



Navy News

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'Loyal and Royal'

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MARINES TO FIGHT TERROR

ROYAL Marines of 45 Commando are to go into Afghanistan to help mop up remaining Al Qaeda terrorists and Taliban resistance, Defence Secretary Geoff Hoon has announced.

Lead elements of the force - HQ Company and Whisky and Zulu Companies - are already in the region in HMS Ocean, which took over from HMS Illustrious and HMS Fearless, in which 40 Cdo was embarked, last month.

They will be joined by other elements of the main Commando group which are preparing to deploy from their base at RM Condor in Arbroath.

Also included are 7 Battery of 29 Cdo Regiment, Royal Artillery, from Plymouth, 59 Independent Commando Squadron, Royal Engineers, and elements of the Commando Logistics Regiment, both from Chivenor.

Mr Hoon told the House of Commons that the threat from Al Qaeda and Taliban forces remained high - both inside Afghanistan and against states overseas, including the UK.

"The United States has formally requested that the UK provide forces to join in future military operations against other remnants of Al Qaeda and the Taliban elsewhere in Afghanistan," said Mr Hoon.

"I have, therefore, authorised the deployment to Afghanistan of a full UK infantry battlegroup, built around 45 Commando, Royal Marines. This group will join a US-led brigade - forming a potent force ready to undertake such operations.

"This is a powerful force, in total up to 1,700 strong. We will ensure that it is ready to take part in operations as quickly as possible.

"The force will go initially to Bagram, with the first members of 45 Commando Group on the ground

within days, and ready to commence offensive operations by mid-April."

A further three Chinook helicopters from 27 Squadron RAF, based at Odiham in Hampshire, will be sent to the area to support the Commando group.

Mr Hoon said that the decision to send the group into battle - the largest military deployment for combat operations since the Gulf War - was not a decision which was taken lightly.

"It is important that the House is under no illusions about what this might mean," he said.

"These troops are being deployed to Afghanistan to take part in war-fighting operations. We will be asking them to risk their lives.

"Their missions will be conducted in unforgiving and hostile terrain against a dangerous enemy. They may suffer casualties."

Chief of the Defence Staff Admiral Sir Michael Boyce said of the deployment: "It is envisaged that our forces will be operating as part of a US brigade (alongside US and Canadian battlegroups) and participating in a rolling series of operations.

"I know that the US Commander in theatre values the capabilities that the Commando will bring to bear."

□ Turn to page 2

CALLED



● **Mne Neil Curry (23) leads Mne Sam Slattery (18) of 40 Commando Royal Marines on security patrol at Bagram Airfield, Afghanistan.**

Picture - Cpl Mark Ballantyne, RLC



● In colder climes, HMS Montrose steams away from the Nordenskjöld glacier in South Georgia, with the island's highest peak, Mount Paget, in the background.

Homeward bound from chilly south

PLYMOUTH'S HMS Montrose is making her way back from the frozen South Atlantic where she has been taking part in exercises.

Just before she set off to leave the Falklands, freezing winds gusting to 50mph brought icy sleet - both of which delayed her planned departure.

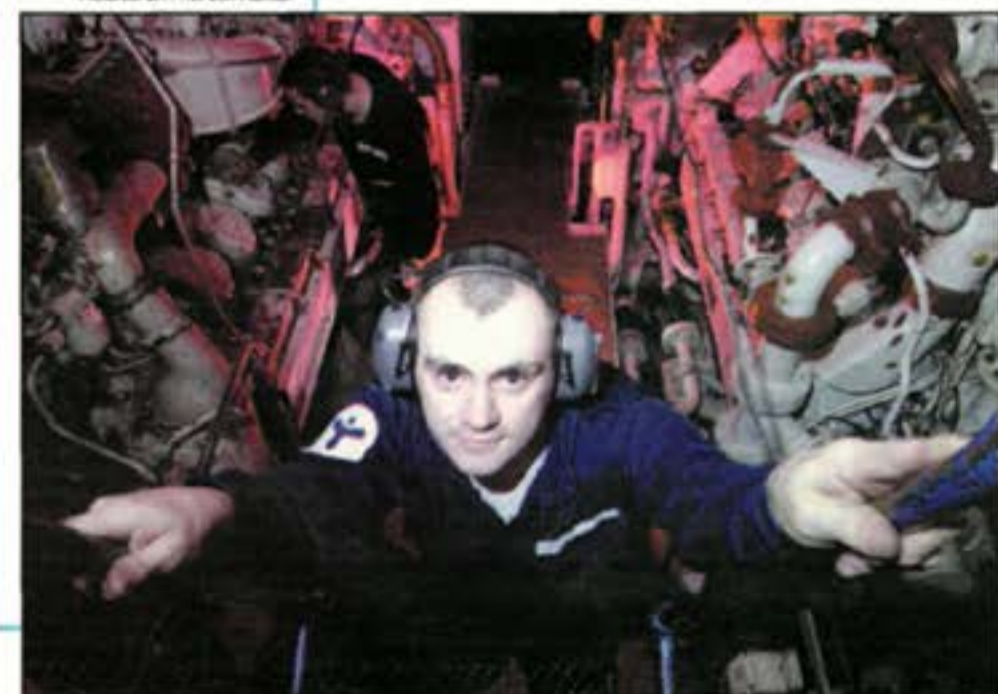
Now the crew are basking in the sunshine and warmer climate of South America.

On arrival off the coast of Brazil, the Type 23 carried out a number of exercises with the Brazilian ship Niterói. These involved ship-handling and manoeuvres, along with replenishment at sea tasking with the Royal Fleet Auxiliary Grey Rover.

HMS Montrose is expected back home at the end of this month after her six-month deployment to the South Atlantic.

● Marine Engineering Mechanic Gary Hart in the Upper Auxiliary Machinery Room of HMS Montrose.

Picture: LA Phot. Jon Hammet



Navy says 'No' to neutered ships

WHILE Lloyd's List has chosen to turn its back on the feminine pronoun to refer to ships as "it" from now on, the Royal Navy has no intention of dropping the traditional "she".

Lloyds says it has made the change to bring the publication into line with other reputable business titles and reflect cultural changes.

Navy News is happy to reflect the true character of our ships.

Greenwich hosts golden evening

THE OLD Royal Naval College in Greenwich will provide the venue for a unique event on July 11.

A number of maritime charities are getting together to stage a Golden Jubilee concert in the Old Royal Naval Chapel.

The Band of the Royal Marines, Portsmouth will offer an evening of music, with the Band of the Sea Cadet Corps also on hand.

The concert will be followed by dinner in the Painted Hall.

The evening celebrates the Queen's Golden Jubilee. Her Majesty is the patron of the King George's Fund for Sailors.

Tickets for the event cost £65. Demand is expected to be high, and early booking is advised. Contact: 020 7932 0000.

Eight rescued but two die in freezing Baltic

AMID the work of Exercise Strong Resolve, a multinational exercise in the Baltic, Royal Navy frigates have come to the rescue in two capsizings - one a German fishing boat, the other a Royal Navy inflatable boat.

HMS Lancaster rescued five German sailors from the Baltic after their fishing vessel capsized.

The Portsmouth-based Type 23 frigate was taking part in the NATO exercise when she picked up a distress call from the Danish coastguard, saying a small pleasure craft had sunk four miles east of Bornholm.

Five Germans on holiday, in their 20s and 30s, had hired a 20ft cruiser for a day's sea fishing, but were overtaken by bad weather.

The boat's engine had failed, and they had to take to the liferaft

when it was swamped by the waves. A Danish rescue vessel and a Swedish rescue helicopter started a search, and were joined by Lancaster and a French maritime patrol aircraft, both diverted from Exercise Strong Resolve, a major NATO work-out involving ships from more than 20 countries.

The French aircraft spotted a liferaft, and Lancaster sped to the spot to recover five men in shock and suffering from the cold but not injured otherwise. They had been in the liferaft for an hour.

They were treated on board the warship, given hot showers, drinks and dry clothing, then transferred to the Swedish helicopter and flown ashore to Bornholm.

The Commanding Officer of HMS Lancaster, Cdr Ben Key, said the rescue was a good example of European co-operation.

"All of us who go to sea know how quickly the situation can deteriorate, particularly when the waters are as cold as they are at this time of the year. We in HMS Lancaster were glad to have been able to play a part in the rescue of these German holidaymakers, which turned out to be a truly international operation."

Lancaster helped Danish authorities recover the boat before rejoining the exercise.

The other rescue sadly did not have such a fortunate outcome. Two German sailors died after they were thrown into the sea when an inflatable boat from frigate HMS Cumberland capsized in the Baltic.

All five ratings in the boat - three German and two British - went into the sea as they were travelling between Cumberland and the German frigate Mecklenburg-Vorpommern. The Baltic is just a few degrees above freezing at this time of the year.

They were rescued and taken back to the Type 22 frigate, where medical staff tried in vain to save the lives of the two worst-affected sailors. The other three were treated for effects of the cold, and for minor injuries.

Black Duke flag mystery

THE CHARACTERISTIC black flag flown by Type 23 frigate HMS Monmouth has been taken from the ship in Rosyth, echoing the mystery of the Okatango Boat.

The flag symbolises the ship's namesake, the Duke of Monmouth, also known as the Black Duke, and it has been flying continuously from her halyards since her early days.

Her refit team decided the flag would continue to fly during the refit - but the last time it was seen on the ship was on Friday March 1.

An anonymous source has told Navy News that a ransom note was sent to the frigate's Senior Naval Officer declaring that the flag was safe and that the perpetrators would be in touch.

Since then, 'Wanted' posters have appeared in the Wardroom in HMS Caledonia showing a 'Phantom Flag Stealer', though the person's identity remains a mystery.

Other ships in Rosyth at present are aircraft carrier HMS Ark Royal, destroyer HMS Liverpool and Monmouth's sister ship HMS Iron Duke, as well as submarines Spartan and Sceptre.

Anyone who can help identify the individual can pass the information to Navy News, who will contact the relevant authorities.

The story has similar undertones to that of the legendary Okatango Boat - a trophy in the form of a boat on a wooden plinth.

The Boat, named after the American or Canadian vessel from which it originated, was apparently stolen between NATO ships, from a bulkhead in the holding ship to a bulkhead in the new vessel.

Its current whereabouts is unknown - again, any information should be directed to Navy News.

MARINES TO FIGHT TERROR

● From page one

Admiral Boyce added: "This will be a demanding and dangerous mission, and provides further evidence of our commitment to stand shoulder-to-shoulder with our partners in the fight against international terrorism."

45 Commando is one of three commando units which spearhead 3 Commando Brigade RM, and specialises in difficult terrain, from jungle to Arctic tundra. 45 Cdo was the first unit to specialise in the mountain and cold-weather warfare role in the early 1970s.

Britain also has around 1,200 troops deployed with the International Security Assistance Force (ISAF) in Kabul, which reached full operational capacity, with 4,600 personnel from 18 different countries, on February 18.

Salvage money still unclaimed

PEOPLE involved in salvage operations on the ships listed below may not have received the salvage money to which they are entitled: RMAS Cockchafer and Criccieth - Lychalsh Ferry, December 1985

HMS Hermione - MV Atlas, March 1989

RMAS Sealyham and Capable - Eastern Falcon, March 1989

HMS Hermione and RFA Oina - MV Drasterios, June 1989

HMS Soberton - MT Fair Play, October 1989

HMS Brilliant - MV Mercs Horana, March 1991

HMS Shetland - Our Holly Anne, March 1991

HMS Campbelltown and RFA Gold Rover - World Hitachi Zosen, April 1992

HMS Plover - Tanker Scastar, April 1992

RMAS Bustler and Powerful - P&O Pride of Winchester, August 1992

RMAS Salmoor and Collie, helo crew HMS Gannet, Diving Team and Salvage Officers - MV Danica Green, May 1993

RMAS Rollicker, Powerful and Bustler and Pilot Boat LB303 - Avon, July 1993

RMAS Capable and Sealyham, HMS Trumpeter and Gibraltar Defence Fire Service - River Breeze, September 1995

HMS Sheffield, RN Sea King R193, RMAS Forceful, Careful, Moorfovi and SAL Diving Group - Marianne Danica, February 1995.

If you think that you have a claim for any of these efforts, please contact: Mrs D.A. Ott, EDS AFPAA Centurion, NPP(Acs)2B, Centurion Building, Grange Road, Gosport, Hampshire, PO13 9XA.



● Admiral Sir Michael Boyce at the Birmingham anti-terror seminar

TOP LEVEL TAKE ON TERROR

THE UNIVERSITY of Birmingham has hosted the first seminar on fighting international terrorism.

Attended by Defence Secretary Geoff Hoon and Chief of the Defence Staff Admiral Sir Michael Boyce along with other senior MOD personnel, university academics and others with a defence interest, it aimed to explore the role of the Armed Forces in the new warfare environment.

Questions under discussion included the symptoms and causes of terrorism and the balance to be struck between

home defence and countering the threat abroad. The University of Birmingham's Centre for Studies in Security and Diplomacy was established in 1998 following the successful work of the Security Studies Research Programme from 1993.

Meanwhile a Royal Marine made history last month as he assumed the post of Deputy Commander of coalition naval assets engaged in the war against terrorism. The Commandant General Royal Marines and Commander United Kingdom Amphibious Forces, Maj Gen

Rob Fry has taken over the appointment of Deputy Coalition Joint Force Maritime Component Commander (DCJFMCC), relieving Rear Admiral James Burnell-Nugent.

The post is capable of being filled by a Royal Marine only as a result of the Fleet First re-organisation, announced last year.

The DCJFMCC is responsible for the effective co-ordination and operation of all coalition naval forces engaged in the ongoing war against terrorism (see centre pages).

'ONE OF THE MOST ADVANCED SHIPS IN THE WORLD'

Echo sounds a new era in surveying the seven seas

THE ROYAL Navy's latest state-of-the-art survey vessel has been named HMS Echo in a ceremony at Appledore Shipbuilders in Devon.

100 years on for the 'Wavy Navy'

ROYAL Navy Reservists are preparing to celebrate the centenary of their service next year.

1903 saw the formation of the Royal Naval Volunteer Reserve (RNVR), or the 'Wavy Navy' as it was popularly known, after the wavy braid on the officers' uniforms.

The RNVR amalgamated with the Royal Naval Reserve (RNR) in 1958 to form today's Naval Volunteer Reserve.

The contribution of Reservists to the Navy cannot be underestimated – at the end of World War II more than 80 per cent of the Royal Navy was made up of RNVR and RNR members.

Numerous events are planned during 2003, culminating in a formal parade in the south and a Service of Commemoration in the north, giving old shipmates a chance to attend.

There will also be regional events, details of which will be posted on the official website at www.rnr100.com

Former Reservists – of whom there are around 40,000 – are encouraged to register on the site at no cost for regular email updates.

Organisers of the centenary celebrations are keen to obtain photos, anecdotes and memorabilia as soon as possible to help with the writing of a book marking the centenary. Contact Cdr Robert Avit on 07850 296036 or email him on pd6@rnr100.com

Lady Haddacks, wife of Vice Admiral Sir Paul Haddacks, Director of International Military Staff at NATO, carried out the naming.

The multi-role hydrographic survey ship will be able to operate worldwide in her specialist primary role, and has the ability to remain at sea for longer each year, and produce useful data in worse sea conditions, than the ships she replaces.

She is also designed to undertake additional operational tasks with the Fleet, such as supporting mine warfare and amphibious roles.

Echo and her sister ship HMS Enterprise were ordered through Vosper Thornycroft, who sub-contracted the construction to Appledore.

The contract with Vosper also covers the support of the ships through their 15-year lifespan, with a potential value of £130 million.

Defence Procurement minister Lord Bach said: "HMS Echo has been built with state-of-the-art technology, making her one of the most advanced ships in the world, and she will play a vital role in the Royal Navy's future operations worldwide."

"The Echo will be available for operations for more than 334 days each year, a 50 per cent improvement over older vessels."

Echo's first Commanding Officer, Cdr Martin Jones, said: "Everyone wants to be the commanding officer of a new ship, so



it's an absolute privilege to be the CO of Echo.

"It's a challenging and exciting period as we get to grips with the new military data-gathering procedures."

Echo's considerably improved seakeeping means she will be able to carry out survey work in the UK Western Approaches for 90 per cent of the year, a five-fold increase compared to existing vessels.

Echo and Enterprise, which are scheduled to enter service next year, are equipped with a range of integrated survey equipment, including multi-beam echo sounders and side-scan sonar, which are linked to advanced navigation and communications systems to give real-time accurate pictures of the sea bed.

The sister ships are also powered by an all-electric propulsion system which includes 360 degree podded thrusters – a first for a Royal Navy ship.

When in service, Echo will displace 3,500 tons – not far short of a Type 23 frigate. She will have a complement of 81 and a top speed of 15 knots.

Echo and Enterprise replace HMS Herald, Bulldog, Beagle and Roebuck.

For Lady Haddacks, married to a Naval officer for 31 years, naming HMS Echo fulfilled one of her big ambitions – the other, to be realised shortly, being to have dinner on board HMS Victory.

● Lady Haddacks celebrates the naming of new survey ship HMS Echo with her Commanding Officer, Cdr Martin Jones.



Watch the birdy!

LA(PHOT) Paul Punter from the Surface Flotilla Photographic Unit discusses the shape of things to come in RN photography with a futuristic 'Agfa Bella' at the Focus 2002 exhibition at Birmingham NEC.

Personnel from the RN Photographic Branch manned a stand at the four-day exhibition which was attended by 20,000 photographic professionals and amateurs.

They also provided an opportunity for visitors to spot the Golden Jubilee Medal ribbon, as worn here for the first time by Paul.

Units return from the Middle East ... while others head out to take their places



New role for veteran

ASSAULT ship **HMS Fearless** proved her versatility when she was ordered to remain in the Middle East after Exercise Saif Sareea.

The initial disappointment over missing Christmas at home was soon replaced by a determination to get the best out of the ship in the unusual role allotted her.

Royal Marines from Charlie Company, 40 Commando, were embarked, along with helicopters of detachments from 845 and 847 Naval Air Squadrons.

During this period the ship spent 52 days continuously at sea.

● (Left) The ship's company of HMS Fearless form up for a group photo while at sea on the long journey from the Middle East to the UK.

Fearless spent three weeks in Dubai over Christmas for routine maintenance – the ship's first visit to the port in almost 35 years.

Partners and families took the opportunity to fly out to the Gulf – and Tesco's parcels, containing Christmas cake and mince pies, were delivered to the jetty.

Early in the new year the amphibious ship took on the unusual role of MIOPs – maritime interdiction operations – working with warships from the United States, Canada and Australia to monitor merchant shipping in and out of Iraq.

Using the Fleet Air Arm helicopters which were embarked, members of the ship's company and Royal Marines formed up boarding parties in a challenging but welcome change to the usual routine.

Early February saw a return to familiar ways, when Royal Marines from 40 Commando took part in the amphibious Exercise Sea Dagger II in the United Arab Emirates, at one point supporting seven helicopters – three Sea King, two Gazelles and two Lynx, more aircraft than on *Illustrious*.

On completion of the exercise, the troops and their equipment were offloaded in Dubai, and the veteran ship started her journey back to the UK.

A concert by Abba tribute band Bjorn Again, juggler Steve Rawlings and comedian Ian Royce set the mood, and she called in at Barcelona to allow the ship's company some time to relax before she arrived back in Portsmouth last month for the last time.



● HMS Trafalgar in Plymouth Sound.

Warships make their mark

ROYAL Navy vessels engaged in the war against terrorism have been returning to their home ports after extended deployments in the Arabian Sea and Arabian Gulf.

Nuclear submarine **HMS Trafalgar**, flying a Jolly Roger, slipped into Devonport having been in at the start.

The hunter-killer was part of Exercise Saif Sareea off Oman, but

found herself switched to other duties in the days following the terrorist attacks on the United States.

And it was *Trafalgar* which launched a Tomahawk Land Attack Missile (TLAM) in the opening salvoes of the war.

With the exception of a single week in Plymouth for maintenance last September, the boat has been on deployment since July 2001.

She first crossed the Atlantic to test-fire a cruise missile at a US Air

Force base range in western Florida, using a new joint US/UK version of the Advanced Tomahawk Weapon Control System software which will promote interoperability between the two navies.

She then joined Exercise Argonaut 2001, but was detached for tasks with the Coalition fleet in the Arabian Sea in the autumn.

Armillar patrol ship **HMS Kent** returned to Portsmouth a week later, having spent five months breaking records on maritime interdiction operations (MIOPs) in the Gulf.

In five months the Type 23 frigate seized more than £4 million worth of smuggled oil and illegal cargo – more than any other warship since UN sanctions were introduced five years ago.

Lt Cdr Gary Harvey said: "This has been a hugely successful operation.

"In all we seized 40,000 tons of illegal cargo, mostly oil.

"This was certainly a challenging tour for the whole of the ship's company, and also a memorable one. Now with the mission completed, we are all looking forward to coming home."

Kent is one of the Navy's latest warships, having joined the Fleet in 2000.

Her Commanding Officer, Cdr John Clink, said his crew were happy to be heading home after such a busy operation.

"We return to Portsmouth with our heads held high as we mark the closing of the first chapter in the life of HMS Kent," he said.

"Our successes in the Gulf are testament to the professionalism, enthusiasm and tremendous spirit of my ship's company.

"I expect them to receive a terrific welcome home from their



● Type 22 frigate HMS Campbelltown transits the Suez Canal.

friends and family – they certainly deserve nothing less."

One of the unsung heroes of the campaign, destroyer **HMS Southampton** returned from the Middle East on Friday March 15.

The Type 42 warship left Portsmouth at the end of the summer on Exercise Argonaut 2001, and was due to return to the UK after her participation in Exercise Saif Sareea off the coast of Oman.

But in the aftermath of the terrorist attacks on the United States, flagship *Illustrious* was re-tasked to remain in the region as part of the offensive against Al Qaeda groups and the Taliban regime in Afghanistan – and as one of the escort ships in the task group, Southampton was ordered to remain with the aircraft carrier.

Protecting the carrier is a thankless task – recognised and appreciated by the Commanding Officer of *Illustrious*, Capt Alan Massey, who said: "I have been a captain of

a Type 42, and the job you dread is carrier escort.

"When you are a proud and capable Type 42, being a carrier escort gets incredibly dull after a week.

"They have been doing it for six months – they have been tied to us by a two-mile piece of string.

"They have been incredibly resilient, and the ship's company has been buoyant and can-do throughout a very long and in many ways unrewarding deployment.

"We attracted all the attention, while she quietly got on with a critical job. I needed her there, and she was quite pleasingly aggressive as well. Whenever she was given a task, she was right up there with great professionalism."

Southampton also saved the lives of 23 refugees who were drifting at sea with no food or water.

Type 22 frigate **HMS Chatham** returned to Devonport at the end

of February, having spent five months as flagship of NATO's Standing Naval Force Mediterranean.

Although not deployed to the Middle East, *Chatham* and the rest of SNFM were engaged in anti-terrorism activities in the Eastern Mediterranean after September 11, locating and tracking suspected smugglers.

Meanwhile, **HMS Campbelltown** has sailed from Devonport to the Arabian Sea to take over from her sister ship **HMS Cornwall**, which was due to arrive back in the UK as *Navy News* went to press.

Campbelltown will be joining forces with another Devonport ship, helicopter carrier **HMS Ocean**, which has taken over the role of UK flagship from aircraft carrier *Illustrious*, and is now to act as a platform for the deployment of 45 Commando RM in Afghanistan.

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Ships of the Royal Navy No 557



Life in the Cod Squad

When Island Class HMS Guernsey sailed out of Portsmouth at the beginning of February on East Coast Fishery Protection duties, she was sailing out of her home port for her penultimate year before being replaced by the new River Class Offshore Patrol Vessel.

This year is set to be one of her busiest to date, continuing to patrol the fishery limits of England, Wales and Northern Ireland, an area that extends over 80,000 square miles and up to 200 miles from the coast.

Splitting up the year, Guernsey will take on the important task of Operational Sea Training (OST) and be part of the Glasgow Fish Festival before making a visit to her namesake Guernsey.

The presence of HMS Guernsey on her current patrol has resulted in the successful completion of over 20 boardings, in some extremely arduous conditions in the North Sea.

These boardings have seen the detection of a Belgian beam trawler that was illegally using under-sized nets, catching juvenile fish. The skipper of the fishing vessel was escorted to Harwich overnight, before being taken to court in what was a successful outcome for the ship's hard work.

The high level of seamanship on board enables her to conduct a significant number of boardings every day, dependent on weather and sea conditions.

Facts and figures

Class: Island Class Offshore Patrol Vessel
Pennant number: P297
Builder: Hall Russell, Aberdeen
Launched: February 17, 1977
Commissioned: October 28, 1977
Displacement: 1,323 tonnes fully loaded
Length: 59.5 metres
Beam: 11 metres
Draught: 5.2 metres
Speed: 16 knots
Complement: 40 (eight officers)
Main machinery: Two Ruston RPD 12RK3 diesels; each developing 2190 bhp; 1 shaft; cp prop
Weapons: One 20mm gun
Radar: Navigation radar; Kelvin Hughes Type 1007; I-band

These duties are combined with the patrol of the offshore oil and gas installations, along with keeping a constant vigilant eye on Britain's coastline.

This patrol has seen the majority of boardings taking place on day-running fishermen from the North East coast where a great rapport has been forged, sometimes resulting in the odd newspaper being offered to take back to catch up on the news at home.

The usual patrol cycle is anything up to 12 days, and on completion the ship enjoys a port visit allowing a bit of relaxation.



● HMS Guernsey on fish patrol around the British coastline.

This patrol has enabled the ship to call in to Newcastle for her first stand-off where she was berthed a stone's throw away from the nightlife of Newcastle's quayside.

Throughout the current patrol, the ship's company has participated in a whole range of high-level training serials in preparation for the ship's last OST.

Once through with OST, the ship will continue to work with the Sea Fishery's Inspectorate for the Department of Environment, Fisheries and Rural Affairs (DEFRA) to monitor and administer the laws and international agreements on fishing activity.

To complete this task effectively, the ship's inspecting teams must have a very comprehensive knowledge of fishing methods and legislation, and are routinely monitored by DEFRA inspectors.

Guernsey has a ship's company

of 40, consisting of eight officers, seven senior rates and 25 junior ratings.

One of a series of seven Island Class offshore patrol vessels originally built by Hall Russell, Aberdeen, she was launched by her sponsor Lady Martin, wife of Admiral Martin the then Lieutenant Governor of Guernsey on February 17, 1977. She was commissioned at Rosyth in October and assigned to the Fishery Protection Squadron.

There have been three previous ships of the name. The first HMS Guernsey was a 22 gun ship built

'Basing' in 1654, and renamed Guernsey in 1660. She carried out an unsuccessful attack on Bergen in 1665, and had a major encounter with a Turkish ship *Algerine White Horse* in December 1677. In 1688 she was made a fireship and eventually broken up in 1693.

The next ship to bear the name Guernsey was a fourth rate with 48 guns. Built by Johnson, Blackhall, in 1696 she was reduced to a hulk in 1769 and sold out of service in 1786.

The third ship to bear the name Guernsey was a fifth rate with 32 guns. Built at West Deptford as

Aeolus in 1758 she was reduced to harbour service in 1796 and renamed Guernsey in 1800. She was finally broken up in 1801.

A wooden screw ship was ordered in 1861 along with a destroyer in 1944 but both were cancelled.

BATTLE HONOURS

Lowestoft..... 1665
 Texel 1673
 Lagos 1759

AIRCRAFT OF THE ROYAL NAVY No 66



● A Martin Maryland of 771 Squadron.

Martin Maryland

In the midst of World War II, these twin-engined Maryland light bombers were supplied from the USA to Britain. The aircraft arrived in the UK in 1941, and were principally used by the Royal Air Force but the Fleet Air Arm managed to get hold of a few that were used for photographic reconnaissance and target-towing duties from shore bases.

The most significant moment in the history of the Maryland was a single aircraft's role in the sinking of the Bismarck.

Two German ships had been spotted on May 21, 1941, by a Coastal Command reconnaissance aircraft off the southwest coast of Norway, at Korsfjord near the port of Bergen. Tentative early reports told of two Hipper class cruisers, but the photographs proved without doubt, one was the Bismarck. Despite

atrocious weather, two bombing raids were attempted on the German ships, but to no avail.

On May 22, a Maryland of 771 Squadron took off from HMS Sparrowhawk at Hatston in the Orkneys in appalling conditions, judged unfit to fly in by RAF Coastal Command. This aircraft reported that Bismarck and Prinz Eugen had broken from the cover of their Norwegian fiord.

On this discovery that the anchorage was empty, the Home Fleet set out in pursuit.

The Maryland had two 1,200hp Pratt and Whitney Twin Wasp engines. Her maximum speed was 278mph at 11,800ft with a service ceiling of 26,000ft. The Martin Maryland measured 46ft 8in in length with a wing span of 61ft 4in.

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The RNBT also gives financial grants to serving and ex-serving RN ratings, RM other ranks and their dependants (the 'RNBT Family') to help them in a wide variety of circumstances. For advice and assistance please contact the Welfare Controller at RNBT Headquarters.



THE ROYAL NAVAL BENEVOLENT TRUST
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Letters

JACK

BY THE



Airspeed links

REGARDING 'Aircraft of the Royal Navy' No 64, the *Airspeed Oxford* (February issue), I believe the late, great author Nevil Shute had a major connection with *Airspeed*, as did the old Portsmouth airfield.

There is a road there today named after the company. - A. Heffer, Overton, Hants.

There is also a *Norway Road* - the proper name of the author of *On the Beach* and *A Town Like Alice* was Nevil Shute *Norway* - Ed

AIRSPPEED *Oxford* Mk II, as shown, frame number R6180, was one of a batch of 200 built at the Portsmouth factory.

It was initially delivered on November 7, 1940 direct to No 15 Flying Training School at Kidlington where it suffered a minor mishap on July 10, 1941. It was later at RNAS Lee-on-Solent, where the photograph was taken in September 1943.

The aircraft suffered quite a bit of damage in the course of its career - it was, after all, a training aircraft, so much of this was caused by pupil pilots in landing.

In those days training was carried on 24 hours a day, seven days a week.

The mortality rate of aircrew under training during World War II averaged at 20 per cent. - C. F. Motley, Ingoldsby, Lincs.

Missing of Exmouth

MY father with all on board died when HMS *Exmouth* was torpedoed 22 miles east of Wick in January 1940.

The wreck was discovered in February last year. Subsequently an association was formed and a memorial service was held at the Parish Kirk.

I was fortunate enough to attend but only one of the ship's officers' families were there.

Should anyone wish to visit the *Exmouth* Association website the address is:

<http://www.geocities.com/exmouthhms1940assoc> - M. Lang, Bay of Plenty, New Zealand

Hopping mad over pet frog found croaked

READING a letter in last August's issue relating to a seagoing budgerigar, I was reminded of a dreadful incident that happened during HMS *Invincible's* first deployment to the USA.

For the trip we embarked a Band of the Royal Marines - I think it was FOF3's - and with them they brought their mascot, a tropical frog that went by the name of 'Crunchie'.

Every evening throughout the trip a programme was run on the ship's internal television system, broadcasting daily news and items of gossip. Soon this was taken over by snippets of what *Crunchie* had got up to that day, like how far he'd swum, how high he'd jumped, how many flies he'd eaten etc.

It wasn't long before the ship's company started to get fed up with *Crunchie* - and one day, while the bandmen were at practice, *Crunchie* disappeared. Yes, he'd hopped it!

The bandmen were frantic, searching everywhere. Then a letter was read out on the TV news from kidnapers claiming to have *Crunchie*. The Marines went ballistic, threatening the crew with piccolos, clarinets, tubas and so on.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. Email correspondents are also requested to provide this information.

They even kidnapped the Navigation Officer from the bridge, keeping him captive until *Crunchie* was returned or the ship lost, but to no avail.

After a while things calmed down and with no sign of the AWOL amphibian the bandmen came to accept the fact that *Crunchie* had probably croaked.

Then, a while later, while cleaning up for Captain's rounds, the withered and dried up body of *Crunchie* was found in one of the Marines' boot lockers. Had he been there all along and had just been overlooked? Or had the kidnapers returned him when no one was around?

No one really knew or was letting on - but the ugly rumour went round the ship that the seamen from the forward mess might have had something to do with the ugly incident.

The tragic and innocent party in it was given the honours of a full military funeral, the band playing the Last Post and the Ensign lowered to half mast as bandman *Crunchie* was sent to a watery grave. - P. Finn, Whitehaven, Cumbria.

● DARK SECRET: HMS *Invincible* departs for Exercise *Caribbean* in 1963



Facelift for Bulldog as floating five star hotel

I ENCLOSE a cutting from *The Nelson Mail*, my local newspaper in New Zealand, about the former HMS *Bulldog*, which is currently being degutted in the Nelson port complex prior to a \$10 million refit.

(The cutting says she was bought by a Hong Kong businessman to replace his luxury yacht. He wanted a bigger, "go anywhere" ship and the *Alyssa M II*, as the 30-year-old *Bulldog*, said to be still in good order, is now known, is to be revamped to accommodate 12 guests with 14-16 crew).

I am quite fortunate in getting *Navy News* passed on to me by an ex-shipmate in Auckland. I only did two years' National Service, 1948-50, but half that time was spent in the light carrier HMS *Ocean* and I belong to the Ocean Association.

One former shipmate I am in touch with lost his sight completely two years after de-mob in 1950. He tells me he gets the *Navy News* on tape and gets a lot of pleasure from it.

Nelson, at the northern tip of South Island, was first discovered in October 1841 by Capt Arthur Wakefield, RN - it hadn't been realised previously that there was a harbour beyond the boulder bank.

On the strength of great promises made by the then New Zealand Co., settlers came in 1843 expecting a land of milk and honey - and found flax swamps and mud flats by a murky river running into the sea.

Shipping access was quite limited by a narrow channel until 1906 when a deep cut was made in the bank next to Haulshore Island. The port today is all on reclaimed land, mostly carried out in post-war years. - M. Woodlock, Stoke, Nelson, New Zealand.

Ring rule still valid

REGARDING the interesting letter 'Lasting legacy: written in blood (mine)' (February issue), I have a similar story to that of Mr Jay.

In 1950/51, serving in the destroyer HMS *Armada* as a boy seaman, while on exercise off Malta I was instructed to learn breech loading on the 4.5in forward turret.

As the turret was full with the gun crew, I was instructed to stay outside and follow the turret looking in at the rear door to learn what I could.

The turret swung around and I got my right foot trapped between the bottom of it and the forward breakwater on deck. My foot was in a very bad way and it was touch and go whether I would lose it. I was given morphine, landed ashore and rushed to Bighi Hospital in Malta.

While I was there a Naval Inquiry Team arrived and the result, some time later, was an Admiralty Fleet order, ordering that any moving turrets etc should have a ring painted around them on the deck and in future no one was allowed to step inside it while the turret was moving. I notice that this is still in force in warships today on all modern weapons. - J. Griffiths, Torquay.

Waste of ammo

THE LETTER from Jack Martin about looking for the German cruiser Admiral Hipper (December issue) reminded me that we found her - or rather, she found us.

I was the 15-year-old Royal Marine Boy Bugler serving in the light cruiser HMS *Bonaventure*. We were escorting a convoy in the Atlantic when on Christmas morning 1940 she appeared out of the mist and attacked, setting one merchant ship on fire.

The convoy scattered and we spent all Christmas Day firing at each other in very poor visibility, neither side scoring a hit.

By evening we had run out of ammunition, having fired over 400 shells - so we called it a day and went home.

