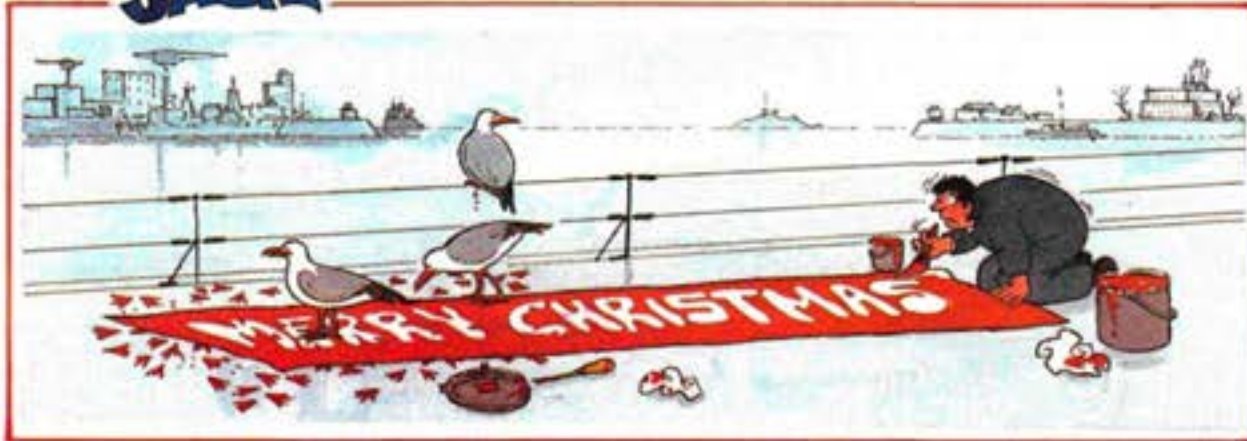




Jack

BY TUGG



Navy fire fighters in action nationwide

p12, 44

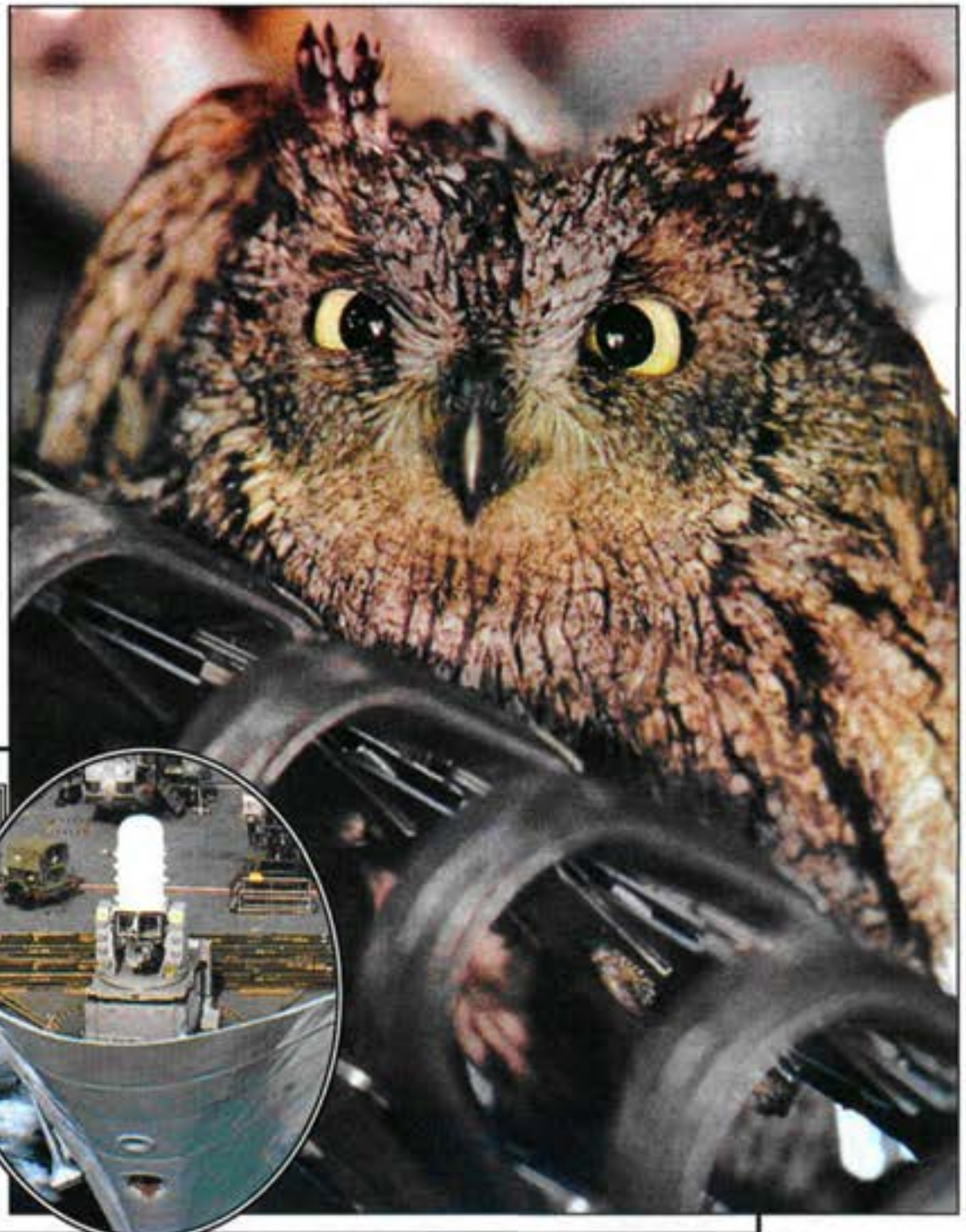
SAILOR SAVED AFTER 26 DAYS ADrift

THE SHARP eyes of young OM(C) Billy Robertson in HMS Grafton led to the rescue of a Caribbean sailor half-dead after 26 days adrift in a small speedboat.

The Type 23 frigate was conducting counter-drug operations in the central Caribbean when she came across the small boat that had been drifting without power for nearly a month.

Cdr Richard Thomas, Commanding Officer of HMS Grafton, said: "He was very lucky. It was a little blue boat in a big blue ocean - a chance in a million to spot him."

● Turn to back page



HOOT-SHOT!

AS HMS Ark Royal made her way home last month from the Mediterranean after Exercise Destined Glory, she had a surprise visitor - a Little Owl (*Athene Noctua*)

Of all places, 'Tiny' - he stood just 6in in his talons, making him a baby Little Owl, adults reach 8in - decided to roost in the carrier's forward Phalanx gun mounting (inset) so he had to be gently removed.

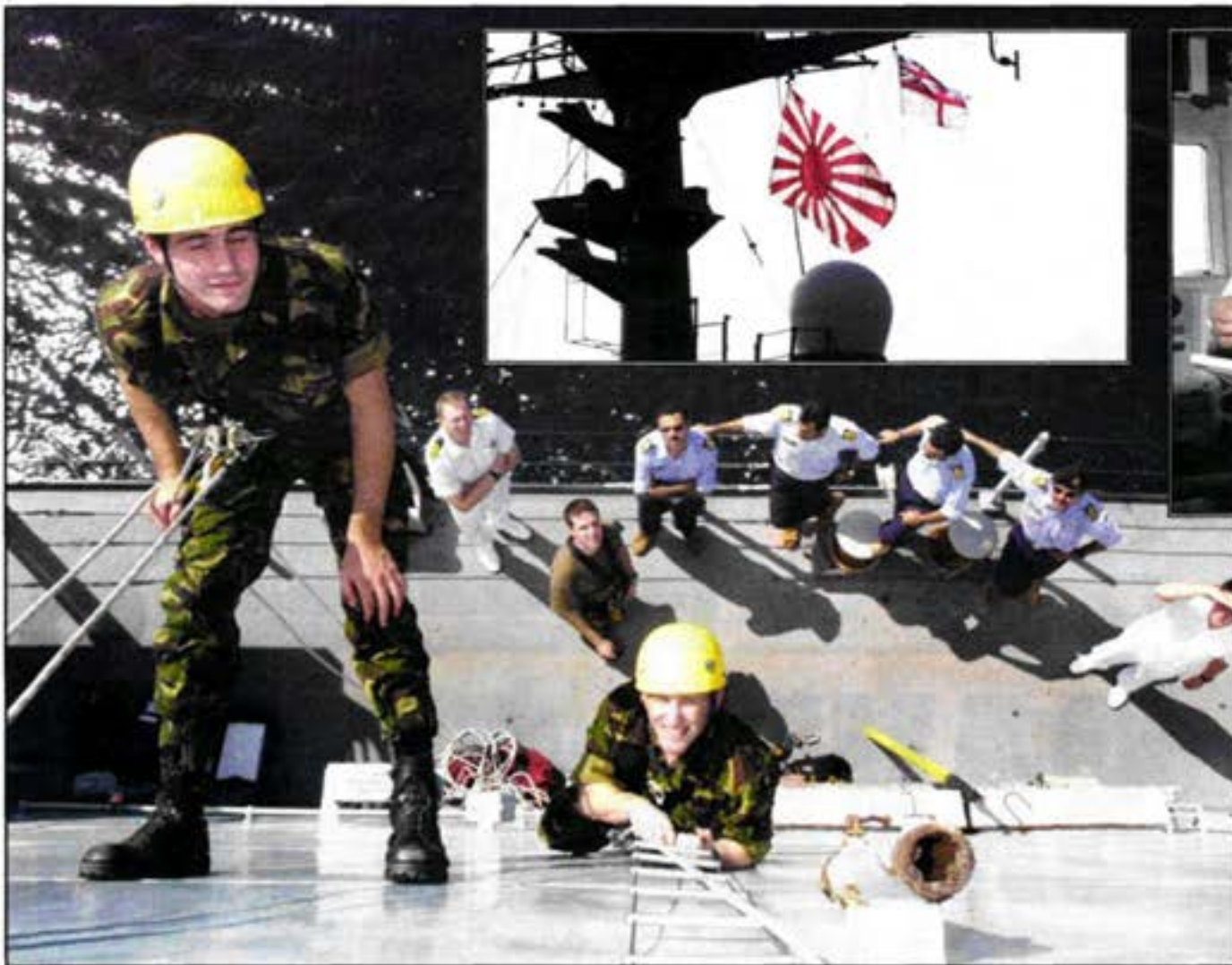
Kept on board for two days, fed and watered at Her Majesty's expense, Tiny was released off the coast of Sardinia.

Tiny was first identified as a Pygmy Owl (*Glaucidium passerinum*) but these are normally only found in parts of central and northern Europe.

□ Contact the Royal Naval Birdwatching Society, Cdr Frank Ward, on 01329 665931 or HMS Collingwood 2727.

Pictures: PO(PHOT) Dave Coombs

Argyll has a taste of the Orient



AMONG Allies hosted on board during HMS Argyll's six-month Armilla Deployment in support of United Nations Security Council Resolutions in the Arabian Gulf were ship's company of the Japanese fast combat support ship Hamana.

