Hawk, Buccaneer, Whirlwind helicopter, as well as Polaris and Sea Slug missiles.

Founded in 1975, the collection is run by the National Museums of Scotland, and this year has a large new display centred on rockets and space flight, and an art exhibition staged in co-operation with the Guild of Aviation Artists.

On July 18-19 the airfield will be the venue for a Festival of Flight which is expected to attract 15,000 visitors.

DATA FILE

OPENING TIMES: April-Sept. 10.30am-5pm daily. Oct.-Nov. and Feb.-March, weekdays only. Group visits outside normal hours, and special guided tours and behind-the-scenes visits, by arrangement.

ADMISSION CHARGES: Adults, £2; children and concessions, £1; family, £3. Special rates for pre-booked parties of at least ten.

FACILITIES: Free parking, tea room, shop, disabled access.

ACCESS: Sixteen miles east of Edinburgh, on the B1347, signposted from the A1 between Haddington and East Linton. By bus - No. 121 Haddington-North Berwick route.
INFORMATION: 01620 880308.

2,000-mile lift for one-time enemy

ALTHOUGH it may not look it, this version of a German wartime bomber is destined to be one of only two Heinkel 111s in flying condition.

It was airlifted as an underslung load by a 20-ton German army CH 53G helicopter all the way from Seville in Spain, to the Imperial War Museum at Duxford.

With another CH 53 (Jolly Green Giant) as back-up, overnight stops were made at Bordeaux, La Rochelle, Rennes and finally RN air station

Portland, where this picture was taken by LA(PHOT) John Clews.

To reduce the Heinkel's weight to four tons, the two engines, outer wing sections and rudder were removed to be transported separately. It is believed to be the longest journey – about 2,000 miles – undertaken with an underslung load.

The Heinkel was one of many built in Spain for that country's post-war air force. They remained in service as crew trainers until as late as 1970, long enough to star as German bombers in the film *Battle of Britain*.



• A Fairey Firefly carrier fighter – one of the Fleet Air Arm exhibits at Duxford.

KENT BATTLE OF BRITAIN MUSEUM

"THE MOST important collection of Battle of Britain artefacts on show in the country" is how Kent Battle of Britain Museum describes its collection, which includes three Spitfires, three Hurricanes, and three Messerschmitt Bf 109s.

The museum is sited at the Battle of Britain air station at Hawkinge near Folkestone where original 1940s buildings – some still bearing the scars of warfare – contain the world's largest collection of authentic relics of the air battle.

DATA FILE

OPENING TIMES: Daily 10am-5pm until October, then 11am-4pm. Closed Nov. to Easter. Last admission one hour before closing.

ADMISSION CHARGES: Adults £3, senior citizens £2.50, children (must be accompanied) £1.50. Groups (20 minimum) ten per cent discount.

FACILITIES: Free parking, shop, snacks, picnic area.

ACCESS: On the A260 (off the A2 or M20) between Folkestone and Canterbury and is one mile along Aerodrome Road. Bus service from Folkestone and Canterbury.

INFORMATION: 01303 893140.

FENLAND AVIATION MUSEUM

LIKE SO many similar organisations, Fenland Aircraft Preservation Society was formed in the mid-1970s when it first became possible to access Ministry of Defence files on wartime aircraft crash sites.

By 1987, the enthusiasts had collected so much material that they opened Fenland Aviation Museum at West Walton, near Wisbech.

The museum, which now welcomes 2,000 visitors a year, has since grown to include complete aircraft – a Vampire trainer, a Jet Provost, a Piper Colt, a Slingsby Grasshopper and two Lightning T5 trainers.

DATA FILE

OPENING TIMES: Weekends and bank holidays: April-Sept. – 10am-4pm, March & Oct. – 9.30am-5pm.

ADMISSION CHARGES: Adults £1.50, senior citizens and children 75p. Out of hours group visits by arrangement.

FACILITIES: Nearby – car parking and tea room.

ACCESS: At Bamber's Garden Centre, West Walton, Norfolk, on B188 Old Lynn road about half a mile off A47 Wisbech bypass.

INFORMATION: 01945 585208.

WELLINGTON AVIATION ART

RELICS of Wellington bombers – including the tail section of an aircraft that crashed near Braemar, Scotland, in 1940 – form a central theme of a small museum privately owned by ex-RAF veteran Gerry Tyack.