Our gunnery officer, Lt Cdr later Admiral Sir Nigel Henderson, was posted to Washington as Head of British Defence Staffs of NATO in the 1960s, and there he found his opposite number at the German Embassy had also been Hipper's gunnery officer on that day.

Over a few G & T's they both decided it had been a total waste of energy and ammunition. - J. Marshall, Hampton, Middlesex.

On Boxing Day 1940, while going to the assistance of the SS *Arabistan*, HMS *Bonaventure* intercepted and sank the German SS *Baden*.

On March 312 1941 the *Bonaventure* was herself sunk by the Italian submarine *Amber* off Crete, with the loss of 138 officers and men. - Ed.

Estonian sacrifice

I READ with great interest the article concerning the Royal Navy hunting for mines etc still remaining, after two wars, in the Baltic, particularly in Estonian waters (January issue).

I was also very pleased that the helping hand given by the RN to that Baltic state is still remembered with gratitude in Estonia and that Tallinn is a good run ashore.

Sadly, that city was never again to be visited by one of its citizens, for Alex was killed aboard my ship in September 1944.

He had been a brilliant student at London School of Economics, was cut off from returning home and joined the Royal Navy as a short wave radio operator, being fluent in many languages, including German.

He was my best pal and he spoke often of his home country, torn apart by Russian, German and again Russian occupation.

I don't think he ever heard what happened to his family and I doubt if they ever heard of his fate. He was buried at sea, an Estonian who gave his life in our cause. - W. G. Robb, Dunbar, East Lothian.



No. 573 48th year

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Is mine an RN Jeep?

SOME three years after the purchase of my 1944 GPW Jeep, restored by me in American markings as found on the bonnet, a previous owner sought me out while attending the Duxford Military Vehicle Rally.

He kindly gave me a plate that he had removed from the Jeep. Marked 'Ministry of Supply W. V. 3' this was found inside the engine compartment on the offside wing and also bore the legend: 'Vehicle No. 5609 RN' and 'Chassis No. L32650'.

Enquiries revealed that the plate possibly advised that it had served in the Royal Navy. There is evidence to suggest that the Jeep was painted dark blue at some stage - but all further investigation has drawn a blank.

Can anyone tell me whether the plate denotes Royal Navy source, what the Jeep may have been used for in RN service and what colour and markings it would have had in 1944? - P. Wilson, Chelmsford.

Model answer

REGARDING Navy Board Models (February issue), may I suggest an answer to the puzzle of the lack of official documentation of the practice of devoting the employment-time of Stockwell and others to making these models?

Just as a shipping company or pre-nationalisation railway company would quite normally have models displayed in the boardroom, so it would be natural enough for the Navy Board to do likewise.

The only seeming oddity is the concealment of the labour cost involved.

In the case of shipping and railway companies, there would be no need to itemise the production costs of such models in the company accounts, and if a tradition developed that "redundant" models superseded by more recent ones became an unofficial "perk" of the current chairman, who would ever question that practice?

I suggest that Navy Board Models similarly went quietly into the private estates of Navy Board members when no longer required by the Board.

The practice would not be secret nor regarded as corrupt - but it would not be openly flaunted by documenting it in the payrolls. - G. G. Smith, Leyburn, N. Yorks.

Porridge charge

WITH regard to Lt Cdr G. J. Wilson's letter about TV licences (March issue), I fully agree with him on the point that men and women in Her Majesty's establishments should not have to pay for a second TV licence for their cabins if they have already purchased one for their own home use.

But, just to set the record straight, prisoners here in Northern Ireland's prisons are charged 50p per week TV rental for the privilege of having a set in their cells. - D. Childs, Dromore, County Down.

Saint by permission

IN FURTHERANCE of the continuing claims of HM Ships Southampton and St Albans to be accorded the appellation of 'The Saint', I have to tell you that I have a blacker cat and probably better claim to use the pseudonym.

While serving in Naval Party Kilo in Borneo at the time of the Indonesian Confrontation in 1964 I was the somewhat reluctant Cox'n of NTS 19, a converted RFA Stores Tender.

Having been crash drafted just nine months before demob and at a time when my wife was expecting our first daughter, my enthusiasm and

commitment were at a low ebb. However, upon arrival we were given free reign by the Resident Naval Officer Kuching to choose (subject to his approval) names for our respective boats.

My crew and I opted for 'The Saint' and I wrote to Leslie Charteris's publishers for his blessing and approval - which eventually materialised, he being full of enthusiasm for the idea.

The photograph of me in front of The Saint's wheelhouse was taken in Brooke Dockyard at Kuching. There was also a wire model of the famous Saint character, made in the Dockyard and mounted just above the masthead light. - J. Sherrard, Purley on Thames, Berks.



Still more ball stories

READING letters about George Parker (February issue) reminds me of the time I was serving in HMS Saintes, 7th Destroyer Squadron in Malta in 1961.

George was berthed alongside us in HMS Camperdown. I was a cook and the galley was right opposite the bosun's locker where George lived. I quite often saw him emerge when we were turned to in his Passer's issue underwear to do his ablutions - a sight to behold.

His brass ball, which he took on every ship, was stolen by some of our crew one night and Captain D threatened to put to sea and stay out until it was returned.

If and when George ever did go to Divisions, we were told by some of his shipmates, if the inspecting officer was one minute late he would fall out, dismiss himself - and march off the parade ground.

When he finally retired he wanted a send off on his last ship up the Thames with a full fanfare, but I think the Admiralty drew the line at that. - K. R. Cox, Portsmouth.

FURTHER to 'George's balls' in Barfleur, I wonder if any of the former members of Barfleur's ship's company can recall the story of her Captain's balls?

I was serving in HMS Saintes 1954-55 and at some point we were moored up in the submarine pens in Gibraltar with her.

At that time the film *The Cruise Mutiny* was doing the rounds and the captain played by Humphrey Bogart was often shown rolling two large ball bearings in his hand in times of stress.

Some wag in Barfleur decided it would be a good idea to put two large ball bearings in the pocket of Barfleur's captain's pocket.

What the fall-out was I do not know. - C. Woollands, Reedham, Norfolk.

Special Jubilee Medal struck in aid of SSAFA

I HAVE sympathy with Mr Bishop's letter expressing his wish to purchase and wear a Golden Jubilee Medal (March issue).

Having retired from the Active List some 18 months ago, I am now serving as a Retired Officer Grade 2.

I am required to wear a uniform in this post and, as a member of the RN Retired List, remain liable for call-out in an emergency - theoretically for life.

An increasing number of uniformed billets ashore are now filled by a mixture of personnel on extensions of service; regular and volunteer reservists on FTRS, ADC and *Ad Hoc* Duties, and by Retired Officers.

Although officially classed as civil servants, only the latter have been excluded from award of the Golden Jubilee Medal, yet they continue to perform most of the duties hitherto carried out by Active List officers - including ceremonial and representational functions where full No1 uniform is required.

Most, if not all, ROs were serving at the time of the Silver Jubilee (most did not get a medal) and it is just possible for some to have served continuously in uniform since Her Majesty's Coronation. It would be interesting to see if anyone can actually substantiate such a claim.

Although I could have accepted a need to limit the award to personnel actually serving on an active service commission or engagement, the waters have been muddied by inclusion of volunteer reservists, cadet officers and instructors, and civilians in the RFA.

I am not denigrating the valuable services they perform, but it would have cost little to extend the award to include 3,000 or so ROs across all three Services.

After all, the medal is hardly earned but it would be worn with pride by those who have served

Her Majesty for the great majority of her reign.

However, as Mr Bishop suggests, facility to be able to purchase the medal would do much to alleviate the irritation caused by total exclusion. - Lt Cdr R. M. Scott, Maritime Warfare Centre, Portsmouth.

IN RESPONSE to the letter from G. Bishop, I am happy to be able to tell him and all those who would be similarly interested, that there is a Golden Jubilee Military Medal available.

The medal has been approved by Buckingham Palace and may be worn after, and below, campaign medals.

It has also been endorsed by Maj Gen P. J. Sheppard of SSAFA Forces Help (which organisation benefits financially from sales).

The medal can be obtained in either gold plate or bronze from the Bigbury Mint, River Park, Ermington Mill, Ivybridge, Devon, PL21 9NT (tel 01548 830717) from whom an application form should be obtained.

The medal comes in a presentation box and with a spare ribbon. - L. E. Wells, Stroud, Gloucs.

Boxing clever

WITH reference to former letters about the White Ensign fluttering proudly in the Zuider Zee (more correctly the IJsselmeer), it may well have been first seen at the stern sheets of HMS Boxer's 25ft motor cutter in June 1955.

Manned by four petty officers, it sailed from Den Helder to Bremerhaven through 208 miles of canals and lakes in four days to rejoin the ship, which of course

had to go the long way round. - Cdr F. E. R. Phillips, Emsworth, Hants

Relief at Samos

IT WAS with much interest that I read the letter from W. R. Jay regarding HMS Bermuda as I was serving as a 5th class chippy on board at the time of the accident and can well remember it happening.

The photograph was taken at Zante while she was carrying out earthquake relief work. It is reported that the ship's company erected the first building on the island after the earthquake - a Neocen hut.

Along with another chippy from the Bermuda, I was seconded to a relief party which sailed late one evening from Malta to the island of Samos, where we were landed for about eight days, digging out dead bodies, making buildings safe, pulling down unsafe ones and opening up the roads.

We had visits from Lord and Lady Mountbatten and the King of Greece. - W. J. Baker, Plymouth

Fifty years of tattooing

I WAS particularly interested in the article on the 'Skin Deep' tattooing exhibition (February issue). In 1952 I was a stoker serving in the cruiser HMS Cleopatra attached to the Mediterranean Fleet.

In April that year we spent some time as guardship in Port Said harbour - and there I watched a soldier tattoo one of his mates with a hand pricker such as the old salt in your print was using.

I had always been pretty good at drawing and it seemed to me that it would be a good, and perhaps profitable hobby aboard ship. I made up a pricker by tying four needles to a short length of dowling. Using Indian ink borrowed from the Engineer's office, I

started tattooing my shipmate (*Do not try this at home - Ed*). I used the hand pricker for 18 months and then obtained a couple of electric tattoo machines. For the next five years, whichever ship I served in, I was the unofficial ship's tattooist and was never short of customers. Only once was I told to stop, and that was by the Second Engineer aboard HMS Obdurate. Which I did, until he left the ship.

Demobbed in 1957, I opened my first tattoo shop in Kent and have been tattooing ever since. My tattoo 'golden anniversary' falls in April this year - and with the help of 'Calling Old Shipmates' in *Navy News* I have met a few old mates still wearing my early efforts. - H. Potter, Wickford, Essex.

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● Type 42 destroyer HMS Cardiff is pictured at sunset during operational sea training based in Plymouth.

Picture: IMAW (PHOT) Nicky Harper

Health MOTs pull in crowds

A CIVILIAN doctor set up a men's health clinic on a nuclear missile submarine – and has followed it up with a series of health MOTs at HMS Raleigh.

Dr Nick Imm, the civilian medical practitioner at the Torpoint new-entry training establishment, spent two weeks as an official visitor on board HMS Vanguard in December on her passage from the United States to her home port of Faslane on the Clyde.

Nick decided to put his time to good use by running drop-in health clinics – and in ten days, more than half the boat's crew had visited him for a check-up.

"Men are notoriously bad at visiting their doctor, nurse or medical assistant," says Nick.

"In general, women are much better informed about health issues than men, and tend to seek medical advice for problems earlier."

"The MOTs were a way of trying to redress the balance. When they came for their MOTs we had a chat about issues such as testicular cancer, stress and prostate problems as well as a physical check-up."

"All those who attended said they found it interesting and useful. Many men were unaware, for example, that nicotine patches are now available free to help smokers quit."

"Importantly, 'new' medical problems were picked up in about ten per cent of the men."

Dr Imm now runs similar MOTs in the lunch break at Raleigh, with Occupational Health nurse Lorraine Ricketts – and the informal approach seems to be popular.

"Perhaps an MOT in the Senior rates Mess seems less threatening than a medical in the sickbay?" said Dr Imm.

Warship building is back in Portsmouth

THE RETURN of warship construction to Portsmouth Naval Base after a gap of 36 years has been marked by the signing of an agreement to lease part of the base to shipbuilders Vosper Thornycroft (VT).

Signatories in the great dining hall of the Wardroom at HMS Nelson were John Coles, Chief Executive of the Warship Support Agency, and Martin Jay, Chief Executive at VT.

VT plans to build a state-of-the-art facility at the southern end of the base's No 3 Basin, comprising two 130-metre long shipbuilding halls, extensive workshops, storage facilities and a large office complex.

The site currently comprises three dry docks, one of which will be filled in to allow construction of a large shipbuilding hall. There is also potential to add more facilities within the site.

The agreement for the 125-year lease follows the signing on February 18 of VT's initial contract for work on the first six of the Royal Navy's new Type 45 destroyers, for which BAE Systems are prime contractors.

Production of the first modules of the first-of-class, HMS Daring, is due to start in the middle of next year, with production continuing until at least 2008.

Commodore Paul Boissier, Commander of Portsmouth Naval Base, said: "This historic signing



● HMS Tynes under construction at Vosper Thornycroft.

heralds an exciting new phase at Portsmouth.

"It marks the return to the city of major warship construction after 36 years, and reinforces the central role the base plays in the life and support of the Royal Navy and the wider community."

"In addition to the immediate economic benefits which will undoubtedly accrue to the area, VT's arrival in Portsmouth brings added status to this prime Naval city and opens the way to even greater opportunities for both

Service and civilian members of our community."

Meanwhile, work is progressing on the ground-breaking River-class offshore patrol vessels, which will be operated by the Royal Navy under a unique chartering arrangement.

HMS Tynes, which is due to be launched this month, will be delivered later this year, the first ship to be operated by the Navy on a long-term lease agreement.

Under the terms of the deal, VT fund the construction of the three

ships and charter them to the Navy for five years. VT also undertake all maintenance, and guarantee that the ships will be operational for at least 300 days a year.

At the end of the initial charter the MOD can extend the agreement, buy the ships outright or hand them back to VT.

The new 1,700-ton vessels, each with a ship's company of around 30, will replace five ageing Island-class patrol ships, and under the deal VT will also maintain these older craft.

NATO force celebrates but party is postponed

NATO's Standing Naval Force Mediterranean – STANAVFORMED or SNFM – celebrates its tenth birthday on April 30.

SNFM replaced the old Naval On-Call Force Mediterranean at a ceremony in Naples in 1992, and has provided a continuous maritime presence in the southern region ever since, flying the NATO flag, exercising and participating in every subsequent regional operation.

Between 1992 and 1996, SNFM conducted Operation Maritime Monitor, Operation Maritime Guard and subsequently Operation Sharp Guard in the Adriatic as NATO's maritime component of UN embargoes against the former Yugoslavia – monitoring, challenging and boarding merchant shipping.

In 1998 SNFM again deployed to the Adriatic to support the air campaign in Kosovo, but since October 2001 the focus has switched to the eastern Med, where – in rotation with the force's Atlantic equivalent (STANAVFORLANT or SNFL) – the member ships have been conducting Operation Active Endeavour, monitoring merchant ships in the war against terrorism.

SNFM has a continuous programme of operational training, routinely taking part in major NATO exercises, and conducting port visits to know and be known – often out of the Mediterranean, and often non-NATO nations.

Command of the force rotates between the contributing nations, and the current commander is Commodore Angus Sommerville of the Royal Navy, in the flagship HMS Sheffield. With ongoing operations in the

Mediterranean taking priority, this year's birthday party has been postponed, and is now due to take place during the next change of command ceremony in September.

■ Medical emergency – see page 14

Dads on board

A RUN home from Gibraltar to Portsmouth gave four fathers of Royal Navy personnel the chance to see what their sons do for a living.

Sandown-class minehunter HMS Bangor welcomed the dads on board at the Rock, and after enjoying the local tourist sights the visitors sailed with the ship.

According to a record kept by Mr E. Boswell, father of Lt Danny Boswell, a three-day passage to Oporto in good conditions gave the fathers a chance to explore the ship from stem to stern, and – in open waters – to have a go at steering the vessel using the portable joystick system while dolphins played in the bow waves.

An overnight stay in Oporto was another chance to sightsee – but then the Bay of Biscay lived up to its reputation and stormy seas tested the sea legs of both ship's company and visitors alike.

"As we approached the northern end of the Bay the winds and sea state eased and the ride became considerably less lumpy," notes Mr Boswell.

"I had only been away for a few days, but it was still quite an indescribable feeling when the Isle of Wight came into view."

A fuller version of Mr Boswell's report will be posted on the Navy News website shortly.

Scott charts Indian Ocean

OCEAN survey vessel HMS Scott has been busy gathering data in the Indian Ocean, with visits to Mombasa and Fujairah providing breaks for the ship's company.

Scott passed through the Suez Canal in November to take up her station in warmer climes.

The ship's unique three-watch manning system enables her to operate for extended periods away from her base port, so after a busy session at sea over Christmas and the New Year, the ship paid an informal visit to Mombasa in East Africa at the end of January to take on supplies and conduct a crew watch handover.

Local facilities which were well used included deep-sea fishing, dinghy racing, golf, football and safaris to the local game park.

Local schoolchildren toured the ship, while several sailors made their way to the nearby Scaman's Mission, to which a number of surplus library books from the survey ship were donated.

Her next landfall was Fujairah in the Middle East at the end of February, where she embarked essential stores.

The port, around 90 minutes by road from Dubai, is being expanded and developed for commercial and tourist trade, and Scott was the first vessel to berth at the newly-constructed deep-water jetty.

To mark the occasion an exchange of plaques between the ship's Commanding Officer, Cdr Jamie McMichael-Phillips and the local harbourmaster, Capt Tamar Masoud, was arranged.

While at the port Scott was visited by the newly-appointed Assistant Commander of Operations to CINCFLEET, Brig J.H. Thomas RM, who presented Lt Jason Aldewick and Lt Keith Hume their University of Plymouth post-graduate certificates in Applied Meteorology and Oceanography.

Despite having a ship's company of little more than 40 men and women, the ship managed to complete a full 24-hour mid-ocean volleyball marathon in the Fleet's only shipborne 'purpose-built' volleyball court.

The event was postponed from late 2001 when the ship was working in the Atlantic, but bad weather had called a halt to proceedings.

It was a different matter this time, with scorching temperatures and a chance for participants to relax on the upper deck.

Cdr McMichael-Phillips said: "All those who took part, including myself, found the experience exhausting, but the important thing is that a princely sum of over £200 was raised for the ship's charity, the Scott Hospital in Plymouth."

Scott is due back in Devonport in late spring for her first major upkeep period.

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People in the News



● S/Lt Philip Rowe.

Philip gets sword of honour

THE NEWEST holder of a prize designed specifically to honour hydrographers is S/Lt Philip Rowe.

On his retirement as Hydrographer of the Navy in 1971, Rear Admiral G.S. Ritchie donated his sword to be awarded to the next Special Duties Officer specialising in hydrography.

The sword was then held by that officer until his retirement from

the Navy, when it passed on to the next Special Duties Officer qualifying.

So in due course, the last holder Lt Cdr R.I. Lawson returned the sword to the school in November last year.

And next in line was Philip who started on course at the school in January, and as a former Survey Recorder he was destined to be the next sword-bearer.

In early February, Admiral Ritchie visited Devonport to attend the decommissioning ceremony of HMS Beagle, the last of the four coastal survey ships ordered during his time.

On his visit to the school, Admiral Ritchie was only too pleased to present his old sword to its new owner, Philip.



● L MEM Richard Stecko, S/Lt Rachel Holmes and Lt Mairi MacCorquodale at play in HMS Sultan. Picture: LA Phot Adrian Hughes

Eine Kleine Lunch Musik

THE HALLS of Sultan are alive with the sound of music.

Lt Mairi MacCorquodale set out to make use of the unheard musical talent at HMS Sultan with a lunchtime concert at the air and marine engineering establishment.

This short recital involved S/Lt Rachel Holmes RNR on the oboe and violinist L MEM Richard Stecko.

All three players are trained musicians. Mairi studied at the Royal Scottish Academy of Music and Drama at Glasgow. Her instruments include piano, violin, organ and the cymbals in the volunteer band.

Richard learnt as a pupil at St Margaret Ward RC High School in Tunstall, the same school as Robbie Williams. A student of the violin since aged seven, Richard is now taking up the cornet to play with the volunteers.

Rachel studied oboe and piano at the renowned Wells Cathedral School in Somerset.

A series of lunchtime concerts are now planned for the engineering base - including a Danish folksinger!

'The best job in the world'

AFTER 38 years with the Royal Marines Band Service, Lt Col Richard Waterer, Commandant of the Royal Marines School of Music and Principal Director of Music, will retire this summer.

He leaves with an appropriate grand finale - the ceremonial events for the Queen's Golden Jubilee in June.

Lt Col Waterer says with a smile: "I've got the best job in the world!"

He joined the RM Band Service aged 14, and quickly rose through the ranks.

He continued his musical education throughout his career, studying at Goldsmiths College, London University, and gaining a Masters in Music and an Honorary Doctorate from Portsmouth University.

He has composed and arranged many pieces of music over his long career, including the march 'Royal Salute' to mark the Duke of Edinburgh's 25 years as the Captain General, RM.

Lt Col Waterer lists as highlights of his career the last Royal Military Tattoo 2000, the Queen Mother's 100th Birthday Pageant and the Edinburgh Military Tattoo.

His final engagements begin on June 1 with a classical concert to be held at Buckingham Palace with the BBC Symphony Orchestra, and fanfare trumpets and brass support from the Royal Marines.

On June 4, Lt Col Waterer will be conducting a 80-piece RM Band in the forecourt of Buckingham Palace as the Queen leaves to celebrate her Golden Jubilee in the city of London.

Finally at the big military event

at HMS Excellent on June 27, Lt Col Waterer will direct a tri-service band of 105 musicians on parade for the Queen's arrival.

Lt Col Waterer looks back over his time with the RM Band service with pride and says: "One thing I will miss is the high quality of people that I work with."

He describes his present position as "a great honour and a privilege."

His successor will be Maj Christopher Davis who will take over the post on July 1.

There are five Royal Marines Bands across the country, the two largest in Portsmouth and Plymouth, with three others in Dartmouth, Lympstone and HMS Caledonia.

The total strength of the Band Service is 347, with over one thousand engagements each year.

The School of Music is based at Portsmouth with an annual intake of about 25 to 30 students.

These youngsters generally learn two instruments, with military tutors and civilian professors from the Bournemouth and London Symphonies.

The Band Service has focused in recent years on running military training in tandem with civilian degree accreditation to achieve a Bachelor in Music.

Unique to the RM Service, each musician must be able to perform as part of a concert, marching, orchestra or dance band.



● Aileen Bremner on the bridge of HMS Ark Royal.

Life in a pinstripe suit



● Cdr The Hon Michael Cochrane.

French honour British officers

THE FRENCH government has awarded the Croix de Valeur Militaire to the commanding officers of two Royal Navy ships for their valuable contribution during the Kosovo campaign.

At the time Cdr Bob Sanguinetti was CO of HMS Grafton, and Cdr The Honourable Michael Cochrane of HMS Somerset.

The two frigates were part of the escort group for the French carrier Foch, which was a key player in air operations against Serbia.

Cdr Cochrane's great great grandfather was also respected by the French - for his skills in battle. Thomas Cochrane was called "The Sea Wolf" by the French for the swathe he cut through their fleet in the Napoleonic Wars.

UP TO February, the largest ship that Aileen Bremner, management consultant with Accenture, had been on was a cross-Channel ferry. Now she's signed up for the Navy life on board HMS Ark Royal.

As part of the Navy's drive to build links with industry, Aileen is part of a four-month exchange between the Navy and international consultancy, Accenture.

In turn, Lt Euan Burns, DWEO of Type 22 HMS Campbeltown is hitting the streets of the business world, looking at how Accenture run their consultancy operation and project management.

Three weeks into the experience, Aileen says: "It's the best thing I've ever done!"

"It's opened my eyes. It's incredibly interesting to get a real insight into Navy life, and to have the opportunity to live it and be part of it. I feel an enormous sense of pride."

Aileen is particularly considering the issue of retention during her four months of sea life.

Euan is currently working at the National Insurance offices in Newcastle, looking at how a new IT system is being implemented.

After 5½ years in a blue uniform, he's finding the experience in a business environment "fascinating".

He admits before he started he had no idea what management consultancy actually involved. He describes the experience as "quite an eye-opener". But finds the skills that he has gained from RN quite transferable to Accenture.

Euan says: "The main thrust is to compare and contrast best practice between the RN and business." He adds: "This is a building block for ongoing partnership with industry."

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Sixty years of 'This won't hurt a bit'



THIS GROUP could be confident about the quality of their smiles at a celebratory lunch for 60 years of Naval Dentistry.

The current director, Surg Cdre Geoff Myers, welcomed a number of his predecessors back to HMS Nelson. The experience of those men present stretched over almost three decades.

● Pictured with Surg Cdre Geoff Myers are left to right, Surg Cdre John Hargraves, Surg Cdre Ted Grant, Surg Cdre Brian Robinson, Surg Cdre Timothy Hail, Surg Rear Adm Frank Mathias, Surg Rear Adm Ted Cadman and seated, Surg Rear Adm David Coppock.

People in the News



A hearty welcome

TWO PIPERS saw HMS Glasgow sail proudly into her namesake city at the end of February.

Both men, Mark Carmichael and Lt Cdr Stewart Bankier, are members of the Scottish branch of the Royal Naval Piping Society.

Lt Cdr Bankier is the Deputy Queen's Harbour Master at Clyde Naval Base, and the opportunity to pipe in this particular ship was genuinely moving for him – he had served from 1988 to 1992 as the Navigating Officer on board the Type 42 destroyer.

● Mark Carmichael and Lt Cdr Bankier, DQHM at Clyde Naval Base, pipe HMS Glasgow into the city. Picture: LA Phot G. Bruce

'Lion' oarsman rows Atlantic

WHAT sort of man sets out to row across the Atlantic at age 56?

An ex Royal Navy Physical Training Instructor, of course. Who else?

After 84 days 19 hours and 4 minutes at sea in a two-man 23 ft ocean-rowing boat, Tony Day arrived in Barbados.

"I walked very wobbly up that jetty", he laughs. "But I felt like a lion."

"I was on a high, just knowing what I'd done. I was just happy to be alive, so elated, so mentally strong."

Tony brushes aside any praise as the oldest competitor in the Atlantic Rowing Race 2001, and stresses "a young 56".

He and his rowing partner, Ian Chater, set off from Tenerife with 35 other boats. Tony had first lifted the oars of "This way up" just 25 minutes earlier.

But as Tony says: "I'm not a person to give less than 100 per cent."

The two set off on their intrepid voyage, Tony returning to a life at sea after leaving the Royal Navy in 1986.

Tony joined the Service at 15 as a Junior Seaman, a youngster who liked sport and quickly saw the opportunities of the Physical Training branch.

He left the Navy as a Petty Officer PTI who had travelled around the world, served in Hermes during the Falklands War, and laden down with medals for sports including boxing, football, Field Gun and the vital Gibraltar Rock Race winner's award.



● Tony Day takes on the Atlantic challenge.

Since leaving the Navy, it's obvious that Tony hasn't slowed down at all. He's now a financial consultant, with time to run in five half-marathons, the London marathon, and now be a trans-Atlantic rower.

The rowing race only takes place once every four years, and Tony spent five years from his first spark of interest in 1996 focused entirely on his goal: training, saving and preparing for the Atlantic row.

He credits his Service training for the discipline to work every day towards the rowing marathon.

His friends and family were concerned for the harsh endurance test that Tony was planning, but once underway, supported him wholeheartedly.

Tony was put together with boat-

builder Ian Chater through the Challenge team. The two only first rowed together as the race began.

The two men encountered a number of problems in their difficult crossing. At one point they were caught by adverse winds that for all their hard work forward blew them back again.

Blistered hands and boils on the bum were part of the daily routine of rowing servitude.

Bad weather and storms lashed the little boat mid-Atlantic, and a hurricane threatened to end their attempt.

But a true Navy man, Tony is indignant on one major issue: "We ran out of tea, which is the most important thing, I had to drink cocoa!"

The once-in-a-lifetime pleasures will never be forgotten. At one point, a giant Minke whale stopped by to visit the two men, a sea turtle bumped his nose along with them for a day, and dolphins were regular companions on the crossing.

Tony's approach to sporting life on board ship kept them both going as the days went on: "The thing is to get the team out there, and the team winning."

"I thought, 'Tony, you've got to motivate him the best you can'."

Despite the searing heat, the circling sharks, the threatening weather and harsh conditions, Tony and Ian successfully crossed the Atlantic in their little row boat.

Tony ends: "Being a PTI means having the mental and physical courage to stand up to anything."

Media award given to Devonport Type 23



● Gillian Wettren hands over the trophy to Lt Cdr Rod Ashman and Cdr John Kingwell of HMS Argyll. Picture: LA Phot John Clew

GILLIAN Wettren presented the Desmond Wettren award to the Commanding Officer of HMS Argyll, Cdr John Kingwell, and to the ship's Public Relations Officer, Lt Cdr Rod Ashman.

The decanter on an oak plinth from HMS Victory is a memorial trophy in honour of her late husband, the naval writer Desmond Wettren, and is given to the ship or unit that has done the most to promote a positive image of the Royal Navy over the past year.

Commander-in-Chief Fleet, Admiral Sir Alan West said that public relations were extremely important to ensure the public learned about the remarkable achievements of the Navy.

He commended the ship for her success against intense competition, and keeping her profile high in all circumstances.

Gleeful Gleaner



● Lt Gary Hesling and the entire ship's company of HMSML Gleaner, the smallest ship in the Royal Navy, pose for an unusual group shot. Picture: LA Phot Susan Rose

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SENIOR UPPER YARDMEN – A NEW CAREER AT 45

It's never too late to start

When I passed through the gates of the College I was momentarily taken aback by the splendour of the college exterior and the gardens. This incomparable structure commands respect – a place that was steeped in history and I was about to become part of it.

The first few days were made up of arrival briefings. The then Commanding Officer, Cdre Mark Kerr, assured every SUY that the long and arduous journey travelled so far was worth it.

He was followed by a man we would encounter on a near daily basis, the Training Commander, Cdr Mark Thistlethwaite. He outlined the schedule for the coming weeks and told of the very high standards expected at BRNC.

On completion of the welcome we were split up into two divisions, Hawke and Jellicoe.

From the moment you arrive at BRNC you are immediately promoted to the rank of Sub Lieutenant. If you have acquired a Degree or two on the way and plan to become a 'Schoolie' then it's straight to Lieutenant for you.

The change in rank for most individuals is significant and the adjustment to this alien status can be quite overwhelming.

With health and fitness being so important within the services these days, the condition of each person is checked at a very early stage in the course. The most interesting activity was, without doubt, the now legendary 'Period Zero'. This was an activity that tested your ability to get out of bed at 05:20 followed by an enthusiastic beating by a member of the PT staff.

As the latest group of Senior Upper Yardmen embark on a new career in the officer corps, Lieutenant Stuart Antrobus, one of last year's graduates, looks back at his time spent within the confines of the world's best officer training establishment, Britannia Royal Naval College.

It would be fair to say that the majority of SUYs took it in their stride and humour overtook the moaning. The majority of these hardened former lower-deckers had been getting up at unsociable hours for years!

The first week concluded with a series of five-minute talks presented by each SUY from a range of subjects that stretched from the Missing In Action of Vietnam to my presentation on the tragic floods in Mozambique.

Next the river training staff awaited our arrival with glee. Under the watchful eye of Warrant Officer Danny Maxwell, a team of specialists was waiting to teach us every aspect of boat handling.

The introduction to the whaler and picket boats was to become the beginning of a long and meaningful relationship. Little did we know that these loyal workboats would see us successfully through the most gruelling final phase of our training at Dartmouth.

Warrant Officer Phil Shepherd, the Ceremonial Training Officer at BRNC, is described as a living legend by most who know him. It is in the area of the weekly divisions that he seizes the opportunity to entertain a captive audience.

Woe betide any 'young officer' who steps out of line or fails to aspire to his standards, the verbal tongue lashing is just too embar-

assing to describe. With a bark much worse than his bite WO Shepherd's methods are inspired by a fierce pride in the Service he has followed for a lifetime.

As the weeks progressed the emphasis concentrated on improving our knowledge of the world. The Strategic Studies presentations reminded us all that we have been living in a relatively unstable world for many years. The sad events of September 11 are certainly testament to that.

We listened in fascination to leading academics explaining certain events in history. The two World Wars, Suez, Northern Ireland and the rise and fall of Communism to name but a few. It's clear that understanding the 'bigger picture' is vitally important.

As candidates are drawn from a wide range of specialisations the course design has to be carefully tailored. In certain subjects SUY officers only need a basic understanding whilst others need more in-depth instruction. It is a difficult fine-tuning procedure that is handled with great care.

To those weathered old Chiefs and Warrants who decided late in life to take this valiant step into the officer corps, it comes as a bit of a shock to find themselves back in the classroom. The great thing about BRNC is that every lecturer and tutor knows this and is ready to lend a helping hand in all areas.

Being assigned a personal tutor from the start created a feeling of security. Group tutorial sessions were a welcome break from some of the more rigorous activities and a steaming cup of black coffee would often await us up in the attic meeting rooms of the college.

Every SUY had to have completed a dissertation from a list of titles provided by the college by the end of the tenth week. The amount of time spent researching, reading and writing was painful, and everyone suffered.

The meteorology and oceanography lectures that are delivered at the college are very detailed and at times a bit hard to follow, but I do find watching the nightly weather forecast on television much more entertaining these days so it can't have all gone over my head.

One activity that did appear to please every student, regardless of age or specialisation, was seamanship and boat-handling. Messing about on the River Dart in a whaler or a picket boat in the middle of summer was glorious but it did come with its own problems.

At times the river was so busy it was like Piccadilly Circus in the rush hour. There were ferries going up and down and tourists bobbing about. Throw in a handful of novice Naval officers to this already confused state of affairs and you have extreme chaos.

Participating in charitable events, which particularly help the surrounding community, is something BRNC has done for many years. Class members from Hawke and Jellicoe Division organised two entirely different projects.

Under the title 'Operation



● SUYs enjoying wading through Peter's Pool during a day at the Commando Training Centre at Lympstone. Picture: CPO Phil George Tawade

Enterprise', the officers from Jellicoe Division cleared all the weeds from a care home in Totnes, and built a barbecue and garden. The officers from Hawke Division invited a group of children and their teachers from Bidwell School near Dartmouth to spend a day on the river Dart.

With the majority of the course now complete, the last couple of modules awaited us.

The Basic Leadership Development (BLD) week proved to be one of the most useful parts of the 11 weeks spent at the college. BLD tested to the extreme your ability to think quickly, formulate a plan and execute a given scenario effectively.

Taking charge of a crash site, organising the removal of an unexploded bomb or simply navigating your team through a minefield were just a few of the fun tasks being undertaken. Fitness levels and mental ability were tested to the full and each SUY came away from that week with a better understanding of their own potential as well as their shortcomings.

The Maritime Assessed Command Exercise, or MACE, demonstrates the importance of putting teamwork into practice. The whole week is designed to test everything from planning ability to patience.

Controlling a disaster situation, setting up a crisis management centre, providing aid to the civil community and a host of other near impossible tasks are dished out every few hours.

Keeping watches, losing sleep, not being able to wash and eating ration packs all add to the frustration and tension that makes the week so much fun. The week rep-

resents the culmination of the total training package at BRNC.

Working as a team is crucial to the success of the weeklong exercise and reinforces the importance of the RN's current motto 'The Team Works'.

With all the essays, lectures, and projects behind us it was time to prepare for the final phase of this transition into the officer corps, the Passing Out Parade.