After practising a replenishment at sea (RAS) the Hamana's Operations Lieutenant presented Argyll's Commanding Officer Cdr John Kingwell with a traditional Japanese cake (above) and ship's crest.

First commissioned in 1990, the 8,150 ton Hamana has two RAS positions on each side (one fuel only, one fuel or stores).

During a Defence Sea Day Argyll's serials included a boarding display (main picture) by Chef Jaime Heard (left) and CPO Foster, a firefighting display and gun exercise

Visits during the deployment have included Bahrain, Kuwait, the United Arab Emirates and Qatar.

HMS Argyll was due home in Devonport a few days after Navy News went to press.

LONG COURSE SPARKS REUNION



THE ELECTRICAL Branch of the Royal Navy was formed in 1947 and a series of Long Courses was instituted to educate and train officers in the new discipline of electrical engineering.

Part of the training was to undertake a degree course at Cambridge University.

Fifty years ago the eighth course started at BRNC Dartmouth and this year one member, Cdr David Dawson-Taylor, organised a reunion there - which all but five of the original 19 were able to attend. The picture (right) was taken at HMS Collingwood in 1953, just before they started at Cambridge.

● Above: The class of 1952 reconvenes at Dartmouth.



FIGUREHEADS



HMS BENBOW

STANDING over 6ft high, this bust effigy represents Vice-Admiral John Benbow (1653-1702). Over the years, it has been found in a number of locations around the Dockyard in Portsmouth, but it now stands by the side of the Royal Naval Museum there.

It was created for the first vessel of the name, the 72-gun 3rd rate built at Rotherhithe by Brent and launched on February 3, 1813, one of the Armada/Conquistador/Vengeur class of 1806.

At 1,773 tons, 176ft long and 48ft in beam, this was the largest class of sailing line battle ships built for the Royal Navy, carrying a crew of 590.

Under the command of Capt Houston Stewart, Benbow won Battle Honours at Syria during the blockade of 1840 to prevent the Egyptian advance against Turkey.

In September of that year she was in action at the attack on Tortosa and the bombardment and capture of the St Jean D'Acre on November 3.

From the early 1850s she became a Marine barracks ship at Sheerness and from 1854 a prison ship for Russians captured during the Crimean War.

She was then used as a coal depot ship until she was broken up at Woolwich in 1895. Thereafter her figurehead was first displayed at Chatham and then for many years stood in the spot vacated by the original figurehead of HMS Warrior inside the main gate at Portsmouth Dockyard.

The name Benbow appeared again on the Navy list in 1885 with the building of the 10,600 ton battleship at the Thames Iron Works (broken up in 1909).

Admiral Benbow was honoured for his four-day fight with Commodore du Casse in the West Indies in 1702, during which he was mortally wounded. Over the years he has been painted in a variety of combinations, with both black and brown hair and silver breast plate armour.

ANOTHER DAY FOR CHARLES AND JAMES

The Prince of Wales attended a special charity premiere of Cdr James Bond's 20th screen adventure *Die Another Day* in aid of the Royal Naval Film Charity founded by his great-uncle Earl Mountbatten.

Held at Gunwharf Quays, Portsmouth, it was preceded by an all-action display on the water. The kidnapping of a female reporter – Portsmouth TV's Lucy Warhurst – was the excuse for the Navy to stage a daring Bond-style rescue, involving frigate HMS Richmond, patrol boats HMS Dasher and HMS Puncher, a Lynx helicopter, Royal Marines of 45 Cdo, Southern Diving Unit 2 and the ship's company of HMS St Albans.

The VIP guests included C-in-C Fleet Admiral Sir Jonathon Band, who was hosting the event, First Sea Lord Admiral Sir Alan West, Second Sea Lord Vice Admiral Sir Peter Spencer, *Big Brother* presenter Davina McCall, Sir Jimmy Tarbuck and Elaine Paige.

The special screenings at the Warner Village Cinemas were sponsored by Lockheed Martin and BAE Systems in support of the RN Film Charity which supplies films to the Fleet – and of which Prince Charles is President.

● Wearing his new uniform as a vice-admiral, Prince Charles greets his own fans at the charity premiere of the Bond film *Die Another Day*

New move to save 'at risk' historic ships

EARLY warning of Britain's historic ships most at risk through lack of cash is provided by a new project announced by the National Historic Ships Committee.

It aims to develop the National Register of Historic Vessels started by the NHSC – part of the National Maritime Museum formed to promote their long-term preservation – in 1995.

Supported with funds from English Heritage, it will concentrate on those historic vessels suffering most from shortage of money to pay for their conservation and restoration, providing early warning of those potentially "at risk".

Three years of funding will enable the NHSC to associate with other important current initiatives in maritime heritage by improving links between the organisations representing public and private ship owners.

The National Maritime Museum, in conjunction with the Department of Culture, Media and Sport, is already involved in work aimed at developing a sustainable national policy for historic ships.

Also, through the United

base now containing details of over 1,000 ships, has two main parts – the Core Collection, containing vessels of pre-eminent UK national importance, and the Designated Vessels List, comprising "ships of substantial heritage merit".

Taken together, the lists span the spectrum of achievement in UK maritime history as well as illustrating changes in construction and marine technology. Significant changes have lately been made to the entry criteria to extend the range of vessels now eligible for registration.

They may be viewed at www.nhsc.org.uk



● **STILL AT RISK:** Paddle steamer *Medway Queen*, built in 1923 and one of the Dunkirk 'Little Ships' has been rescued several times and still requires extensive restoration to secure her future

Kingdom Maritime Collections Strategy, the Museum is working with partners nationwide to promote wider public access to Britain's remarkable maritime collections.

Chairman of the NHSC and Museum Trustee Admiral of the Fleet Sir Julian Oswald said: "The NHSC has developed an important and authoritative register for historic vessels and has proved influential in promoting the need for a national policy for historic ships.

"The UK has one of the world's largest and most important collections of historic craft. Many of them are at risk and we are determined to establish an effective means of establishing priorities for the funds available.

"We warmly welcome the support of English Heritage, which will enable us to build on our work."

Museum Director Rear Admiral Roy Clare said: "This new initiative allows us to make real progress on this important facet of Britain's rich maritime heritage.

"In a host of partnerships, at home and abroad, we seek to broaden and deepen public understanding of maritime issues, importantly including those associated with historic ships and artefacts."

The NHSC was formed in 1992 to promote the development of a national policy on historic ships. Its Register, a computer data-

Everest postcard special

MARKING the 50th anniversary of the first ascent of Everest by Col Hunt's team next year, ten RN and RM climbers are mounting an expedition in April to climb the North Ridge in the 'pre-monsoon' season.

Here is your chance to send a postcard from 'The Top of the World'. King George's Fund for Sailors has been chosen as the expedition's benefiting charity and are selling postcards in commemoration of the anniversary.

Supporters of KGFS, helping seafarers and their families in need, are asked to give the name and address of the person to whom the card is to be sent and write a message. The card will be written by one of the expedition team and sent with a Tibetan stamp from the base camp.

Postcards are available at £5 each from Paola Martin, KGFS, 8 Hatherley Street, London SW1P 2YY



Caroline honours RNVR

AS *Navy News* went to press, HMS Caroline was preparing to dedicate an Honours Board for all members of the Ulster Division RNVR who were killed during World War II.

Since 1924 the World War I light cruiser veteran of the Battle of Jutland has served as the headquarters of the Ulster Division RNVR and later RNR.

The Honours Board, provided by the Army in Northern Ireland, has been produced with the help of Mr Robert Clarke from Carrickfergus, whose idea it was and who provided a complete list of some 80 names.

His brother was killed on board HMS Javelin on November 29, 1940.

It was expected that some 60-70 relatives would attend the dedication, performed by the Dean of St Anne's Cathedral.



● HMS Caroline moored in Alexandra Dock, Belfast

Lighting the way against terror

DEVONPORT-based Type 22 frigate HMS Cumberland highlights ship during a formal visit to Bahrain.

She had been conducting counter-terrorist operations in the Middle East in support of the war against terrorism and the search for Al Qaeda.



Options our for the Royals

ROYAL Marines of 3 Commando Brigade units who deployed to Kosovo have been presented with the Royal Navy Wilkinson Sword of Peace.

The award is bestowed annually on the unit judged to have done most to foster good relations with countries or territories overseas.

The Sword was presented to Brigadier Jim Dutton by the Lord Mayor of Plymouth at the Officers Mess at Stonehouse Barracks in Plymouth.

Operation Agricola in Kosovo involved 3 Cdo Brigade HQ from Plymouth, Commando Logistic Regiment from Barnstaple and 45 Cdo Group from Arbroath in Scotland, and Brig Dutton said: "I am accepting this award on behalf of the whole Brigade."

"We are delighted to have been chosen for this prestigious award which we last received some ten years ago."

Agricola came hard on the heels of the devastating conflict in 1999, and the Brigade deployed into an area which remained volatile.



● I don't care who you are - clear off! POA(AH) 'Bandit' Berryman get short shrift from NA 'Jonah' Jones and Lt Cdr 'Flying' Nick Dunn on the flight deck of HMS Ark Royal. And they get their way - Bandit leaves the carrier at Christmas - on draft - along with photographer PO(PHOT) Dave Coombs



● The damaged Sea King is airlifted back to Yeovilton by RAF Chinook after the accident on RFA Argus

Picture: Dorset News

Sailors hurt in Sea King accident

A ROYAL Navy helicopter has force-landed on to the deck of a Royal Fleet Auxiliary ship off the Dorset coast, injuring three of the deck-handling crew.

Two of the Navy personnel suffered minor injuries when the Sea King helicopter rotor blades are believed to have clipped the superstructure of the aviation training ship RFA Argus.

All three casualties were airlifted to hospital in Dorchester. Two were discharged shortly after, but the third person, who suffered serious injuries, was taken on to a specialist unit at Southampton. As Navy News went to press, he was described as being seriously ill but stable.

The incident happened in Lyme Bay, west of Portland Bill, when a Sea King of 848 NAS took off during deck-handling exercises, struck the ship and went straight back down on to the deck.

Debris was scattered across the deck, but most of those involved in the training on the flight deck were able to take cover. The air crew walked away from the helicopter unharmed.

The aircraft was subsequently secured to the ship - weather conditions had been blustery and squally over that period along the South Coast - and Argus then moved into Portland Harbour.

It is understood the ship suffered only superficial damage, and the Sea King was airlifted back to Yeovilton by RAF Chinook for further examination.

A full investigation is being held into the accident.

Enigma sculpture unveiled to public

AN eye-catching memorial to wartime Enigma heroes has been unveiled in Tamworth.

The sculpture, consisting of three anchors suspended by a chain, was revealed at a ceremony watched by hundreds of people, despite severe gales and torrential rain.