Situated in the British School House, Moreton-in-Marsh, Gloucestershire, Wellington Aviation Art gallery exhibits, among other things, the propeller blades from a Fairey Firefly and a Bristol Hercules engine, two of which powered the Barnes-Wallis designed Wellington.

So far Gerry's efforts have raised £48,000 for aviation charities.

DATA FILE

OPENING TIMES: Tue-Sun, and Bank Holidays – 10am-12.30pm & 2pm-5.30.

ADMISSION CHARGES: Adult – £1.50, children – 75p (proceeds and shop profits for aviation charities).

ACCESS: Bourton Rd, Moreton-in-Marsh.

INFORMATION: 01608 450323.

BATTLE OF BRITAIN MEMORIAL FLIGHT

THE BATTLE of Britain Memorial Flight, operated by the RAF, is well known for its appearances at air displays and commemorations at home and abroad. But spectators can get a closer look at the unit's aircraft at their home at RAF Coningsby, Lincolnshire.

There, the flight's four Spitfires, two Hurricanes, Lancaster bomber and Dakota transport are on display for guided tours.

The Lancaster is the only one of two still flying; one of the Spitfires is the oldest surviving aircraft of the type in the world and still carries scars inflicted in the Battle of Britain; while one of the Hurricanes – a Mk IIc – was the last of 14,533 of the fighters to be built.



• The oldest surviving Spitfire, one of four flown by the Battle of Britain Memorial Flight.

DATA FILE

OPENING TIMES: Weekdays only, 10am-4pm, last tour 3.30. Closed bank holidays and two weeks over Christmas. Coaches to book in advance.

Because of operational commitments opening times and availability of specific aircraft cannot be guaranteed. Check before visiting.

ADMISSION CHARGES: £3. Concessions half price.

FACILITIES: Souvenir shop, car parking, picnic area, facilities for disabled.

ACCESS: On the A153 and between Lincoln and Boston.

INFORMATION: 01526 344041.



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Steve



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MUSEUMS ABROAD

AMONG THE many museums of Naval interest abroad is that in Simon's Town, housed in The Residency - built for the Governor in 1777 and later used as a Customs House, police station and magistrates court.

Exhibits depict the cultural history of the town and the Royal Navy's presence there from 1814 to 1957.

The museum also tells the story of the Great Dane 'Just Nuisance' who became a canine legend during the Second World War by reputedly helping inebriated sailors to board trains so that they could join their ships on time.

The museum is open daily, except Christmas Day and Good Friday. Inquiries to PO Box 56, Simon's Town 7995.

The South African National Museum of Military History is in Johannesburg and among its exhibits are extensive displays of depth charges, mines, minesweeping and diving equipment, model ships, torpedoes, and uniforms.

It is open daily, except Christmas Day and Good Friday. Address: PO Box 52090, Saxonwold 2132, Johannesburg.

Funds for expansion are being raised by the small Royal New Zealand Navy Museum, which covers the



• Just Nuisance, arguably the most famous sea dog of all, is commemorated at Simon's Town Museum, South Africa.

Service's history from the 19th century, through the world wars, to Korea and the 1960s.

Address is HMNZ Naval Base, Private Bag 32901, Devonport, Auckland.

Exhibits telling the story of the Allies' Arctic convoys of World War II figure prominently in the Central Naval Museum, St Petersburg. Address: 4 Birzhevaya Square, St Petersburg 199034,

Russian Federation.

In Berlin, the Deutsches Historisches Museum has a wide collection of paintings, documents, models and artefacts reflecting German maritime history. Among the models is one of the liner Imperator, which until the Titanic was built was the largest ship in the world.

Address of the museum is Unter den Linden 2, 10117 Berlin.

TRINITY MARITIME MUSEUM

THE BATTLE flag of the destroyer HMS Saumarez, severely damaged by a mine in the post-war Corfu incident off Albania, is among the exhibits at the Trinity Maritime Museum, Newcastle upon Tyne.

Among other items on display is a very large model of the wartime cruiser HMS Manchester and photographs and models of Lord Mountbatten's ship HMS Kelly.

DATA FILE

OPENING TIMES: Mon.-Fri. 11am-4pm, April-Oct., or by arrangement. Last admission 3pm.

ADMISSION CHARGES: £1.50. Children and senior citizens, 80p.