Having only just recovered from an exhausting week, it was only a matter of hours before the parade ground resounded to the echoes of the Ceremonial Training Officer and his team drilling the classes for what felt like an eternity. On and on they yelled, sword too high or too low, wrong step at the slow march, keep your head up, stop fidgeting. Those new entry days at HMS Raleigh, 25 years previously, came flooding back to me in waves.

After what seemed like a lifetime of waiting, the big day had finally arrived, involving a Royal Marine Band, a visiting Head of State and most importantly, our families, on whose support we have relied throughout our careers.

Being commissioned at 45 isn't so bad after all and if I can do it, believe me, anybody can.



● SUYs and Parade Training Staff line up during Parade drill at BRNC. Picture: K. Frank



● Senior Upper Yardmen officers from Hawke Division are shown with children from Bidwell School near Dartmouth who were treated to a day of fun on the River Dart. Picture: Lt Stuart Antrobus

Lt Stuart Antrobus passed out of BRNC in August 2001 and is presently appointed to the Joint School of Photography at RAF Cosford as the Officer Commanding Training Flight.

Destroyer sails for 'trip of a lifetime'

DESTROYER HMS Nottingham has left Portsmouth for what her Commanding Officer has described as "the trip of a lifetime".

The Type 42's nine-month deployment will take her to Djibouti, Sri Lanka, Singapore, Vietnam, the Philippines, Australia, New Zealand, Tonga, Fiji and Papua New Guinea – and that is all before August.

One of the key elements is Nottingham's participation in exercises under the Five Powers Defence Arrangement (FDPA), which involves the UK, Singapore, Malaysia, Australia and New Zealand.

She will also be supporting wider British interests in an area of major economic and strategic importance to Europe.

Other visits scheduled before Nottingham returns to the UK in December include China, Korea, Russia and Japan – though flexibility is a major consideration in the current political climate.

The Royal Navy's most up-to-date air defence destroyer, Nottingham has had a busy 18 months since her refit, with extensive trials, work-up and exercises to bring her up to operational readiness.

She was part of the RN task group which sailed to the Middle East in the latter part of 2001 on Exercise Argonaut and Exercise Saif Sareea off Oman.

Her Commanding Officer, Cdr Richard Farrington, said: "Despite the uncertainty surrounding events in the Middle East and our ongoing commitment to the war against terrorism, the ship's company is really looking forward to what looks like the trip of a lifetime. We are ready for anything."

■ **New flag** – page 20

Governor visits ships

THE GOVERNOR of Gibraltar has visited Royal Navy ships in harbour and at sea.

David Durie was invited on to minihunter HMS Grimby in the naval base, meeting the diving team which helped with the World War II bombs found in the bay earlier this year.

Three days later Mr Durie and his wife were flown by Sea King to Type 22 frigate HMS Campbelltown. The visitors had lunch before joining the Commanding Officer, Capt Mark Sloan, on the bridge for entry into Gibraltar harbour.

Harrier dinner

A SEA Harrier Force dinner has been held in the recently-commissioned wardroom of HMS Heron.

The dinner coincided with the announcement of the withdrawal of Sea Harriers (see back page).

The Commander-in-Chief Strike Command, Air Chief Marshal Sir John Kay, was the principal guest of honour. Also attending were Rear Admiral Scott Lidbetter, Flag Officer Maritime Aviation/Air Officer Commanding 3 Group RAF, Cdre Chris Clayton (Commodore Naval Aviation) and Cdre Bill Covington, Commanding Officer HMS Heron.

Legion welcomes pension decision

THE ROYAL British Legion has welcomed the Government announcement that war widows are to get the same pension rights as war widows.

Until now, men widowed when their wife died on active service or as a result of their time in the Forces were means tested and had to prove they were incapable of supporting themselves before they could receive a war widows' pension.

Widows of Servicemen who died of the same causes automatically received a war widows' pension.

The Legion has been campaigning since the early 1990s for a change in Government policy,

and they have now persuaded the policy-makers that the current scheme contravenes two sections of the Human Rights Act.

Tom House, Head of Pensions for the Legion, said: "Over the past few years, the role of women in the Armed Forces has altered dramatically, and it is clear that the current regulations do not reflect these changes."

"Men and women are now taking equal roles both in facing active service and in supporting their homes and families."

"Therefore, they and their partners should be treated the same if they die as a result of serving their country."

"The Legion is very pleased the Government

has finally decided to amend this policy – particularly at a time when British Servicewomen are being deployed in the war against terrorism."

■ The MOD has announced the creation of the Veterans Agency, on the first anniversary of the introduction of the first minister with responsibility for veterans' issues, Dr Lewis Moonie.

Dr Moonie said: "The War Pensions Agency and the Veterans' Advice Unit will combine to become the Veterans' Agency."

"My long-term aim is that the new agency will become a one-stop shop for veterans, being able to offer advice on the diverse range of issues that affect veterans."

Plymouth gears up for show

DECOMMISSIONED nuclear submarine Courageous has been moved into dry dock in preparation for her starring role in this year's Plymouth Navy Days.

The submarine was moved into 3 Dock in South Yard last month, after which the painstaking job of draining the dock began, allowing the hull to settle on to blocks as the water level fell.

The submarine is being prepared to allow tours of her casing and interior, with the target being the Navy Days weekend of August Bank Holiday, 24-26 inclusive, when more than 50,000 visitors are expected in the base.

A number of adaptations need to be made to ensure the safety of visitors to the boat, ranging from replacement of gridded decking to prevent shoe heels being stuck to the installation of a ventilation system.

It is hoped that the public will be able to see the control room, sleeping accommodation, galley and wardroom, while a periscope will be situated elsewhere on the site, off the boat, to avoid congestion on board. Visitors are likely to tour in groups of ten.

Capt John Binns, Captain Base Safety and responsible for converting the submarine to an exhibit, said Naval Base personnel are spending a lot of their own time to ensure the boat is ready on time.

Preparations for the three-day extravaganza at Devonport are well advanced now, and organisers have now launched a website to help spread the word.

Navy days Marketing and Publicity Manager Lorraine Coulton said: "This year we have expanded the website."

"Visitors will be able to order their tickets online from a secure site."

"We've also incorporated a Latest News page. This means that as we get more details on the attractions that have confirmed will take part we can put it on the website straight away."

"It will also enable us to give people an insight and update into what the ships that are taking part are currently doing."

The Plymouth Navy Days website is at www.navydays.com

Over the three days several

Royal Navy and foreign warships – the Netherlands, Poland and Germany are expected to send vessels – will be open to visitors, and each day will feature a flying display, including the FA2 Sea Harrier.

Other attractions in the heritage area will also be open for inspection, including the only working hangman's cell in the country.

Tickets will be sold through the website or on 01752 266031, and advance discounted tickets will be available from June 1. Discounted prices are adults £9.50, under-16s, OAPs, disabled and students £6.25. Under fives will not be charged for entry.

Entry to Navy Days will be between 9.30am and 6pm.

Eight nations at Chatham

WARSHIPS from as many as eight nations will be among the attractions at the Chatham Navy Days over the Golden Jubilee Bank Holiday weekend.

The international fleet is expected to take part in a review undertaken by the Princess Royal.

The leading warship will be Type 42 destroyer HMS Exeter which will be accompanied by mine countermeasures vessels HMS Chiddingfold and HMS Inverness.

Other nations which are expected include Ireland, Poland, Belgium, Denmark, France, Canada and Germany.

Another feature of the event, which runs from June 2-4, is a large fleet of heritage vessels.

Music, from the Royal Marines Band to the University of Greenwich Big Band, is in the programme, and each day will end with massed bands performing a finale which culminates in a Beat Retreat and Sunset ceremony.

Tickets are available in advance (adult £8, child 5-15 £5, family ticket of two adults, two children £24 plus £2.50 for each extra child) from April 2 until May 22 on 01634 823800.



■ Decommissioned nuclear submarine Courageous is edged into position at Devonport Naval Base in preparation for Navy Days.

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Falklands show will open museum

A DRAMATIC interpretation of the Falklands Conflict will mark the opening of the Imperial War Museum North.

52 degrees South is a Big Theatre production to mark the 20th anniversary of the end of the war.

Billed as a "witty and moving drama, using verse, storytelling and video, drawing on personal experiences of those affected by the conflict."

The show will be presented in the main exhibition space within the museum as part of the XVII

Commonwealth Games Spirit of Friendship Culture Shock programme.

Tickets for the show, which premieres on Tuesday July 9 and runs for five nights, are free, but must be applied for.

For more details of the show and the museum, which is located at Trafford Wharf Road, Trafford Park, are available from the website at www.iwmn.org.uk, or by telephone on 0870 220 3435.

There will be a special presentation of material by Falklands veterans on June 14.

Sheffield helps in 'Dogfish' medical emergency

NATO FLAGSHIP HMS Sheffield helped out in a medical emergency involving a Spanish submariner in the Mediterranean.

The Type 22 frigate's helicopter was used to gather vital medicine for the crewman on board the Spanish submarine Siroco at sea off Sicily.

The crewman had been receiving treatment on board for a minor illness, but supplies were running out and there was no chance to land the man ashore.

The medicine was supplied from Sheffield's sick bay and the Turkish ship Gokceada.

The Naval vessels were all taking part in the world's largest anti-submarine exercise, codenamed Dogfish 2002, involving ten surface ships, eight submarines and 16 aircraft.

Sheffield, currently flagship of the NATO Standing Naval Force Mediterranean (SNFM), was the

Task Group Commander of the friendly 'blue' forces while Siroco led the enemy 'yellow' forces.

In the interest of fairplay, after the medical crisis, the submarine was allowed a few hours to reposition herself before the hunt began again.

Sheffield took over as the flagship of SNFM at a ceremony held at Arksaz in Turkey at the end of February.

Cdre Angus Somerville is leading the NATO Force from the Type 22 frigate which relieved HMS Chatham from SNFM duties.

Command of the Task Group changes annually between nations.

The SNFM Task Group consists of eight frigates and destroyers, each representing a NATO country.



● The Lynx helicopter from HMS Sheffield delivers medicine to the Spanish submarine Siroco in the Mediterranean.

The Force has been conducting Operation Active Endeavour, NATO's maritime contribution to the war against terrorism.

The operation is controlled by the Commander Allied Naval Forces Southern Europe, Admiral Luigi Lillo of the Italian Navy from his headquarters on Nisida Island, Naples, Italy.

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Iron-clad Warrior gets a face-lift

NEW teak planks are being laid on the upper deck of one of Britain's most historic warships.

HMS Warrior 1860 at Portsmouth Historic Dockyard has been going through a serious overhaul to replace the upper decking that had begun to rot from beneath.

The problem was caused by water leaking between the wood and supporting steel deck.

The Lord Mayor of Portsmouth, Councillor Elaine Baker assisted Warrior's shipwright, Bob Daubeney, to lay the very first planks of the new teak decking. This event marked a new and traditional approach to wooden decks.

Bob explains: "An air space will be left under the new teak planks to enable them to breathe and, hopefully, last longer."

The work on the iron-clad warship originally began in September last year and has progressed well.

Split into three phases - forward, centre and aft deck sections - the first phase is expected to complete in May this year.

The Heritage Lottery Fund awarded a grant to pay a significant part of the costs. Anthea Case, Director of the Fund, said: "Maritime heritage is a fundamental part of the history of this country and HMS Warrior is a marvellous example of ground-breaking marine engineering that still fascinates people of all ages."

Stone from home for Conflict cairn

THE FALKLAND Islands Memorial Chapel is asking everyone who visits to bring a stone as a tribute to those who died in the British Forces in 1982.

These stones will then be built into a single rough cairn alongside the chapel at Pangbourne College towards the end of this year.

Stones are being sent to build this traditional memorial by the Governor of the Falkland Islands, and on behalf of the Queen.

Widows and children of those who fell have also brought along their own small piece of home to mark a permanent monument to all who fought in the South Atlantic.

NEW INITIATIVE BETWEEN MOD AND NHS

Thousands to gain from Haslar DTC

THE ROYAL Hospital Haslar is due to become one of the pioneering Diagnostic and Treatment Centres (DTC) for the NHS before the end of the year.

These fast-track surgery centres will separate routine hospital operations from emergency treatment, protecting non-urgent operations, tests and appointments from the disruption of unplanned emergency admissions.

Alan Milburn, the Health Secretary, said in his announcement: "When the DTCs are up and running they will provide an extra 20,000 treatments a year. They will make an early impact on waiting times in some of the most pressured parts of the country."

While the announcement is definitely good news for everyone working in the Gosport hospital, it does not guarantee that the MOD Hospital Unit (MDHU) Portsmouth will stay on the site.

The situation remains that the MOD intends to withdraw from the Haslar site to a new build at

Queen Alexandra (QA) Hospital in north Portsmouth and the Centre for Defence Medicine in Birmingham once suitable alternative arrangements are in place.

Currently the Portsmouth MDHU is based across three sites: the Royal Hospital Haslar, QA Hospital and St Mary's Hospital.

But there will be no movement from the Haslar site until adequate medical facilities are available for use by the military personnel.

And while the work at QA Hospital continues, Haslar will be required even more to take pressure away from the already busy Portsmouth hospital.

Surgeon Captain Lionel Jarvis, the Commanding Officer of MDHU Portsmouth, explains: "The reason why Haslar is so attractive to government for this project is because it is so well-equipped and maintained."

There are 500 military staff and 350 MOD employees working at the Haslar/MDHU Portsmouth in partnership with the NHS.

It was the high quality of the people and facilities that first drew

the attention of the Department of Health.

The NHS South East Regional Office initially approached Haslar at the end of last year, and a team from local health authorities, Portsmouth Hospitals NHS Trust and the Defence Secondary Care Agency have been working intensely over the last three months to secure Haslar's new role.

The plan is to use the existing infrastructure at Haslar to open the first phase of the DTC in September with an orthopaedic surgery ward and an Administration and Consultant corridor.

As part of the MOD's commitment to high quality training for medical staff, it is important that personnel deal with both extremes of patient care - from emergency to routine operations.

The investment in the ongoing future of the Haslar site will allow this excellent level of training to continue with an increase in surgical activity for all the military personnel connected with the DTC.

Discussions continue between the MOD and local health authority over the future use of the Haslar site.



● After carrying out training exercises around the Clyde, Gurkhas from D Company, First Royal Irish, were invited to pay a visit to HMS Superb by the submarine's Commanding Officer, Cdr Justin Hughes.

Picture: LA Phot Gordon Bruce

ARK'S BIG FOUR



Merlin helicopters have been training off Plymouth for the first time with HMS Ark Royal.

Aircraft from 814 Sqn, stationed at RN air station Culdrose in Cornwall, have been refining skills and procedures during Operational Sea Training with the newly-refitted Portsmouth-based carrier as part of an intensive three-week training package assessed by the Flag Officer Sea Training.

Said 814 Sqn Commander Lt Cdr Steve Murray: "The squadron has integrated very well with the ship's company. This is the first time we have been on board - we feel it's going very well and everyone here is highly motivated."

Four Merlins and around 100 personnel supporting 814 Sqn were embarked.

The ship's CO, Capt David Snelson, noted that a pair of them dominated the FOST weekly war exercise.

"Merlin is a very capable aircraft," he said. "They are very good at getting data to

us from vast areas of sea, so it makes it a lot easier to find out what's happening around the ship and to defend ourselves."

"This sea training period is a vital part of our preparation - and FOST is one of the jewels in the Navy's crown. One of the reasons why the Royal Navy succeeds in whatever operations it is asked to do is the quality of sea training it receives."

The Ark was to be put through her paces in the South Coast Exercise Areas followed by a training programme in the North Sea when RN FA2 and RAF GR7 Harriers will join 814 Sqn to integrate the fixed wing aircraft with the helicopters.

● **IN WITH THE NEW** (left): Merlin helicopters from 814 Naval Air Squadron embark onto HMS Ark Royal for the first time.

● **IN WITH THE OLD** (below): A Sea King Mk IV, first in RN service in 1979, lands on the Ark with the day's supply of FOST inspecting staff.

Pictures - PO(PHOT) Dave Coombs



In safe hands

FOR THE second year running HMS York has won the Hibernia Trophy for best performances by Upper Deck weapon crews.

During a visit to the Type 42 destroyer, Deputy Flag Officer Surface Flotilla Cdre Roger Ainslie is seen handing it over to PO(M) Dady as Commanding Officer Cdr Richard Powell and Principal Warfare Officer Lt Cdr Paul Beattie look on.

The York is currently deployed as part of Operation Oracle, the RN Task Group supporting operations against international terrorism in the Indian Ocean.

Museums take a look back at the Falklands

A DAY-LONG retrospective on Naval aspects of the Falklands conflict will be held at the Royal Naval Museum, Portsmouth on April 13.

Chaired by Capt Peter Hore, formerly Head of Defence Studies, Royal Navy, the sessions will open with the historical perspective set by Lt Cdr W. J. R. Gardner of the Naval Historical Branch.

Maj Gen Julian Thompson and Capt Michael Clapp, respectively Commander 3 Cdo Bde and Commander Falklands Amphibious Task Group in 1982, will explore the command perspective while Cdr Jeff Tall, Director of the RN Submarine Museum looks to the role of the Submarine Control Team.

A discussion on the experience of war will be led by Dr Chris Howard Bailey, Keeper of Collections and Head of Oral History at the RN Museum and the day will end with a reception at the Royal Marines Museum, Eastney.

Ticket prices are £35, reduced to £25 for Seniors, serving RN personnel, full-time students and veterans of the South Atlantic Campaign.

Contact Trevor Carpenter on 023 9272 7583 for further details.



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Helping Hands

Frigates' care keeps life sweet for young and old

TWO OF the Navy's frigates have put their hearts into helping both young and old. Devonport-based HMS Campbelltown has turned its attention to the children at a Plymouth hospital, and Portsmouth's HMS Richmond has been helping ex-Service men and women.

The recently adopted mess charity for Type 22 HMS Campbelltown is the Woodcock Ward at Plymouth's Derriford Hospital, caring for children from newborn to 16 years old for a range of conditions including cancer and burns.

The £450 collected through a quiz night, darts competition, spaceship race evening and a foreign coin appeal will go to buy toys and games to make the ward a fun environment for the young patients and their families.

Sailors from HMS Richmond were welcomed by residents and staff at The Royal Star and Garter Home. HMS Richmond has kept up steady support to the Home since she entered service in 1995, and on this visit she handed over a cheque for £400.

At baseport in Portsmouth, crew members visit the Home to spend time with the residents, and while away at sea, use their spare time to keep the coffers filled.

The Type 23 is one of the many ships that has responded to the Home's unique fundraising initiative, the Odyssey Timeship - an archive of Forces history. Anyone across the UK who has wartime memories can record their experiences in a time capsule to be preserved at the Imperial War Museum for the next 100 years.

London's streets paved in gold

EVERYONE'S out for your cash! The Navy, veteran organisations and civil servants are all out to help with the London marathon.

Among the many people connected with the Royal Navy in the 2002 marathon, there are LPT Deano Scales and PO Dave Morley from the Defence Diving School who have taken on a typically challenging task - weighed down with 40lb in full combat gear and boots. They are seeking over £1,600 for KIDS of Fareham.

David Hodgins, whose father belongs to the HMS Consort Association, is the sole runner for the Not Forgotten Association that helps disabled ex-Service men and women. This is David's third London marathon, but the first time he has run to raise cash for charity.

The British Legion is well-represented with 84 runners. Rear Admiral Richard Cobbold and Guy Boswell of Second Sea Lord's press office will be among the athletes pounding London's streets for the Legion. Fifty-nine year old Admiral Cobbold is also taking up the challenge of the Copenhagen Marathon just over a month later.



MEM Paul Wilkie raises £1,670 for the Felstead School in Sunderland by shedding 30lbs himself. Picture: LA Phot Angle Pearce

Lose pounds to make pounds

BY shedding 30 pounds in weight, Marine Engineering Mechanic Paul Wilkie managed to gain over a thousand pounds for a Sunderland school.

He handed over a cheque for £1,670.70 to children at Felstead School on a recent visit to HMS Ocean's affiliated city.

The booty from his sponsored diet was particularly impressive - as no one had expected him to lose quite that much weight!

HMS Ocean's Commanding Officer, Captain Adrian Johns also gave the school a presentation set of sports strips. In turn, he received a distinctive Sunderland football shirt.

Captain Johns took the chance

to field questions from youngsters aged between 13 and 18 at the special needs school.

He tackled challenging questions for any commanding officer including: "Who bosses most people around?" and "Who shouts the loudest?"

The various nicknames of the ship's company greatly amused the children, particularly those Naval standards of Bish, Clabs, Snaps, Chippy, Dusty and Dixie.

The helicopter carrier designed for amphibious warfare set off in mid-February for a six-month deployment to the Gulf region.



SENIOR Upper Yardsmen from Hawke and Jolliffe Divisions at Britannia Royal Naval College ran a night at the BRNC races.

British and international students saw an unconventional race night with dice-throwing jockeys, a carpeted racecourse and plywood horses. As a result, the charity fund was bolstered by £291.

Pictured are the main organisers: S/Lts Steve Keogh, Al Nekrows, Tom Sheehan, Jason Marshall, Steve Crosland and Robbie Way.

Sultan smiles

HMS SULTAN'S Summer Show provided £2,200 to buy a pneumatic bed for Sultan ward at Gosport's War Memorial Hospital.

The bed automatically adjusts the pressure in its three sections, moving the patient and preventing pressure ulcers.

The 2001 Summer Show garnered £14,000 for various local and Naval charities. This year's show is planned for June 29-30.

Cdre Peter Kidner, CO of HMS Sultan, with staff from the hospital and HMS Sultan visit patient Margaret Mitchell on her new bed.



Picture: LA Phot Adrian Hughes

News in brief

■ HMS NELSON'S hardworking PT staff keep on finding ways to help the Alton 3 Children's ward at St Mary's Hospital.

The latest efforts concentrated round a celebrity football match on March 3 at Victory Stadium. The Nelson team beat their celebrity challengers, the Media XI, by 5-3.

A charity auction followed the game.

In total, £350 was banked.

■ THE WARRANT Officers and Senior Rates Mess at HMS Collingwood challenged Portsmouth Football club to a charity golf game.

The match took place at Southwick Golf Course on a wet and windy day, and the Navy lost to the footballers by 2-1.

Over £80 went to the BBC Children in Need appeal for 2002.

■ OVER a quarter of a million viewers in the Meridian region tuned in to watch the St Dunstons TV programme at the end of January.

The six-part series followed the challenges and valuable work at the UK's leading centre for visually impaired ex-Service men and women.

One staff member is ex-Royal Marine Martin Shail, a St Dunstaner himself. He is now the welcome face at the Ovingdean centre.

■ THE BRITISH Legion is sending one of its people to sea - in a pedalo! Paul Tucker, the county field officer for Essex, is setting off from Dover seafront on Friday, May 24, to pedal the 24 miles to Calais.

If he succeeds he will be a new Guinness World Record holder, and each spin of the pedals will help boost the cash balance of the Poppy Appeal, which funds the Legion's welfare work in the UK.

■ BARRY Taylor at HMS Nelson's Dental Department is looking to win money with the dogs for the local Sarah Duffen Centre for Down Syndrome.

Individuals can sponsor a dog or a race on Saturday, June 15 at Portsmouth, with complimentary tickets available for supporters. Contact Barry on 9380 24155.

■ THE ROYAL National Lifeboat Institution is looking for teams to take part in two summer events.

On Sunday, June 16, the Whitewater Rafting Experience seeks teams of 4-7 adventurous people, and each must raise £100.

In late summer on September 21, fun and games are combined with rock climbing, 'beach olympics' and a barbecue.

For a free information pack, call: 029 2045 6999 or e-mail: tdavies@rnl.org.uk.

■ THE BRITISH & International Sailors' Society (BISS) is looking for six-a-side football teams to compete in a football tournament in Portsmouth on Sunday, April 28.

BISS is the oldest Seafarers' charity of its kind, and offers essential relief in emergencies for seafarers and their families. Contact Events: 023 8033 7333.

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Eddie's lads step into city's heart

TAKE the great-hearted Scottish capital of Edinburgh, add a proud son of the city on the ship of that name, then add drive and determination to make life better for children in hospital.

What do you get? Over £12,000 from the generous souls of Scotland's capital city for children's charity, Radio Lollipop.

When the members of the Type 42's 2S (Port) Mess decided over a beer on the way back from their six-month South Atlantic deployment to organise a charity event, they weren't really thinking about walking 460 miles and raising more than £12,000.

Three months later, a ten-man team (or rather a nine-man and one-woman team) supported by volunteers from Radio Lollipop in Edinburgh did just that.

The mother of LSA Ian Wynn, mess member and an Edinburgh man, is Trustee for Radio Lollipop, Edinburgh. As Ian set off to the ship in mid-2001, his mother Jennifer had asked: "Do you think the ship might do anything for Radio Lollipop?" Ian's reply: "Hold on, mum. Let me join the ship first."

Jennifer recalls: "It was just a throw-away line originally. But goodness me, they were absolutely incredible."

The gang walked the distance from Portsmouth to Edinburgh around the Scottish capital city to raise money for the radio charity.

They set off from the Royal Sick



● Sailors from HMS Edinburgh celebrate the start (below) and end of their 460-mile charity walk around the city for Radio Lollipop.

Children's Hospital on February 9 walking ten-mile stints, with a support driver on hand to provide food, first aid and the all-important balloons!

Then in the afternoons the ten-man team patrolled the streets of Edinburgh in best uniform collecting money from all and sundry, including a particularly fine effort from Leading Steward 'Jeff' Jefford that will go down in Edinburgh history - he convinced a street beggar to chip in seven pence!

Their ship, HMS Edinburgh, arrived in her affiliated city on February 13, and welcomed groups of children from the hospital for a ship tour and a special pirates' tea party.

The walk finished a couple of days later at Edinburgh's Castle Esplanade at the top of the Royal Mile.

Local school-children surrounded the walkers, cheering them on through the final stages.

The team was greeted by Headley Finn, National Chairman of Radio Lollipop, Cdre Angus Sandford,

the Naval Regional Officer for Scotland and their Commanding Officer, Cdr Guy Robinson.

Cdr Robinson praised the team for all their efforts on behalf of Radio Lollipop and HMS Edinburgh: "As their commanding officer I salute them; as a father I thank them on behalf of all parents in the Edinburgh area."

Jennifer, the proud Scottish mother, stood at the top of the hill with the waiting crowd to meet the walkers.

She recalls: "To see them coming up the Royal Mile, it still brings a tear to my eye. Just incredible."

Lt Ellie Hall, the sole trekking female, explained what the team had gained from the experience: "Some sore feet and a couple of colds after a particularly heavy downfall."

"But most importantly we all walked away feeling proud to have been part of this, and to have contributed something to making the lives of sick children and their families in Edinburgh a little brighter."

The hard-working walkers were: LSA Ian Wynn, LStd 'Jeff' Jefford, POCA 'Smudge' Smith, Chef Wayne Chisholm, SA 'Jeff' Hirst, MEM Alex Paxton, Lt Ellie Hall, LSA Pas Parish, S/Lt Martyn Emerson and S/Lt Mike Tuffin.

Ian's mum, Jennifer said proudly: "They were tremendous. Brilliant ambassadors for the Royal Navy."

She added: "And my goodness, the people of Edinburgh now know what Radio Lollipop is."



Brightening up Northwood staff

THERE'S nothing quite like a charity raffle to get people's minds away from the recent glum weather.

At least, that was the thought of Leading Writer Karen Martin who inspired NATO's staff at their Northwood Headquarters in Middlesex to put their money behind the Centre for Cancer Treatment at Mount Vernon Hospital.

Local retail traders showed great generosity, donating an abundance of prizes, including complimentary tickets for catamaran cruises on the Thames, a BBC backstage tour, a scenic excursion at Kew Botanical Gardens, gift vouchers and even a chance to play wargames with paintballs for the more adventurous.

Karen's drive and enthusiasm has yielded £543.69 for the hospital. Margaret Sullivan, the General Manager for Cancer Services, said: "We were delighted to hear that Karen had raised this fantastic amount in her latest work for cancer charity. We will be putting the money towards the costs of funding equipment in our new ward."

● Leading Writer Karen Martin with Margaret Sullivan of the Mount Vernon Centre for Cancer Treatment. Picture: NATO Eastkent



Pulling power



YOU MAY remember in our December issue the tale of HMS Coventry's dedicated rower, Master At Arms David Harris.

David is now a proud world record-holder for 24-hour non-stop rowing.

Seated on his trusty rowing machine, David is shown handing over £3,157 to the Plymouth branch of the British Heart Foundation.

This means through marathon-running, mammoth-rowing and huge determination, David has pulled together over £6,000 for the charity.

SUBMARINERS from HMS Tireless set out on a sponsored cycle ride from Devonport to gather more than £1,000 for the Myton Hospice in Rugby.

The eight-man team, led by Lt Gareth Marjoram, covered 220 miles in three days.

The cyclists confessed: "Most of us are using our own bikes, but that doesn't mean we are any good."

"We have one decent cyclist amongst us, CPO Charlie Gaskell, who rides for the Navy."



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Ice-breaker in Buenos Aires



● Lt Stewart McMichael plays the bagpipes during sunset.

Picture: PG Phot Chris Beck

THE RESIDENT bag-piper, Lt Stewart McMichael, piped HMS Endurance into Buenos Aires, as her sailors lined the deck in formal tropical uniform.

The Ice Patrol Vessel first visited Argentina's capital in 1997, encouraged by the unique nature of Endurance's role and the shared interest with Argentina in the future of Antarctica.

Buenos Aires has recently become the permanent location for the Antarctic Treaty Secretariat. This 1961 Treaty safeguards Antarctica for the benefit and future of mankind, and is ratified by 44 of the world's nations.

Both the UK and Argentina conduct serious scientific programmes of study on the area, and are two of the 27 signatories with consultative or voting status.

The British Ambassador to Argentina, Sir Robin Christopher, described Endurance's presence in Buenos Aires as an important contribution to relations between the two countries.

The ice ship threw open her doors to visitors – over 400 people crowded on board in three hours.

Senior representatives of the Argentine Ministry of Foreign Affairs, Ministry of Defence and Antarctic Institute also visited the

Royal Navy ship for an Antarctic seminar.

Captain Ian Moncrieff, Commanding Officer of HMS Endurance, gave a presentation – with a simultaneous translation for the Spanish speakers – about the work and mission of HMS Endurance.

The ship's piper Lt McMichael, in his real job the Lynx Observer, was called into play again at an evening reception on board.

A symbol of mutual respect, the British Ambassador and senior Argentine Naval officer took the ceremonial salute at sunset to the strains of the Scottish bagpipes.

The great success of this stopover paves the way for future visits as the relationship between the UK and Argentina further develops 20 years after the Falklands War.

Endurance has now returned to the Antarctic for a further work period in the frozen South. The 6,500 ton ice-breaker is capable of breaking through first year ice at a thickness of 13 metres. She spends seven months of the year in her vital Antarctic role.

This one ship fulfils the needs of the Foreign and Commonwealth Office on sovereignty and inspection matters, supports the scientists of the British Antarctic Survey and carries out surveying work for the UK Hydrographic Office.

As tourism has increased in the polar region, this survey work is invaluable for the safety of the passenger cruise ships crossing these difficult waters.

HMS Endurance provides a regular link between the UK and our Atlantic Ocean dependencies, as well as taking part in visits to South America and South Africa.

Her comprehensive capabilities include two Lynx helicopters, seven boats, including two specialist survey motor boats, a diving team, a Royal Marine detachment, surveying and photographic specialists, and a massive hold for containers and vehicles.

SEA AIR FOR LANDLOCKED PUPILS



● Ashgar Zaman and Fuhad Parvoz, students at Small Heath School, on board HMS Exploit.

Ashgar and friends enjoy day at sea

TWENTY Year 11 and Sixth-form pupils from land-locked Small Heath School in Birmingham and their teacher Lucy Farmer exchanged blackboards for Fast Patrol Boats when they spent a day at sea with HMS Exploit in Portsmouth.

The teenagers won their day out at Portsmouth Naval Base when they competed in a competition organised by the Royal Navy's Diversity Action Team at HMS Forward.

The students were taken on a thrilling ride from Portsmouth on board the P2000.

The Birmingham locals were surprised to learn that their commanding officer was another Birmingham lad – Lt Matt Webb from Northfield in Birmingham.

Lt Webb commented: "The Royal Navy has little visible presence for Midlanders."

"This visit to Portsmouth has given pupils from Small Heath School the chance to get on a warship, to see what the Navy does and the careers on offer."

The Small Heath pupils also went on to visit Action Stations, the new interactive attraction in Portsmouth Historic Dockyard.

There they practised wall-climbing and suffered the

ups-and-downs of a motion simulator for a white-knuckle trip in a rigid raider boat with the Royal Marines.

They also experienced 'flights' on a Sea Harrier and Lynx helicopter.

Action Stations also challenged the pupils to see if they were 'officer material' by pitting their wits against the best in the Royal Navy and Royal Marines in the interactive exhibition where you "join the Navy for the day and become a member of the ship's company of a modern warship".

Lt Andy Jaini is the team leader of the Diversity Action Team based in Birmingham who organised the prize day out. He said: "The Royal Navy is very keen to make everyone aware of the wide range of career opportunities available in today's Navy."

"I was very pleased to arrange this opportunity for pupils and their teachers to get a taste of life at sea and to find out more about careers in the Royal Navy and Royal Marines."

One of the students, 16-year-old Ashgar Zaman said: "We had fun all day. This was a really good experience."

"It has shown us what Navy life is like and how the Royal Navy protects our country. The best bit of the day for me was the ride on HMS Exploit."

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Spartan welcomed home

AFTER a complete two-year overhaul, HMS Spartan has returned to the submarine fleet with the addition of the Tomahawk Land Attack Cruise Missile and the Spearfish Torpedo System.

The rededication ceremony took place at HMS Caledonia, attended by Admiral Sir Raymond Lygo, husband of the ship's sponsor, along with other senior Naval officers and ship affiliates.

The TS Severn Sea Cadets who watched the parade were rewarded for braving the cold on the Sunday when they were given a special guided tour around the submarine.



● Admiral Sir Raymond Lygo at HMS Spartan's rededication.



Drafty

Where would we be without our Reservists?



'Up that horrible creek without a paddle!'

THE WAR Drafting Control Office (WDCO) in the Naval Drafting Directorate, sited in Centurion Building, Gosport, has a number of functions, but the busiest one nowadays tends to be managing Full Time Reserve Service (FTRS) for ratings.

FREQUENTLY ASKED QUESTIONS ABOUT FTRS FOR RATINGS

What is the FTRS Scheme?
The FTRS scheme, applicable to officers as well, enables ratings/other ranks of the RFR(NC) and the RNR or RMR to volunteer to fill gapped service billets.

It involves drawing up a legal commitment (contract) between the MOD and the reservist, to fill a specific gapped billet for an agreed period of time.

By mid-February 2002, the rating total on FTRS had grown to 488, over 50 per cent being Senior Rates, and with females making up nearly 20 per cent of the overall

total. 60 per cent are ex-regular and 40 per cent RNR.

Do I have to be a Reservist to do FTRS?
Yes. However, if you are an ex-regular rating and were not enrolled into, or are no longer in, the Reserve, you can probably be enrolled if a suitable billet is available.

That also includes ex-Wrens who were released with no reserve liability.

You can also apply in advance of reaching your Active Service TX date, sometimes for the very billet you are occupying.

How can I find out about the scheme?
If you're in the RNR, your Reserve Training Centre will have all the details, but if you're Active Service or an ex-Regular Reserve, a comprehensive Information/Application pack is available through:

- WDCO section (Centurion ext 2485 or 2252)
- Establishment Release Offices
- Regional Drafting & Careers Adviser (RDCA) offices at Portsmouth, Devonport, Faslane,

Yeovilton and Coldred.