Created by acclaimed artist Walenty Pytel, the sculpture's anchors represent local man Colin

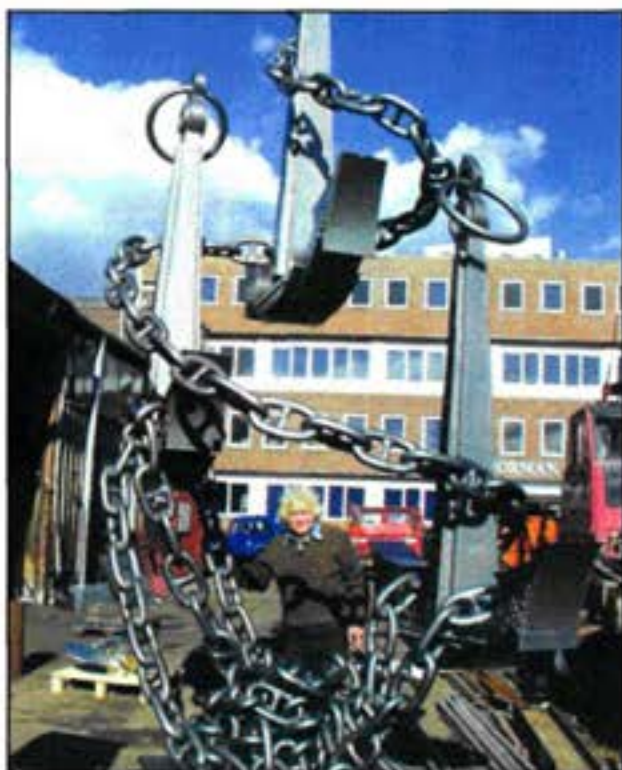
Grazier, as well as Lt Tony Fasson and Tommy Brown.

The three were serving in HMS Petard in 1942 when they managed to salvage vital Enigma codes from a sinking German U-boat 559 - a crucial moment for the Allies.

As they were searching for more, the U-boat sank suddenly, drowning Grazier and Fasson. Civilian Brown died in a hose fire rescue before the end of the war.

The memorial, in the town's St Editha's Square, is the culmination of a four-year campaign for belated recognition for the heroes, led by Phil Shanahan, Deputy Editor of the Tamworth Herald, who said the day was of "worldwide significance".

The sculpture used genuine Naval anchors and ship's chain, and was created by Walenty Pytel in Portsmouth.



● Walenty Pytel with his sculpture to the Enigma heroes, shortly before it was taken from Portsmouth to Tamworth

Yachtsman rescued



● The stricken yacht Sopra Balthasar off the north-west coast of Spain, pictured from HMS Roebuck

SURVEY ship HMS Roebuck had barely left Devonport on her final, four-month deployment when she was involved in a rescue in stormy seas off north-west Spain.

The ship headed towards the yacht Sopra Balthasar after picking up a distress call, and by the time she arrived the trimaran had capsized.

Rough seas and debris in the water prevented Roebuck providing help, so a Spanish search and rescue helicopter winched the sole crewman to safety as the coastal survey vessel stood by.

Roebuck left Devonport early last month, and will spend several weeks in the Gulf, surveying and sending data on to the UK Hydrographic Office in Taunton.

She is due to visit several states, including Oman and the UAE; she should be in port for Christmas, but at sea for New Year.

Commanding Officer Lt Cdr Andrew Swain said: "HMS Roebuck has had a very busy programme in her final year. This deployment gives the ship's company the final opportunity on this ship to put their training and hard work into practice."



● Surveyors and members of the ship's company look over damage to the frigate HMS St Albans

Frigate damaged by ferry

NEW Type 23 frigate HMS St Albans should be ready to tackle operational sea training early in the New Year after she was damaged by a ferry during storms at the end of October.

P&O ferry Pride of Portsmouth was blown off course by squally winds at the end of a crossing from France, and struck the warship in Portsmouth Harbour while St Albans was alongside.

The ferry suffered superficial damage, but St Albans fared much worse - the port bridge wing was bent over, and the port SCOT

sponson, 30mm gun platform and boat deck all needed substantial repair or replacement.

There was also damage to the hull on the starboard side where she was forced against the jetty.

Repairs are to be managed by Fleet Support Ltd in Portsmouth, and it is hoped that St Albans will be ready for sea by the end of next month.

The ship was due to sail for her second week of shakedown the day after she was struck, which would have led straight into Basic Operational Sea Training (BOST),

and there is a sense of disappointment and frustration amongst the ship's company that the training will have to be delayed for several weeks.

The training package will now begin after the repairs are completed and further trials and shake-down have been undertaken.

St Albans was launched in May 2000, and delivered to the Royal Navy just over a year ago.

She is expected to undertake her first operational deployment around the early summer next year.

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Display team is out on the road

THE RN Presentation Team (RNPT) is on the road - and it could be heading to a town near you in the coming weeks.

In December, the team will be giving presentations at Lloyd's Register of Shipping and ShellMex in London, and in January, it moves on to Stoke-on-Trent, Bromsgrove, Bridgnorth, London, Plymouth, Henley and RAF Cranwell.

For details on the RNPT programme, which aims to keep the public informed on the activities of the Royal Navy, contact the RNPT Business Manager on 0208 839 9215.

Ships of the Royal Navy No 565



Falklands loss still recalled

THE PRESENT RFA Sir Galahad is the second Landing Ship Logistic (LSL) of the Royal Fleet Auxiliary to bear the name.

This year the current vessel took part in the RFA Remembrance Ceremony at Marchwood, particularly remembering the two RFAs Sir Galahad and Sir Tristram lost in the bombing at Fitzroy Cove twenty years earlier during the Falklands Conflict.

RFA Sir Galahad spent the early part of this year employed on freighting runs for the British Army, moving vehicles and equipment between continental ports and Marchwood, with a gap in March and April when she underwent a refit at Liverpool.

BATTLE HONOURS

- North Sea.....1942
- Normandy.....1944
- South Atlantic.....1982

September saw the Landing Ship set off in company with HMS Ark Royal and others as part of the Amphibious Task Group, operating with the HNLMS Rotterdam in the Mediterranean in Exercise Destined Glory and the French Exercise Abelia.

With the return of the Argonaut deployment, Sir Galahad returned to her ferrying role between the ports of Europe and Marchwood.

At the end of November, the RFA vessel visited Dartmouth, an event scheduled to coincide with the first RFA Officers Training Course taking place at Britannia Royal Naval College, Dartmouth.

Described as part-landing craft, part 'roll-on roll-off' ferry, the operational role of LSLs is in support of amphibious operations. They are constructed to land troops, tanks, vehicles and other heavy equipment in port or on any suitable shore.

Specific design features include bow and stern doors for rapid loading and unloading, and a shallow draft so that the entire ship can be beached if necessary.

She also provides an air capability, able to operate helicopters from her two flight decks.

The RFA Sir Galahad that was



● RFA Sir Galahad, recently returned from the Argonaut deployment and NATO exercise Destined Glory in the Mediterranean

lost in the Falklands was a 3,270 ton LSL that came onto the scene in 1966. On June 8, 1982, she was fatally struck by Argentinian bombs in the waters off the Falkland Islands.

The original Sir Galahad was an Admiralty minesweeper trawler of the Round Table class.

Built in 1941 by Hall Russell, after the war she was sold into the merchant service and renamed the Star of Freedom in 1946 and then became the Robert Linrick briefly in 1956 before being lost one year later.

Facts and figures

Class: Landing Ship Logistic (LSL)
Pennant number: L3005
Builder: Swan Hunter Shipbuilders Ltd
Entered service: 1988
Lloyds classification: +100 A1 +LMC Class 1 RO-RO Passenger

Port of registry: London
Displacement: 8,751 tonnes
Length: 141 metres
Breadth: 19.5 metres
Draught: 4.5 metres
Speed: 14 knots (normal), 17 knots (max)
Complement: 51
Propulsion: Two Mirlees

Blackstone diesels; plus one 400hp bow thruster
Designed power: 6,600hp per engine
Landing platforms: Aft: one spot for Sea King or Lynx; vehicle deck: one spot for Chinook, Sea King or Lynx
Flight deck letters: GD

AIRCRAFT OF THE ROYAL NAVY No 74



● de Havilland Sea Venom FAW21 of 892 Squadron, HMS Eagle, about to 'take the wire', circa 1956. Picture: Fleet Air Arm Museum

de Havilland Sea Venom

THE Sea Venom was a two-seater jet all-weather fighter and strike-fighter which served with the Navy from the early 1950s up to retirement in 1960 when the Sea Vixen took over the role.

The Naval carrier-borne version evolved from the Venom NF2 nightfighter aircraft used by the RAF, which in turn developed from the earlier Vampire.

The Navy's version of the Venom featured among other changes a tailhook, strengthened undercarriage and folding wings to make it suitable for its marine operational role.

The first of the three Sea Venom prototypes took part in carrier take-off trials in HMS Illustrious in July 1951.

Once proven, the first 50 production aircraft were designated FAW20, followed by an upgraded version known as FAW21. This aircraft featured a number of changes including:

an improved Ghost 104 engine, power-operated ailerons, American radar, a frameless canopy and Martin-Baker Mk4 ejector seats. The easiest distinguishing feature of the updated FAW 21 was the loss of the tailplane extension outboard of the tail booms.

The FAW22 was the final update with the Ghost 105 engine.

In total, 256 Sea Venoms were built for the Royal Navy, although other versions served with the French and Royal Australian Navies.

The wings of the aircraft spanned a distance of 42ft 10in, balanced by the length of the aircraft at 36ft 7in and a height of 8ft 6in.

The FAW22 Sea Venom was powered by a sturdy 5,300lb-thrust Ghost 105 engine that allowed a maximum speed of 575mph at sea-level with a 705-mile range. It was armed with four fixed 20mm guns and could carry bombs or eight rocket-projectiles below the wings.

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Letters

JACK



Too much to pay

WITH reference to the letter from Lt Cdr Grace (October issue) concerning the entry fee to board HMS Victory, I too had a similar experience.

Having served in the RN for 32 years, there was only one attraction which I had not visited and that was HMS Warrior.

On a recent visit to Portsmouth, I had an opportunity to fulfil my ambition and proceeded to the Heritage Area ticketing booth and explained that I wished to visit HMS Warrior.

I was informed that the entry fee would be £13.75 which would cover admission to all attractions. I explained that I only wished to visit HMS Warrior. I was told that the fee was still £13.75. Needless to say, I declined the offer.

On return to the Home Club, I recounted my experience to other residents who informed me that they had also met with similar directives and had decided not to bother.

The trustees of the Historic Dockyard must be losing a considerable amount of urgently needed revenue owing to their shortsighted and dictatorial attitude. - R. H. Tomsett, Crawley.

No to EU Ensign

AN ARTICLE in the *Sunday Times* mentioned an idea for a Euro Navy to patrol the EU's fishing grounds (formerly British grounds) to "keep out foreign vessels".

The ships would come from Britain, Ireland, Spain and Portugal and in the UK's case would consist of four patrol boats and three minehunters which would swap the White Ensign for the Gold Stars on Blue of the EU.