ACCESS: 29 Broad Chare, Quayside,

on the north bank of the Tyne and just to the east of the Tyne Bridge.

FACILITIES: Car park opposite, souvenir shop, wheelchair facilities, access for disabled.

INFORMATION: 091 261 4691.

NEWHAVEN MARITIME MUSEUM

MANY Naval models and books form part of Newhaven Historical Society's Maritime Museum in the town's Paradise Leisure Park. The voluntary workers who run it welcome 1,200 visitors a year.

DATA FILE

OPENING TIMES: Up to Oct 26 - Sat., Sun. & bank holidays 11am-5pm, Wed. 2-5pm, Oct. 27 to March 27 - Sat. & Sun. 2-5pm.

ADMISSION: £1, children free.

FACILITIES: In park - car park, hot & cold food, facilities for disabled.

ACCESS: Aris Road, Newhaven.

INFORMATION: 01273 516608.

WELLESBOURNE WARTIME MUSEUM

A RECENT addition to the small collection of Wellesbourne Wartime Museum, Warwickshire is a Sea Vixen which is being restored. In the early Sixties it flew with the Fleet Air Arm aerobatic team, later operating with 893 Squadron in HMS Victorious.

DATA FILE

OPENING TIMES: Sunday 10am-4pm.

ADMISSION CHARGES: Adults £1.50, children 50p.

FACILITIES: Free parking.

ACCESS: On A429 (south of M40) and A4096 from Stratford.

INFORMATION: 01928 855031.



THE SRN4 hovercraft Swift comes ashore at Lee-on-Solent, bound for the Hovercraft Museum at the former HMS Daedalus.

Many old craft - including Naval hovercraft - are stored at the old Hampshire air station by the Hovercraft Museum Trust, and though the Trust does not yet open to the public on a regular basis, it does hold an annual open day and is prepared to arrange viewings by appointment. Write to the Trust at 15 St Mark Road, Gosport, Hants. PO12 2DA.

EDEN CAMP

AN OLD prisoner-of-war camp is now the "only modern history theme park of its type in the world". Eden Camp has been transformed into an award-winning, Second World War experience, including a display on the U-boat war.

DATA FILE

OPENING TIMES: Feb. 14 to Dec. 23 - daily 10am-5pm, Jan. 13 to Feb. 13 - Mon.-Fri. 10am-5pm.

ADMISSION CHARGES: Adults £3.50, children and senior citizens £2.50. Groups - adults £2.50, children and senior citizens £1.50.

FACILITIES: Free parking, 'prisoners canteen', 'officers mess tearooms', cinema bar.

ACCESS: Off the A64 York to Scarborough road at the junction of the A160 to Pickering.

INFORMATION: 01653 697777.

MIDLAND AIR MUSEUM

THE Sir Frank Whittle Jet Heritage Centre is a feature of the Midland Air Museum at Coventry Airport - and among the static displays are FAA Sea Hawk and Sea Vixen fighters.

DATA FILE

OPENING TIMES: April-Oct - Mon.-Sat. 10.30am-6pm, Nov.-March - every day 10am-4.30pm (closed Dec. 25-26). Other visits by arrangement.

ADMISSION CHARGES: Adults £3, children (5-16 years) £2, senior citizens & students £2.25, family (two adults and up to three children) £8.50. Children under five admitted free. Special rates for parties of at least ten, by arrangement.

FACILITIES: Shop, coffee shop, toilets for disabled, Education Centre, guided tours and worksheet packs available for schools and groups by arrangement (tailored to National Curriculum).

ACCESS: Off A45.

INFORMATION: 01203 301033.

BRENZETT MUSEUM

WARTIME aviation equipment, remains of crashed aircraft and memorabilia are on show at Brenzett Museum, Kent, which this year celebrates its 25th anniversary. It is sited at a Second World War Spitfire air station and all profits go to improve the museum and towards RAF charities.

DATA FILE

OPENING TIMES: Weekends and bank holidays 11am-5.30pm until Oct. 31, and Weds. to Fri. 1pm-5.30pm July-Sept. Special opening times can be arranged for groups and schools.

ADMISSION CHARGES: Adults £2, senior citizens £1, children 50p.

FACILITIES: Free parking for cars and coaches, picnic area, disabled access and wheelchair available.

ACCESS: From A2070 (off M20), or via A259 or B2080.

INFORMATION: 01797 344 747.

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