Is the scheme pensionable?
Yes, as long as you complete two years FTRS service, which can be aggregated if necessary.

How do I apply?
RNR ratings must apply through their Reserve Training Centre but, if you're an ex-Regular rating, you would normally apply on an RFR(NC) FTRS Employment Preference Form which is included in the FTRS Information pack mentioned above.

What if I was medically downgraded at Release?
Acceptance for FTRS in less than Medcat P2 can exceptionally be approved by Medical Director General (Navy).

Are there billets for submariners?
Yes and, in particular, refitting submarines in Devonport now provide ideal opportunities for long-term FTRS engagements, particularly for technical rates.

FTRS ratings could be transferred from boat to boat, as refits complete and commence.

Anyone interested should con-

tact Centurion Ext 2043/2042.

What about Establishment or Base Security billets?
There are normally many opportunities for FTRS in these billets and they are ideally suited for some, with generous leave and the knowledge of exactly what periods you are likely to be off.

The manning of these billets will eventually be met by the Military Provost Guard Service (MPGS), which has been with the Army for four years and is soon to be extended to cover the Navy.

Transition of such billets to the MPGS will be starting later this year, but is likely to be gradual.

While there is no connection between FTRS and the MPGS, it is expected that, in particular, FTRS reservists currently serving in Security billets will stand an excellent chance of being recruited into the MPGS, but it is expected that

more information will be made widely available soon.

Can I apply for a shore job with the certainty that there is no chance of being required to help out with exercises, for example?
Yes, you could opt for other than a Full Commitment if you wished but there would be an attendant reduction in X-factor and certain entitlements.

The Information pack provides all the details.

Will I qualify for Specialist Pay whilst on FTRS?
Yes, as long as the billet you occupy is denoted as the appropriate SP on the Scheme of Complement.

THE TEAM

The WDCO staff (phone 023 9270 + ext, or Mil (93844) + ext) are:

WDCO and Registrar of

Reserves:
Lt Cdr Nigel Parry: ext 2384
Assistant Manager: WDCO/Office
POWWTR Tracey Newell: ext 2105
(trbr POWTR John Grange in June 02)
Office Writer: WWTR Claire Wood: ext 2485
Reserves Administration RN/RM Pensioners: Mrs Pauline Bennett: ext 2046
RN/RM RFR (A - K): Mrs Jayne Attewell: ext 2253
RN/RM RFR (L - Z): Mrs Gail Brooker: ext 2199
FTRS Desk: Mrs Kim Edwards: ext 2252



DOES THE INLAND REVENUE OWE YOU MONEY?



As a number of our clients are in the Services, it has become apparent that large numbers of personnel are totally unaware that they are entitled to a TAX REBATE. One of the reasons is that personnel are taxed at source and therefore there is an assumption that tax refunds are not applicable to them. Following negotiations with the INLAND REVENUE, ECLIPSE (N.W.) Management Consultants Ltd, who specialise in motor mileage (RN C30) tax rebates for the Armed Forces, have put in place procedures for making all future claims. These procedures will ensure that all bona fide claims are dealt with quickly and efficiently and that repayments are issued without delay.

WHAT IS A BONA FIDE TAX CLAIM?

To qualify for a rebate the claimant must have used his or her own vehicle for BUSINESS PURPOSES and Records must be kept of the date of the journey, the number of miles travelled and the reason for the trip.

"BUSINESS JOURNEY"

Members of the armed forces are paid for all duty mileage, but this does not necessarily equate to BUSINESS mileage in the eyes of the Inland Revenue. IT IS INCORRECT TO ASSUME THAT ALL DUTY MILEAGE WILL QUALIFY AS BUSINESS MILEAGE FOR REPAYMENT PURPOSES.

WHAT YOU CAN CLAIM

- Are you a trainer or an instructor? If so, then a claim can be made in respect of visits to training centres or educational establishments to attend courses relevant to your field of expertise.
- Have you travelled to other locations/bases for a temporary purpose? You might for example be asked to visit another base to repair equipment or for some other task of limited duration. In which case a claim can be made.
- Have you been on a short posting of up to 2 years? Postings are considered to be permanent regardless of the duration unless it is defined at the outset as a "SHORT POSTING". Provided that you have written confirmation that it is not a permanent posting but a "SHORT POSTING" of less than 24 months then a claim can be made.

WHAT YOU CANNOT CLAIM

- Journeys that are ordinary commuting are considered to be private mileage and therefore do not qualify as BUSINESS mileage. This means that for individuals in the armed forces this disqualifies all mileage relating to the following:
- Home to duty travel
 - Visits to Doctors, Consultants, Dentists etc
 - Home address to a "NEW POSTING". Remember postings are considered to be permanent regardless of the duration unless it is defined at the outset as a "SHORT POSTING".
 - If you are not a trainer or a lecturer, any visits to training centres or educational establishments to attend courses
 - Any private travel

IF YOUR MILEAGE CONFORMS TO THE ABOVE RULES, A CLAIM CAN THEN BE PREPARED!!! We at ECLIPSE (N.W.) MANAGEMENT CONSULTANTS LIMITED are so confident that a Tax Rebate can be secured, we offer this service to all Armed Forces personnel on a NO REBATE/NO FEE BASIS.

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WIGAN,
WN5 8JW

OR CALL THE OFFICE AND SPEAK TO JOAN ON:
TEL: 01942 224937
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Name and address:

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Telephone Number:

Registered & Trading Office: Suite 4-5, 5 White Street, Pemberton, Wigan, Lancashire WN5 8JW



● Destroyer HMS Glasgow sails into the Firth of Clyde after paying a visit to her namesake city. The picture, by former LS(R) Paul Wilson, was taken from Tower Hill in Gourock.

Student flags up Nottingham connection

A REQUEST in a Midlands newspaper has resulted in a new flag for HMS Nottingham. Nottingham Chamber of Commerce and Industry issued a plea for a RAS flag design – flown when a ship replenishes at sea (RASes) – in the *Nottingham Evening Post*. The Chamber acted in the hope it could forge closer ties with the ship; director of international trade Michael Brosch said: "We wanted a design which

would assert the character and identity of HMS Nottingham on the high seas." The request was answered by New College tutor Sandra Bartlett, and one of her graphic design students, 21-year-old Adam Ryan, came up with the image of Robin Hood as an aggressive-looking fox, which was judged the best by a panel which included the ship's Commanding Officer, Cdr Richard Farrington.

Adam and four colleagues whose designs came a close second were invited to join the ship for a few hours as she left Portsmouth at the start of a nine-month deployment which will take her to the Far East. Adam's design may also be placed on to the nose of the ship's Lynx helicopter.

● Adam Ryan's design for HMS Nottingham's RAS flag. Picture: Nottingham Evening Post.



Fleet battle staff move to new HQ

First sitting

ELEVEN admirals – four still serving – were among the 150 or so guests at the inaugural combined Portobello and St Barbara Associations dinner, held at HMS Dryad.

The Warfare Officers' dinners had always been held on alternate years at the School of Maritime Operations.

Chief of the Defence Staff, Admiral Sir Michael Boyce presided over the dinner, while *Times* correspondent Libby Purves was the guest speaker.

THE FIRST of a number of major moves under the banner of Fleet First has been completed with the transfer of the UK Maritime Battle Staff from

Portsmouth Naval Base to HMS Excellent.

The new headquarters on Whale Island is home to both the Maritime Battle Staff, headed by Rear Admiral James Burnell-Nugent, and the Amphibious Battle Staff, which is led by Maj Gen Robert Fry as Commander UK Amphibious Forces (COMUKAMPHIBFOR).

The new Fleet Battle Staff HQ is located in what was formerly the RN School of Leadership and Management.

Both buildings have been renamed – Royal Arthur Building

is now Fieldhouse Building, while Mason Building is now Moore Building, commemorating two of the most distinguished Battle Staff Commanders of the Falklands War, Admiral Fieldhouse and General Moore.

The creation of COMUKAMPHIBFOR as the second, permanent staff is regarded as a significant enhancement, providing expertise on land and sea.

Both staffs are designed to command national or allied combined or joint forces anywhere in the world, and through being co-located the spread and depth of warfare

experience means the staffs can be tailored to provide the most appropriate configuration to meet the demands of a particular scenario.

The Battle Staff also recently welcomed a number of international naval officers.

This is in preparation for the setting up of the first of the NATO Higher Readiness Force (Maritime) HQ, which should be approved following successful completion of Exercise Joint Venture later this summer.

■ Making history – page 23

Royal salute used live ammunition

AS PLANS for the Queen's Golden Jubilee gather pace, one reader of *Navy News* was reminded of a Royal salute of 50 years ago – using live ammunition.

This piece of Naval history, marking the Queen's accession, occurred in the icy waters off North Korea, according to Fred Hayhurst of 41 Independent Commando Association.

Fred sent an account by Cdr W.S. Braecgirdle DSC** of the Royal Australian Navy, the Commanding Officer of destroyer HMAS Bataan in the early 1950s.

The usual Royal salute is of 21 guns, but on the birth, accession and coronation of a sovereign, a salute of 62 guns is fired, traditionally using blank ammunition.

So it was with some surprise that Cdr Braecgirdle received an order to fire a Royal Salute using 4.7in high explosive ammunition.

An Admiralty signal was sent in February 1952, instructing RN and Commonwealth ships on active service in the Korean War to fire a 62 gun salute.

Bataan, an Australian-built Tribal-class destroyer, was at anchor in the Yellow Sea just south of the Chinsampo river with two other ships, HMS Mounts Bay, HMNZS Taupo and Bataan.

The two Commonwealth commanding officers were invited to the RN ship for a brief conference.

The next day, following instructions from Capt John Frewen of Mounts Bay (later Admiral Sir John Frewen), at 1100 the RN ship started firing 4in high explosive shells at communist batteries ashore at a rate of one a minute.

On the 22nd minute Bataan took over with her 4.7in gun, and the New Zealand frigate took her turn from minute 43 to minute 62.

"This firing of a Royal Salute using live ammunition may have created a minor record as the first Naval unit in Queen Elizabeth II's reign to engage the enemy," recalls Cdr Braecgirdle.

A full version of Cdr Braecgirdle's recollections of patrols in the region, will appear on the *Navy News* website.

Merlin graces NATO exercise

A FRIGATE'S participation in a NATO exercise in the Baltic gave pilots the chance to show what the Navy's new helicopter is capable of.

HMS Lancaster has been acting as a Type 23 test-bed for Merlins of 700M Naval Air Squadron since the autumn.

Difficult operating conditions around Rockall were used to

see how Merlin would cope, and the ship again had to battle with atrocious conditions in the New Year as she joined the Joint Maritime Course off Scotland as well as returning to Rockall, during which time a seriously-injured soldier was rescued.

A working visit to Kiel in Germany preceded Exercise Strong Resolve, during which Merlin again proved her capabilities in a multi-national arena, on this occasion co-operating with a Swedish submarine and a Polish frigate.

The helicopter was called on to assist in an accident during which two German sailors died.

Sister ship HMS Norfolk and Type 22 frigate HMS Cumberland have also been involved in Strong Resolve, which at its peak covered around 40,000 Service personnel from NATO and Partnership for Peace countries.

Norfolk, part of Standing Naval Force Atlantic (SNFL), visited the northern Norwegian port of Trondheim.

The blizzard which met the NATO ships as they made a tricky transit of the fjord was in stark contrast to the sunny Mediterranean climate they had left only days earlier.

A six-day stay in the port allowed Norfolk and her NATO sisters to prepare for the rigours of the exercise, and also to experience life at the edge of the Arctic Circle in winter.

Exercise Strong Resolve was conducted in the Baltic, the North and Norwegian Seas, as well as ashore in Poland and Scandinavian countries.

As is usual, the exercise involved a work-up phase, then a mock conflict based on a territorial dispute, involving attacks in the air, on the sea and by submarines.

Top prize for video

A DRAMATIC Royal Navy motivational training video has won a top international media award.

Jack's Story, produced for the Navy's Explosives and Trade Safety Group by Grosvenor TV, won a Gold Award at the 2002 International Visual Communication Association (IVCA) Awards.

Defence Secretary Geoff Hoon said the award was welcome recognition of the RN's commitment to ensuring its people were among the best trained in the world.

"We have been provided with an excellent training tool by a contractor who won the commission to produce the video in open competition," said Mr Hoon.

"It is a tribute to how the private sector and Government can work together and achieve award-winning results."

Jack's Story aims to make sure young RN sailors who maintain and operate weapons systems never forget lives could be at risk if they do not do their jobs properly.

The video was filmed on board Type 23 frigate HMS Richmond at sea, and at HMS Collingwood.

The way ahead

BOTH volumes of Admiralty Sailing Directions for the South China Sea area, recently published by the UK Hydrographic Office, have been significantly updated.

NP30, in particular, features specially-commissioned colour photos of Hong Kong, one of the world's busiest container ports, and details of offshore oil and gas installations in the Gulf of Thailand and South China Sea.



● Second Sea Lord Vice Admiral Sir Peter Spencer gets to grips with the new Navy News Cyber Deck computer terminals at the official opening of the facility at Action Stations in Portsmouth Historic Dockyard. The six terminals are linked to the Internet, giving visitors a chance to check the award-winning Navy News website and surf further in search of information. Around Admiral Spencer are his flag lieutenant, Lt John Palmer, the Lord Mayor of Portsmouth, Cdr Elaine Baker, and Hayley Parker, of King Richard School, Portsmouth, who undertook work experience at Navy News.

RANGERS

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At Your Service



Reunions

HMS Birmingham: It is intended to have a reunion of the first Commission, i.e. 1976 onwards, if there is support. Anyone interested contact Bob Maddison, Phil Greenaway, Di Owen at HMS Coltingwood; tel: 01329 332601 or 332066 or 332148, or 023 9273 3006.

April

George Morrison served with the RM based on the hospital ship SS Uganda during the Falklands Conflict. He is organising a land reunion in April, having managed to contact most of the band. He would like to see Lt Col David Baker, an anaesthetist with the medical team, last known in Winchester. Contact George on 01385 416728 or email: george.m195@btinternet.com

FAA Amersham reunion in Coventry, April 19-21. Details from Mick Holdsworth on 01227 832826 or borchard@btinternet.com website: <http://pages.aminsonline.net/gump/>

HMS Bluebird Association is commemorating at Portland cemetery on April 6, the loss of 29 of the ship's company. Members will be coached from the Hotel Sunnyway in Weymouth. Contact the Secretary (Southern Branch), 71, Kingswood Ave, Bromley BR2 0NF, tel: 020 8295 6775.

HMS Protector reunion at the Invercauld Hotel, Babbacombe, Torquay, from April 12-15. All ex-Protectors welcome. Tel: 01323 480787 or Harry Pinkerton on 01482 874625, or see www.hmsprotector.com

HMS Warrior 1946-58 reunion April 19-21 at the Admiralty Hotel, Liverpool. All ex-Warriors, wives/partners and dependants welcome. Contact John Carr, 91, Westley Rd, Adcock Green, Birmingham B27 7JW, tel: 0121 624 4954, email: jcar@warrior57.net or visit www.warrior57.net for details.

May

HMS Punjab, sunk May 1, 1942: There will be a meeting of survivors, next of kin etc. at the War Memorial, Plymouth Hoe, on May 1 to commemorate the 60th anniversary. King George V Association and others concerned are welcome. RSVP to David Bryant on 01990 583272 or Walter Jones on 01745 854756.

Stanhurst SOC & GNTC will hold a reunion in May for all former cadets who served under Lt Col Alan Mitchell during his period of Command 1959-73. Further details from Wendy Christie on 01569 763726 or email: stonewarriorsacademy@hotmail.com

Survivors from HM Ships Foresight, Forester, Gossamer, Harrier, Niger and others who took part in action on May 2, 1942, which ended in the sinking of HMS Edinburgh. Proposed reunion: there is a change of date and other details: contact Jack Taylor, 2, Regents Court, St Edmund Rd, Shirley, Southampton SO16 4RG, tel: 023 8049 6499.

HMS Sheffield (Falklands 82) 20th reunion takes place in Junior Rates Club, HMS Nelson, Portsmouth on May 4. Cabaret is Jim Davidson. £15 per head, if you were in or know anyone in the Sheffield during the Falklands Conflict, contact Bob Mullen on 0203 9271 0406 or email: bobmullen@btinternet.com

HMS Hermes Commem Dept reunion, Hare Club, Poppo, first weekend in May for anyone who served circa 1976-80. Call Mark Nash 01727 329562 or 0207 895 5069.

HMS Emerald Association reunion at the Union Jack Club, Westcott, London, from 11.30 to 16.00 on May 4. Details from Colin Houlden on 01262 851276.

Battle of the Atlantic 25th anniversary in Liverpool on May 5, to include commemoration and march past. Individuals and associations welcome. Details and tickets from Lt Col P J Russ, HMS Easby, East Brunswick Dock, Liverpool L3 4DZ.

Former personnel who served on **Landing Craft** are meeting at Warrens, Gorton Hill, Norwich, from May 8-10. Enquiries to W.F. Patten, 57, Rowley Ave, Sidcup DA15 9LF, or tel: 020 8000 7560.

RIN Commando Association reunion and AGM at the Nautical Club, Birmingham, on May 11-12. Details from R.J. Lawrence, 18, Crane Drive, Woodcock, Consett SR3 6QB, tel: 01202 825880.

Ratons/The Retired Royal Navy Air Traffic Controllers Association reunion will take place at RAF Sheerness on May 11. Details from Chris Lean, 33, Upton Park Rd, London W4 1PD, tel: 020 8995 5643, fax: 020 8400 2928, or email: ratons@btinternet.com

HMS Widemouth Bay 1944-57 reunion, May 17-18, Angel Hotel, Royal Leamington Spa, Contact ESD (Topsy) Turner, 17, M8 Way, East Ginstead RH19 4DD, tel: 01342 323901.

HMS Diadem Association reunion, May 18, Queens Hotel, Southsea. All former shipmates of this WWII light cruiser and guests invited. Contact Peter Burnard on 01243 864680 or email: diadem@bt.net for details.

HMS Wakeful 1955-56 Commission reunion at the Home Club, Portsmouth, on May 25 at 12.30. Details from David Flander on 01422 202965.

HMS Hood Association AGM and reunion, May 25, Home Club, Portsmouth. The St George's Church Service is on May 26. Details, with SAE, from K.A. Clark, 57, Riverside Ave, Winchester SO33 6BL.

TS Albatross, St Marybone Sea Cadet Unit (296) 60th anniversary reunion at the Duke of York, 35, New Cavendish Street, London W1M 7SL, on May 25. All ex-cadets and cadets are invited. Contact Brian Seymour on 01777 210834 for details.

HMS Penelope, a Fairbanks 1982 reunion has been arranged from May 31 to June 1 at Plymouth. Details from Ron Thomas, 13, The Aynsley, Patchway Common, South Glou BS24 6ED or email: ron.thomas.govt@coaster-connection.co.uk

June

TS Indefatigable reunion at the Carrig Dean Hotel, Llandrindod, Anglesey, next to the old school, on June 1. Contact Spencer Beth on 01923 236705, email: aynsley@btinternet.com, or Steve Humphries on 01428 850330, email: steveh@btinternet.com

HMS Bicester L34 1942-56 or M36: All commissions are invited to reunion (probably last) at Littlebury Hotel, Church End, Bicester, Oxon on June 1, with choir service at St Egburg Church on June 2. Contact Dave Graydon on 01992 562272 or Littlebury Hotel (Michael) on 01869 252595.

RNVR Memorial: Service of Remembrance at Quisthorpe at 11.00 on June 6 for those who gave their lives, connected with landing ships, craft and barges. All welcome including standards. Details from Maurice Hillsbrand on 01395 442803.

Submarine Coxswains Association reunion at HMS Drake on June 7-8. Contact Steving Hayden on 01329 315913.

Falklands 20 Year Memorial Service at 1400 on June 8 in Market Doyles. Contact David Lewis on 01530 658153.

HMS Constance, 8th Destroyer Flotilla Association reunion, June 8, RINA Club, Leamington Spa, 1100. All ex-crew welcome. Details from Ken Upstone on 01795 660248.

HMS Lauderdale 30rd and final reunion on June 12 at the Home Club. Contact A. Morrison, 45, Seabrook Close, Peterfield GU22 2JL, tel: 01730 261567.

Portsmouth Field Gun (57 crew) reunion in Portsmouth on June 14. Contact Pegg Ralph, 20, Parkside Rd, Eastbourne BN22 7JX, tel: 01323 725678.

HMS Glamorgan, Falklands reunion will take place in the Home Club, Portsmouth, on June 15. Details from Jess James, 50, Lancaster Way, Northampton NN4 8LX, tel: 01604 660401 or email: jessjames@btinternet.com

Amphibious Bombardment Association open day and reunion at RM Poole on June 15 from 10.00 onwards. Bar in the pass training room and a carry lunch at 12.30. All ABA members welcome. Ex-members of the NGS community who are not yet members but wish to attend should contact CDS Jesses on 01202 262276.

1955 Nitro AE-23 Association reunion at the Radisson Harbor View Hotel, San Diego, California, from June 20-23. Details from Robert F. Eberlein, 12215 Ashland, Granger, IN 46530, USA, or see <http://www.nitroae23.com>

Russian Convoy Club (Yorkshire, West Riding Branch) reunion on June 26 at Eastborough Working Mens Club, Balfour St, Dewsbury at noon. All members, wives and friends are invited. Details from Cyril Gault, 5, Moorland Close, Gildersome, Leeds LS27 7DH, tel: 0113 253 0596.

Annual Stores Branch WOs Symposium and Dinner on June 27. All serving and retired WOs are invited: retired WOs are particularly welcome for the dinner. Contact WO S A H Houghton on 01752 811514.

HMS Ambuscade Falklands reunion from June 28-30 at the Signals Lounge,

Creen Alexandra Football Club, Creen. Any former shipmates who wish to attend should contact Howard Lazenby, Three Oaks, Newley Rd, Kettle, Farnhatch PH13 8LL, tel: 01828 627712 or email: howardl@btinternet.com

The Sidmouth and District, RN Old Comrades Association will celebrate their 90th anniversary at the Rugby Club, Sidmouth on June 29 at 19.00. Details from M. Durkin, 16, Chambers Close, Sidmouth EX10 9YL, tel: 01395 578256.

July

On the 20th anniversary of **HMS Cavalier** paying off for the last time, the seventh and last, 1979-72. Commissioners are holding a reunion July 5-7 in Chatham. Details from David Thompson at mytrestling@btinternet.com or 01934 522219.

HMS Stroudmen 1942-48 Association reunion on July 6 in Portsmouth at 14.00. Details from Cliff Lawrence, 17, Chestnut Crescent, Ebbw Vale NP23 2JZ, tel: 01496 375545.

HMS Sheildand decommissioning dance and buffet dinner on July 31 at Home Club, Portsmouth. All current and former ship's company welcome. Enquiries to S.M. P.R. Briggs (DOFRO) or S.L. T.J. Lee-Gallon by May 31 at HMS Sheildand, BFPO 388, m8 tel: 9380 22383.

August

HMS Vidal, survey ship, all commissions, reunion on August 3 at the Royal Agricultural College, Cirencester, Gloucs. Contact Dave Parker, 11a, Telferwood Rd, Bathwan, London SW12 8WV, tel: 020 8673 5392.

Russian Convoy Club, North Wales Branch, reunion will be held at the Norfolk Castle Hotel, Blackpool, from August 9 to 11. Contact T. Gilligan on 01744 28736.

A reunion for **ex-Field Gun Crews** and their supporters, from all Commands, is to be held in Blackpool from August 16-18. All enquiries to Trevor Howard, 13, Chestnut Close, Newton-le-Willows, Merseyside WA12 8PY, tel: 01925 226764, or email: tnew2@btinternet.com

September

HMS Morecombe Bay Association reunion at Scarborough September/October. Any former officers/crew wishing to attend should contact Geoffrey Hamilton, 18, Tamela Way, Boleby, Hampshire SO36 2N, tel: 01489 787111.

HMS Bulwarks reunion at the Home Club, Portsmouth, from September 1-3. Contact Ron Simmonds, 21, Rectory Green, Woking, Essex SS11 8EP, tel: 01269 733778.

HMS Vesper Association reunion at Skipton, North Yorkshire, from September 6-8. Details from Mrs Shirley Hagg, 1, Raines Drive, Birstley, Keighley BD22 9EW, tel: 01535 626343.

HMS Foyard, Artificer Apprentice 546 entry, September 10, 1962: Hoping to plan a re-reunion, on September 10, for artificer apprentices from this entry, the 40th anniversary. No venue has yet been planned, so all suggestions welcome. Contact Tony Adams, 11E, Woodfield Lane, St Leonards on Sea, East Sussex TN37 7NQ, tel: 01424 754052, email: adams@btinternet.com Australia, NZ email: ronnyadams@btinternet.com

8th Destroyer Association reunion at Scarborough September 13-16. A welcome will be afforded to all shipmates from C-class destroyers from whatever ship or station. Details from Cliff Longfoot on 0151 226 3675 or email: oxgfox08@hotmail.com

845 Squadron (HMS Abdon 1962-64) reunion at the Treacem Hotel, Babbacombe, Torquay, on September 14. This invitation is extended to any ex-Abdon Air Department or 845 Squadron members during that commission. Contact Dave Scowen, 34a, Louisa Rd, Horne Cross, Greenhithe, Kent DA9 9DZ, tel: 01322 385554 or email: dave.scowen@bt.com

HMS Scylla/TB Scylla is planning a reunion for all crewmen who served in HMS Scylla, especially those when the ship was granted the freedom of the City of Aberdeen in 1952. It will take place from September 20-22 in Aberdeen and is a joint reunion with former staff and cadets of TS Scylla. Details from Brian Robertson, 14, Nigg Way, Aberdeen tel: 01224 878591, or email: CRobertson@nigg-bay.freeserve.co.uk

Communications rating David Jenkinson sought by cousin, ex-RN AB Max Brand served 1953-54 in HMS Agincourt. Lost contact since the last meeting when the two ships were in Gibraltar, spring 1994. Contact Max at Heckenstomestegat 41, S - 754 27 Uppsala, Sweden.

Harold Wright (Shiner, a RM trained at Deal, spent time at Chatham in HMS Anson, saw action on D-Day and in Burma, and rose to become a C/Sgt RM. If anyone remembers him, contact his son, Keith, at 8 Rosedale Drive, Paginton TD4 7DP, tel: 01800 603135.

HMS Drake, Class 15, 1938: Seeking a photo of this group, mostly Cooks and Stewards. Four names that are remembered are Baker, Jenkins, Andrews and Searley. Contact S.J. Gorton, 87, Rutherford Rd, Sheffield S6 2LB.

Dunkirk/Boulogne/St Nazaire/France 1940: Author seeks men or families of men (with memoirs), who organised/took part in evacuations from France 1940 for book commissioned by Viking/Penguin, including those who served on any 'Little Ships', or following: destroyers Basilisk, Gallant, Grafton, Grenade, Greyhound, Havant, Icarus, Intercept, Iarhoth, Jaguar, Keith, Mackay, Montrose, Saladin, Shikar, Venomous, Verity, Vinty, Vinty, Viscous, Wakatu, Whithead, Wild Swan, Wolfhound, Worsley, Worcester, minesweepers Brighton Belle, Brighton Queen, Devonia, Grace Fields, Lydell, Pangbourne, Skipjack, Waverley, trawlers Blackburn Rovers, Cavi, Corbit, Nautilus, Polly Johnson, Stella Dorado, Thomas Bartlett, Thuringa, Westlake, drifters Boy Roy, Bar Breezes, Paxton; Personnel ships Bon-My-Chere, Canterbury, Can Macalister, Crested Eagle, Fenella, Lancelaria, Larina, Mona's Queen, Normania, Prague, Queen of the Channel, Scotia, Sequoyia; Armet boarding vessel King Ory, yacht Givic; Tugs St Abbs, St Fagur; RAF Seaplane tender ST 254; sloop Biddford; drifter Ocean Roward. Please contact Hugh Settag-Morleford, 37, Tanza Rd, London NW3 2UA, tel: 0207 435 1035 or 0207 435 1181.

Seeking info about Wren Betty G. Gilson, who served in the Office of Vice Admiral (C) British Pacific Fleet and HMS Lizard, Hove (1945-6). Concerning loss of 106 Squadron Lancaster, June 25, 1944. Contact Bill Knappes, 2, James Place, Selsey, Farnham PH1 4PD.

HMS Vanguard: Contact with

Calling Old Shipmates

MARALINGA (57-58) Operation Antler. Rust, Dust, Grime and the rest, where are you now, don't be too Proud to take a Gamble, to Swift, be Strong ring the Wright number and I Hope the Bell will ring before we are over the Hill. (Remember King Richard?). Alan Dodgson 01273 512334 or Ken Bryson 01305 859907.

Seeking Jock Wilkinson, Puzser H8 and Bungy Edwards from Loch Kilbratton 1963-64 and R. Bagg and Nathaniel of HMS Murray 1962-64. Contact Alan Kew, 12, Gunsey Court, Epping, Melbourne, Victoria 3076, Australia.

WOMIE Mike Latham is finally leaving the RN in June. Any 564 Tiffs from HM ships, Intercept, Achilles, Amazon, Battisae, Broadsword and HM Establishment old friends who would like to attend a farewell party in the Pompey area on June 1 should contact Mike or Clare on 01489 845470 or email: MAJ7L@aol.com

HMS Jaguar crew members from any commission. Particularly would like to hear from or of Chris Lee (Doncaster area), Steven/Kirk Stoker (during 67-70 commission), Contact Alan (Gupta) Sinden on 0115 922 2645 or email: ajay@btinternet.com

HMS Jamaica Association welcomes previous ship's company. There is an annual reunion each September and newsletters three times a year. For details contact the secretary on 01553 665396.

RNVR & RNR Centenary 2003 sees the centenary of the Reserves. There will be a series of events throughout the year culminating in a formal parade. To register your interest contact the project director at 07850 296636 or email: pobly@100.com or visit the website www.rn100.com

HMS Warrior 1946-58: Seeking old shipmates who served in Warrior during the period, especially those at Christmas Island in 1957. Holding 4th reunion in Liverpool in April. Contact John at 91, Westley Rd, Adcock Green, Birmingham B27 7JW, tel: 0121 624 4864 or email: grapples@bt.com

C.A.M. Ships W.J. McCulloch is interested to hear from anyone who served in the ship Empire Wave, Empire Fall, Empire Dell etc. Contact W.J. McCulloch, 29a, Pav St, Densole, Fossestone CT18 7DR, tel: 01300 692109.

Deepdra Old Shipmates Association: Anyone who served in the rigole or cruiser, interested in joining the association, including wives, should contact CPO Warwick Franklin, at the Armed Forces Careers Office, Mount Wise, Devonport PL1 4JH, tel: 01522 501787.

HMS Centaur 1954-56: Russell Turley is seeking Colin Peabon (both EMs) or anyone else who was in 17 Mess at that time. Contact Russell at 23, Whitehall Lane, Goswold DA12 5LT, or tel: 01474 568252.

HMS Ceres, Wetherby, Yorks: Jock (Mac) McCaffrey would like to contact Stewards with his training class 1955-56, particularly Bill McManus (Parsley), Doug Foster (Warrington), Tommy Wigton (Belfast), Tony Brooks and Mike Miverton (London). Does anyone have the class photo? Contact Jock at Via Monte Condo 3, Lago Cavenese, Italy, 87035.

HMS Moon (Minesweeper) 1945-6: Seeking the rest of the stokers who are not already in the Albatross Association. Contact Clifford Hygate, 69a, Greenhill Ave, Sheffield S8 7TD.

Seeking Agnes Christie Paul W9NS, last known Agnes BAO Nile, Alexandria, Egypt 1942-43. If anyone knows of her contact Louise Curtis, 60, Deer Park Ave, Tegonmouth TD14 9JL, tel: 01626 779704.

HMS Easby, 6th Commission 1944-60: Looking for Seaman Gerry Sharp, Chris Damon, Pete Stanton, Scouse Gaulton, Richard (Taff) Jenkins, Barrie (Barby) Hains, Rick Jennings, Brian 'Slanger' Woods and brothers Paul and David Stockland. Reunion May Bank Holiday, 72 sound, check website at www.eaglecommunications.com Contact Dave Brighton on 01420 563944 or email: david.brighton@btinternet.com

LI Andrew Lister: Seeking an old friend from the RN who may still be serving. He joined in September 1950 along with Lisa Spratling. They were originally at the same school - South Helderess in Hedon. Last thought to be an Engineering Officer serving at RNAS Newlton. Contact Lisa Spratling, Hollis, Hull Rd, Skirghaw, Hull HU11 5AA, tel: 01964 562765 or email: li@human-fish.com

Jan Griffin is seeking **Wren J. Turley**, circa 1966, HMS Drake. Contact Jim at griffinj@btinternet.com

Seeking news of **Ken Masters**, from Stanley Green, Poole. Last in touch 1961 when he was at Looemouth (HMS Fulmar), ex-LWRN. Pat Rappkins was at HMS Nuttallch, Arthon, Contact Pat at 40, Great Lane, Dorton, Aylesbury HP22 5SK, tel: 01296 437050 or email: pat.roquain@btinternet.com

George Gray Scotland was CPO aboard HMS Hecta during WWII. If anyone has any information about him and his career on this and other ships, his son would be very pleased to receive it. Contact John Scotland, 40, Balfour's Cres, Denny, Strathgryth K5 5EL, tel: 01324 825232 or email: john@btinternet.com

HMS Whitland Bay: Trying to contact EM1 Jeff Steed, who served on board about 1952-53. Contact Geoff Nightingale, 268, Galley Hill, Gadsbridge, Hertel Hempstead HP11 3LD, tel: 01442 263405.

Drew Mowles, stoker 1977-87, HMS London, File, Inverclyde and Maxton, first firing in Hong Kong, would like to hear from anyone who knew him - especially Martin Tweed, Spud Murphy and Graham Pat, Tommy Steel, Jack Smythe, Gordon Smith and Walter Wily. Contact at 22/1a Lee Loth Building, 206, Jaffe Road, Wanchai, Hong Kong or email: asaw@webgate.com or jock@webgate.com

HMS Verulam get-together in June every year in Portsmouth. All shipmates who served on R28 and F29 welcome: for details ring Chris Williams on 01421 816207 after 5pm.

'CA' Destroyers: There is an Association for shipmates who served on HM ships Cassandra, Caprice, Cavalier, Caesar, Cambrian, Carysfort, Canon and Cavendish; for details ring Cliff Longfoot on 0151 226 3675.

HMS Superb: Michael Collier and John Stafford in HMS Superb 1st Commission 1974-77. It is Paul Egerton's 25th wedding anniversary this year and he would like to invite you. Contact Paul at Sunnybank, High Newton, Grange-over-Garths, Cumbria LA11 6JH, tel: 015295 31731, email: paul@egerton54.freeserve.co.uk

HMS London (D16): Ex-cook Kevin 'Dusty' Miller would like to hear from anyone who served on board from 1979, to her last commission in 1991. Contact him at 74, The Gardens, Southwick, West Sussex BN42 4AN, tel: 01273 703495 or email: Theridors74@aol.com

Seeking **Bob McTear**, Kings Bay, GA, August, 2000. Contact V. R. Eamer, 4810 Grandall Laneville Rd, NE Corydon, IN 47112, USA or email: Newscub@aol.com

HMS Duchess (China Station): Seeking anyone who knew Thomas O'Connell who was in the torpedo room and served on board HMS Duchess, China Station around 1936. Please write to Mr R. Peases - 8d General White, 5221-1030 Business Station.