European politicians see this fishery protection fleet as a foot in the door for a EU Navy.

It is to be hoped that the EU flag will never fly from a British ship.

The White Ensign has too much history attached to it to be cast casually aside. - K. V. Mutlow, Torquay.

Talent finds a lot of troubled waters . . .

WHEN a boat is below periscope depth in deep water there is very little movement caused by wave action and consequently no seasickness.

However there is an area off Portland in the English Channel, not very deep, where the seabed is undulating and a fast tidal movement causes underwater wave action that throws a dived boat about quite alarmingly.

At the same time the surface of the sea is quite flat.

I think there is also a phenomenon in the area called the Seven Sisters where several tide movements come together under certain conditions and can cause a whirlpool effect, again with a deceptively flat sea.

My first trip in HMS Talent on Exercise Dawn Breeze in the Bay of Biscay in 1960 was a dreadful initiation into what was to be 17 years in the Submarine Service that I enjoyed immensely.

The Stokers' Mess at the back of the boat existed on Oxo and hot water for two weeks. I can still feel the burning sensation of hot Oxo coming up through my nostrils.

We were at periscope depth 'snorting' much of the time and when the snort head dipped below the surface, because of the huge waves, the engines sucked the air from inside the boat until the snort head cleared again.

The air got so thin that some guys reported seeing stars! The barometer went down to 18in of mercury at times with the engines labouring. I think the rules said



● CALMER MOMENT: HMS Talent wears the flag of C-in-C Home Fleet Admiral Sir William Davis at Oslo in 1959 during the visit to HMS Tynne of King Olaf of Norway

you stopped at 22in. Rules - what rules? - K. Hallam, Blackpool.

Card of Honour

ON April 27, 1906 a 'Card of Honour' was presented to the late Walter Key, No 5248, Mess 17, HMS Inconstant, Devonport.

The card is now in the possession of Walter's nephew Frank Avenell, a World War II RAF veteran, who would be interested to know something about the practice of making such awards to Royal Naval ratings in those days.

Printers of the card were Gale & Polden Ltd, Nelson Works, Portsmouth, but neither the Ministry of Defence's Naval Historical Branch nor the Royal Naval Museum at Portsmouth can throw any light on the subject.

It appears to have been awarded for one year's service, but other than that there is no information.

I wonder whether any of your readers may know the answer? - E. H. Brown, Swindon.

Honeymoon hell for Alice and Charles

THE OCTOBER issue carried a review of a book about the German raider *Konigsberg*, with which I have a family connection.

My wife's parents - both no longer with us - were married in St George's Cathedral, Perth, Western Australia on July 18, 1914.

Alice had gone to Australia in 1912 to work as a housemaid and Charles, who had got to know her when both had worked in the Kensington area of London, followed her in the hope that she would marry him.

The voyage back to England was to be their honeymoon and they had booked passage on the German ship *Zieten*, which sailed from Fremantle on the day of the wedding.

My father-in-law kept a diary: "July 18: Left Fremantle in German steamer *Zieten* for Colombo, Ceylon."

"July 30: Arrived at Colombo, had a good time in fine weather."

"August 1: Left Colombo for Aden, all went well until . . ."

"August 5: Captain received orders to alter his course on account of war breaking out between England and Germany."

"For weeks we were at a loss to know where we were."

"At night we travelled in complete darkness, not being allowed to strike a match or smoke on deck and receiving anything but kindness from the German crew."

"The food was bad and not much water; to ask for hot water to make tea was worse than asking for gold."

"We were taken off course by orders from the German warship *Konigsberg* which took us to a place called Waroome off the Arabian coast. We then proceeded to the Sakrula Islands, taking with us a British cargo ship called *The City of Winchester* which had been captured by the *Konigsberg*."

"The valuable cargo was taken from her and placed on board the *Zieten*. After this was done we again went sailing about in the darkness, most of the time during the next few days cruising around the Gulf of Persia. We were very short of food and without coal and the cargo had to be used as fuel until we reached a neutral port."

"August 21: We dropped anchor in a bay of an island called Mozambique, a convict island off the coast of Portuguese East Africa. Here we had many disappointments with rumours that we were to be transhipped onto a British ship for England."

"September 6: Many passengers taken ill with poisoning through bad food that had been served up to us."

"September 11: We received the good news to get ready to go on board a Portuguese ship, *SS Beira*."

Needless to say, we were pleased to leave the *Zieten* which we waved goodbye to with Union Jacks."

The diary goes on to record that *Beira* called at seven ports before reaching Lisbon, where the Brits left the ship. After three weeks in Lisbon they embarked on a British ship, *SS Manco*, and reached Liverpool on October 27.

All the Brits involved in this adventure were penniless, but received demands from the Foreign Office for "money to cover the expenditure incurred by HM Consuls at Lourenco Marques and Lisbon in connection with repatriation of British subjects from the German ship *Zieten*."

In addition to a demand for money which he hadn't got, my father-in-law also received call-up papers for the Army, although he had been discharged at the end of the Boer War with a 100 per cent disability and a year to live!

Charles repaid his debt to the FO in monthly instalments of £1, rejoined the Royal Army Medical Corps and died in 1961 in his 81st year. - R. Thomson, Sandy, Bedfordshire.

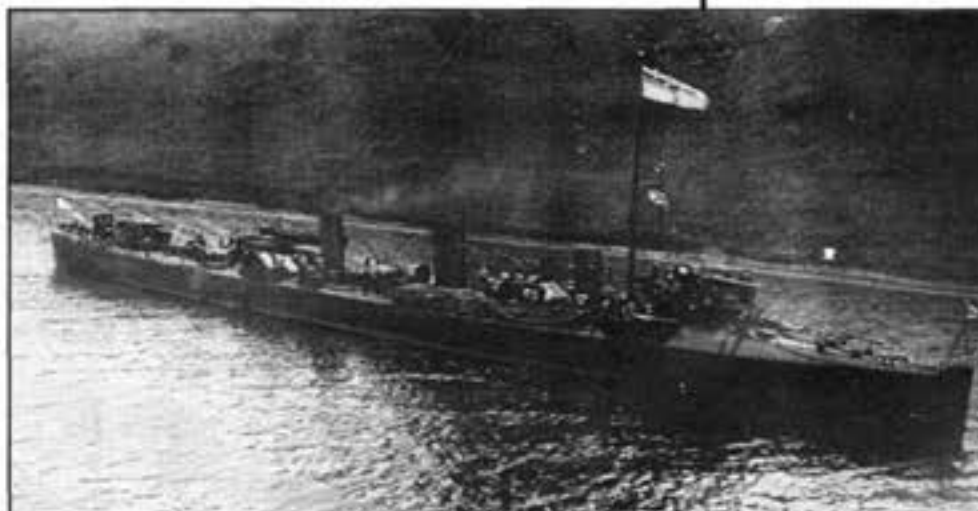
The Zieten was seized by Portugal in 1916 and chartered to the UK. She was sunk on November 27, 1917 by UB 31, 120 miles north of Port Said en route to Karachi Milos - Ed

With Kaiser at Kiel?

I AM nearly 88 years old and this photograph of 'HMS Roebuck, Royal Visit to Kiel' dated June 25, 1904 has been in my house all my life. I thought your readers might be interested.

I was in the Merchant Navy most of my working life and went to the Omaha Beachhead in a hospital ship in 1944. We made 57 crossings from Southampton bringing back 25,000 wounded. - A. S. Verlander, Ipswich.

The destroyer HMS Roebuck is shown with the Imperial German Navy Ensign at her mainmast - probably indicating that the Kaiser was on board. - Ed



No. 581 48th year

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Forgotten rhymes

AS SEEN in the TV series *Sailor* (albeit for a two-second camera pan) and with 12 years' service, I now lament and "swing the lamp" perhaps a bit too much these days.

Some 'dits' and songs are in my head from that era, but the words are all but forgotten.

I have corresponded with Shep Wooley - even bought the tapes! - but some remain elusive.

One 'dit' went something like:
*Down an old Chinese back street
Under the sign of the Swinging T**

*Lived an old Chinese professor
By the name of Who Fiang S**y
A favourite messdeck song went:*

*I wonder, yes I wonder if the
Jossman made a blunder
When he made this draft chit out
for me!*

*'Cos I've been a barrack stam-
chion - in old Jago's Marston
And never ever been to sea.*

Should any of your readers be able to supply the full version of these or any other renditions or remember me - please put me out of misery!
Ginger Patterson, Dunoon, Scotland

Workout costs

I WAS on course for a month at RAF Brize Norton and was very disillusioned when on arriving at the gym in the evening I was required to pay £5 to use the gym facilities for the duration.

It did not end there - I had to pay a further £1.25 for a swim and £1 for a sauna.

In total, for the four weeks on camp I paid £22 for the privilege of maintaining my fitness.

One of the things that attracted me to military life was the use of the facilities and amenities available to Service personnel. Have budgetary restrictions become so tight that we now live in an era where military personnel have to pay to train for the job they are paid to do?

Where do the sanctions for such costs originate, and with this precedence where does it all end? - **Name and address supplied.**

Miner mistake

REFERENCE your article about Miner VI (October issue), the inset photo is correct, but the pennant number on the side of the main photograph shows the ship is Miner one six, not VI.

I still have my draft documents to Miner VI, dated September 5, 1956, but on arrival at Malta I was sent to LCT 4044. My Service records show I joined Miner VI on January 14, 1957 to March 18, 1958 as a Telegraphist.

Every time I went back to Malta I got free trips on her from her owner, Capt Morgan,



Walrus tragedy

I HAVE been following the correspondence about Walrus recovery and I have a picture taken from the cruiser HMS Sheffield of a mating and hoisting that went wrong in August, 1942.

I think we were in Scapa Flow at the time. The picture well illustrates the hazard, but there were no casualties this time.

When we sailed on a Russian convoy in December that year, our two Walrus were landed beforehand as they were thought to be a fire risk.

But when we returned to Scapa the following month we heard that they had collided in mid air, both crews being killed. A sad waste of young lives. - **G. L. B. Pitt, Old Harlow, Essex.**



Fond farewell to Fearless

READING about the passing of HMS Fearless, it occurs to me that many people have fond memories of the ship.

I am in the LST and Landing Craft Association and she was something we looked up to. Many of us had visits on board and the whole crew always made us very welcome and treated us like heroes.

I and about a dozen members spent four days in her at the time of the 50th anniversary of D-Day. We boarded her at the Gosport Oil Depot on June 4, 1994 and went out and anchored up astern

of HMS Illustrious out in the Solent. We had a grandstand view of the firework display in Portsmouth and on the Sunday I'll never forget the swarm of boats that came by us, shouting their thanks for what we'd done on D-Day.

To top all that, we had a great view of HMY Britannia as she went past.

Two of us got up at 4am to see the Royals take the standard bearers in to Arramanches and later they took us in close to the beach in an LCU. Kate Adie was on board with us.