Seeking **Golan Samuel Scott**, Martin Readings served with him in 1966 on board

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Seeking **Golan Samuel Scott**, Martin Readings served with him in 1966 on board

HMS Penelope. He was a Killick Gunner and is believed to have transferred to the Seaman's branch in the same year. Contact Martin at 302, Western Rd, Leicester LE3 6ED, tel: 0116 2756463, mobile: 07932 056861 or email: Wainman@bt.com

Peter Taylor, ex-629 Sign Vial and Leander Flts 69-70 is looking for Robbie Burns NAM(AE) Cherry B FR 69, still in service as CAP(AE



'Now we've got flying fly-tippers!'

NEWSVIEW

Feet of clay – or sure foundation?

WHATEVER else, you can't touch Nelson for staying power. No matter how much 'revisionist' historians manage to bring to the surface the less savoury aspects of his character, nothing seems to seriously spoil his appeal, so that he is always good for yet another biography.

The opening salvo of Channel 4's War Against Napoleon series, *Nelson's Trafalgar*, was a case in point – exemplified by its concluding statement about the reaction of the huge crowds who lined the streets of London for his funeral in a spontaneous demonstration of popular feeling that has perhaps only since been equalled by the one that followed the death of Princess Diana: they knew that Nelson was "as flawed and as human as they were themselves".

Colin White, late of the Royal Naval Museum and now leading the run-up to the bicentenary of Trafalgar for the National Maritime Museum, observed that he was "the first pop star" in terms of his appeal to the masses. He might also have said – and indeed suggested – that Nelson was right up there as a pioneer of 'spin', too. Because Nelson was pretty good at PR – especially on his own account.

Take for example his famous pre-Trafalgar dinner party on board HMS Victory, when he expounded to his captains his battle plan – "It was new, it was singular" etc.

Well, it wasn't, actually – Duncan had used much the same tactics at Camperdown eight years earlier. But Nelson made it sound as though it was, and wrote it all up for the record. And who now remembers Camperdown?

Nelson always acted according to the spirit rather than the letter of his orders – as at the Battle of Cape St Vincent, after which he wrote home to a friend an account of his 'patent bridge for boarding first rates' ("too flattering for me to omit telling") remarking that he wouldn't mind it appearing in *The Times*, as it duly did.

More famously still, of course, he put a blind eye to orders to withdraw at Copenhagen.

All this sort of thing endeared him to the public, and to his sailors. What they loved about him was that he always led from the front, both as a junior officer, when it was expected of him, and as a senior officer, as an admiral, when it wasn't. Especially at Trafalgar, when he certainly didn't need to, since all his captains knew perfectly well what was required of them.

It has often been suggested that he thereby, through his own "lust for glory", put many more lives at risk besides his own. A desire for personal aggrandisement when it goes beyond the common good is never excusable and it will always be argued that Nelson frequently overstepped that particular line. His superiors – and several of his subordinate officers – often thought so. His sailors didn't, though – and there lies the essence of leadership, maybe.

Lord Barham may have finally concluded that Nelson's pursuit of the French fleet across the Atlantic and back showed him to be a great strategist as well as a great fighting admiral, backing him as his best bet in bringing the enemy to book in 1805.

But his sailors already knew their man – and when Nelson swapped 'Nelson confides' for 'England expects' in his last signal to the Fleet, it was a rare example of him getting his personal message wrong. Even so, he had already made sure of his image with his last letter and his famous prayer.

"Don't throw me overboard" was one of Nelson's final pleas, made as much for posterity as anything else. There was no way he was going to allow his reputation to be buried along with his body.

POA Aircraft Handler 'Bandit' Berryman survives (just!) Operational Sea Training in HMS Ark Royal off Plymouth.

Picture: POA(PHOT) Dave Coombs

April fool!



Helicopter carrier *Illustrious* had 'pivotal role' in recovery of Afghanistan

Captain is happy at a job well done

WE MAY not have won the war – but we have had a crucial role in events thus far, according to the captain of HMS *Illustrious*.

Capt Alan Massey said his ship had proved her worth in an unfamiliar role, and had made a big contribution to the maritime coalition in the Arabian Sea.

Illustrious had shed her normal air group of Harriers and AEW and ASW Sea Kings to take on the guise of a helicopter carrier. In the space of 48 hours everything – aircraft, technicians, spares, workshops – was flown off and then replaced with a completely different set.

"We looked at what was in theatre, and it was of our opinion that that in the Coalition you do not have to do everything yourself," said Capt Massey.

"What is the most potent thing you have got? With two US carriers with big air groups, with 80 aircraft each, you do not need to add Harriers.

"But you can reconfigure to a different capability, to project ground forces into territories by helicopter.

"We have been pivotal, or critical, over the past four months.

"Had this ship not been here, with the capability it was able to project into theatre, the International Security Assistance Force (ISAF) would not be in the position it is today.

"I'm not saying the British have just won the war. What I am saying is part of the ability of the Coalition and the Northern Alliance to run the operation was to be able to project large numbers in at the right time."

B Company of 40 Commando RM flew from *Illustrious* into Kabul in the aftermath of the Taliban regime's collapse, helping to stabilise the situation.

"I am nothing more than a hotel manager. The 600 people who run the ship provide the platform, and my weapons system was 120 Royal Marines, and the air group to project them.

"The real heroes are the Marines – but don't tell them that.

"We made a critical contribution to the speed by which Afghanistan was rid of the Taliban and able to join the world community again. We have been able to play our part in the recovery of Afghanistan."

Capt Massey also paid tribute to the resilience of the crew, who have risen to a number of challenges and proved stoic in the face of change.

The ship, due back in Portsmouth as *Navy News* went to press, and now replaced in the Middle East by purpose-built helicopter carrier HMS *Ocean*, has had to make tremendous adjustments.

Weapon Engineer Officer Cdr Mike Page recalled that during Exercise Saif Sareea the wardroom, which normally coped with a maximum of 100 officers, was swamped with 250 people, and beside the swapping of air groups, there was a great deal of work to be done on wiring various temporary operations rooms for communications.

"We also had to practise disembarkation of troops, which the ship isn't used to," said Cdr Page.

"We used members of the ship's company to practice assault routes so that troops with their equipment could get to the aircraft."

Medical staff also prepared a casualty receiving station to stabilise victims of fighting.

A brief stop at a Gulf port allowed *Illustrious* to be scrubbed down – she was grubby with dust thrown into the air by the daily bombing raids on Afghanistan – and while not sending troops in she was kept busy on maritime interdiction operations, boarding and searching suspicious merchant ships to ensure terrorists are not fleeing the country, or smuggling arms and supplies in.

These MIOPs give another example of the different approaches of the coalition nations, said Capt Massey.

"When a British officer goes on board he may well take a cup of tea and a slice of cake and say 'Hello, would you like some tea while we search your ship? Others can be more aggressive ..."

■ See the *Navy News* website for more news from the Coalition in the coming weeks

■ More reports and pictures from the Arabian Sea on pages 24, 25 and 38

● Part of the air group of HMS *Illustrious* after the ship's change of role in the war against terrorism – Sea Kings and an RAF Chinook.



● HMS *Ocean* tests her pre-wetting system en route to the Arabian Sea.

New maritime commander brings joint perspective

FROM 'quirky family firm' to elite military force in 20 years – the new man in charge of Britain's contribution to the war against terror believes his Royal Marines have undergone a remarkable renaissance.

Maj Gen Robert Fry, Commandant General Royal Marines, is adding another title to his portfolio – that of Deputy Coalition Joint Force Maritime Component Commander (DC/JFMCC) – and it is believed to be the first time a Royal Marine has held a position at the head of a maritime task group.

But Maj Gen Fry, who takes over from Rear Admiral James Burnell-Nugent, believes his ground-breaking appointment is just part of a trend which has seen his Corps come in from the cold.

"20 years ago the Royal Marines were very much at the margin of defence, and the Falklands was seen as a strategic aberration," said Maj Gen Fry.

"Operations were going to be in the Norwegian Sea, the North Atlantic or the Central German Plains.

"That changed 12 years or so ago when the Berlin Wall came down – and it created a renaissance for the Royal Marines.

"Over the last ten years this quite fundamental shift in the way we do our business has come about, and I think that the Royal Marines is now the pre-eminent expeditionary capability in the UK Order of Battle.

"So over the 20 years starting with the Falklands to today we have gone from something that looked like a quirky family firm to the force of choice which we are today.

"In many ways, although the Falklands was seen as a minor aberration, in fact it was very much a foreshadowing of what was to come. I would say the Royal Marines have grown into their time."



● Maj Gen Robert Fry

Maj Gen Fry believes the "imaginative step" of appointing him to the post, as deputy to an American admiral, recognises the skills he brings – while Admiral Burnell-Nugent has a greater experience of the sea than land matters, he represents the other side of the coin: "If anyone is inherently joint, it's someone like me with my background," he said.

He will be the maritime component commander, commanding UK and coalition ships of all shapes and sizes, and acting as the link between the Americans, who are by far the largest contributors to the war against terror, and the other nations of the Coalition which stand shoulder-to-shoulder with the US.

Although he will not determine day-to-day details, he will be responsible for the effective co-ordination and operation of the Coalition naval forces in the Arabian Sea, the Indian Ocean and the Gulf which are fighting the remnants of the Al Qaeda terrorist network and their Taliban hosts.

Maj Gen Fry said the 130 or so ships of the Coalition have three main roles, supporting the land campaign through air power; blocking smugglers in the region; and carrying out surveillance and reconnaissance.

"But navies will always be unused in these circumstances. What catches the eye is what's going on on land – you do not get the immediacy in maritime operations. We are doing the background contest for operations, and applying pressure on specific areas," he said.

He also believed that Operation Enduring Freedom, although carried out far from the nearest beach, was a justification of the role of the Royal Marines: "Rather than marginalizing amphibious forces, the events in Afghanistan are a ringing endorsement of the amphibious philosophy," he said.

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Vive l'unité ... et vive



● Chief Aviation Boatswain's Mate Thomas Lamb ensures an F/A-18 Hornet launches safely from the flight deck of USS John C. Stennis on February 11.



● A final checker from the 'Checkmates' of Fighter Squadron Two One One (VF-211) gives the 'okay' so the 'Shooter' can signal an aircraft launch off one of four steam-driven catapults on the flight deck of USS John C. Stennis (CVN 74) in the Arabian Sea.

Life on carrier measured in big, big numbers

VISITORS to the USS John C. Stennis cannot fail to be impressed by the sheer scale of the beast.

Those who work on her are proud of the "wow factor" - the facts and figures which would cause a bean-counter to blanch.

The deployment has seen around a million meals served, and she carries enough food for 60 days at sea.

The Sales Division supplements the official line in food with these vital extras - such as various cans of soda; the ship's company gets through around 200 cases a day while at sea, representing 50 per cent of the division's profit.

According to estimates, the ship

gets through 1.7 million cans of soda a year (the most popular is apparently Pepsi), soaked up by 450,000 chocolate bars - Snickers being the snack of choice.

Besides food, there are 16,500 haircuts carried out on board every year.

Stennis, which has a top speed of over 30 knots, can carry up to 9,000 tons of aviation fuel, and her two nuclear reactors could theoretically power her for a million miles before refuelling.

She has a TV studio, broadcasts on four channels, and has a daily news-sheet called *The Statesman* after John C. Stennis, who was particularly supportive of the Navy

● A French Navy Super Etendard meets up with an RAF Tristar tanker during Operation Enduring Freedom.



YOU MIGHT imagine it is difficult to hide a fleet of around 130 warships - possibly the most powerful maritime force ever gathered.

But it is all but hidden from the people who may well have most to gain from its success - or most to lose from its failure.

Those are the citizens of the various democracies around the world who were outraged by the terrorist attacks on the United States in September, and who experienced fear and anxiety in the following days and weeks as we waited to see where the next blow would fall.

As it happened, the next blow fell on those who planned and nurtured terrorism on a global scale - the Al Qaeda network of Osama bin Laden and the Taliban regime in Afghanistan which welcomed him and his terrorists.

And the blow was delivered from the Arabian Sea, when bombs and missiles - including a contribution from Royal Navy submarines - rained down on targets across the benighted country.

That was front page news last autumn, as was the deployment of Royal Marines and other troops to secure bridgeheads and then support the fledgling interim government that was created.

Fighting in the Tora Bora mountains, and more recently in Gardez, also attracted the attention of the media - but something was missing, 130 ships, to be precise, including the cream of the British, American, French and Italian navies.

Precise is the wrong word to use, as their exact locations are not publicised, and the make-up of the Coalition fleet ebbs and flows, with ships and nations joining and leaving on a regular basis as national tasking dictates.

At one stage last month there were five carriers in the region from three countries, each heading a battlegroup, and each with a specific role to play - and those roles were played in a fashion that demonstrated unity while celebrating differences.

At one end of the scale are the mighty American carriers, such as the USS John C. Stennis, with her two nuclear reactors, four engines and air wing of well over 70 aircraft, from airborne early warning planes to Tomcats and Hornets.

Because she joined the fray later than the other US carrier in theatre, the Theodore Roosevelt, Stennis had the less attractive routine, operating by night and resting by day - by coincidence putting her on the same clock as her home base of San Diego.

Just in case anyone loses their bearings on board this awesome ship, and forgets what Operation Enduring Freedom is all about, there are plenty of reminders.

A Stars and Stripes flag, recovered from the ruins of the World Trade Centre in New York, was flown out to the ship as a talisman



● As the sun rises and as it is launched from

Mike Gra

for the 5,000 or so crew

And up in the off-peak Wisecup, who co-ordinates Stennis battlegroup, are front pages of newspapers and Los Angeles dated day after the terrorist a

If it is possible to gain it is fair to describe it as

There is no gang-broets and bombs are man flight deck and jets a daily flights over Afghaning of quiet determinat

Some of the munitions heartfelt messages - on carrier bore an 'I ♥ NY'

The Commander the group, Rear Admiral is keen that the world the unity of purpos

"It is important to be doing out here - not breadth of the Coalition width and breadth of Arabian Sea," said Admiral

"It shows the shared unity of nations to the g - like-minded nations fight a source of terror: be in Afghanistan, the any one country in par

On the varying degree Admiral said: "The C Everyone brings special Just one country could effective as we are toge

With more than 100 the seas, transfers are of less than half-an-hour reign American terrorist French Navy, the Charles de Gaulle.

She is another nuclear-powered carrier - but that is about as E as the similarities go.

For a start she is less than half the size of the Stennis - at 40,000 tons she is around the size

ve la différence



An F-14 Tomcat from the 'Checkmates' of Fighter Squadron Two One One (VF-211) goes to full afterburner on the flight deck of USS John C. Stennis. Picture: Photographer's Mate 3rd Class Jayme Pastoric (USN).

Reports from the Arabian Sea

men and women. The presence of Capt James P. ... the ships of the ... framed copies of the ... from San Diego ... September 12 - the ... trocatics. ... mood on board, ... cool and determined. ... attitude, and as rock- ... on the 4.5 acre ... prepared for their ... in, there is a feel- ... own ... bomb blown off the ... sticker.

the carriers planned by the Royal Navy. But it goes much deeper than that. There is a very European feel to the ship - personnel greet each other with handshakes, and everyone wears egalitarian dark-blue overalls with understated insignia and symbols of rank. Officers eat in a room which could easily pass for an airy café in a modern Parisian hotel, and passageways are not just bright, clean and shiny, but positively cavernous. The aircraft she carries - Super Etendards and Rafales, which provided air cover for many Coalition ships, including HMS Illustrious - seem to be designed as much for their aesthetic qualities as their capabilities.

The French task group commander, Rear Admiral François Cluzel, a hospitable and charming host, speaks with great pride of the ship - she is on her first deployment - and the fact she has risen above the problems in her early days and proved a very capable platform as an integral part of the Coalition effort. "We are very proud to be here on the side of the US-led coalition in company with many other allies," said Admiral Cluzel. "We are connected within the whole command system. We meet with Flag Officers, we have exchange liaison officers, and depending on the wider situation, I relinquish tactical control of frigates, of supply ships, to the Allied task force for as long a time as I have no specific needs for my national tasks." The French air group flies daily, providing close air support (bombing missions), reconnaissance and air-space control. "There are many daily exchanges and friendships between technical staff on the Charles de Gaulle and Stennis," said Admiral Cluzel. "French planes are performing missions in

the general schedule, and they have to tank because Afghanistan is far from here, so they tank from US and British tankers. "We have sufficient capacity also to maintain the skill of the pilot in wide areas, and we organise dissimilar aircraft training with engagement face-to-face between Rafales and F-18s, F-14s and so on." There is a more relaxed feel to the ship than was evident on the American carrier - though by no means less professional or lax in any way. If you were to seek the most attractive Gallic stereotypes, you would probably find most of them confirmed in this splendid warship. It was in the Charles de Gaulle that the most immediate examples of the true nature of the Coalition were to be found. The French carrier has a British naval officer as her Fighter Controller 1 - the man who guides the air assets which protect the Coalition flotilla and steers them over Afghanistan. Lt Jez Tyler says he is very happy on board (he is hoping to extend his stay by another year), and illustrated the level of international co-operation when he spoke of a recent exercise when he, a British officer on a French ship, controlled an air exercise with AV8B Harriers from the Italian carrier ITS Garibaldi - the two Super Etendards were flown by French pilots (although an American pilot is on the roster) and one of the Italian aircraft was flown by a Texan of the US Marine Corps. With no fixed wing aircraft on Illustrious, her Air Director was able to nip over and see his French counterpart - Lt Tom Corbett trained Jez, his predecessor and the French exchange officer who was with HMS Invincible when they were learning their craft at the RN School of Fighter Control.



Even the 40,000-ton FS Charles de Gaulle, pride of the French Navy (above) - which is twice the size of the Royal Navy's Invincible-class carriers - is dwarfed by the giant 102,000-ton American carrier the USS John C. Stennis (below).



The cat and the Greyhound

NOUGHT to 60 in four seconds? You can keep your Porsches and your Ferraris - the Greyhound outsprints them all. Okay, so it may not be much to look at, with its 1960s ancestry, bulbous nose and podgy body, and the interior is a little sparse, but this machine can shift. Nought to 150 in two seconds, to be precise. It flies, literally. And crashes to order on a regular basis. Because this speed demon is the only practical way of getting out to the American nuclear aircraft carrier USS John C. Stennis. The Grumman C-2A Greyhound goes by the rather mundane sobriquet of the COD - Carrier On-board Delivery - and forms a vital link with shore bases. Travelling out to the battlegroups which scour the seas for fleeing terrorists is not a simple procedure. The COD keeps odd times - a 5am flight departure requires a check-in in the small hours of the night. Bags and passengers weighed, the final pre-flight ritual is a visit to the toilet (the COD does not come fitted with such luxuries, despite long flights). Then, equipped with lifejacket and helmet, those who have made the roster are walked out to the ramp at the rear of the COD, which resembles a miniature twin-engine Hercules. Pre-dawn flights mean passengers must grope their way to their seats in almost total darkness, finding a space on one of 20 or so utilitarian metal affairs. One row has the benefit of two small porthole windows. Strapped in, it is then a question of staving off boredom with a book, while hoping that the aircraft's heating system is not on - as one crew member observed, it has two settings: icebox or sauna. Did I mention the seats also face backwards? But then comfort never did feature high on the list of priorities when the initial batch of these tough little planes was first ordered back in the late 60s to shuttle freight and passengers to the giant American carriers. Rather more important was the ability to land on a



Filipino crewman Allan Aquino signals to the pilot of a C-2 Greyhound of Fleet Logistics Support Unit 30 (VRC-30) to start up his port engine on the flight deck of the USS John C. Stennis. Picture: Photographer's Mate 3rd Class Jayme Pastoric (USN).

relatively small deck - and believe me, it does look small as you make a final approach - by the time-honoured controlled crash which is an arrested landing; an American invention. To achieve this, the pilot drops a hook from the tail as the aircraft, lined up with the carrier, and all being well, the hook snags one of four arrester cables stretched across the flight deck, bringing plane and passengers from flight to dead stop in just a few yards. It's quite an experience - but only the overture to the return flight. Same routine to begin with - you are led out past the

jet fighters, missiles and bombs which crowd the deck of the Stennis, and up the rear ramp of the COD. You know roughly what's coming - everyone wants to tell the uninitiated about their first cat launch. That's cat as in steam catapult, old technology in naval aviation terms - developed by the Royal Navy - but still a very powerful and effective technique in the 21st Century. Powerful, effective and terrifying. Wings unfolding, the COD trundles out across the deck (you must take that as given, as you can't see out, of course), turns, then halts. The passengers - especially the first-timers - are

already locked into the brace position; arms crossed and gripping the harness for dear life, chin tucked into the chest to avoid whiplash. Those brave enough to raise their eyes for a second see familiar signs: 'Fasten seat belt' and 'No smoking'. Then the aircrew spin their hands in the air and shout "Here we go!", and a third light is illuminated - a stark, blood-red 'CATAPULT'. There is just pause enough for a deep, deep breath as the engines whine up to full power before a thump is felt. A precision-engineered metal bolt anchoring the 24-ton laden plane to the carrier has sheared at a pre-determined pressure, releasing the catapult. Suddenly your brain is trying to escape through the top of your head as the COD is flung along the deck. The procedure lasts no more than a few seconds from stationary to climbing away in free flight, but it's hard to believe; those few seconds seem to last an awfully long time. You are thrown forward in your seat by the acceleration, and goodness knows what goes through your mind as the COD surges forward. Fear? Definitely. Exhilaration? Possibly. With a touch of primeval blind panic thrown in as you succumb to immense forces way beyond your control. The ultimate roller-coaster, as someone had warned us. And then suddenly it is all over, and the COD is climbing smoothly to its cruising height as if it was the most normal thing in the world. And, to be fair, it is perfectly normal on an American carrier - they work the four catapults dozens of times a day, and problems are a rarity. But as our eyeballs sank back into their sockets, and our brains peeled away cartoon-like from the inside of our skulls and plopped down to their accustomed position, the gritted teeth gave way to wry smiles as we exhaled those deep, deep breaths and compared notes. Wild ride. Another tick in the box in the list of life experiences. Would I like another go? No - call me old-fashioned, but I'm a runway man, myself.



At Your Leisure

NOTT'S PROBLEM

If he is remembered at all, John Nott will be remembered for walking out of an interview with Robin Day. Most people today probably don't even remember was the interview was about.

The former Defence Secretary knows it, too. He opens his memoir - neatly timed to mark the 20th anniversary of the Falklands war - **Here Today, Gone Tomorrow** (Politico's £20) with a précis of it and says it produced a mailbag of some 850 letters, whose "overwhelming view was that it was high time that Robin Day and all those other interviewers were given their comeuppance".

And he concludes by reflecting on "the irony of the fact that I shall be remembered only for a media event - when I was always uninterested, almost uniquely unskilled for a senior politician, and rather contemptible of the whole media charade."

Which was, perhaps, his particular problem. He was not good at presentation for the general public - and when he arrived at the Ministry of Defence in January 1981 he was viewed with "grave suspicion" by the military, too.

As he says, he does look rather like an accountant - or what people might imagine an accountant to look like. And he was caricatured in the press, through his production of a Defence Review that was seen to impose a particularly heavy burden on the Navy, "as a sort of hatchet man, a Treasury stool pigeon".

He insists that he never saw his role as purely that of controlling the money, though. The central point of his book - about which he says he could easily fill a whole book of its own - is his determination to transfer resources away from ships, tanks and aircraft into



● Nott's Navy cuts - as seen by Tugg Willson's 'Jack'

weapon systems and ammunition in general, and Trident missiles in particular.

"Lying at the heart of the Defence Review was the appalling fact that, at that time, our forces on the Central Front had less than one week of ammunition stocks with which to resist a high-intensity assault by conventional forces over the German plain... In the Falklands campaign, a very minor skirmish compared to what we would have seen on the outbreak of a Third World War, we actually consumed almost the whole of our missile stocks.

"The shortage of ammunition stocks to meet a high-intensity conflict was a disgrace, partly brought about by cheese-paring at the margins each time the Ministry of Defence was asked to reduce expenditure."

In these circumstances, Nott was highly dubious over the chances of holding back a concerted attack by the Warsaw Pact - at least on land, presumably.

"... unless we had been able to interdict successfully the second echelon of their forces - and that was primarily a job for air power - it would have been nearly impossible, in my view, to stop them reaching the Channel ports, such as their conventional superiority over NATO in tanks and men.

"Would we have released battlefield nuclear weapons? Who can say? We certainly did so in our exercises, and fortunately the Russians were aware of our intentions..."

The problem was how to stop nuclear escalation from battlefield to tactical to strategic nuclear weapons - and since the USA had

no cause to defend Europe if that threatened the destruction of their own cities, the UK's independent nuclear deterrent provided added security for Europe. But by 1982 that deterrent was in need of modernisation.

"Just as I was putting the Defence Review to bed, the new Reagan administration announced that they were abandoning the existing Trident I infrastructure and going to Trident II. This presented us with a serious dilemma. We did not wish to be on a different system from that of the United States; it would have meant us keeping production facilities going in the States at huge risk and cost.

Trident II was, however, much more expensive than Trident I - where were we to find the money? An equally dramatic turn of events arose when we discovered that the existing Polaris system, which still had 15 years to run, needed a substantial upgrade costing something like £300 million if it was to remain credible to the Soviets.

"This was also hugely expensive at just the wrong time. Fortunately, by reshuffling cash flow we were able to fit Trident II into the programme and also upgrade Polaris. It was one of the trickiest decisions that we were called upon to make in my time at Defence.

"I think that Trident makes our country safe and independent for at least the next 20 years. It is only part of our defensive structure, but it remains the ultimate guarantee of our freedom"

The Naval Staff asked for the

cost to be spread equally over the three Services - and when Nott rejected this request it became another source of Naval grievance.

"I did so for several reasons. First, the Royal Navy was responsible for the operations and running costs of Polaris, the existing deterrent. Secondly, as a pure question of financial control and responsibility, it had to be part of a single budget.

"We could not have the Royal Navy running Trident - and then the Army and the Air Force carrying about the management and the cost.

"Thirdly, the nuclear deterrent had always been a single-Service responsibility - the Air Force being in control of the early air-launched deterrent. And finally, as Trident was the United Kingdom's most valuable defence resource, I wanted the high quality and management dedication of the Royal Navy to continue."

At even this short distance, Nott's preoccupation with the threat posed by the former Soviet Union - which the Navy fully shared - seems almost surreal.

But it was real enough at the time - and though times have changed to produce a threat that is all the more chilling for appearing to be much less containable, his standpoint is deserving of consideration.

As is the way with the memoirs of politicians - especially "maverick" ones - Nott's account is inevitably self-justifying. But it is not altogether self-serving.

It is an amusing and often self-critical read - he may look like an accountant, but he doesn't write like one.



● Nott and the Trident question - as seen by Garland of the Daily Telegraph

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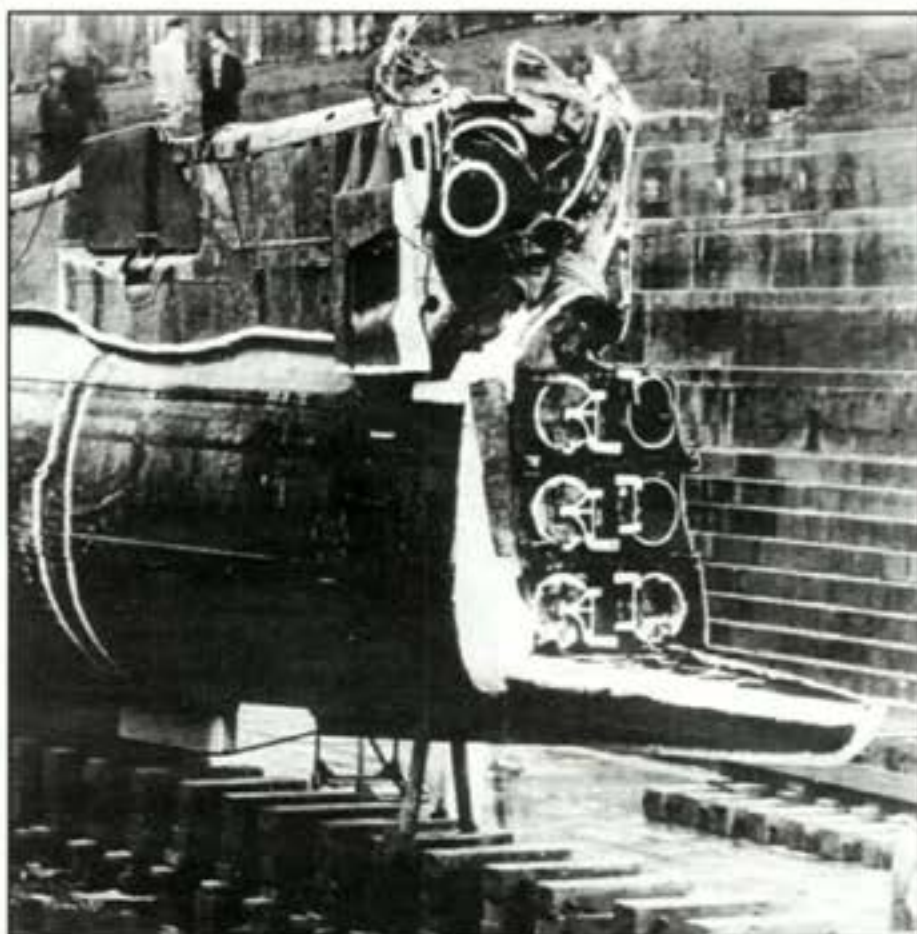
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Lucky strike

On December 26 1939 HMS Triumph was on patrol in the North Sea when she struck a mine. This blew away some 18ft of the bow - but fortunately did not set off any of the eight torpedoes that were loaded and ready to fire. The layout of the tubes can clearly be seen, with six tubes reloadable from inside the pressurised hull and a further two external tubes above.

- From *100 Years of Royal Navy Submarines* by Jeremy Flack (Airlife £19.99)



Sluys 1340

War at sea, 1340. This depiction of the Battle of Sluys comes from a late 15th century illuminated edition of Froissart's *Chronicle* and although the men-at-arms wear armour in a style of a later period it conveys many essentials of the action:

- The advantage of shooting from above enjoyed by men in the fighting tops.

- The threat of drowning for those who lost their footing leaping from ship to ship.

- The incredibly crowded quarters with no room for retreat or escape.

A critical aspect of the battle not adequately shown, however, is the all-important fight for fire superiority between low-born English longbowmen and French and Genoese crossbowmen that went far to determine the outcome.

The sources for Sluys are vague about the movements of the English fleet of Edward III. All we know for sure is that the two fleets sighted one another late in the afternoon of June 23 and that the English somehow managed to work their way around the French during the night to attack from the north-east at dawn.

In this they were aided by the nearness of the summer solstice which allowed them to navigate by twilight throughout the evening.

That advantage aside, King Edward's fleet was very much a mixed bag and



it is unlikely that all of his ships proceeded by the same route or arrived at the same time.

What is clear is that the core of his war fleet attacked at dawn with the sun dead behind them.

A last minute change of course was needed to extract full advantage from the sun's blinding rays. Edward, suitably advised, gave the appropriate orders – and the rest, as they say, is history.

For the French misinterpreted the manoeuvre, believing the English were withdrawing. They sounded

their horns to signal the attack and were apparently in some disarray when Edward struck.

The ensuing battle resembled a siege, with the ships' castles and bulwarks substituting for siege towers and crenellated walls.

By the end of it, the French had lost 190 ships and 16-18,000 men – and the invasion threat was eliminated while English armies were able to move to and from France more or less unimpeded.

The story of how the English and other European navies came to dominate

the sea and thus become the first "world powers" is told in the sumptuously illustrated *Galleons and Galleys* (Cassell £25) by John F. Guilmartin Jr.

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Hell ships of the high seas

IN WORLD War II at sea all sides stand accused of lapses of conduct which had appalling consequences for their hapless victims.

In *Waves of Hate* (Pen & Sword Books, £19.95) Tony Bridgland includes the controversial second patrol of the submarine HMS *Torbay* (her second-in-command Paul Chapman's account was published as *Submarine Torbay*, by Robert Hale in 1989).

But he devotes nearly a quarter of his book to the Japanese "hell ships" *Rayuko*, *Kachidoki* and *Libon Maru*.

These – among many others – are incidentally the subject of *Ships from Hell* (Sutton £20), in which Raymond Lamont-Brown concentrates exclusively on Japanese war crimes on the high seas.

Both these books make compelling, if uneasy reading. More than 140,000 Caucasian POWs fell to the Japanese. Many were shipped for slave labour to the main islands of Japan, crammed in airless holds and stricken with disease.

Countless Allied troops and

civilians died in these conditions at sea, while 2,000 of their number were used as human guinea pigs for biological experiments.

Sick, starved, suffocated, tortured, massacred when they became a nuisance or killed when the unmarked transports were bombed by the Allies, the prisoners experienced unbelievable horrors.

Of the 2,218 prisoner-slaves who sailed as a half-suffocated cargo from Singapore in the *Rakuyo Maru* and *Kachidoki Maru*, only 758 survived.

Of those who survived the sinking of the *Libon Maru*, many more died of disease during the first winter of captivity in Japan. It is impossible to know exactly how many lost their lives in the East China Sea or on land subsequently as the Japanese kept no records.

Many of the men responsible for these war crimes were never prosecuted and were integrated into Japanese society after the war.

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ScreenScene – by Bob Baker

All the President's men dragged out his war story

His reputation has taken some knocks in the years since his assassination, but in his own time the personality, if not the administration, of President John F. Kennedy was unassailable.

Part of the Kennedy appeal lay in his status as wounded war hero and it was only a matter of time before Hollywood and the White House jointly concluded that a movie based on that part of his life might be mutually advantageous.

The result was *PT 109*, an ill-fated production as it turned out, still available on video and worth a look for its curiosity value.

Li Kennedy was skipper of the flimsy PT boat for which the film was named. During a night action it was sliced in two by a Japanese destroyer; the survivors were able to swim ashore on the nearest island where they lay low for several days, living on a diet of green coconuts, then re-locating to a neighbouring atoll to avoid Japanese patrol boats.

Eventually Kennedy managed to get a message (carved on a coconut) to an Australian coastguard,

who arranged the men's final rescue.

The anecdote takes 140 sometimes tedious minutes to relate, and while the leadership and resourcefulness displayed by Kennedy are admirable qualities in life, on the screen such uncomplicated, unrelieved splendour does come to seem a little lacking in human interest.

Still, the picture always looks good, the action scenes are well staged in a bloodless, *Boys Own Paper* sort of way, and Cliff Robertson (hand-picked by the President to play his younger self) underplays the heroics as tactfully as any actor could under the circumstances.

It was a troubled production, with one director resigning halfway through, apparently because of excessive supervision by politicians and studio heads alike, and a series of delays caused by illness and wild weather (location shooting took place off the Florida Keys).

The film was released in July 1963: the critics yawned, the public mostly stayed away. In November the President arrived in Dallas, and a page of history turned.

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Royal Naval Association

Profitable year for Hereford branch

REPORTING at the Hereford branch annual general meeting, S/M Ken Matthews, treasurer, said it had been the most profitable year ever.

Fund-raising by members raised sufficient cash to enable donations of £1,000 each to be made to the Central Charities and Pembroke House, with smaller donations to Naval charities.

Chairman S/M Nigel Trigg, who was re-elected, congratulated members for this effort and their work on behalf of the branch resulting in much publicity in the local press.

There was praise for branch president S/M Roy Wood for his support and as national council member for No 7 Area.

Roy, now retired, was honoured with the award of life membership.

Vice chairman S/M Bill Sabel was voted Shipmate of the Year, and it was announced that S/M Shirley Dutton was to be Vice President.

S/M Margaret Trigg, the branch Public Relations Officer, was declared Associated Shipmate of the Year, and there was a certificate of appreciation for S/M Betty Sabel.

Members gear up for Perth gathering

Busy programme for delegates and partners

IT'S FULL ahead for Scotland and the RNA's annual national conference, to be held in the City Hall, Perth, on Saturday June 22. The weekend programme for the visitors kicks off on Friday evening with an informal social in the City Hall.

A basket supper - chips with everything - will be available, if pre-ordered, at £4 a head.

Wives and sweethearts not attending conference will not be lost for things to do on Saturday.

Depending on bookings, they will have a choice of three coach trips, to Edinburgh, Stirling or through scenic Perthshire, at £4.50 a head.

Once conference ends and the day's business is done, delegates, wives and guests can dance the night away in the City Hall, to the superb beat of the Royal Marines dance band.

A basket supper will be avail-

able. Tickets for the dance are £6.50 a head.

On Sunday morning, shipmates will muster at 1015 at Thimblerow car park, Old High Street, and - led by the Royal Marines band - parade to St John's Kirk for a church service.

After the service, at which the standard of Grantown-on-Spey will be dedicated and that of Perth branch rededicated, there will be a short march-past, with the salute to be taken by Perth Provost and Flag Officer.

Hectic times for Clacton

MEMBERS of Clacton-on-Sea branch have been kept fully occupied recently, with a quiz night proving popular - particular for the winners, the Roosey Twitts.

Two minibuses were needed to transport members to a concert by the Royal Marine Band at the Royal Hospital School, Holbrook.

The branch was very proud when secretary S/M Jan King was presented with the Roger Fitton Trophy for her work in organising the 2001 conference at Clacton, as well as her efforts for the RNA.

Another terrific effort rewarded was that by S/M Peter Piper, who received a Royal British Legion medal for his fund-raising for Poppy Day - last year Peter gathered £1,408, and £1,368 the year before.

Mighty efforts

THE name of the hard-working Public Relations Officer of the Gloucester branch who has now retired is George Austin. George's successor is Wendy McKinnon, who can be contacted on 01453 547495.



Shipmate Syd Martin receives a gold medal from the Lord Lieutenant of Cambridgeshire, James Crowden, who is patron of the Peterborough and District RNA.

Gold medal for Syd

A STALWART member of the Peterborough and District branch has been rewarded for his outstanding service to the Royal British Legion.

S/M Syd Martin was presented with a gold medal by the Patron of the branch, James Crowden, the Lord Lieutenant of Cambridgeshire.

Syd has been the branch Parade Marshall at Remembrance Parades and Services for the past 20

years.

The branch has also announced the death of S/M John Steel, a Chatham rating who joined the Royal Navy in August 1944 until February 1946.

John was a leading canteen assistant (Naval Canteen Service), serving in the Far East, and receiving the Burma Star and war medals.

John died on February 13.

George dies aged 101

SHIPMATE George Tucker, the Association's Grand Old Man of the Sea, crossed the bar on February 28, just two months short of another notable birthday.

He would have celebrated his 102nd birthday on April 28, and he may have considered this as bad timing, as he enjoyed company and believed firmly in a tot at noon each day - sometimes two, or more.

Never one to boast about his Naval service, he served in ships such as the battlecruiser Hood,

whose names echo over the years.

Other vessels in which he served included the battleship HMS Queen Elizabeth, the cruiser HMS Suffolk, the light cruisers HMS Dispatch and HMS Calcutta, and the V-class destroyer Vanuck.

He had good memories of them all, especially the Ramillies, which he described as 'a peach of a ship.'

George joined the Navy in 1915, retiring in 1945 as a Chief ERA.

Self-sufficient and independent, he enjoyed life, and cared for him-

self for many years after the death of his wife. He had no children.

Admitted to hospital about a month before he died, he must be the only NHS patient to have the following on his hospital notes: "George is to have rum at noon every day."

He left hospital to be admitted to a nursing home, where he died ten days later.

Highly-regarded by his fellow shipmates of the Grantham branch, and all who knew him, he is survived by his brother and nephew.

Sods Opera proves a super show

SHIPMATES from all points of the compass enjoyed a superb Sods Opera produced by York branch and stage-managed by secretary S/M Mick Farrington.

Considered their best ever, it boasted some thrilling vocal numbers by the 'prima donnas' of the WRNS Association and a surprise 'act' by some real-life Royals, provided by Maj Nick Holloway, of the Royal Marines Division at Leconfield.

Members now look forward to their Jubilee party, and to a coach trip to Chatham for a naval weekend.

Hearts a-beating at club dance

TO MUSIC from the Frank Cleveland Orchestra, with local vocalist Martin Wharrie, a Valentine's dance organised by Driffield branch set hearts a-beating and thoughts turning to love.

Held in the town's New Rink, the occasion was enjoyed by the Mayor and Mayoress, members of Bridlington, Leconfield, Beverley and Hull, and friends from the Royal Air Force.

It proved such a success that the orchestra has already been booked for next year's dance.

Punjabi survivor is special guest

AT THE Enfield branch annual dinner, enjoyed by 90 members and wives, the guest of honour was S/M David Braybrook, a survivor of HMS Punjabi.

Adopted by Enfield during Warsip Week, the Punjabi was lost in May 1942 after colliding with HMS King George V.

This year therefore marks the 60th anniversary of the ship's loss.

Vice President S/M Cyril Phillips, was voted Mesmate of the Year at the dinner, and S/M Rita Meader was Associate of the Year.

Dinner dance is big success

NORTH Manchester branch enjoyed a superb dinner dance with more than 100 shipmates, partners and friends attending.

At the branch AGM, S/M Jack Woods was elected chairman in succession to S/M Frank Hamer, who remains as vice chairman.

Now thoughts turn to preparations for the St George's night concert at the club.

HMS Aubrietia

A REPORT submitted to Navy News on the celebrations of the 60th anniversary of the links between Horsforth in Yorkshire and HMS Aubrietia contained errors, including misspelling the name of Cdr Mick Grubb.

A full report on the links between the ship and Horsforth will appear on the Navy News website shortly.

'A compelling, sometimes terrifying account of a ship in action' - Sunday Mercury

'It should be recommended reading for all mariners' - Serving Royal Navy rating

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Naval Quirks

WHEN ADMIRAL BEATTY RETURNED TO HIS CABIN AFTER THE BATTLE OF JUTLAND...



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YOU DON'T SEEM IMPRESSED. I'M NOT-



...28 BATTLESHIPS HERR ADMIRAL...WE APPEAR TO HAVE RUN INTO THE ENTIRE BRITISH GRAND FLEET!



- I'M SURE SHE WASN'T THE ONLY ONE HAVING KITTENS THAT DAY...



Standards will be high at the big showdown

The highest honour a branch standard bearer can achieve is to be selected to carry the national standard of the Royal Naval Association.

The occasion can vary from the splendour of the Festival of Remembrance in the Royal Albert Hall to an RNA church service and parade – and this year includes ceremonials associated with the Queen's Golden Jubilee.

To scale such heights, the standard bearer needs to be fit and agile. He or she must boast impeccable standards of drill and knowledge of ceremonial.

And the eventual winner must prove this in Area contests, before going on to the national standard bearer's competition, which is held every two years.

This testing event, which is well worth attending, will take place at HMS Temeraire in Portsmouth, on

Saturday May 11, starting at 1400.

Hosted for the first time by No 3 Area, the Southern Flotilla, it will be masterminded by the area ceremonial officer, S/M Fred Flood.

One of the competitors at Temeraire will be S/M Tony Avery of Brighton and Hove branch, the current title-holder, and the buzz is that the competition will be stiff, with the finalists of the area events having already beaten 20 to 30 rivals each.

If S/M Avery succeeds, he will be the first person to win four consecutive national titles.

But also in the running is his deputy, S/M Ron Brown, who was runner-up in the 2000 contest, and the third-placed bearer, S/M Joy Haskins. But, like the Grand National, there is no sure bet.

The only certainty on May 11 is that the trophy will be presented to the winners by the Association's President, Rear Admiral John McAnally, at a social evening in HMS Nelson.

May the best standard bearer win.



● S/M Joy Haskins, who came third in the 2000 competition.

Mel is honoured at AGM

THERE was a good turnout for the annual general meeting of the CARDIFF branch, at which welfare officer S/M Mel Howden was voted Shipmate of the Year for his sterling work.

A social held at Rumney Conservative Club was enjoyed by all.

The branch meets on the second Monday at Ashgrove Hotel, Newport Road, Cardiff, and extends a warm welcome to RN/RM/WRNS living in the area.

Service marks ship's loss

TO MARK the 20th anniversary of the loss of HMS Coventry in the Falklands Conflict, a service of remembrance will be held in Holy Trinity church in COVENTRY city centre at 11.15 on Sunday May 12.

It will be part of the normal service, but with standards on display.

A short account of the gallant ship's last action will be read, with the names of those who lost their lives, followed by the Last Post and one minute's silence.

Shipmates in the area are invited to attend.



● Atherton branch president Bernard Leaver (left) presents a crystal glass decanter set to Frank Wilson and his wife Doreen.

Frank says adios

ATHERTON branch has bid adios to S/M Frank Wilson and his wife Doreen, who have retired to live in Spain.

At a presentation held in the Rope and Anchor in Atherton, branch president Bernard Leaver handed Frank a crystal glass decanter set on behalf of the branch.

Frank, who was a founder member of the branch 19 years ago, has held various posts over the years, including those of Treasurer and standard bearer.

In 1996 he was awarded life membership of the RNA in honour of his valued services.

A former member of the Engineering Branch of the Royal Navy, Frank saw service in the Far

East, Borneo and the Mediterranean on board HM ships Loch Killisport, Eastbourne and Hardy.

He also served on board the submarine HMS Andrew.

A former marathon runner, he has completed almost 30 races, including five London marathons, five North-West marathons and the Espana marathon in Benidorm.

Prior to taking early retirement he worked for Northern Aviation Services at Manchester Airport.

The Atherton branch of the RNA, which formerly met at the Atherton Sailors and Soldiers Club, now meets on the second Thursday of each month at the Greenfields Private Members Club, Wigan Road, Westhoughton.

£50 PRIZE PUZZLE



The mystery ship in the February edition was patrol boat HMS Sandpiper.

The winner of the £50 prize for identifying her was Mr R. Strickland, of Plymouth.

This month's mystery ship has mythological connections. What is her name?

The correct answer wins another £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3YH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is May 14, 2002. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our June edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 86

Name

Address

My answer

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MEM Cooke passes a rescued "baby" over to LWRN DSA Sally Donnelly at the Distex site at FOST Plymouth. The ship's company of HMS Ark Royal are being put through their paces to make sure they are ready to deal with civilian disasters around the world.

Picture: PO Phot Dave Coombe

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NoticeBoard

THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the April headlines of past decades...



● HMS Jaguar celebrated Navy Days in Ethiopia in 1972.

40 years ago

A photo of a ship model appears on the front page of the April 1962 edition. The vessel? The new assault ship under construction by Harland and Wolff. With a helicopter platform and tailgate to allow flooding for landing craft, Fearless takes shape as the future for the Royal Navy.

30 years ago

The Red Sea saw an unusual gathering of guided missile destroyers from the USA and Russia, a French frigate and minesweeper, Sudanese and Ethiopian vessels and the anti-aircraft frigate HMS Jaguar from the UK. This mixed fleet gathered at Massawa to celebrate Ethiopia's annual Navy Days with Emperor Haile Selassie.

20 years ago

Finally, the two branches of Naval nursing personnel were brought together into a unified service, allowing men to enter the QARNNS (Queen Alexandra Royal Naval Nursing Service). As part of the change, the title Sister was lost to become the gender-free Nursing Officer.

Appointments

Lt Cdr J.A. Lawler to 801 Squadron as CO on 15 Jan 02 and granted higher rank of Acting Cdr.

Lt Cdr C.P. Smith to HMS Pembroke as CO on 16 Jul 02.

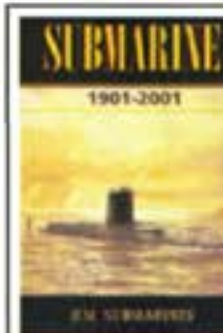
Lt Cdr C.D. Thomson to Naval Party 1016 as CO on 14

May 02.

Lt B.R. Dickens to HMS Raider as CO on 26 Feb 02.

Cdr J.J.F. Blunden to HMS Newcastle as CO on 10 May 02.

Brig J.B. Dutton to Headquarters 3 Commando



Last year saw the Royal Navy's submarine centenary and to celebrate that milestone, WARSHIPS IFR has published a special edition (£8.50 + P&P). The 52 page A4 book is packed with 101 superb images of British submarines, from the early Holland Class boats to nuclear-powered vessels of today and tomorrow. Specially commissioned articles tell the full story of RN submarines in action from 1901 to 2001. For further details about this exciting publication contact us via the WARSHIPS IFR web site or at the address below.

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Promotions to Lieutenant Commander and Major RM

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Richardson; Lt P. Richardson; Lt M. Roberts; A/Lt Cdr S.A. Seward; Lt R.P. Skidmore; A/Lt Cdr N.R. Stoccombe; Lt M.D. Smith; Lt A.B.D. Smith; Lt G. Soar; Lt S.N. Sparkes; Lt R.L. Suckling; Lt R.M.J. Sutton; Lt J.S. Wallis; Lt S.J. Windebank.

Engineering Branch
Lt J.J. Bailey; Lt S.J. Ball; Lt S.W. Bonn; Lt K.T. Bradshaw; Lt T.E. Cheshire; Lt M.J. Cooke; Lt A.G. Craib; Lt J.M. Daly; Lt D.J.M. Doull; Lt S. Dunningham; Lt S. Elliott; Lt J.D.J. Gutteridge; Lt C.G. Harwood; Lt P.A. Holden; Lt J.M. Ireland; Lt D.L. Jones; Lt

S.P. Keeley; A/Lt Cdr S.N. Lees; Lt S.L. Malkin; Lt L.C. Mason; Lt D.S. McCabe; Lt S.J. McCarthy; Lt M.P. McLachlan; Lt C.P. Moores; Lt D. Patterson; Lt T.E. Price; Lt N.I. Radbourne; Lt J.C. Reed; Lt S.L. Shaughnessy; Lt M.M. Solly; Lt K.J.M. Stephenson; Lt N.R. Taylor; A/Lt Cdr A.L. Thomas; Lt M.J. Walker; Lt R.F. Warr; Lt N. Weaver; Lt B.C. Wells; Lt M.R.W. Wrenn; Lt A.W. Wyld.

Supply Branch
Lt A.S. Arnold; Lt S.M. Barratt; Lt J.W. Bower; Lt P.R. Darlow; A/Lt Cdr J.R. Dear; Lt E.L. Hall; Lt

M.N. Hanson; Lt R.P. Harris; Lt N.L.W. Hart; Lt D.J.H. Malins; Lt R.J. Scandling.

Royal Marines
Capt P. Best; A/Maj P.J. Bourne; A/Maj T.H. Goodridge; A/Maj S.F. Smith; Capt P.J. Underwood

Female non-specialist
Lt J.A. Mayell

Medical Services
Lt T.H.C. Bradford; A/Lt Cdr I.M. Dell; Lt N. Wagstaff; Lt A.P. Walton.

QARNNS
Lt V.S. Ferguson.

Deaths

Sergeant Paul Andrew 'Curly' Owens, 45 Co RM, February 2.
CPO Leslie Orr, HFA Sri Gajahat, served since 1978. Aged 47, March 1.
MA1 Matthew T. Clarke, HMS Drake, March 5.
Lt David W. Christie, HMS Dryad, March 14.

Rear Admiral Terence Ridley, specialised in marine engineering at Dartmouth. Ships include Exeter, Fire Drake, Indefatigable, An Royal, worked on Seaslug anti-aircraft guided missile at RAE, Farnborough then managed naval weapons engineering branch. Deputy leader of Dreadnought Project Team. In 1962, commanded the engineering college at Manston in Plymouth. As Rear Admiral became Port Admiral, Rosyth, in 1966. Retired 1972. Aged 86, December 25.

Sir Arthur Hetherington DSC, in 1941, joined RNVR to serve in the Fleet Air Arm. Flew from armed merchant cruisers and auxiliary aircraft carriers serving in the Indian Ocean and on Arctic convoys. Left service as Lt Cdr in 1945. In civilian life, largely responsible for reorganisation of British gas industry and chairman, British Gas Corporation. Aged 90, February 18.

Lt Cdr Sir Ian Clark Hutchinson, joined RN as a cadet in 1916, later as a Lt specialised in naval technology of torpedoes, retired in 1931. Recalled in 1939 to the Naval Ordnance Inspection Department. Conservative MP for Edinburgh West, 1941-59. Aged 99, February 2.

Freddie Bourne, served in Motor Torpedo Boats (MTBs) with Coastal Forces during WWII. Commanded MTB 344 in 17 raids of France and Channel Islands, including on Casquets lighthouse. Operation Aqueduct in the Baie de la Seine near Cherbourg, and the raid on a German patrol at Sark that resulted in Hitler's order to ex-

ecute all commandos. Also served in RNVR at Hornet, Flotilla 11 at Felixstowe. Aged 82.

Henry Swain, served from 1943, in convoys to Murmansk. Architect and writer of Return to Murmansk. Aged 77, January 7.

William Kirby, Algierines Association. Served in Rowena. January 15.

Charles W Dean, Algierines Association. Served in Miron, January 16.

Cecil W Farley, Algierines Association. Served in Mary Rose. January 25.

John Harrison, Algierines Association. Served in Antares, January 26.

Jack Bolton, Algierines Association. Served in Serene.

Stanley V. Allen Kgot, served in WWII on HMS Windsor during Dunkirk evacuation, also North and South Atlantic Convoys. Commissioned in 1943, joined Combined Services and commanded Major Task Landing Craft. Left RN in 1946. Aged 82.

Donald Groom, ex Leading Airman Pilot's Mate. Served 1954-61. Essex Fleet Air Arm Association, founder member. February 3.

Roy 'Chick' Marley, ex Fleet Air Arm Apprentice. Served 1940-54, including secondment to RAN and served in HMAS Sydney in Korea. Aged 76.

Roy Butcher, ex Fleet Chief Aircraft Mechanician. Angus branch. Fleet Air Arm Association. Served 1947-74. Ships include An Royal, Centaur, Albatross, Hermes, Air stations, Gannet, Sea Hawk, Nuthatch and Condor.

Lt Cdr Albert Samuel Lynch, served 27 years, service includes Irregulars, Iron Duke, Norfolk, Newcastle, Jamaica-Russia convoys, Hagaz, Edwards, Navigation School, Survey ship, Upper Yardmaster's College, HMS Hawke, Westcot, Daedalus, Tamar (Kowloon), Barrage, Pembroke Dock Diving Team. Aged 79, January 29.

Harold George Bridge, ex CPO Stoker. Ships include Cardiff, Republic, Renown, Kent and others. Self taught hairdresser and mandolin player on all his ships. Aged 97.

Edward Ring, ex AD Patrol Service. Served on Duffer, Ben, Lucy and BYMS between 1940-45. February 13.

Timothy Frank Downey, ex Leading Stoker. Served 1941-46, Reserve 1946-53. Ships include: Grey Seal, Britant, Paladin. December 20.

Charles 'Chas' Hipkin, ex AMI Raleigh Division. Served 1944-68. Ships include Eagle and Hermes. Aged 74.

Lt Harry Howling, HMS Cheviot Association, Loch Fada Association. February.

Ron 'Chick' Fowle, ex CPO/SM. Served 1947-70. Ships include: Broadford, Birmingham, Dieppe, Cygnet, Thelwell, Bermuda, Maralinga, Bulwark. Aged 71, December 18.

Edwin 'Ted' Savings, ex CPO Coxswain, Middlesex Submariners Association, founder and oldest member. Served in submarines P555, Neptune, Starfish, Osly, Porpoise. Regent, USS. Aged 96, February 13.

Guy 'Gus' Gardner, TS Antheus and Ganges, Victory Parade Tokyo 1945. Many ships including 8 years in submarines as torpedo instructor. Aged 73, January 22.

James Barwick, HMS Cheviot Association. February 11.

Eric Cheney, served in Arctic convoys and motor torpedo boats. Renowned motorcycle designer. Aged 77.

Lt Cdr Thomas Hand, CO of Bryony 1942-45, also Tintagel Castle, NO of Camilla. Served in Russian convoys, Atlantic convoys, supported on Pedestal, and in the Mediterranean shepherding convoys. Aged 86, February 6.

Ian 'Nipper' Raymond William Brookes, ex CPO Coxswain. Served 1948-72. Ships include: St Vincent, Wharrier, Montclair, Dryad, Diadem, Cayton, Victory, Dolphin, Constan, Dunstun, Bellefleur, Loch Fyne, Royal Arthur, Blackwood, Keppel, Loewenst. Terror. Aged 69, March 1.

John Moran, ex AB. Served in Lofroy, 1941-43. February 9.

Allan Peter 'Doc' Finlay, ex LMEM. Served 1977-85. Ships include: Juno, Alarby, Plymouth. Aged 41, February 1.

Joe Valerio, ex CPO Curt EL. Served 1950-72. Ships include: Hornet, Newfoundland, Fort, Diana, Newfoundland Association. Aged 69, February 5.

Reginald Thomas 'Tug' Wilson, joined RN at age 17. Ships include: Heo, Foresight, Hart, Handy, Aberdare, Troop ship Somersethire, Tulcan, Tyne, Danias, Mastodon and excellent also served in Malta, Singapore and with The Palestine Police.

Jan Kujanowicz 'John Kay', Polish seaman, served in ORP Grom, ORP Flamingo. Wounded survivor Norway, Russian convoys, sinking of Blenheim, D Day invasion of Europe, 10th Destroyer Flotilla Association.

Ron Maynard, served in Ashanti Norwegian campaign, Russian convoys, North Africa, Mediterranean convoys, D Day invasion of Europe, HM Tribal Association.

Cdr Cyril Bagguley, HMS Belfast Association. Served in ship as Gunner Lieutenant 1953-61. February 23.

Stanley Saunders, ex Petty Officer. Served 1939-48. Served on Orion at the battle of Matapan and the battle of Crete. Ships include: Fenice, Prezemel, Octavia, Blythe. Aged 78, March 7.

Andy Morris, E/X. Fast Minelayers Association, Northern section. Survivor of the sinking of HMS Laxton. Aged 85.

Norman Sykes, Yorkshire, West Riding branch, Russian Convoy Club, White Ensign Association. Ships include: Forester and Cotton. Aged 78, March 2.

George Bartlett, ex Leading Sig.

Submarines include: Tabard, Excalibur, Trelawny, Anchorite and Andrew. Later rose to WO HAAP. Submariners Association, Australia. Aged 63, March 4.

G. Lilley, ex CPO TASI, HMS Cosack 1945-47 and 1950-53, and Constance, Cosack, Ganges, 8th Destroyer and Ton Class Association, Also Sea Cadets, Ipswich.

T. Hoy, ex AB RPO, HMS Brissenden Association.

E. Farmer, ex AB. HMS Brissenden Association.

C.F. Weekes, ex PO. HMS Brissenden Association.

Terry 'Terence' Rowland, ex L/C, served 1969-83. Last posting CHOSC HMS Flern. Aged 46.

Peter Clegg, HMS Conus Conrades. February 9.

Dennis Brownhill, HMS Conus Conrades. Aged 75, December 10.

Lt Cdr Gilbert H. Sprackling, served 1926-55. Served in Renown, Courageous, Blanche and Resource, the latter two during the Abyssinian War, Palestine Crisis and Spanish Civil War, awarded MDS/Palestine Medal. Also Furious and Formidable, where mentioned in Despatches, followed by Tyne, given MBE. First ship, Whitford. Aged 90.

Harold Smith, ex Stoker. Ships: Drake, Victory and Formidable. February.

Norman Hartford, ex POMEE. Served 1950-67. Last ship ML2840. Aged 71, February 13.

Lt Harold Alfred Clark (Elect), Greenwich school boy from 1929 to St Vincent, then Vernon. Ships include: Formidable, Saints, Vivacious, Concord, Boser and Birmingham. Part of Coronation Procession 1953, January 8.

Simon Price, served from age of 16 to September 2001, left as Petty Officer. One of longest serving members of Portsmouth Command Field Gun Crew, turning 9 times since 1981. Served in Far East, America, the West Indies, the Gulf and the Falklands. Ships include: Rhy, Benwick, Bristol, Inverclyde and Scott. Aged 41, February 17.

ASSOCIATION OF RN OFFICERS

Lt C.W.J. Bedford RNVR. Served: Copa.

Lt W.K. Bethell, served: St Vincent, Pembroke, Penryn, Safeguard and Colingwood.

Lt Cdr H.F. Bond, served: Isis, Penryn, Merlin, Wolfe, President, Tamar, Neptune and Cochrane.

Capt D.E. Bromley-Martin, served: Devonshire, Capetown, Eagle, Badger, Byes, Mercury 11, Sussex, Mercury, Victory and NATO.

Lt R.A. Ellis, served: Hornet and St Christopher.

Cdr R.P. Fitzgerald DSC, served: Glasgow, Dido, Flamingo, Battersea, Juffand, and HM Submarines Thrasher, Varagon and Unrivalled.

Cdr C.D. Hodgkinson, served: Mercury, Melbourne, Ariel, Temor and Colingwood.

Lt Cdr B.C. Hutchinson, served: Warspite, Windsor, Talbot, President, Consort, Eagle, Woodbridge Haven, Madstone and Victory.

Surg Cdr D.B. Jack MB ChB, served: Bakkar, Jamaica, Ocean, Fulmar, Adamant, Sanderling, Lochinvar, and Naval Hospital Chatham.

Lt Cdr R.M. Jackson, served: Belfast, Rodney, Narvic, Butaways, Vanguard, Jupiter, Terror, and Birmingham.

Cdr R.E.D.A. James, served: Warspite, Britannia 11, Queen Elizabeth, Hannibal, President, Devonshire, Victory and Daedalus.

Lt M.A.H. James, served: Vanguard, Vernon, Cores, Osprey and Dolphin.

Second Officer M.C.P. Turner WRNS.

ROYAL NAVAL ASSOCIATION

Jan Vowles, Brentwood, welfare officer.

Eileen Wilson, WRNS, Brentwood.

Edna Carter, WRNS, Brentwood.

Len Corcoran, Brentwood, former chairman.

Stan Bout, ex Seaman Gunner, Gloucester. Served with 17th destroyer squadron on the Murmansk Run.

Barry Shillingford, Stourbridge, associate member. February 2.

C.K. Sleep, ex PO Supply Branch, Frinton and Walton, vice president, life member, standard bearer for 10 years. Served 1939-46 in Korea. Ships include: Anson, Seiffords, and Black Swan. February 5.

C.C. Brown, Wisbech, treasurer. Served in BYMS 195 and Malta minesweepers. December.

John Tugwell, Winton-super-Mare.

Ken Cross, ex RM, Winton-super-Mare.

Ronald Edward Green, Fleet Chief Writer. Enfield, former secretary and stand bearer. Served 1950-79. Served in Chatham, Loch Rulhann, Dolphin, Warrior, Centurion, Ganges and FDF2 Staff. Aged 62, February 28.

George Tucker, ex Chief ERA, Grantham. Served 1915-45. Ships include: Queen Elizabeth, Hood, Suffolk, Dispatch, Ramfies, Calcutta and Varuck. Up to his death, his daily routine included a tot of rum. Aged 101, February 28.

H. Dodsmeads, Taunton, chairman. Ships include: Rodney, Rodney Association. Aged 77, February.

Reginald Marlys, Carrphilly. Aged 82, February 25.

Charles T. Johnson, ex AB. Sidcup. Served 1943-46. Mainly landing craft. Chair Lewisham SCC until for many years. Committee member. Besley and Lewisham SCC. Aged 78, February.

Commissions

Lieutenant Commander RN and Major RM commission transfers effective from 1 May 2002:

TO MEDIUM CAREER COMMISSION

Medical
Surg Lt Cdr S.A. Bland; Surg Lt Cdr A.L. Phipps; Surg Lt Cdr H.D. Sherrington; Surg Lt Cdr D.P. Whitehouse

Dental
Surg Lt Cdr R.J. Leysion

TO FULL TERM COMMISSION

Warfare Branch
Lt Cdr S.J. Darr; Lt Cdr N.R. Griffin; Lt Cdr J.H. Hare; Lt Cdr J.A. Lawler; Lt Cdr J.A. Newell; Lt Cdr M. Reed; Lt Cdr G.A. Richardson; Lt Cdr A.M. Tilton; Lt Cdr B.J.S. Wheaton

Engineering
Lt Cdr J.S. Foster; Lt Cdr K. Hope; Lt Cdr I.R. Lindeman; Lt Cdr M.A. Richardson; Lt Cdr S.J. Taylor; Lt Cdr D.J. Wallace

Supply
Lt Cdr S.W.L. Williams

TO FULL CAREER COMMISSION

Medical
Surg Lt Cdr D.J. Connor; Surg Lt Cdr M.J. Craner; Surg Cdr M.C. Evershed; Surg Lt Cdr G.A. Matthews; Surg Lt Cdr K.M. Flawel; Surg Lt Cdr K.M. Rickard; Surg Lt Cdr J.E. Smith; Surg Lt Cdr C.G. Streets

Dental
Surg Cdr S.E. Howe; Surg Lt Cdr N.R. Turnbull

QARNNS
Lt Cdr S.J. Spencer; Lt Cdr C.M.A. Williams

Swap drafts

LWTR A. Wheldon, Contact: Drake UPO 8375 69051. Draft NP1061 (Bosnia), through draft on completion. Will swap for any Devonport ship, deploying or not.

POWER S. Brett, Contact: SFM Portsmouth, 8380 25499. Draft, Gloucester. Will swap for any Portsmouth Type 23.

SA1 McLaren, Contact and draft: Cumberland until May 2002, deploys June; mobile: 07060 631873. Will swap for any ship deploying or not deploying, any area.

LWTR David Price, Contact: Nelson Waterfront UPO, 9380 26421. Draft: Illustrious, 4 Jun 02 (long left from Oct 02). Will swap for any Portsmouth based ship, deploying or not.

OH Todd, Contact: Drake 68326. Draft: Edinburgh, 20 May 02, as a LCH First Aid trained. Will swap for any Devonport based ship, deploying or not.

WSTD M. Webster, Contact: Illustrious, ext 644. Draft: Abon, Jun 02. Will swap for any Portsmouth based ship.

Ratings seeking to swap drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service - sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on Form C240 to NCO, Centurion Building.

Education



● **RUNNERS UP:** (L-R) Mogan Mikel, Shuctra Ghosh, Laura Milne and Katie Low at the Letts Educational Challenge finals at Cambridge

Second prize for four from the High

Island school stays in tune

RYDE School with Upper Chine on the Isle of Wight is in good voice lately.

The Choir sings regularly in Island churches and has been invited to perform at St Paul's, Salisbury and Winchester Cathedrals.

Last summer the musical 'My Fair Lady' played to full houses in Ryde Theatre.

Ryde is a non-selective co-educational school. The Junior School takes pupils from age 3-11 and the Senior School from 11-18. Most of the 720 pupils live on the Island and attend daily, though around 50 come as weekly or full boarders. These are accommodated in comfortable and spacious surroundings at the Bembridge campus - formerly Bembridge School.

This year the A-level pass rate was 92 per cent, 71 per cent of entries above C grade.

And at GCSE level 97 per cent of entries were grade C or above.

The boys enjoy rugby, athletics, hockey, basketball and cricket and the girls' main sports include hockey, netball, athletics and rounders. Particular success has been seen this year by Jonathan Blackledge, who finished fifth in the UK under 17 cross-country championships.

FOUR pupils from Portsmouth High School's Year 11 came second out of over 800 schools taking part in the final of the Letts Educational Challenge last month.

Mogan Mikel, Shuctra Ghosh, Laura Milne and Katie Low first entered the internet-based competition in early February, having to correctly answer as many questions as possible on certain GCSE subjects in 15 minutes.

Several teams of Year 11 pupils were involved and at the end of the first round the H-team were in the top ten in the south eastern region.

At the end of the next round the school received a phone call to say the H-team's score of 152 correct answers was the best in the region and they

were invited to Cambridge for the final.

Following an early lunch the eight finalist teams met to do battle. It was an exciting and tense afternoon with almost every game being decided by a margin of two or four points.

The High School won their quarter final, then managed to win the semi-final on a tie-break - but were then narrowly beaten in the final by a school from Greater Manchester. Each of the girls received £50 worth of vouchers and a souvenir T-shirt - and £750 for the school.

Kingswood School

Lansdown, Bath, BA1 5RG

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e-mail: registrar@kingswood.bath.sch.uk www.kingswood.bath.sch.uk

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Peg Hulse, Headteacher



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Financial assistance available in the senior school.



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- * Thriving Nursery, Pre-prep and Junior Department
- * Good teacher:pupil ratio
- * Strong music, sport and drama

For a prospectus or an appointment to see the school, please contact the Headmaster, Dr N J England

Ryde School with Upper Chine, Queen's Road, Ryde, Isle of Wight, PO33 3BE. Tel: (01983) 562229 Fax: (01983) 564714

Email: school.office@rydeschool.org.uk

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Education

Mayville Chinese Day for cancer care

MAYVILLE High School prides itself on the theme days it holds to raise money for local and national charities. The Pre-Prep and Junior School will hold a dedicated Chinese Day in aid of Breast Cancer Care. Past pupil Penny Guffick will walk the Great Wall of China for the charity.

Mayville decided to support Penny by holding a multi day where all pupils may wear either traditional Chinese clothing or bring in something Chinese.

It is a tradition at Mayville to celebrate and embrace other cultures. The pupils learn from textbooks and also first hand from

our many students of different cultural backgrounds.

Mayville is unique in its small family atmosphere, where each person is treated as an individual with their own special contribution to the life of the School.

The girls and boys are of different academic abilities, sporting aptitudes and creative flair, but they come together to make the vibrant, caring community that is the secret of the School's success.

Success comes in many forms and not just academic. The School came first in the National St John's Ambulance competition this year. We now have our own dedicated

after-school club for those who wish to participate.

The Senior Girls won a national story-writing competition run by the Lion King and Puffin Book Club to write a class story describing a day in the life of a pride of lions in the African savannah. The prize will be a trip to the Lyceum Theatre to see the Lion King musical and a once in a lifetime experience of a backstage tour.

Mayville's Dyslexia Unit is recognised for its excellence, and the School has a programme for gifted children. The School is a member of the BDA and was awarded an upgrade of the Unit by

CreStEd to join only 30 schools in the UK with DU status.

There is not a pass/fail entry into Mayville, but we do seek to maintain balance within a class so that children of all abilities are able to succeed. The School accommodates 350 boys and girls from 2 to 16 years of age.

Mayville is proud of its links with the Royal Navy and Royal Marines. Situated close to Portsmouth's own Naval Base, our School is open from 8am to 6pm 50 weeks of the year. This provides before school and after-school cover. Holiday activities encompass drama, science, sport and art.



● Cadets from Wellington School visit HMS Ark Royal.

Ark welcomes Wellington

EARLIER this year, a number of Year 10 cadets from Wellington School Combined Cadet Force (CCF) were lucky enough to be invited to visit HMS Ark Royal at the invitation of Cdr Stephen Greenwood, a parent of one of the cadets.

"We rarely get the chance to visit a real warship, let alone an aircraft carrier" was the response of one of the cadets on hearing of this exciting visit.