So we also say farewell to

Fearless and share memories with all who served in her. - **B. Bignell, Eastbourne**

Medal motion

MY aim is to get as many ex-Service association branches to place a motion before their conferences with the purpose of obtaining a retrospective award of the Long Service and Good Conduct Medal for personnel who completed 15 years of service before 1978, as 15 years is now the qualifying period.

If we are to succeed, we must keep putting pressure on the Ministry of Defence via motion and correspondence. I have received letters of support from West Australia, South Africa and the USA, including one from a former Royal Flying Corps observer, aged 97. - **C. Attlesey, Bridlington**

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Helping Hands

Stanley's big day back in illustrious

FOR ex-Navy CPO Stanley Moody, a visit back to HMS Illustrious was a very special occasion.

Stanley is now a resident at Uplands in Fareham, an independent hospital that cares for people with mental health problems.

He served in the Navy for a number of years, initially joining as a Marine Engineering Artificer and serving in HMS Bristol prior to sustaining a head injury.

Stanley's special visit back to the ship on which he had served many years previously was arranged by CPO Mark Collins, formerly of HMS Illustrious and now an Electronics Instructor at the Maritime Warfare School, HMS Collingwood.

Mark's wife Jennie is an Administration Officer at Uplands, and Mark met Stanley at a recent Uplands open day to promote their new charity SURE (Supporters of Uplands Residents).

SURE has been set up to help raise funds and encourage people to spend time with residents and pass on their own skills.

Anyone interested in contributing should contact Uplands on 01329 310981.

HMS CALEDONIA'S Physical Training Department have proven themselves no slouches when it comes to filling the charity coffers - and LPT Steve O'Neil has particularly excelled.

Steve recently organised a sponsored swim that gathered a total of £900 for the National Asthma Campaign.

Twelve keen volunteers swam a relay of 20,000 metres in under ten hours.

Steve said: "After seeing the effects that asthma has on friends and family, I took it upon myself to not only raise awareness but also raise money in assisting towards improving this charity's needs."

Earlier in the year, Steve had organised a busy charity week with two events - the first a 72-Hole Golf Day featuring 12 members of HMS Caledonia, Monmouth and Spartan.

Later that week, 16 members of the Caledonia Field Gun Crew took part in a joint cycling/rowing event that covered 1,250 miles - the distance from Caledonia to Lourdes in France. The £1,250 sponsorship money went to assist disabled children of RN personnel to spend a week in Lourdes.

Caledonia dives into the money



LPT Steve O'Neil starts the sponsored swimmers (Photo: LAFPhoto Rev. De-Picore)

Help us to help you

THIS is the message from the Annual Meeting of the Royal Naval Benevolent Trust.

Second Sea Lord Vice Admiral Sir Peter Spencer said: "Sailors are the most spontaneously generous people that I've ever met." But he outlined the need for sailors to support the charity.

Admiral Spencer went on to discuss the important role of the RNBT in helping existing and former sailors and their families, and the vital support that the serving Navy needs to give to the charity in return.

The RNBT President Rear Admiral Tony Norman welcomed the Naval personnel present at the meeting and bid them take back a message to ships and establishments: "The RNBT is your charity and is here to assist you and your families now and for the rest of your lives should the need arise."

The RNBT provides assistance through grants to help with a range of problems, annuities to supplement the income of older people, and the care-home Pembroke House. The Trust also provides limited financial support to other organisations and offers advice on welfare matters.

Over the course of 2001/02, RNBT made grants and annuity payments of £2,200,000. Each week of the year sees an average of 80 grants go out to those in need of support. Almost 4,500 quarterly annuity payments were sent out over the course of the year.

The Voluntary Donation from Pay scheme is the key way that serving personnel can support the various Naval charities and the scheme is now making steady progress after a slow start - but more needs to be done.

For the cost of a pint of beer a month, the folk of the Navy can help the RNBT and other RN charities give the necessary care and support for people in the Navy now and former personnel.

Historically, long-standing sources of income have included the Navy Weeks Trust Fund, the Royal Tournament and NAAFI Rebate, but as these sources have reduced, Voluntary Donations from Pay are needed to cover the shortfall.

A large proportion of the Trust's funds comes from legacies - but this income is by its very nature unpredictable.

Greenwich Hospital has proven itself a key supporter of the RNBT with significant donations in one form or another in the last

year contributing to the Trust.

Greenwich Hospital is one of the three main sponsors for the redevelopment of Pembroke House - one wing is named Greenwich Hospital, another King George's Fund for Sailors and now after a major donation of over £12,000 the third wing is named after the Royal Naval Association.

Pembroke House now has 49 residents, with a waiting list long enough to fill another home.

The idea of bringing the various Naval charities together with collocation, common caseworking procedures, a common investment fund and even into some form of umbrella organisation was also addressed at the meeting. A report

into the possibilities is being drawn up and the results are expected to be announced next year.

Admiral Norman stressed: "The best interests of our beneficiaries will always be at the forefront of our deliberations and we will not support any proposals that might affect that principle."

Finally Tony Sidell received a commendation to recognise his long-service with the RNBT on a voluntary basis. Tony, a former Warrant Office Steward in the Navy, said: "I'm honoured."

"There's a lot of job satisfaction to be had out of helping people. I would encourage more people to get involved."

RNBT tel: 023 9269 0112

Pudsey bake in Clyde boat



CHEF Anthony Smith of HMS Vengeance has been doing a roaring trade in distinctive Pudsey bear cookies. Working round the clock for the week, Anthony's biscuity efforts have collected a cash total of over £750 for the BBC Children in Need Appeal. (Picture: LAFPhoto Max Merril)

News in brief

A BUMPER bundle of cash has been raised by Bill Simmons and 'Chunky' Challis of the KGFS Folkestone Committee. A grand total of £44,000 was collected at the Channel Ferry and Tunnel terminals and local pubs and supermarkets.

HMS EXCELLENT has spent all year devoting their fund-raising efforts to bring in money to St Dunstan's. Methods employed included a sponsored swim, collection buckets and contributions from the Portsmouth establishment's Families Day. All the hard work paid off with a total of £2,540.

TEN submariners from HMS Torbay have pounded the streets of Torbay to gather charity pennies for a children's ward at a local hospital. Through sponsorship the gang pulled together around £1,000 for the annual Torbay run.

DEPUTY Superintendent Fleet Maintenance at Portsmouth Naval Base, Bob Ball, threw himself off Semaphore Tower (well, abseiled) in aid of the BBC Children in Need Appeal.

MINEHUNTER HMS Hurworth's sailors are off to their namesake village to add military muscle to a clean-up campaign. The goodwill trip will include a community litter-pickup, help with a garden project at a local centre for the disabled and a, perhaps unchallenging, football match against Hurworth Primary School pupils.

A GROUP of Chief Petty Officers from the Mobile Aircraft Support Unit of HMS Sultan ran the Berlin Marathon for a charity yield for 'Dreams Come True', an organisation that endeavours, as its title suggests, to fulfil the dreams of youngsters between the ages of 2 and 21 who are seriously ill. The runners raised £1,000.

HMS COLLINGWOOD'S coffee morning for Macmillan Cancer Relief was a great success, netting a total of £912.88 when over 800 people took part.

HMS NORFOLK at Devonport Naval Base hosted the Devon launch of the Royal British Legion Poppy Appeal. The Legion's representative Maj Gen Nick Vaux RM said: "Last year donations to the Poppy Appeal in Devon amounted to nearly half a million pounds; breaking all records for public support towards our ex-Service men and women. This year is the 20th anniversary of the Falklands War, when the West Country had a direct involvement, and that is a further reminder of the sacrifices made by so many who now need your support."

THE new Churchill Community Centre has opened in Helensburgh. Formerly the NAAFI-run Drumfrock Club, the 'Three Seas' Centre is now a Navy-run registered charity ploughing all profits back into the benefit of the community or HMS Neptune Welfare Fund. Full membership is available to all serving and ex-members of the RN, RM and civilian personnel from the base, plus their families. Associate membership is available to the wider Helensburgh community.

THE MARITIME Warfare School's WO Brian Richardson set out to win money for the BBC Children in Need Appeal through pedal power. Brian rode his way from the RN's Outdoor Training Centre in Talybont, Wales, to his base in the Command Training Department at HMS Collingwood in Fareham.

CHILDHOOD First is looking for keen runners to take part in the 2003 Flora London Marathon. To secure a place, the charity asks runners for a deposit of £250 and to raise a minimum of £1,000. For more information call 020 7928 7388.



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People in the News



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IT WAS all down under when the Australian Commanding Officer of HMAS Newcastle met his British counterpart in HMS Newcastle. Capt Gerry Christian of the Royal Australian Navy met Cdr Jeremy Blunden during a break in a Maritime Warfare Course at HMS Dryad. The two ships are unlikely to meet in the near future, but the unique link is set to prosper.

Derek delivers on diversity

A SENIOR sailor has scooped a national prize for his work to increase the diversity of the Royal Navy. Chief Petty Officer Derek Litherland has been given the Endeavour Award for his outstanding contribution to carrying out diversity and equality principles within his unit. Derek is a Career Adviser in the Armed Forces Careers Office in Nottingham, and in his job

promotes the benefits of life in the Naval service.

Derek said: "I am very proud to receive the Endeavour Award. I have worked in many different and diverse Nottingham communities and I have tried to get the message across that the Royal Navy is an equal opportunities employer with very good career options open to all members of the community."

Vice Admiral Sir Peter Spencer, Second Sea Lord, has sponsored the new award and said: "The GG2 Leadership and Diversity Awards inspire us all towards a deeper commitment to and greater participation in diversity best practice, challenging mediocrity, encouraging progress, promoting excellence and identifying and celebrating achievement."

"We must attract young men and women of the highest quality to join the Navy regardless of race, faith or cultural background. Diversity of background greatly enhances overall team performance."

"It is vital to the long-term health of the Naval service that we should become more representative of the society which we serve."

Derek has put special effort into increasing contacts with Nottingham's ethnic community and working with the inner-city Djanogly City Technology College that has more than half its students drawn from diverse communities and varied cultures.

He began a concentrated cam-

paign with the college, organising a visits programme including accommodation at the school when the crew of HMS Nottingham visited.

Inspired by his drive, sailors returned to Djanogly College to coach students in various sports.

Students from the school visited HMS Nottingham, HMS Invincible and took part in residential courses at the shore establishments HMS Collingwood, HMS Sultan and the Royal Marine Commando Training Centre at Lymington, Devon.

School Principal Rosemary Potter said: "Derek's sheer motivational skills, sustained enthusiasm and total support had a profound and extremely beneficial affect on students."

The Endeavour Award is part of the GG2 Leadership and Diversity Awards run by Garavi Gujarat Publications.

The Endeavour Award is for Naval personnel irrespective of their ethnic origin and recognises the efforts of individuals in creating an environment embracing diversity and equality.

Endeavour was named after John Perkins, a former slave who joined the Navy's Jamaica Squadron in 1775 as a ship's pilot.

Within a few years he was commanding a schooner with success and in 1782 he was commissioned as a Lieutenant in command of the brig Endeavour, before being promoted to Commander in 1800.

10,000 hours on the clock

LT CDR Nigel Hennell has achieved an amazing 10,000 flying hours, making him one of the longest-serving and most experienced pilots in the Royal Navy.

A former member of the Sharks Helicopter Display Team, Nigel joined the Navy 34 years ago and has spent much of his career at RNAS Culdrose.

His experience of helicopters is broad-ranging, including Wasps, Gazelles, Wessex, Lynx, Sea Kings and Squirrels.

He is currently to be found at 771 Squadron with another long-serving squadron member, Sea King helicopter XV 666, nicknamed 'Damien'. Damien too has clocked up a grand total of 10,000 hours flying time.

Culdrose Commanding Officer Cdre Chris Waite said: "I first met Nigel when he was flying with the Royal Marines in the Far East some 30-or-so years ago, when coincidentally, I was at the controls of Damien, then a Mk 1 Sea King."

"Throughout Nigel's long and varied career, Naval aviation has benefited from his total professionalism and many of today's helicopter pilots owe a debt of gratitude to his instructional techniques and vast experience."



ONE of Britannia Royal Naval College's young officer cadets was a bit older than normal. Edward Leigh, aged 52, Conservative MP for Gainsborough visited the college to get an in-depth knowledge of Naval officer training. He took on his new role with gusto, up and ready for parade training in the early morning, in the classroom learning navigation and communications then bobbing about on the river in boats.

SIR RICHARD Bramson has become the first honorary member of the HMS Argonaut Association. Sir Richard qualified after his rescue by the Argonaut when his hot-air balloon, the Virgin Flyer, ditched into the Irish Sea in 1987.

Trevor Jones, the pilot of Argonaut's Lynx helicopter when Sir Richard was rescued, has also become a member of the association. After a ski accident in 1988, Trevor's neck was broken and he is now quadriplegic. Undaunted, Trevor set up a charity to assist people with disabilities develop. Information on the Inventure Trust at www.globalinventure.com.

PROUD dad WO WEM Mark Jones saw his daughter WAEM Jennifer Jones pass out at HMS Raleigh at the end of her eight-week basic training course.

WO Jones said: "Jennifer has always wanted to join the Royal Navy and is now looking forward to a good career where she can travel and meet new friends."

CPO WEA Paul Jones has been awarded the Clasp to his Long Service and Good Conduct Medal in recognition for his 30 years service in the Royal Navy.

Paul is a submariner currently serving at HM Naval Base Clyde training Naval personnel and civilian contractors in the use of maintenance systems on board the Vanguard-class submarines.

But Paul has never forsaken his Manchester roots and remains a devoted fan of Manchester United, even producing the Newsletter for the Scottish Branch of the Man Utd Supporters Club.



● Oliver Kholts

THIS year the Captain's Warfare Prize, awarded by the Maritime Warfare School to the Principal Warfare Officer student who merits particular recognition for their achievements, was won by an officer from the Federal German Navy, Kapitänleutnant Oliver Kholts.

Oliver was an exchange student on the PWO course throughout 2001. The prize, an engraved pair of Zeiss binoculars, was presented by sponsors Alenia Marconi Systems to Oliver on board the FGS Augsburg whilst she went through training at Devonport.

LAST Commanding Officer of the last HMS Bulwark Vice Admiral Sir Patrick Symons spoke watched by the future Bulwark's CO Capt Keith Winstanley at the Trafalgar Night Dinner of the HMS Bulwark, Albion and Centaur Association.

A LOVINGLY-RESTORED Naval Jeep from 1944, Vehicle No.5609RN, played a starring role in its owner's wedding. Paul Wilson only just managed to get the Jeep fixed up in time for the big day - it only passed its MOT just 24 hours before.

FOUR serving officers working with NATO in Naples celebrated 30 years of service each. The four, Lt Cdr Brian Gopsill, Capt Peter Steel, Cdr Morley Fisher and Cdr Tim Williams, all joined BRNC Dartmouth together in September 1972. The toast was "The next 30 years."

CONGRATULATIONS to Albert Friend and wife Violet who celebrate their 60-year wedding anniversary on Boxing Day. Albert served from 1939-46 in Effingham, Belfast and Drake.

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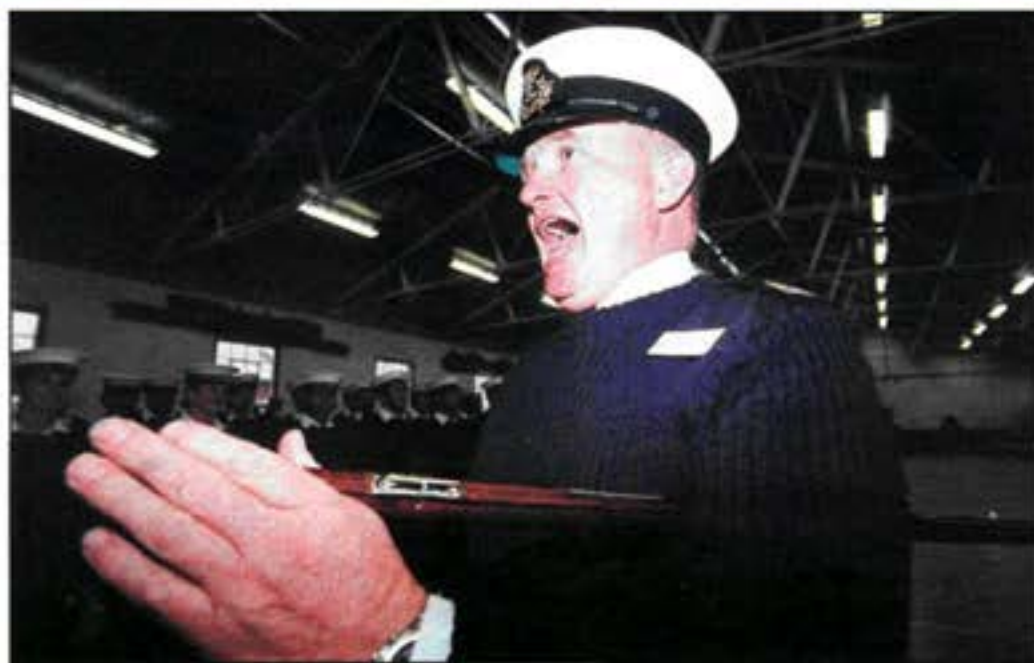
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● WO John Snoddon puts the Cenotaph ceremonial guard through their paces

The meaning of remembrance

FOR the two main figures in the Navy's ceremonial training team, this year was the last time they stood with the RN guard taking part in the 2002 National Act of Remembrance at the Cenotaph in London.

For Warrant Officer John Snoddon the involvement has spanned almost a decade, while his boss Lt Cdr David Bentley is moving on after four years.

These two have been heavily involved in the training and preparation of the 80 Naval personnel taking part in the annual Remembrance ceremony at the Cenotaph, the Festival of Remembrance at the Royal Albert Hall, and the Lord Mayor's Show in London.

WO Snoddon is well known among officers and ratings as the loudest voice on the parade-ground, having put them through their paces in marching, Colour and sword-handling for countless ceremonies over the past nine years.

The only respite from his ceremonial drill instruction came during a spell at sea in HMS Invisibile in 1998-99.

WO Snoddon said: "Taking part at the Cenotaph means a lot to me. It's important that the nation continues its tradition of remembering those who have given their lives in the course of duty, not only during World War I and II, but also in the many conflicts since."

"I stress to those taking part the importance of the event, but I also urge them to enjoy it, while feeling



● WO Nigel Loar at the RN Memorial on Plymouth Hoe

a sense of pride and honour, representing their Service and the nation."

Lt Cdr Bentley leaves the Navy this year and added: "It is always a great honour and a very moving experience for me personally to take part in the Remembrance services, but this means more as my last one."

The man with the key ceremonial role in Plymouth took time out to remember his uncle whose name appears on the memorial.

WO Nigel Loar is Officer of the Guard at HMS Drake, and has been fundamental in organising the military aspects of the Plymouth service.

His uncle, Ordinary Seaman Charles Loar, served in HMS

Prince of Wales during World War II.

The ship was sunk in the Far East and although 17-year-old Charles made it ashore, he was later declared missing in action in February 1942 after the Japanese invaded Singapore.

Nigel joined the Navy in 1970 but was unaware his uncle's name appeared on the memorial until his mother told him when he settled in Plymouth in 1983.

He said: "Since then when I can I go to the Remembrance Day ceremony to put a cross of remembrance near his name."

"It's a very special occasion, where we honour our war dead and it's a privilege to take part in the ceremony."

CPO WEA Peter Johnson must have felt on top of the world when he was presented with his Long Service and Good Conduct medal at the summit of mainland Spain's highest peak, Mulhacen. This was the culmination of the recent expedition by members of the ship's company of HMS Monmouth to the Sierra Nevada for seven days.

● CPO Peter Johnson of HMS Monmouth receives his LS&GC medal from his Commanding Officer Cdr Guy Haywood on the peak of Mulhacen, a mountain in southern Spain



Cool way to mark day

DESPITE being on the other side of the globe, Leading Seaman Jarrod Beech of HMS Westminster found a cool way to remember his son William's first birthday.

During a break in the ship's programme on the South Atlantic island of South Georgia, dad Jarrod came up with this special way to remember William at home with mum Becky.

He said: "I'm sure William would love all this snow. It's disappointing to miss his first birthday but doing this is my way of spending a little time with him."



First post

ADMIRAL Ian Forbes has taken on the duties of interim Supreme Allied Commander Atlantic, the first time the NATO post has been held by a non-US officer in its 50-year life. This is a temporary arrangement allowing for changes to be made within the organisational structure.



Guild honours for Navy pilots

THE GUILD of Air Pilots and Air Navigators have presented their annual awards for meritorious achievement in aviation for the past year.

Naval winner of the Sir Barnes Wallis medal was Lt Cdr Paul Stone, along with the RAF's Squadron Leader Justin Paines, these two were the British pilots on the Joint Strike Fighter Test Force, and have made a real contribution to the success of the programme.

Lt Cdr Clive Rawson received the Sir James Martin award for his outstanding practical contribution to the safer operation of aircraft.

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Options
Royal Navy teams step in to cover for firefighters' strike



● A typical incident during the firefighters' strike – a blazing car in Crawley, which was successfully tackled by Royal Navy teams



In the money

THE ARRIVAL of firefighting duties also brought some good news for Musn Dave Davies of the Royal Marine Band Service. Dave (pictured above) was just on his way back to his station at Taunton ready for his Op Fresco duties when he received a phone call to say he had won £5,000 on the RN&RM Sports Lottery. He said: "It was great news. I thought it was a bit of a wind-up at first. The windfall has come as a great end to a year which included Dave singing at the Albert Hall. He will use some of the cash to send his mother out to Spain to visit his sister, who lives there."