Lt Cdr Steve Carter RNR, a physics teacher at Wellington who accompanied the cadets, was delighted that they were able to have an individual guided tour of the warship by the Commander responsible for air engineering.

The cadets were treated to a tour of the Ops rooms, the magazine, bridge, typical accommodation and

the wardroom. They also enjoyed the thrill of standing on the edge of the ski-lift and the view looking down the runway.

Cdr Greenwood rounded the visit off with tea and buns, plus an outline of his career and all the places the Navy had taken him.

Also on the trip was Lt Stephanie Tease (CCF), a biology teacher at Wellington who was doubly keen to come as her brother serves on Ark Royal.

A firm link has now been established with the ship and the cadets will follow the Ark's future progress with rapt attention!

There are over 200 cadets in the CCF at the school which includes both Army and Navy. Open to all pupils from Year 10 and above, the cadets have varied weekly training sessions as well as challenging adventure training courses during the holidays.

Wellington School

Wellington, Somerset TA21 8NT



- Independent (HMC) co-educational day and boarding school 10-18 years
- highest quality pastoral care and outstanding academic results
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for further details, please contact the Bursar
Cdr. R D Coupe OBE FN

01823 668800

admin@wellington-school.org.uk

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Mayville High School

'make your mark'

BOYS 2-16 YEARS www.mayville-school.com GIRLS 2-16 YEARS



- Small classes ensuring individual attention
- A strong academic record - excellent GCSE results
- A caring but disciplined environment
- An extensive curriculum
- Dyslexia Unit - supports those who need one-to-one reinforcement
- Individual programmes for those who need extension
- Boys and Girls taught separately for the core subjects
- A wide range of sports on offer
- Excellent opportunities for those with a dramatic bent
- Music and Art feature strongly throughout the school
- Focus children most welcome
- Before and after school cover 8am - 6pm
- School holiday activities encompassing Drama, Science, Sports and Art
- Our Nursery is open from 8am until 6pm 50 weeks a year
- School transport available from Portsmouth, Hayling Island & Gosport train and ferry terminals, Farnham, Havant, Waterlooville, Chichester and most surrounding areas.

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David McKegney, Sixth Form pupil

Robert McDonald, Junior One pupil

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Climbing high with West Hill Park scholars

WEST Hill Park Preparatory School offers a first class education and a wide range of exciting opportunities for children from 2½ to 13 years.

Year 8 children have risen to the challenge of a high ropes leadership course.

In addition, they have been whisked away on the annual French Exchange to stay with families in Brittany.

Strengthening our links with France, Year 7 have just returned from a four day artistic, cultural and historic expedition to Paris where they followed in the footsteps of the Impressionist painters.

Children from Years 6, 7 and 8 excelled themselves at the end of Christmas term in an outstanding performance of the musical, 'Oliver'.

Now the Year 3 and 4 children are in the midst of preparations for their production of 'Mini Bugs'.

On the academic side, the children are working hard towards their major exams to secondary schools.

Even at this early stage, the

Headmaster is able to congratulate Head Boy Matthew Hopkins on being awarded a major musical scholarship at Canford School in Dorset and Peter Gwynn on his academic scholarship to Radley College, Oxford - just two of a variety of academic, art and music scholarships hoped for this year.

In sport, tennis is gaining in popularity and 15 pupils will be strengthening their game by attending a week-long training camp in Club La Manga, Spain, at the beginning of the Easter holidays.

Whether your child is academic or interested in art, sport or drama, West Hill Park will certainly ensure that your child receives an excellent education in an exciting and well-balanced extra-curricular programme of activities.

You are welcome to visit the School or come along to the Open Day on Saturday, May 11, from 10 in the morning to 12.30.

Contact the School Registrar for further information.

Embley Park looks for potential

EMBLEY Park School is an educational trust, conducted by a board of governors, which seeks to provide an educational, social and moral grounding for young people which will set them free to be well-rounded individuals with confidence to face the world.

Embley Park School prides itself on its ability to develop potential through individual care and attention. The friendly atmosphere and excellent team spirit is frequently commented upon by visitors and given the location of a 100 acre estate, Embley Park

provides a safe and caring environment in which your child can develop.

The School was again included in the 'Top Schools' list for A Level results in the national press, despite the School's very wide ability range.

Value added at GCSE was calculated at 147 per cent, while 80 per cent of all grades awarded to the School's candidates at GCSE were A* to C; 52 per cent of all pass grades at GCSE were A*, A or B grades. From the Upper Sixth, some 85 per cent left for degrees.


As well as full and weekly

boarding, the Senior School offers a day boarding facility so that a pupil may be collected during the evening, after tea and prep.

A total of £2.5 million has been spent on capital building projects over the last two years, that includes a new purpose-built Junior School and Theatre or Assembly

Hall. The Headmaster, David Chapman, says: "I hope you will come and see the School for yourself. You may meet some of our boys and girls - they are our best advertisement."


Embley Park is a registered charity to educate young people.



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Tel: 01329 842356

web: www.westhill.hants.sch.uk

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Web: www.stjohnscollege.co.uk





Education

Grenville charms

SITUATED in a picturesque coastal location on the North Devon coast, Grenville College is a natural choice for those parents seeking a stimulating learning environment for their children, balanced with a wide range of sporting and extra-curricular opportunities, and supported by a strong pastoral care system.

A co-educational boarding and day school for pupils from Kindergarten to Sixth Form, Grenville places great emphasis on the homely atmosphere of its community, highly important for children of Service families overseas. The Junior School and boarding

houses are at Moreton House, set in 40 acres of formal gardens and parkland. Excellent facilities, dedicated staff and individual learning programmes combine to enable pupils to gain maximum benefit and achieve excellent results.

Grenville's nationally-renowned Dyslexia Unit helps pupils with learning difficulties realise their full potential.

An extremely favourable fee arrangement at Grenville for children of Service personnel means that where BSA is payable, parents pay only ten per cent of fees.

For further details contact the Registrar on 01237 472212.

Further training for ex-Service

THE BLACKBURN College Vocational Education Training Programme is an initiative by Blackburn College, based at the East Lancashire Centre of Excellence, to assist members of the Forces and industry to attain BTEC/Edexcel higher educational qualifications (HNC and HND) in various engineering disciplines.

We also cater for those who wish to undertake a Certificate or Diploma in Management Studies. Our new HNC to be launched shortly in Leisure Management, Sport and Recreation will appeal to those in the Physical Training Branches.

Since its inception in 1995,

the programme has grown in both stature and popularity with both students and awarding bodies as the leading provider in its field, enabling a growing number of Service men and women from all branches of the armed forces to achieve higher educational qualifications.

The Tri-Service Resettlement Organisation recognised the College as a preferred training provider in 1996, a privilege still enjoyed today under the Career Transition Partnership.

For further information, give us a call. We are here to help you prepare for your life outside the Services - before you leave.

Dinosaur tales at Rookesbury

THE CHILDREN of Rookesbury Park School at Wickham were thrilled to meet the author Tony Bradman, creator of Dilly the Dinosaur, who shared his storytelling secrets with the rapt pupils.

With the youngest children he demonstrated his flair as a storyteller with his flop-over book, "Look, he's behind you" inspiring enthusiastic audience participation.

With Years 2, 3, and 4 he read "Dilly and the Bike", before explaining that he had based Dilly on his own daughter, who had originated the "ultra-special 150 miles-an-hour super scream".

Tony shared the secrets of his notebooks and showed how his rough ideas evolved into books.

More storytelling brought the children into the spirit of the occasion with a chorus of ZOOOOOOOOOOOOOMMMM accompanying a poem entitled "Grandad".

Years 5 to 8 were treated to further insights into the life of an author, and everyone was astonished to hear that it could take ten years for an idea to be converted into a published book, as was the case with "The Magnificent Mummies".

The highlight of the session was the advice about how to write a good story. Tony illustrated his points by reference to films such as Titanic and Harry Potter, showing the children how theory is put into practice.

Tony spent a lot of time signing copies of the books as mementoes of a memorable day.

Rookesbury's Head of English,

Miss Bodman, said: "Hearing the secrets of storytelling from such a successful author will add a new dimension to the stories the children write in the classroom."

School days are fun days at Great Ballard

"LESSONS are fun, activities are wide-ranging and there is an emphasis on the individual.

"Great Ballard is a school for girls and boys from 2 to 13, children are taught in small groups and there is a lively friendly atmosphere."

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For an application form and role requirement please contact Leigh Chilmald, Central Operations Personnel Unit, Police Headquarters, Coverdale Avenue, Maidstone, Kent ME15 9BR. Please quote reference Z204/10. The closing date for completed applications is Thursday 11th April 2002. Interviews will be held on Tuesday 7th May 2002.
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Answer:
 Name:
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 The first 25 correct entries drawn on Monday 7 May 2002 will be the winners. All winners will be notified by post. Family tickets are for Two Adults and Four Children/Employees of Navy News and their families are ineligible to enter. The judges decision is final. No correspondence will be entered into.
- See also Page 13! -

Intelligence Led Policing



On the town!

TO THE CARNIVAL atmosphere of the sound of a Mexican band and the sight of swirling Mexican dancers, HMS Sutherland arrived in Vera Cruz, Mexico, in early March for the week-long celebrations of the modern port's centenary.

As part of the visit, the Prince of Wales was guest of honour at a reception on board the Devonport-based Type 23. The Royal visitor spent time meeting and talking with the ship's 182 officers and ratings on the ship.

The frigate was lit up with bright floodlights as the Prince and other guests arrived, and the evening concluded with a breathtaking fireworks display in Prince Charles' honour by the Governor of Vera Cruz.

During the evening, the Band of the Corps of the Royal Electrical and Mechanical Engineers conducted a Beat Retreat with the Prince taking the salute.

The Commanding Officer, Cdr Paul Thomas, described the event as a great privilege, and said that it underlined the close and warm relationship between Britain and Mexico.

The following day, the Royal Navy frigate hosted a Defence Industry Day to support British defence companies. Senior officers in the Mexican military had the chance to see at first hand the sophisticated equipment used by the British Navy and talk to the

operators and manufacturers.

The Lynx Mk 3 helicopter and the advanced electronics on board ship particularly sparked the crowd's attention.

Of course, there was also time for fun as the ship's company hit the Mexican streets. Sun, sombreros and musical Mexican trolley buses made for a novel experience for the British sailor.

The Type 23 is now working in the Caribbean with the US and other European nations on counter-drug operations to halt the spread of illegal narcotics.



● Top: The Prince of Wales views HMS Sutherland from a Mexican tug in Veracruz harbour.
● Bottom: A Mexican fireworks spectacular to celebrate the visit by Prince Charles.
Picture: DCCN Photographic

● Only in Mexico - sailors from HMS Sutherland take a ride on 'The Jazz Bus' while touring Veracruz.

Coalition forces in the Arabian Sea - picture special



● A Rafale fighter flies off the French aircraft carrier Charles de Gaulle.



● An F-18 Hornet of the Blue Diamonds from Strike Fighter Squadron One Four Six, based on USS John C. Stennis. Note the 'I ♥ NY' sticker on the bomb. Picture: USN



● A helicopter from HMS Ocean captures this unusual perspective of an Italian submarine.



● The afterburners of planes launching from the USS John C. Stennis appear as lighted trails as they conduct flight operations in support of Operation Enduring Freedom. Picture: Photographer's Mate 1st (AW) Craig McClure (USN)

Tri-Service centre opens in Liverpool

ONE of the RAF's most senior officers praised recruits from Liverpool when he opened a ground-breaking forces careers office in the city.

Liverpool-born Air Marshal Sir Christopher Coville said: "As a Liverpudlian I believe Scousers bring lots of skills to the Armed Forces. They are tough, resilient and blessed with emotional strength."

"This goes back to being a hardy seafaring city and for a number of reasons Liverpudlians make very good team members. Of course, their other great quality is their sense of humour."

Sir Christopher, who is the RAF's Commander-in-Chief Personnel and Training Command, was officially launching the Armed Forces Careers Office in James Street, Liverpool.

The office is the first in the country to be refurbished under the tri-Service corporate livery and will recruit for all three Services in Merseyside, West Lancashire, Wirral and North Cheshire.

The three Services aim to recruit around 1,250 people from the Liverpool office in the next year.

Sir Christopher, added: "The

North West has always been a very fertile recruiting ground for the Services. However, a lot of people who come to the Armed Forces Careers Office don't know exactly what they want; we can offer them a very wide range of opportunities."

"We're particularly keen to recruit people from the ethnic minorities who we believe have an enormous amount to offer the Armed Forces. The new careers office will provide a welcome boost to recruitment as we go into an era of complex conflict management."

The official opening ceremony was also attended by the Lord Mayor and Lady Mayoress of Liverpool and the Mayors of Sefton, Knowsley and Wirral.

The strength and changes over the last twelve months in the Naval Service has its positive sides yet some negative.

The Naval Intake over the last twelve months has risen by 7.0 per cent with last year's 4,646 total increased to 4,972. However, the Trained Strength of the Naval Service has changed since 2001 due to a 3.1 per cent decrease.

Across the three main forces, the figures from the end of 2001 from the ethnic minorities show a slight rise.

From the autumn of 2001, ethnic minorities accounted for 1.2 per cent of officers and 1.8 per cent of Other Ranks compared to 1.2 per cent of officers and 1.5 per cent of Other Ranks at the end of 2000.

● Air Marshal Sir Christopher Coville with three of the recruiting staff from the new Merseyside and North West Armed Forces Recruiting Office. Representing the Royal Navy, Master at Arms John McDougall, an RN Police officer with 30 years service. Sgt Steve Bird has been a Movements Controller with the RAF for 21 years and Sergeant Baz Street has served with the Royal Green Jackets for the last 16 years.



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Golden girl to meet Prince

A SURGEON sub lieutenant in the Royal Navy is set to accept her Gold award from Prince Philip as Navy News goes to press.

Among many young people, Ruth Barker, daughter of Surgeon Captain Philip Barker, a consultant surgeon (currently on HMS Ocean), is to receive her Gold Award Certificate from The Duke of Edinburgh's Award after carrying out many different activities over a period of at least 18 months.

The activities she carried out are in the four sections of the scheme: Service, Expeditions, Skills and Physical Recreation as well as a Residential Project.

For the Residential Project many young people have worked with people their age, the elderly, the sick or those with disabilities, while others have tackled conservation, restoration and archaeological projects.

For Ruth to achieve this Gold Award she had to undertake those four parts of the scheme. For her Service and Skill she participated in sign language and singing with the Portsmouth Cathedral Voluntary Choir, and for her Expedition and Physical Recreation she undertook 80km on foot in the Derbyshire Peak District and circuit training.

After finishing those tasks, Ruth also had to complete her Residential Project for which she was involved in the Royal School

of Church Music Choir Week at Salisbury Cathedral. The Residential Project can be completed in either this country or abroad, and in this case was completed in the United Kingdom.

Ruth achieved her award through Portsmouth Grammar School as do many other young people. To achieve this award young people aged between 14 and 25 participate through schools, colleges, youth clubs and uniformed organisations.

For over 40 years The Duke of Edinburgh's Award has offered young people the challenge to try new things, to learn more about themselves and to work together for themselves and their community. Prince Philip, the award's founder and patron, calls it a "do-it-yourself kit in the art of living".

In the year to March 31, 2001, over 110,000 young people aged 14 to 25 took up the challenge of the Award, and there are around 220,000 participating at any one time.

A drive is currently underway to motivate young people at work as the participating number of young people in employment is not as high as those still in education.

Many companies operate the Award for their young employees as they benefit in having staff who have developed skills of leadership, teamwork and enthusiastic determination to achieve a goal.

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Sea Cadets



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ALL 17 candidates who presented themselves to the Petty Officer Cadet Advancement Board at HMS President qualified – and now wear their gold badges with pride.

During the Board their dress and bearing, parade and ceremonial, leadership, instructional methods, SCC organisation and fire prevention and safety skills were assessed.

The Petty Officer Cadet qualification is the pinnacle of a Cadet's career and so no mean feat to achieve – especially for candidates already busy with school and college work.

CADETS PARADE FOR START OF GAMES

Flying the flags for Queen and Commonwealth

TWENTY-SEVEN Sea Cadets from the London Area helped display the flags of 72 nations at Buckingham Palace to herald the ceremonial start of the Commonwealth Games.

Televised live on BBC, the road to the Games was opened with the start of the Queen's Jubilee Baton Relay in the forecourt of the Palace, followed by a procession down the Mall of the baton, beginning its 58,000 mile journey around the Commonwealth.

First runner in the relay was Sir Roger Bannister, assisted by the men who helped him make history as the first four minute miler, Chris Brashier and Christopher Chataway.

As the first handover was made – to the sound of "Ode to Joy" performed by international recording artists The OperaBabes and a multi-coloured pyrotechnic display – 10,000 coloured balloons were released above the Palace.

The runners were joined at The Mall by the flag bearers, singers and dancers from around the Commonwealth who continued the procession to Trafalgar Square.

Leading the Commonwealth Day parade was the Central Band of the Royal British Legion, half of whose musicians are ex-Service.

The day before, the Duke of Edinburgh and Sqn Ldr Mahinder Pujji launched the Jubilee Appeal for Commonwealth veterans at the Imperial War Museum.

Some 25 veterans from Commonwealth countries were present at the ceremony.

The Jubilee Appeal is one of six charities benefiting from the Golden Jubilee year and is Prince Philip's personal nomination. Run by the British Commonwealth

Ex-Services League which brings together some 54 ex-Service organisations in 47 countries, it aims to raise £5 million to help veterans throughout the Commonwealth who are now suffering hardship and distress.

Last year over 28,000 received

help and this number is expected to peak at 100,000 during the next few years.

London Area cadets display the flags of 27 nations at the ceremonial start of the Commonwealth Games.



Out to get the hang of Guzz

CAMBORNE and Redruth unit enjoyed a day at Devonport Naval Base, getting an insight into 300 years of history as well as the modern Fleet.

Favourite item on the itinerary was the oldest working hangman's cell in the country, down in South Yard.

With a cutaway ship model in the Naval Base Museum are (left to right) Allison Wing, Tara Hallaway and Richard Vicary.



Gallantry Medal for Jonathan after sea rescue

FOR saving the life of his friend, Jonathan Guyett of Falmouth and Penryn Unit has received the Sea Cadet Gallantry Medal – the first time it has been awarded in living memory.

Jonathan received the medal from Rear Admiral Mike Thomas at a ceremony at the National Cadet Youth Training Centre, HMS Raleigh.

Jonathan (16) dived into a heavy swell outside Portreath Harbour to rescue his friend and fellow cadet Sean Walters after he fell from a pier. Said his grandmother – who raised him after his parents were killed in a motor accident: "This was a selfless, courageous act which Jonathan carried out in complete disregard of his own safety."

"I am extremely proud of my grandson and believe his bravery and confidence are attributes that have been developed from his time served with the Sea Cadet Unit."

Vigilant Squadron at HMS Raleigh trains 6,000 cadets a year –

two thirds of them Sea Cadets, the rest including Combined Cadet Forces, RN Sea Scouts, Army and Air Cadets.

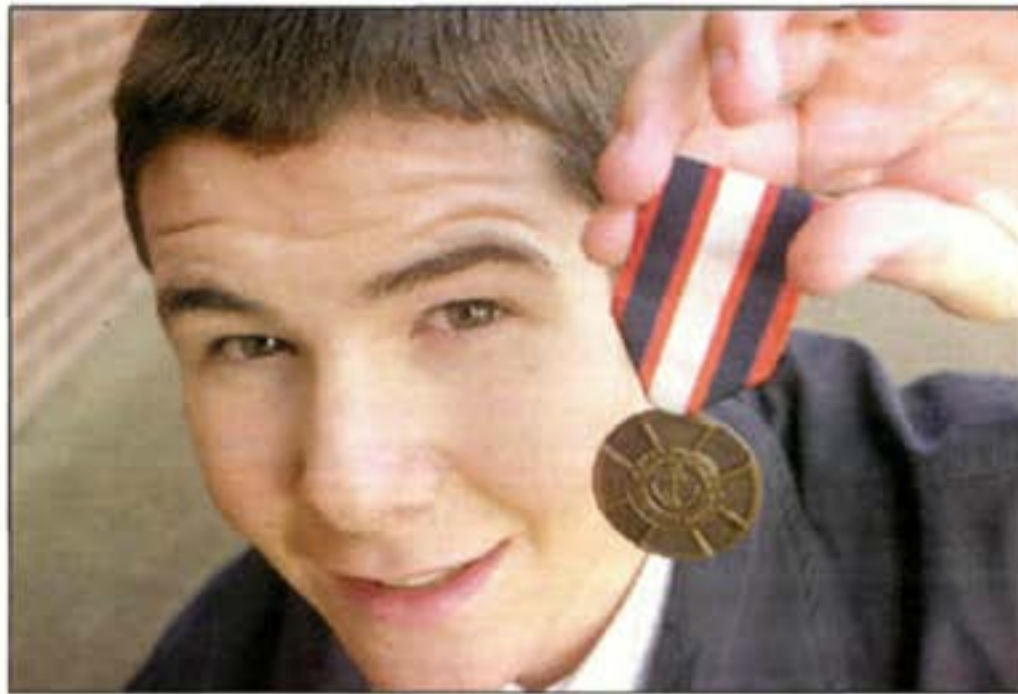
Activities there include sailing, powerboat training, seamanship skills, fire fighting and leadership courses.

At weekends up to 300 cadets can be accommodated.

Two SCC power boats from Wandsworth unit were training off Putney Pier on the Thames when an Imperial College rowing eight with an all-girl crew broke in two.

Both boats, coxswained by Lt Joe Roots and his son Terry, immediately diverted to the scene and pulled all eight girls and their male coxswain from the cold, fast flowing water.

One of the new Thames-based RNLI lifeboats was also at hand.



● Jonathan Guyett with his Sea Cadet Gallantry Medal, awarded after he save the life of a friend

OUTSTANDING performance over the past year won two Newark cadets a 45 minute flight in a training aircraft.

Teresa Wright and Claire Brocklesby of Newark unit were taken with a party of 16 cadets to the Joint Elementary Flying Training School (JEFTS) at RAF Barkston Heath – unaware that they would be taking to the skies.

JEFTS is responsible for the initial training of all Royal Navy, Army and RAF pilots.

The school, operated by Babcock HCS, is the largest fixed wing flying training organisation in Europe.

The Newark party was treated to a busy schedule including an introduction to safety equipment, aircraft walk-rounds and an air display – ending with a substantial lunch!

● Teresa Wright and Claire Brocklesby in the cockpit of their Slingsby Firefly

Best efforts of Newark duo land Firefly flight

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Chesham is Legion's top county collector

CADETS from across Buckinghamshire met at High Wycombe Royal British Legion Club to receive awards for raising funds for the RBL Poppy Appeal to support the Legion's work for the ex-Service community.

Best Sea Cadet award went to Chesham unit.

Since 1997 cadets across the country have competed to raise funds through initiatives in their community to benefit some 15 million ex-Service people and their families eligible for the Legion's support in the UK.

Last year the Poppy Appeal raised more than £20.1 million – but it spends more than £43 million each year on welfare and resettlement, including helping the ex-Service community to gain war pensions and benefits, convalescent care and job retraining.

In this, their first year in the competition, Buckinghamshire cadets raised over £3,500.

Alliance at 60

TS ALLIANCE, the St Marylebone unit, is holding a 60th anniversary reunion at the Duke of York, 35 New Cavendish Street, London W1M 7RL on May 25. All ex staff and cadets are invited. Tel Brian Seymore on 01277 210834 for details.



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PORTLAND TAKES OVER FROM KENT IN THE GULF

Fastest frigate first time on operations

CENTRAL to the process of putting HMS Portland into action as Armilla Guardship in the Gulf was the transfer from HMS Kent of a Royal Marines Protection Team.

The Royals had been operating for several months in the Kent before she handed over the Armilla baton to her sister Type 23 frigate off Salalah, Oman and so brought with them vital experience of embar-

go enforcement operations. The two ships had been built together on the Clyde and so their ships companies had also already formed a strong bond. Once all exchanges were complete, Kent exercised her

traditional right as the departing ship to carry out a steam past of Portland with her battle ensign flying. In return Portland - on her first operational deployment - gave Kent the likewise traditional salute with her fire hoses!

Earlier Portland had received a trophy from the insurance company Affinitas, to be awarded within the ship to the Mess that makes the most outstanding contribution to "whole ship" activity.

One sad departure from her ship's company was Chris O'Connor, thus finally breaking up a trio of OM(AWs) that had been together since they joined the Navy.

Chris arrived with Ashley Salt and Chris Pickering at HMS Raleigh on November 22, 1999. All passed out of the new entry establishment together and went on to the same class at HMS Dryad for warfare training. They then joined HMS Fearless together for Exercise Argonaut 2000, finally joining the Portland on December 2, 2000. Chris O'Connor left to join the OM(AW)1 course at HMS Dryad.

Four days later the highlight of the ship's visit to Bahrain was a call from Deputy Prime Minister John Prescott, who was passing through on a



● **BREAK UP:** Departure of OM(AW) Chris O'Connor spelled the end of a trio that had been together since Chris joined the Navy at HMS Raleigh with fellow OMs Ashley Salt and Chris Pickering.

diplomatic tour of coalition states involved in the war against international terrorism and found the chance to see the newest and fastest frigate in commission too good to miss.

Since assuming the Armilla mantle Portland has been busy carrying out boarding operations in the Arabian Gulf as well

as surveillance of shipping movements up and down the Gulf in support of United Nations Security Council Resolutions.

During this time she also assisted in the successful high seas firing of a ship-launched Sea Skua missile from a ship of the Kuwaiti Navy.



● **FOOD FOR THOUGHT:** Deputy Prime Minister John Prescott visits the gleaming galley of HMS Portland. The ready, steady cooks are (L-R) Dave Britton, Andrew Thompson, Gary Stocks and Anthony Morris.



● **SISTER'S SALUTE:** HMS Portland (right) fires a watery salvo in salute as she takes over Armilla Patrol duties from HMS Kent



YOUNG READERS CLUB

The **GANG PLANK** Club

THE QUEEN'S JUBILEE

IT'S REIGN-ING GOLD!

This year is going to be a Golden year for many people in the UK.

It's the Queen's Golden Jubilee year. That means it's 50 years since the Queen came to the throne. Read our story to find out more about the Queen during her amazingly long reign.

But it's not only the Queen who's hit Gold this year - the GB Women's Curling team scooped Gold medals in the Winter Olympics in Salt Lake City.

Many of our top athletes will be hoping to win Gold in the Commonwealth Games that are being held this time in Manchester in June.

Famous actress Dame Judi Dench may have a fistful of Gold trophies after the Oscars and no doubt the actors and Director of Lord of the Rings will be bringing some Gold back from the important film ceremony.



The Queens visit to HMS SULTAN, Gosport, Hampshire

Long memory for the Queen but can you tell us what's changed?

In this very important year for the Queen it must be strange for Her Majesty to look back and think of all the things that have

changed during her reign. She may even be considering that some things, like personal computers and game boys, didn't even exist when she took over the throne from her father King George VI in 1952. Can you think of

things that have changed since the 1950's? Can you spot things that have been invented since that time? Why don't you write and tell us - we have some great prizes for the best letters. Of course we'll print the best ones on our page and we might even send them to Her Majesty!

TOP ROYAL REIGNING FACTS

50 years is a long time to be ruling a country and an awful lot can happen!

Here are Ten Top facts about the Queen and her reign:

1. The Queen has received around 3 million items of correspondence
2. The Queen heads up 620 charities
3. Live gifts of two tortoises, an elephant and a canary have been received by the Queen during her reign.
4. 17 ships have been launched by the Queen
5. The Queen has 30 Godchildren - whew, loads of birthdays to remember!
6. Corgi dogs play a big part in the Queen's life and she has owned 30! Her first Corgi was called Susan
7. The Queen introduced a new breed of dog called a Dorgi when Princess Margaret's dog, a dachshund, mated with one of the corgis
8. Every Tuesday the Queen has a meeting with the Prime Minister. During her reign she has given tea to 10 Prime Ministers at that meeting.
9. The Queen has sent over 100,000 telegrams to people in Britain and the Commonwealth who have reached the age of 100.
10. The Queen is the fifth longest serving British Monarch. She is beaten only by Queen Victoria, George III, Henry III and Edward III.



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The Queen in 1965 talking to Senior Ratings of the Third Submarine Squadron on board HMS MAIDSTONE

Golden Navy Days - June 2-4

The ever popular KM Chatham Navy Days will be taking place again this year.

This time it will be very special as it's the same time as the big celebration weekend for the Queen's Golden Jubilee.

HRH The Princess Royal will be attending and so will a huge array of warships from as many as eight nations. In the best tradition of Navy Days there'll also be bands, air displays, land displays and a Military tattoo.

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DARING, DAUNTLESS, DIAMOND, DRAGON, DEFENDER AND DUNCAN!

Do you recognise any of these names? You don't?

Well, these are the names for the six brand new Type 45 Destroyers that will be entering service in the Royal Navy in 2007.

At the moment all the clever designers are studying their design boards and computer

design programmes to check they've got everything right! When they're absolutely sure they will pass their very secret plans to the shipbuilding yards so they can begin building.

It's all very exciting and there's only one

place to keep up with all the news on these amazing destroyers and that's Navy News! Our editorial team is hot on the trail of all the latest info and you can read all about what life is going to be like on board these ships very soon.



Missile away! The T45 Destroyers will be armed with the new state-of-the-art ASTER surface to air missile that can destroy any enemy aircraft or missiles



How the Navy's new T45 Air Defence Destroyer will look.

THE MESS DECK

As usual our post bag is full of your letters! Thanks to everyone for dropping us a line! Now that we are welcoming older readers to the Club we expect the bag to be bursting at the seams!!

Faye Elliot-Saunders has sent us a brilliant Press Gang report on her weekend away on HMS Bristol. You can see the report in the July special edition of the Young Reader's pages.

Chloe Martin sent us a great drawing of her rabbit in its new hutch. Robbie the Rabbit was fed up because a fox was hanging around

and Robbie had to be kept in his hutch all day. Now Chloe's dad has put the hutch in his new metal shed and he says the fox would need to buy an acetylene torch to get through that!!

Thanks go to two Sophies this month. Sophie Spedding wrote to say she loved the pages and all the puzzles and competitions and to Sophie Jackson's Mum who said lots of nice things about the Club and the pages. We are glad you like them!

That's all we've got room for this month but keep those letters coming - we love 'em!

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The Editor's decision is final - relatives and employees of Navy News are ineligible to enter.

All new members enrolled in both Clubs will now have Life Membership that lasts until their 16th Birthday.

Members of the club will be able to use their membership cards to obtain discounts on entry to many local attractions and events throughout the Year, both in their own locality and nationwide. Our new style coupon reflects these changes - see below

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Closing Date For Entries:
4th May 2002

Birthday Congratulations!

- | | | |
|--------------------|----------------------|-------------------|
| Jonathon Barford | Alex Frampton | Luke Willis |
| Guy Hart | Thomas Temple-Murray | Jade Stevenson |
| Andrew Evans | Sam Williams | David Leighton |
| Luke Johnson | Aengharad Richards | Claudia Faccenda |
| Sarah Lockie | Alexander Laws | Karl Murray |
| Danny Siggers | David Fry | Thomas Vause |
| Chloe Martin | Daniel Heath | Tahira Higman |
| Samuel Whiteley | Thomas Wilkes | Lewis McLean |
| Lewis Whitmill | Christopher Robson | Thomas Hayter |
| Remie Woodburne | Michael Hadley | Loanne May |
| Ewan Christie | Daniel Morton | Phillip Broadbent |
| Amy Wilkes | Jack Francis | Chloe Norton |
| David Windle | James Hadden | Katie |
| Emma Roberts | James Parker | Davies-Gregory |
| Samuel Ryan-Fecitt | Andrew Shuttleworth | Jack Rolinson |
| James Tatum | Kayleigh Phipps | Sam Lucas |
| Mark Smith | Ellen Braide | Elisha Hayes |
| Alice Vanns | Tom Cheek | Kevin Moore |
| Sabriella Boswell | Victoria Claydon | Reece Daffin |
| Matthew Kendrick | Gary Davies | Scott McCue |
| Arran Starling | Rebecca Thompson | James Wilesmith |
| David Murphy | Callam Rowe | Blair Smith |
| Jessica Cowley | Christopher Rands | Oliver Cox |
| Jason Dowdall | Ashley Wilson | Thomas Cooper |
| Sean Knox | | Robert Hockaday |
| Nicola Nottidge | | |



Sport

Navy man at helm of RAF sailing club

A NAVY man has taken over the helm of an RAF sailing club in Cyprus.

Lt Cdr Nobby Hall said: "I am delighted as it's the closest I will ever get to being a commodore and in command of my own fleet" as he assumed responsibility for the Limassol Services Sailing Club at RAF Akrotiri.

This is the first time the club, founded in 1959, has had a member of the Senior Service in charge.

It boasts an ideal waterfront location on the base, and has a flotilla of sailing craft and powerboats.

Akrotiri is the largest RAF air station, and HQ of the Western Sovereign Base Commander.

The sailing club offers membership for all Services personnel and their dependants in the area.

It is fully RYA-accredited and regularly runs RYA sailing and powerboat courses. Lt Cdr Hall is also an RYA powerboat instructor.

Army hosts chess event

THE ARMY is to host the Combined Services Chess Championships at Wilton Park, Beaconsfield, Bucks, from May 2-6.

The tournament is open to all serving and ex-service personnel and MOD civilians.

The RAF have dominated the top prizes over the past ten years, so team managers are hoping to find a player from the Senior Service to take the laurels.

Any standard of player, Grand Masters to novices, are welcomed, and the team to play in this year's NATO championships will be selected on the basis of performance in this tournament.

Enquiries and entry forms are available from CRS(SM) David Ross, 9360 43024 (BT 01923 843024), or contact by email at douled@jfs@aol.com

Hunt is on for rugby big-match mascot

ARE you aged between seven and 12? Would you like to be a star at Twickenham?

Would you and your family like to be VIP guests at the Army v Navy rugby union match on May 4?

Then enter this year's team mascot competition.

The winner will be kitted out with a replica version of the RN team strip.

They and their family will be VIP guests of the RN Rugby

Trophy treble for BRNC students

THE STUDENTS of Britannia Royal Naval College have achieved an historic treble for the first time in their history.

The trainee RN officers have landed three major Royal Navy championships within a period of eight months.

First came a comfortable win in the Navy Cup athletics championships last July at Brickfields, Plymouth.

The second leg was a tightly-contested 31-22 win against HMS Heron in the Navy Rugby Knock-out Cup final in December at Burnaby Road in Portsmouth, as reported in *Navy News*.

Now the students have pulled off a third win - their closest yet - and once again it was Heron on the receiving end.

The treble was clinched with a 5-4 win in the Lambs Navy Hockey Knock-out Cup final in February at Exeter University in front of an enthusiastic crowd.

The college quickly went two up on the university's sand-based pitch, and although Heron pegged one back the students struck twice more to lead 4-1.

Heron hit back again to stand at 4-3, but BRNC notched a fifth before the final score went to Heron - not enough to

prevent BRNC taking the trophy for the first time.

The PT department at the college - WOPT Glen Young, POPTs Neil Conway and Sean Childs, Sgt Jon Telford and LPT Darby Allen, believe the success is down to the enthusiasm and endeavour of both cadets and staff.

The college has a great ethos regarding sport and the benefits it brings as a whole, building teamwork, leadership and courage - and helping to relieve the stress of an intensive course which lasts up to 12 months.

Six shooters

THE ROYAL Navy took a big step towards the 2002 inter-Services football championships by demolishing the RAF 6-1.