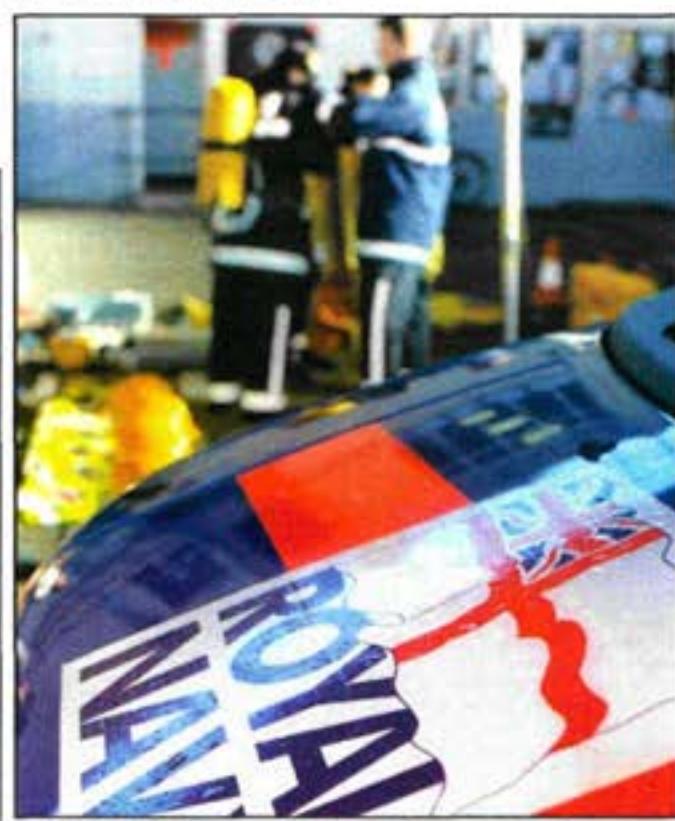
● Navy firefighters use well-honed techniques to put out the Crawley car fire

Sailors in the hot-seat

MANY of the calls to Royal Navy firefighters during the 48-hour firefighters' strike were routine – but had to be tackled with skill and determination. Incidents such as a car-fire in Crawley, pictured above, meant techniques learned in standard Navy training, as well as during intensive periods during Operation Fresco, were full tested, and the

sailors acquitted themselves with distinction. Although the Senior Service took the lead in several regions, in other areas there was a smattering of dark blue among the khaki and light blue, and it was important that these people – often individuals – did not feel isolated. Liaison officers were put in place for the period, and the experience of Cdr Glenn Tinsley, who looked after Eastern England from East Anglia to Northumberland, was perhaps typical. Several senior rates were spread around Breathing Apparatus Rescue Teams (BARTs), with just

two in Grantham with the RAF, for example. In one case, at Worktop, a Geordie petty officer was working with Gurkhas, with both parties having to quickly get to grips with the other's accents.



● Navy firefighters training (left, donning breathing apparatus) and working (above, at Crawley)



● Sailors from HMS Exeter (left, in Portsmouth) and HMS Kent (above, at RNAS Culdrose) during training for Operation Fresco

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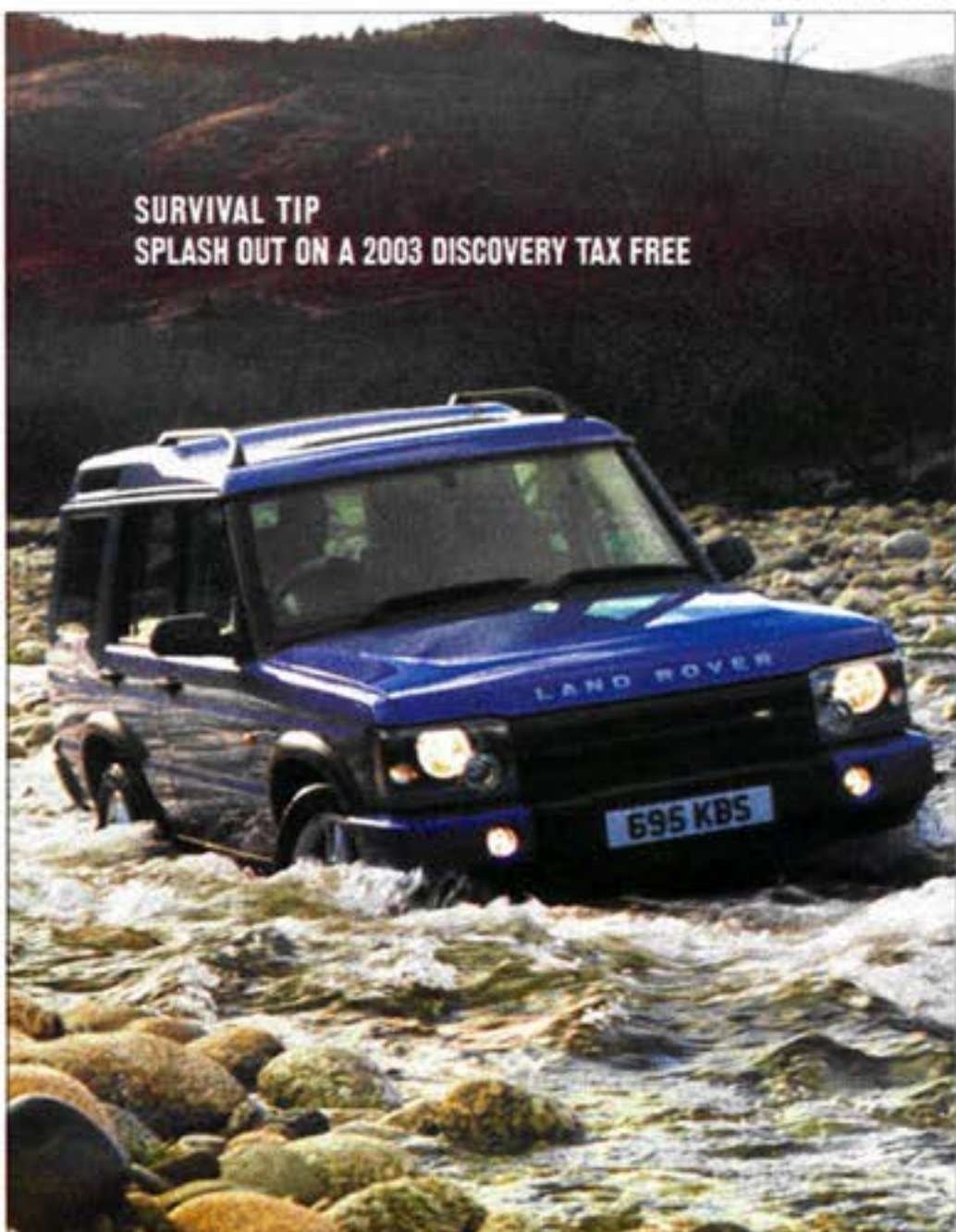
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Desert song cast ashore!

UK MARITIME Component Commander Rear Admiral David Snelson and his team in a light-hearted photocall. UKMCC is responsible for operational control of all Maritime Forces in the Middle Eastern theatre, set up alongside Coalition Forces at Commander US NAVCENT headquarters, Bahrain since November last year.



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NEW 2003 DISCOVERY



THE LAND ROVER EXPERIENCE

New look for RN Families Association

A NEW-LOOK Royal Naval and Royal Marines Families Association is set to be up and running early in the New Year.

The RNRMFA was formed under Charter approved by the Armed Forces Minister in 1999 to represent the interests of Naval Service families and to form a channel of communication between them and the Service authorities.

Since then it has occupied Service accommodation of one kind or another in Devonport.

But now the Second Sea Lord Vice Admiral Sir Peter Spencer has written to the RNRMFA to tell them funding would be withdrawn.

The decision was taken for a number of reasons, *Navy News* has been told. Most important was the Association's decision not to appoint - or to continue to seek - a permanent chairman earlier this year.

Having had three chairmen in the past three years and still without a permanent chairman, Admiral Spencer felt families were not being properly represented at Tri-Service, MOD and ministerial meetings including the Service Families Task Force.

It is now a priority to re-establish the Association with a management structure able to fulfil its Charter obligations.

It is intended that it will be based in Portsmouth, where it will benefit from more direct access to the support of the Second Sea Lord's staff.

This will mirror the successful arrangement adopted by the Army and the RAF, both of which have families organisations located with their Service personnel HQs.

In the meantime, interim arrangements are in place on a Navy-wide basis for supporting families through the Naval Personnel and Family Service, Sailors and Families Advice Bureaux, HIVEs (the Tri-Service information network for Service

Personnel and their families) the Directorate of Naval Service Naval Supportline and the Conditions.

COLLINGWOOD REGROUPS

WITH the re-organisation of HMS Collingwood a completely revised Collingwood Officers Association has been formed.

This is to consist of both serving and retired officers. To be eligible, an officer must have served on the staff of HMS Collingwood, HMS Mercury or HMS Cambridge, having served as an Engineer officer of the WE branch including all SD(L) and (R) and Commissioned Green Strippers or as an officer of the Communication sub-specialisation.

Also qualifying are any officers who have previously been a Life Member of the HMS Collingwood Wardroom Mess. Contact Association Secretary Lt Cdr David Cox c/o The Wardroom, HMS Collingwood, Fareham, Hants PO13 1AS.

Livery company on nuclear tour

ANCIENT crafts met modern technology when members of a London livery company visited Clyde Naval Base.

The visit to Faslane by the Worshipful Company of Gold and Silver Wye Drawers included a call on the Trident submarine HMS Victorious - and there was a small break with tradition.

As a mark of appreciation at the close relationship between the nuclear submarine and the Company, the Commanding Officers of both the Port and Starboard crews were on hand to welcome the visitors on board.

The two COs, Capt Geoff Thomas (Starboard) and Cdr John Humphreys (Port) accepted an inscribed solid silver plate which was presented to the boat as a per-

sonal gift by the Master of the Company, Ken Blundell.

The livery company can trace its line back to the 15th century, when its craftsmen made the silver and gold threads used on the embroidered garments worn by royalty and the nobility.

There is still a demand for such material today - although now it ranges from badges for military uniforms to components in space programmes.

Members of the Company also raise money for charity and support a number of affiliated groups, including the Royal School of Needlework.

PORTSMOUTH NAVAL BASE - PAST, PRESENT AND

Pompey skyline loses its distinctive towers

A MASSIVE building project in Portsmouth Naval Base which will change the city's skyline has been signed and sealed.

Funded by the Warship Support Agency, the project to build modern single-cabin living accommodation for junior rates is taking place across the country at all three naval bases. In Portsmouth the work will begin with the demolition of three 12 and 13-storey tower blocks at HMS Nelson.

Cdre Amjad Hussain NBCP predicted: "Come back this time next year and the site will have changed remarkably."

The soon-to-be-demolished Keppel, Saumarez and Vanguard

blocks have been landmarks in the city for the last 30 years.

The £38-million contract to design, build, maintain and operate the new accommodation has been awarded to Balfour Beatty Construction, who will provide 584 single en-suite rooms in four four-storey buildings.

There will also be a four-storey office block and squash court.