The match - played for the first time in Scotland, at Dumbarton FC's Strathclyde Homes Stadium - attracted a good crowd of 700 despite pouring rain, and the spectators were treated to a top-class display from the home team.

Battling against strong winds as well as rain, the Navy adapted to the conditions more readily than the airmen, and early pressure brought a goal just before the half-hour mark, when POPT Nick Haigh took advantage of a goal-mouth scramble to tap the ball in from three yards.

A minute later the Dark Blues doubled their lead as the front two of POPT Fraser Quirke and Cpl Richie Hope outpaced and outmanoeuvred the RAF rearguard again, Hope being bundled over in the box and Quirke drilling the spot-kick into the bottom right-hand corner of the net.

With a strong back-line of Lt Terry Price, LAEM John Delahaye and AEM Steve Dann bottling up the RAF forwards, there was only one side in it - and the Navy went three up just before half-time when Quirke notched his second goal.

During the interval, John O'Neil, star of Hibs and Scotland, and brother of Navy player Steve

O'Neil, presented trophies and medals to many of the 350 children who had participated in the RNFA (Scotland) Soccer 7s tournament the previous weekend.

The RAF had the benefit of the wind in the second half, but despite early probings they were unable to breach the Navy defence.

As the Air Force continued to push for a breakthrough, it was inevitable that they would leave themselves vulnerable at the back - and it was Quirke who punished them on the break, wrapping up his hat-trick in the 54th minute and effectively killing off the game.

The RAF pulled a goal back on the hour when a speculative long-range shot took a wicked deflection, leaving Navy keeper OM Jamie McGill wrong-footed.

But Quirke added a fifth for the Navy, and his fourth of the night, within four minutes, and Hope got his just rewards when he netted the Navy's sixth on 75 minutes.

Jack McGinn, President of the Scottish Football Association, presented the Cassar Cup to Terry Price, the Royal Navy captain, at the end of the match, which was sponsored by Babcock Engineering Services.

The setting was appropriate for the current Navy squad, which features a number of 'native' players.



● The Royal Navy (white) put pressure on the RAF goal during their 6-1 win in the inter-Services championship.

Steve O'Neil, based at HMS Caledonia in Rosyth, played for the Motherwell and Dundee youth squads, and now represents the Navy and the Combined Services, as well as playing for Arthurlie FC.

Keeper Jamie McGill played between the posts for the Rangers youth team, while former Kilmarnock player Dave Wilson, of HMS Glasgow, also turns out for Newport Football Club on the Isle of Wight in the Dr Martens

Premier League.

Lt Price said: "We are a good team, and given tonight's great performance, I have no doubt that we can go on to win the Constantinople Cup".

That trophy is the prize for the inter-Service champions, and the show-down with the Army was scheduled to be played at Aldershot as *Navy News* went to press. See the May edition for a full report.

Academy side bridge the gap

ONCE again the Command competition proved to be a very successful event and provided the basis for the selection of an Academy side.

This was the first time that an academy side had been run and it has provided a vital step between Establishment and Command rugby to the full Navy side.

The Academy has been a major success this season, and has allowed selectors to identify a rich vein of untapped rugby talent, and give them a taste of representative rugby.

The Academy side put in some good performances, and their finest hour came with a resounding victory against the RAF. Players have also stepped into the full Navy side when regulars have been unavailable.

Many of last season's First XV have been involved in promoting rugby at grass-roots level, with many taking an active role in the coaching and development of their Establishment sides, and many assist at local clubs.

Del Cross, Martyn Wooltorton and Dan Parkes have certainly been active in this role at home, with Dave Sibson and Nick Bartlett doing their bit overseas during HMS Cornwall's deployment.

The First XV season is now well under way, and despite disappointing early results, the Navy selector is optimistic that this season's squad has continued to develop, and they are more than capable of retaining the inter-Services championship with captain Nick Bartlett at the helm.

Simon is back with a bang

NAVY weightlifter Simon Mansell has returned from a year out to pick up where he left off - breaking his own records.

But these are the last events which WO Mansell (42) will enter in Navy colours, as he leaves the Service in June for a job in the legal department of Penwith District Council.

He managed a creditable second place in the 40-45 age group, 105kg+ class at the Southern Weightlifting Championships in Essex - his total lift of 205kg was just 2.5kg off the European qualifying mark.

He then set a SW Counties record from a standing front press of 100kg and a Cornish seniors/masters record for the front squat of 145kg, breaking his own record by 10kg.

Expedition heads north

A JOINT Services offshore sailing expedition is to be held to the Baltic in May.

Exercise White Bear, which will be staged from May 20 to September 13, will see a 67th Joint Services Sail Training Craft leave Gosport and take passage through the North Sea, North Cape, the Barents Sea and the White Sea, and into the Baltic.

The trip will be divided into legs of two to three weeks, with crew changes in Aberdeen, Bodo, Murmansk, Petrozavodsk, St Petersburg and Kiel.

Personnel from all three Services are eligible, and crews will comprise both novices and experienced sailors.

A few volunteers with language qualifications will be required.

Further details are available in a Joint Service DCI, or from Lt Cdr A.R.J. Spring on 01252 451817 (military 92 14800 1817), email ASPRING@dat.gov.uk or from Flt Sgt R. Black on 0208 845 2300 ext 8633 (military 95233 8633).

Trophy win

TEAMS from HM ships *Illustrious* and *Trafalgar* competed against two local teams in Mombasa for the HMS Brilliant Cup, a memorial trophy to those who died in the 1989 air disaster.

HMS *Illustrious* beat the hosts, Mombasa Sports Club, in the football competition, and completed the double by beating *Trafalgar* in the Tag of War.

The event was sponsored by Inchcape Shipping, who handle RN ship visits, and who display the trophy in Inchcape House.

The trophy commemorates the loss of a Lynx helicopter in 1989 on a flight between HMS *Illustrious* to Mombasa, in which the flight crew and passengers were killed.

Injuries hamper team

SMART new team racing kit, sponsored by Raytheon, was matched by slick performances as the Royal Navy team claimed a number of medals at the inter-Service Skiing and Snowboarding Championships in the French resort of Megeve.

Lt Trish Kohn was undoubtedly the ladies' strongest team member, winning gold in the BAE Systems downhill, and the slalom, as well as Silver in the BT Defence giant slalom.

CPOPT Carol Strong also brought home a silver for the team, coming second in the slalom.

Sgt Ross Barbour RM made a spectacular comeback after a three-year break from the championships, as he recovered from major knee surgery.

Ross won three bronze medals, in the downhill, the slalom and the

giant slalom events, giving him third place overall in the Men's Combined Alpine Championship.

Sadly, two of the ladies' team members, Lt Rachel Morgan and S/Lt Sophie Dixon, were injured during the racing, which hampered the team's chances of winning any team trophies.

"I hope to be back next year, and go for gold," said a disappointed Sophie, who was new to the team this year.

Team captain Lt Debdash Bhattacharya said that despite some setbacks, he was pleased with the results.

"It was unfortunate that Lt Jeff Choat, the Navy Number One, couldn't be spared from operational duties at 750 Squadron," he said.

"However, his absence, and that of a number of other team members, meant that we had an opportunity to bring forward some newcomers to the team, who finished well.

"This new blood gives us a good base for next year's competition."

In snowboarding, Navy champion 2002, AEM Terry Hamlyn, didn't make it into the medals, though CPO Mick Arrowsmith won the silver in the giant slalom event.

New on the snowboard team were CPOMEA Michael Hawkes (HMS Westminster) and S/Lt Miranda Seyd (BRNC).

Miranda swooped straight on to the medals podium by winning silver in the slalom, and she went on to take third place in the Individual Combined Championship for her overall performance.



● A skier from the Royal Navy team gets up to speed during the BT Defence Giant Slalom at the Combined Services Ski and Snowboard championships at Megeve in the French Alps.

Picture: Angus Beaton



Paraglider pilots to fly in Alps

PARAGLIDER pilots are invited to test themselves in the spectacular scenery of Central Europe at the Joint Service Alpine Paragliding Championships.

Held between May 30 and June 9 and based at the Forces-run Drei Muhlen Lodge in Wertach, southern Germany, the event will be a face-off between the three Services and various NATO countries.

Flying will take place in the Alpine regions of Germany, Austria and possibly Italy, and the event is open to all grades of Service pilots, with E.P./low altitude C.P. personnel strongly advised to enter.

Championship tasks and conditions will be challenging but conducted in a safe and stimulating manner to develop pilot skills and abilities.

In previous championships all competitors have achieved personal bests, whether they were their first one-hour flights, 30km cross-country, or reaching 10,000ft altitude.

"Flying in these conditions is what this sport is all about, with stunning scenery, superb flying sites, excellent instruction and, of course, the social evenings drinking German beer - so come and give it a try," said CPO Phil Whitelaw.

For further details, contact Phil on 93781 7113 or on mobile 07879 416308, or Mick Moloney at Drei Muhlen on 0049 8365 706 736.

Texas-bound

AS NAVY News went to press the Royal Navy youth football squad was starting a two-week tour to the United States, where they were competing in the Dallas International Youth Tournament.

The Navy will play at least three matches in the competition, which attracts top-class sides from around the world. Two friendlies are also pencilled in.

Navy squad bag medals

HMS RALEIGH again proved to be a happy hunting ground for the RN cross country team as the squad easily surpassed its previous best performance three years ago with a haul of individual and team medals at the inter-Services championships.

Cpl Mark Croasdale (RM Careers Carlisle), with a dominant display of determined running, took the Senior Men's title after twice finishing runner-up.

Mark went straight to the front from the gun and was never headed, gradually stretching his lead.

In confident mood after a 15th place in the national cross country a week previous, Mark made light of the muddy sections of the course to win by 30 seconds.

Another Navy runner in great form is Sgt Mark Goodridge (42 Cdo RM).

Mark also made a determined start, and as the field spread out he settled into fourth spot, just ahead of Mne Wayne Dashper (HORM).

With the first three breaking clear, Mark made a determined effort to close the gap, and his perseverance and strength paid off as he moved into the bronze position and surged clear to bag the medal.

Wayne ran a typically gutsy race, his determination evident in his face as he battled against fatigue to take fifth place.

In the team competition the Army, once again, proved to have the edge, but the Navy repeated their second place from HMS Raleigh three years ago and were delighted to have pushed the Army so close - and to have confirmed that their tenure of last place is now finished, making the competition a true 3 way fight.

In the Senior Women's race the Army's 2/Lt Jo Kelsey dominated, but it was a Navy junior who pushed her closest.

WStd Kelly Wharton (845 NAS/ HMS Fearless) belied her youth and inexperience as she gave chase to Kelsey, but having returned from service in the Gulf in HMS Fearless only three weeks previously, the lack of winter preparation began to show as the Army runner opened the gap.

Kelly, however, pulled clear in second and was delighted with silver to add to her recent national cross country team winners medal with Bristol AC

juniors from the previous week.

Further back, the remainder of the Navy women were putting up a strong fight, with LWPT Belinda Fear making a tremendous finish to carve through the field in the last quarter of the race to move from 11th into fifth place.

As in the men's race, the Army women proved too strong again and the Navy had to settle for another second place.

The veteran men's race brought the long-awaited breakthrough of a team win for the Navy with a classic display of team running.

From the gun WO Steve Payne (42 Cdo RM) challenged his rivals as he surged to the front and stretched the field.

Behind him the other Navy runners quickly began to emerge, and as the field passed the RAS Training Rig for the first time things looked good for the men in dark blue, with a group of five including four Navy runners beginning to open a gap.

The dominance was briefly upset as Lt Cdr Ginge Gough (HMS Temeraire) took a heavy tumble on the steep downhill stretch, unhurt but shaken and now back in 16th place.

His work was now cut out to ensure he worked back through to support the front runners.

At the front the tremendous sight of three Navy vests away and stretching clear of the Army man in fourth place greeted the supporters as they passed the start area for the first time.

Throughout the remainder of the first lap the lead was exchanged between Payne and, running an inspired race, Lt Graeme Riley (MOD Abbey Wood), as Maj John Rye (CTCRM) took close order behind.

Further back, Gough was making steady progress through the field, working himself into fifth position, and whilst his efforts took their toll as he slipped back to seventh in the final lap he was content that his position was good enough to ensure a team win.

During the second lap WO Payne began to make his 100-mile per week training regime pay off as he opened a gap on Riley and Rye, with Maj Rye content to shepherd Lt Riley, ensuring that the trio of Navy vests remained in the medal positions and continue to open the gap.

Only during the final lap did Maj Rye set about the pursuit of Payne, and with less than 400m to go he surged past him to take his second inter-Service title and, with Payne second, Riley third and Gough in seventh, the Navy secured their first men's inter-Service team victory.

Cross country team secretary Lt Cdr Bob Dunkley was delighted with the results, emphasising the whole team ethos, not only evident on the day but throughout the season in the race build-up.

Having shouted himself hoarse during the race, the presentation of prizes, along with Capt Christie, Chairman of Navy Athletics, proved to be a challenge for his voice - but as he pointed out, the cross country squad are only part way there and the best is yet to come.



● Mark Croasdale.



● Kelly Wharton.

Basketball team show potential

ARRIVING at this year's inter-Service basketball competition with confidence high after solid victories against southern region opposition, both senior and junior Royal Navy squads acquitted themselves well against tough Army and RAF squads, both of which regularly play at least two National League levels above the Senior Service.

The Navy hung on gamely to both the Army and RAF senior teams but was eventually out-gunned in both matches, by the Army in particular.

The RAF game was closer, with the Navy maintaining a narrow lead up to half time.

But the RAF gained the upper hand soon after the interval and maintained it until the early end to the fixture, caused by a potentially-serious head injury to Mne David Steed of RMB Logs Chivenor.

Since recovered, Dave was among six of the Navy players put forward from which the Combined Services team will be selected later this year for the international event in SHAPE, Belgium.

Coaches believed the event was a positive which underlined the development of the sport in the Royal Navy. The squad is now looking forward to a tour to Canada early next month.

The weekend of the competition also saw a notable award for services to RN basketball, presented by the chairman of the RNBB, Lt Cdr Rob Knill, to Lt Cdr Steve Deeney, of SCATS1 Military at Prestwick.

Steve, who is due to leave the Navy shortly, has been an integral part of both RN and Combined Services basketball since 1979 either as a player or coach.

A tremendous diplomat, who was renowned for his absolute sportsmanship and dedication, Steve has earned the respect of everyone he has played alongside or against. He will be sorely missed.

Neptune hang on to squash title

HMS NEPTUNE took the Navy Cup squash trophy back north of the border when they retained their title against ten other establishments at HMS Temeraire.

In the semi-final stages, Neptune breezed past HMS Nelson 4-1, while CTCRM narrowly beat a depleted HMS Heron team 3-2.

In the third-place play-off, Nelson could not get to grips with the airmen's makeshift side, and lost 5-0.

A much-anticipated showdown between CTCRM and the reigning champions for the John Jacques trophy went comfortably the way of the Scottish side, as they outplayed the Royals to win 4-1.

Capital runs

TWO Navy runners will be testing themselves in capital marathons this month.

POPT Oscar Wilde runs in the Paris Marathon on April 7, having cut his teeth on last year's London Marathon.

Oscar (37), who works at Devonport Naval Base, is raising money for Alexandra House in Plymouth.

A week later, LS(LOGS) Murray Anderson will make his debut in the London Marathon to raise cash for a school for handicapped youngsters in Ayrshire.

To sponsor Murray, contact him on 07977 450735.

Running in the same race will be POA Colin Shilton, though Colin is aiming for a time of around three hours, which could leave Murray in his wake.



● Mick O'Connell (dark blue) on the attack against an RAF boxer during the recent inter-Services championships at HMS Nelson.

Irish Hammer into the semis

NAVY boxer Mne Mick O'Connell has reached the semi-final stage of this year's national championships after beating the Eastern/Home Counties champion on points.

Mick started his bout at a blistering pace, throwing combinations which were too fast for his opponent.

The Irish Hammer changed tactics in the second round, switching the attack from head to body.

The civilian went on the offensive in the third round, trying to land a big punch, but O'Connell weathered the storm and hit back with flurries of his own.

The fourth round was O'Connell's, with a fine display of fast and fancy footwork matched with dazzling boxing speed and skills.

The win puts O'Connell in the semis at Middlesbrough, and Navy boxing coach POPT O Shillingford believes he can go further.

"Mick is a very talented boxer who has the opportunity and ability to win this year's national title," said O.

"He will be up against the best boxers in the country - how far he goes is up to him."

Blackpool Rock cracks in heavyweight title fight

A ROYAL Navy CPO was in the corner when a British heavyweight contender was beaten by a defending international champion.

CPO Andy Newnham, a PTI at Clyde Naval Base, has spent the past year as the assistant trainer to Matthew Ellis, known as the Blackpool Rock.

The boxer first trained in the Faslane Navy Sportsdrome in 1999, where Andy runs a boxing club which boasts no less than four boxers who represent the Royal Navy and Royal Marines.

One of them, Mne Jim Cusick, recently won his bout in the Combined Services Championships.

Ellis stepped into the ring at York Hall in Bethnal Green against WBC International champion Dennis Bakhtov early last month, and the Briton started well, jolting the Russian in the opening round and almost flooring him in Round Three.

But Ellis then quickly ran out of steam, and the referee called a halt in round five.

Andy recently gained his Professional Trainer and Second's Licence, has been in the Navy for 23 years, and is a former



● Matthew Ellis - the Blackpool Rock.

Portsmouth Command boxer himself. He is due to leave the Service next year, and will join promoter Frank Warren's team to work with Ellis.

Gale force gunnery!

WHILE some participants in the latest Joint Maritime Course (JMC021) headed for cover because of dreadful weather, the 'Geordie Gunboat' steamed on to carry out a gunnery exercise in very difficult conditions.

Type 42 destroyer HMS Newcastle battled gale-force winds and mountainous seas off the north west of Scotland to ensure the firing was completed in the Royal Navy tradition of getting the job done.

Commanding Officer Cdr Steve Pearson said: "The smell of cordite was literally blowing past the ship as we fired around 90 rounds on the Naval range near Cape Wrath.

"Both the team on board and our spotters ashore did a superb job in gale-force winds and huge seas to execute a high-quality training serial."

● **Left:** HMS Newcastle battles into mountainous seas off Cape Wrath in Scotland during a gunnery exercise. **Inset:** The White Ensign of HMS Edinburgh flies over the Lynx Mk3 helicopter of 214 Flight 815 Naval Air Squadron as Newcastle's sister Type 42 HMS Edinburgh visits her namesake city prior to sailing for JMC02. In the background are two Spanish frigates also taking part



Falklands stalwarts bow out at last

TWO Navy stalwarts who had major roles in the Falklands 20 years ago are to be taken out of service.

The Sea Harrier – Britain's only front-line single-seat fighter – is to be withdrawn from service by 2006, making way for a joint RN/RAF Harrier force in an upgraded aircraft.

The new Joint Force Harrier (JFH) is expected to be fully equipped with GR9 aircraft and operational by 2007, paving the way for a flexible single-aircraft force operating from land bases and the planned aircraft carriers in around ten years time.

It was recognised early in the 1998 Strategic Defence Review that total integration of the two existing Harriers – the Navy's FA2 and the RAF's GR7 – would not be possible.

The two aircraft share less than ten per cent of their airframes and avionics, and the FA2 Sea Harrier has a less-powerful engine than the RAF ground attack aircraft. It cannot easily be fitted with the more powerful Mk 107 power plant.

However, it was recognised that a closer harmonisation between the forces would help the development of a joint force in the future, hence the announcement of the creation of JFH in February 1999, which set out to gradually merge the cultures and practices of the two Services.

The Sea Harriers, which were a notable success during the Falklands conflict, were to relocate from their base at RN Air Station Yeovilton to RAF Cottesmore and

RAF Wittering next year, but with the first withdrawals from front-line service due to begin on April 1, 2004, the move has been abandoned.

Instead, it is now expected that FA2 personnel will transfer to the RAF bases to operate GR Harriers as FA2 squadrons disband between 2004 and 2006, while support infrastructure for the Sea Harriers will remain at Yeovilton until withdrawn from service.

The change should be complete within three years, and shortly afterwards it is intended that there will be a 50/50 RN/RAF manning across the force.

The exact structure of the new joint force has yet to be determined, but it is expected that there will be four front-line squadrons, two with a majority of Royal Navy personnel, the others with the balance in favour of the RAF.

Some Sea Harrier pilots will convert to the RAF GR7 next year to establish a core of Navy experience in the aircraft.

□ Veteran assault ship HMS Fearless returned to Portsmouth from her deployment to the Gulf

streaming a 158-metre paying off pennant behind her – the length of the ship plus one foot for every one of her 36 years in service.

Fearless, the last steam driven surface warship in the Royal Navy was originally slated for deletion from the Admiralty list more than 20 years ago, but survived to play an important role in the Falklands Conflict.

She also escaped the axe in the early 1990s.

The replacements for Fearless and her already withdrawn sister, HMS Intrepid, are HMS Albion and HMS Bulwark, which are both due to enter service next year. Both have been launched, and Albion starts sea trials later this year.

So it was felt prudent to retire the ship on her return from Operation Enduring Freedom, rather than undertake expensive maintenance to keep her running until next year.

The new ships are more sophisticated in terms of command, control and communications systems, can deploy troops more rapidly and will use landing craft with

greater capacity than the existing ships.

They also have a much smaller complement – Fearless needs 550 sailors, while Albion will operate with fewer than 350.

Fearless's last deployment proved to be one of her most eventful – she sailed last August for Exercise Saff Sareea in the Middle East, and was due to return before Christmas, but remained on station in the aftermath of the September 11 terrorist attacks to support the international war against terrorism.

The ship has seen much action, from Aden in 1966-67 through the Falklands to the current operations in the Arabian Sea.

She also made her mark in the film world – the final sequences of the 1977 James Bond film *The Spy Who Loved Me* were set up using Fearless in the Mediterranean.

During filming, the ship was called to a real-life drama when a Greek merchant ship caught fire. Firefighters in Fearless made the freighter safe, winning nine bravery awards for their pains.

□ Special Fearless feature to follow in a later edition.



Diver dies in training

A NAVAL lieutenant died in a diving accident in Portsmouth Harbour on March 14.

Lt David Christie (28) from Tipson in the West Midlands, was a student at the Defence Diving School on a training dive from a boat with other members of the course.

He appeared in difficulties when he returned to the surface and immediate attempts were made to resuscitate him in the boat.

He was rushed to HMS Excellent, Whale Island, for specialist medical treatment and an ambulance was called to the scene.

A Royal Navy investigation is going on into the cause of the accident.

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Gates open 11:00am Kick off 3:00pm



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Royal visit

HMS Sandown was visited by her sponsor, the Duchess of Gloucester at Portsmouth on March 13. With her are the minehunter's Coxswain, PO(D) Sid Seabrook and Executive Officer Lt Clay Wilson, USN.



'Loyal and Royal' in 1802

Two hundred years ago the Marines were granted the 'Royal' title. In a special feature for *Navy News*, military historian *Richard Brooks* looks back at the early days of Britain's 'Sea Soldiers'



Options

Royal has long been a familiar term for the individual Marine. This month sees the 200th anniversary of George III's award of the Royal title to the Corps, in recognition of their part in the Royal Navy's victories against Revolutionary France during the 1790s.

The Marines' contribution to the successful outcome of that war was not limited to single-ship and fleet actions, however. The military character of the Corps gave it special significance at a time when naval crews were temporary collections of impressed and often unwilling seamen.

It was the Marines' discipline as well as skill in battle that moved Earl St Vincent, when First Lord of the Admiralty, to petition His Majesty to award a title carried by the most distinguished or senior regiments of foot to a young corps that dated only from 1755.

Marines' tactical function aboard ship was their obvious *raison d'être*, thanks to the gleam of red tunics through the powder smoke of romantic battle paintings. The nature of their role in battle is rarely explored, however, beyond misleading references to 'marks-men'.

The French Revolutionary Wars were the culmination of a period when square-rigged sailing warships with batteries of smooth bore guns on each broadside dominated the oceans.

Such vessels could only engage targets within a restricted arc of fire and at short range. Their lack of end-on fire and need for close-in defence created a tactical requirement for well-directed small arms fire – and this remained the primary function of Marines until the appearance of machine-guns and long range rifled cannon.

The role of Marines as gunnery specialists, a prominent feature of twentieth century World Wars, was a later development. Nelson's Marines did sometimes serve the great guns, but their primary weapon was the musket.

The immortal memory of Nelson's death by a sniper's shot has associated musketry at sea with individual marksmanship, but this impression is misleading.

Eighteenth century Marines were not trained to pick off individual enemy officers, and were not usually expected to go aloft. Small arms men in the tops were also there to repair the rigging, a task for seamen.

The tactical purpose of Marines before Trafalgar was to clear enemy decks with well-directed blasts of musketry. The emphasis was on volleys and tight fire control.

This entailed standing in close

order on the most exposed parts of the ship. The poop and fore-castle gave the best fields of fire, but were correspondingly dangerous. At the First Battle of the Capes in 1781 John Howe "was Stationed on the fore-castle with twelve Privates 2 Corporal 1 Serjeant and one Lieutenant of Marines . . . they were all killed and wounded except myself and too (sic) Privates (sic) and the Lieut".

At Trafalgar the Corps supplied an eighth of Nelson's manpower, but suffered a quarter of the casualties. Marine volleys broke up hostile boarding parties, or cleared the way for their own ship's boarders. Once aboard an enemy vessel Marines consolidated the capture, securing the quarterdeck, dislodging anyone shooting from the tops, and deterring those who attempted to come up from the main deck.

Even against small targets Marines operated in groups. A training manual of the 1760s recommended that "a platoon of the best Marksmen should be picked out, and ordered to take Aim, and fire at the Port-Holes: Two or Three expert Men killed at a Gun may silence it for half an Hour".

Fighting under sail required skills that regular infantrymen of the period had yet to learn. Marines had to keep powder dry and weapons serviceable despite the corrosive effects of salt water. In action they had to bear in mind the continual alternation between firing to leeward or into the wind, which required different firing procedures and frequent changes of position.

Like no other eighteenth century infantrymen, outside North America or the Balkans, Marines were expected to take cover while reloading, and occupy alternative firing positions on their own initiative.

A Marine officer needed seamanship to anticipate his Commanding Officer's intentions, lest he miss a fleeting opportunity to throw in his detachment's fire. Marines had to synchronise their fire with the ship's motions, learning "never to give Fire but when the Ship is rising with the Wave: If you fire when she pitches, you hit nothing but Salt-Water".

Early Marines were already expected to possess more flexibility than conventional land soldiers.

● Turn to page 4

'If you fire when she pitches, you hit nothing but salt water'



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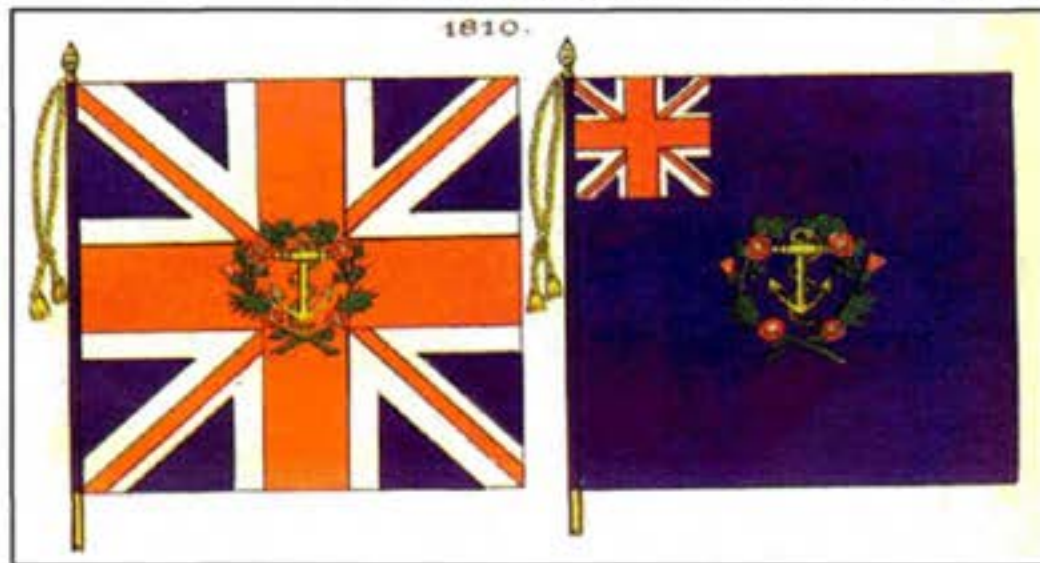
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The pitches, at Salt-Water'

– 18th century training manual



● Above: The Marines were awarded their first Royal Colours in 1810.
● Left: Newly 'Royal' Marines are much in evidence in this rarely reproduced version of the 'Death of Nelson' by Samuel Drummond, held by the National Maritime Museum. The original sketch of the central group of figures is owned by the Royal Naval Museum and shows Sgt Secker and two of his men carrying the mortally wounded Nelson below from HMS Victory's quarterdeck. In reality, most of the Marines shown here were also out of action by this time. At Trafalgar the Corps supplied an eighth of Nelson's manpower, but suffered a quarter of the casualties.



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"In obtaining for them the distinction of 'Royal' I but inefficiently did my duty"

— Earl St Vincent

Continued from page 2

Marines spent only a small proportion of their time at sea in action. Sea service for most consisted of interminable cruises, enlivened by the occasional chase, battle or shipwreck.

HMS Defiance had been at sea upward of five years when her Marines petitioned the Admiralty for relief in 1798, but this was not untypical. Conditions afloat often fell short of the orderliness associated with a military existence. A newly embarked subaltern of the 1780s was shocked to find "The pomp, pride and circumstance of glorious war" compressed within the humiliating limitations of a m-of-w; where unguided tumult and undisciplined confusion involved all arrangements in one universal chaos."

Between actions Marine detachments carried out general naval tasks, besides specific jobs for which their military training suited them. The Captain of HMS Indefatigable in 1812 recognised the twofold division, and divided his Marines into a working party and a guard.

Marines were not natural topmen. Ships' Muster Bills placed them alongside less active seamen as waiters, or with the afterguard on the quarterdeck. They assisted with labour intensive tasks such as pumping ship or unmooring, when they appeared two between each bar of the Capstan, at the 'Swifter', a line rigged to accommodate extra hands.

Marine officers took station with their men, to ensure they worked with appropriate spirit. One area where Marines took the lead was fitting out their ship for sea - rigging, cleaning, provisioning and getting the guns and other stores on board.

A newly commissioned ship often had no personnel beyond her officers and a detachment of Marines, whose first job on taking her over from the dockyard was to make her habitable.

The *Naval Chronicle* of 1803 thought Marines well suited to such work, "as they are from long habit in the late wars, good seamen, and very fit for rigging and getting ready for sea ships put into commission".

The most important military function of Marines, when not in action, was as sentries, to ensure the security of their ship, "the greatest trust that can be reposed in a private soldier".

A Third Rate of the 1790s required a guard of fifty, and posted 15 sentries: in pairs at the Quarter Deck, Pump, Gangway and Forecastle one each at the Ward Room, Gun Room, Fore and After Cockpit, Galley, Bits and Prisoners.

To emphasise their status, sentries in harbour wore full uniform, with hair well powdered, live ammunition and filled canteens in case they had to go ashore suddenly.

Ship's orders allowed sentries 24 hours to clean their clothes and accoutrements before mounting guard, and they might not be called for other duties. At sea, they had to make the best appearance they could in their second clothing or jackets.

Naval vessels faced a variety of external and internal threats - sabotage, fire, deserting, alcohol and sex.

Marine sentries controlled access to the ship, ensuring no boats ran alongside without permission, or any unauthorised persons or packages entered or left the ship. They had to be particularly circumspect in regard to women and people suspected of concealing liquor.

Sentries were ordered to shoot

anyone jumping overboard after dark, but firing into boats was a risky business within the jurisdiction of British courts. A Marine sentry who shot a deserter from a hospital ship in 1759 was tried for murder at the Old Bailey, found guilty of manslaughter and branded in the hand.

When the Boatswain piped "All Hands to Dance" and the ship was overrun with "the merry-faced daughters of levity and dance", Marine discipline remained more tensely screwed up than ever, ready to repress dangerously riotous behaviour.

This disciplinary function of Marines intensified after the Spithead and Nore mutinies of 1797. Early historians of the Corps believed the Marines remained loyal throughout these events, but most Marines sympathised with the grievances of the seamen.

Neither section of the lower deck had received a pay rise since the 1660s, and both suffered the same arbitrary discipline. Isolated examples of resistance to the mutineers came from NCOs. A Corporal of Marines was ducked twice at Spithead for refusing to take the Delegates' oath. Sergeant Jenkins of HMS Monmouth at the Nore received three dozen lashes, and had his head shaved, for continued attention to duty.

The mutinies benefited Marines in two ways. They shared the substantial pay rises that the mutineers had won, while measures taken to prevent further outbreaks enhanced the status and independence of the Corps.

Earl St Vincent, as Commander-in-Chief in the Mediterranean, laid down a deliberate policy of bringing the Marines forward, and separating them physically from the seamen.

He ordered that in future Marine detachments berthed together, aft of the seamen's quarters on the main deck, to prevent mutinous sailors bursting in upon the officers' cabins. Earlier Marine officers had complained that lieutenants RN undermined Marine discipline, "imposing on them such tasks, as sunk them in their own estimation, by insulting their military pride".

St Vincent emphasised the distinct military identity of his Marines, directing their officers to visit them at mealtimes, and keep up the pride and spirit of their detachments.

He freed Marines from the ordinary duties of ships in harbour, except when shifting anchors or getting under sail. He recognised the importance of NCOs, and advocated an increase in their numbers.

St Vincent also stressed formal discipline to overawe the impressionable. Every morning, in full dress uniform, he watched the Guard present arms on the poop while the band played God Save the King, with respect and decorum due to the occasion.

Naval Captains increasingly relied on their Marines to maintain order at sea, although not all went as far as the Captain who appealed to his detachment to stand by King and Country, against a tumultuous ship's company, with the words, "Then, loyal and Royal Marines, we don't care a damn for the blue-jackets!"

St Vincent always admitted his partiality to the Corps, and looked forward to the day when there was not another foot soldier in the kingdom.

As First Lord of the Admiralty in 1801-04 he was instrumental in obtaining the Marines their Royal distinction. Communicated to the Corps on April 29, 1802, the award occasioned grand festivities at the Divisional Headquarters in Chatham, Portsmouth and Plymouth.

New uniforms, modelled at His Majesty's express command on those of 1st Foot Guards, first appeared in public at the King's Birthday parade on June 4, 1802. The beauty and fashion of Stonehouse filled the windows of the officers' barracks to watch the Plymouth battalion fire volleys into the air, while the band played God Save the King, and the ladies fluttered their handkerchiefs in response to three hearty cheers for His Majesty.

At the very end of his life St Vincent paid the Corps a last tribute: "In obtaining for them the distinction of 'Royal' I but inefficiently did my duty.

"I never knew an appeal made to them for honour, courage, or loyalty that they did not more than realize my highest expectations. If ever the hour of real danger should come to England they will be found the country's sheet anchor."

The Royal Marines - 1664 to the Present by Richard Brooks is published by Constable on March 28 at £25



DEVOTEE: As First Lord of the Admiralty, Earl St Vincent worked to obtain the Marines their Royal distinction.



UNIFORM CHANGES: (left to right) Private, Grenadier Coy 1790; Officer, Grenadier Coy 1799; Privates, Battn. Cos. 1802-10; Officer 1807. The first 'Royal' uniforms were modelled at George III's express command on those of 1st Foot Guards and first appeared in public at the King's birthday parade at Plymouth on June 4, 1802.

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