Demolition is due to begin in January on Keppel block, with the first two of the four accommodation blocks completed by August.

The third and fourth blocks should be finished by March 2004, and the entire project should be done and dusted by the following

October, with the prime contractor maintaining and managing the accommodation for ten years.

One feature of the new project will be a huge stone lion, a replica of that on the Royal Navy crest, which was perched on top of Rodney block in the barracks when they were built in 1901.

It survived a bomb in World War II by inches, and was moved to the garden of the wardroom when it was judged unsafe in its original position.

The lion, made of Portland stone, will be given a spruce-up before returning to public duty. It will be mounted on a plinth next to the new office block.



● New jetties have been built along the western edge of Portsmouth Naval Base

Picture: DLO

The man from Fleet putting people first

FLEET First has brought a new man in to each naval base to represent the direct link to the Commander-in-Chief Fleet.

In Portsmouth, Cdre Roger Ainsley as Commodore Portsmouth Flotilla heads up a group of Fleet units that number 60. These range from the aircraft carriers down to the Archer-class Fast Patrol Boats, and includes the three Diving Groups. His wide reach of responsibilities extends beyond the borders of the UK down to the Falkland Islands patrol ship.

He sees his primary role as the provision of guidance, leadership and advice to all the various Fleet units that lie within his Flotilla.

This requires a very close relationship with the Naval Base Commander to provide essential services and support to all the people in the hulls.

For anyone who feels that Fleet First has had little impact on them, this is in line with Cdre Ainsley's stated plan: "Our ultimate aim in all the changes going on is to make them really invisible to the people where it counts, whether in a grey thing that floats or a black thing that sinks. If they do notice any changes, they should be only for the better rather than the worse."

So while the changes may not be noticed

immediately by the ratings sat in the ships, they mean an improvement in the links with the rest of the Ministry of Defence and the manner of doing business with the Warship Support Agency in the round. And ultimately this means that life for everyone in the Fleet should improve.

Fleet needs are sorted out and a consistent set of priorities are communicated across the Ministry of Defence.

Cdre Ainsley finds the majority of his day is spent dealing with people issues, seeing his primary role as the well-being of everyone out there floating around, from the Commanding Officer down.

"I'm delighted that we have gone back to a situation where people are our priority," he said.

He sees his link with the ships as a useful tool for feedback to the Fleet HQ and Naval Base: "If they're getting it wrong, the first place it is observed is out there in the ships."

"I and my team will be the first people to see if it is going wrong and say 'Careful, you may have some disgruntled sailors out there'."

But the Commodore has so far enjoyed his recent post: "As a personal challenge, I relish it. If it works well, and it is looking that way, I think it is going to be the most rewarding job of my Naval career."

● FSL take on commercial work with the Survey ship Clark Ross in the Naval Base
Picture: FSL



'Portsmouth is a picture of vibrancy'

THE future for Portsmouth Naval Base is looking rosy.

The last year has seen a number of announcements confirm the Navy's commitment to the Portsmouth area.

The new carriers and destroyers of the 21st century will be based in the Hampshire naval base, and the Fleet headquarters are in the process of moving down to a neighbouring site.

A new partnering arrangement is in place with Fleet Support Limited. And Vosper Thornycroft are moving into the site, bringing the related skills of shipbuilding to work alongside the ship-repair jobs.

For the Naval Base Commander, Cdre Amjad Hussain, the Naval Base presents a picture of vibrancy. He sees a very different place to his previous experiences of Portsmouth.

"This is really purposeful," Cdre Hussain said. "There's a lot going on here. There's a lot of potential if we get it right and there's a huge benefit available to us if we can get all the right forces into play properly."

And Portsmouth is generating a buzz, with commercial industry casting admiring glances at the security and location that the Naval Base offers.

The Navy's new partnering arrangement with FSL in Portsmouth is built on each partner helping the other to succeed.

Cdre Hussain sees hope that Portsmouth Naval Base, with the right work, could act as a magnet, drawing various businesses together around the location.

He said: "It's a big change for Portsmouth. But for the Navy it means they are going to potentially - if we play it right - get a centre of excellence, of economy, of efficiency in marine support."

"And a centre that, if it's going to succeed, it has to represent the best practice in the world, it has to test itself commercially, not against the other military dockyard ports,

but against ports around Europe."

The impact of the base-porting announcement means development of the infrastructure across the base, everything from jetties to cranes, electricity supplies to self-winding winches is being closely looked at, to plan for the known and unknown future.

Investment into the base by industry could transform areas of the establishment. Said Cdre Hussain: "Some of our buildings are run down and designed for uses we no longer have."

"But if we get someone in a related business in who wants to use them and wants to be on the site, then we, of course, get an income but the building becomes useful again and the best way to preserve and look after buildings is by somebody living in them and using them."

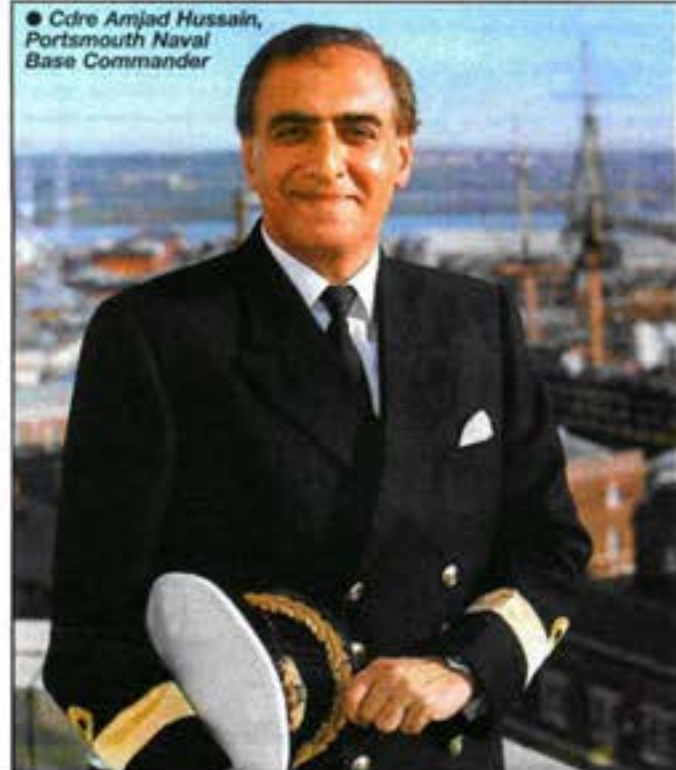
"So where areas of the site look a bit run-down, this will bring them up again, a sparkle, a shine to some of the down-beat areas that we've got on the site. And, importantly, it means we bring the industry on which we rely closer to the waterfront."

The Heritage area is one part of the base that could grow. Some of the buildings, such as the Blockmills, within the base are of national importance but the public has no access to them currently.

But Cdre Hussain knows that care needs to be taken to ensure that the package is right: "The benefits must be great. Anything we lose, anything that we give up, must be replaced by something that is as good if not better for a 21st century Navy."

"It's about investing for the future."

● Cdre Amjad Hussain, Portsmouth Naval Base Commander



FUTURE COME TOGETHER IN A WINNING TICKET



● Portsmouth Naval Base from the air

Picture: DLO Photographics

Challenging start to FSL partnering

PARTNERING at Portsmouth Naval Base between the Navy and Fleet Support Limited (FSL) was put to the test from the very first week.

Their joint skills were called into action on the first working day after a fire on a container ship in the harbour, then again a few days later when an unexploded German bomb was found in the Vosper Thornycroft (VT) building site.

Cdre Amjad Hussain, Portsmouth Naval Base Commander, said: "I was hugely impressed by the way the Navy and FSL came together to deal with these two very difficult incidents in the first week of partnering. They could easily have gone wrong, but both organisations worked with a common aim and as a united team to deliver very efficient, successful operations."

FSL Managing Director Peter McIntosh agreed: "From that first week when we had a few things thrown at us that we could well have done without, we handled it well. It was one team. It wasn't an us and them scenario, and it quite easily could have been."

Once the partnering arrangements became live on vesting day, around 600 posts transferred from public hands into FSL. These, along with the 500 Naval personnel who are now resource-managed from within FSL, has bumped up numbers at the ship-repair organisation to 1,850.

● Navy and FSL work side-by-side under HMS Newcastle



The Navy has already seen gains from the new arrangements, notably enhanced waterfront core working hours and the opportunity for Service personnel to gain extra skills working alongside FSL on external commercial work.

FSL are now secure within the base with an 11-year contract, which means that investment into the site, such as oil to gas conversion, has enough time to provide payback for both parties.

With partnering FSL has not just taken on a greater and longer commitment to ship repair, but it has also taken on logistics and facilities management.

Right now a six-month process of review is under way. FSL is looking to bring business in across the board, looking for income generation through growing the existing skillsets and capabilities of the establishment.

In the logistics and stores area says Peter McIntosh: "There is potential to maximise that site by bringing in third party products. To give an example, this is a very secure site and it's ideal for companies, who need to have tight security around but also have a fast and efficient service."

In terms of facilities management, the Naval Base has service engineering, high voltage, low voltage, water mains - "We've got every system you can think of to run a town in here. So if you've got that, you've got the expertise, you can make it world class and you can sell it."

Since FSL took over, the costs of

the former Fleet Maintenance and Repair Organisation have been reduced by 30 per cent.

The arrival of Vosper Thornycroft within the Naval Base is particularly welcomed by FSL.

"Now having a ship-repair site and a shipyard sitting alongside each other gives us the thing that we're looking for - which is an edge in the competition to bring more work into Portsmouth," said Peter McIntosh.

He assigns the successful changeover to 'management by walkabout'. "We've had a smooth transition because of that. We've spent a lot of time, certainly from the contract award, walking around and just basically talking to people."

FSL is determined to win warship refit work back to Portsmouth and make the Naval Base a world-class centre for ship repair.

"Our philosophy is to deliver to Naval and MOD commitment and complement that with commercial work. We believe in competition because it drives innovation and change, and we believe in customer delivery - what we've introduced here is a customer-service philosophy that delivery is paramount."

Since September 1999, 87 per cent of the commercial and RN ships worked on by FSL have been delivered on time or ahead of schedule.

Peter McIntosh concluded: "I am very pleased with the transition period, very pleased with the reaction of the new and the old workforce in the difficulties we had in the first week, and nothing that we have seen post-vesting day has changed our view of what we can do."



● An artist's impression of the shipbuilding sheds needed if VT wins both the Type 45 destroyer and the future carrier work

Picture: Vosper Thornycroft

VT plans for carrier future

THE decision over who should be the prime contractor for the build of the future aircraft carriers for the Royal Navy is still awaited, but shipbuilder Vosper Thornycroft (VT) have already got plans in hand for their future requirements should they win a significant share of the work.

With VT's move into Portsmouth Naval Base finalised, building is already under way at Portsmouth for the ship sheds needed for

the Type 45 destroyers. But an eye is being kept to the future to allow for extension of one of the sheds and another to be built alongside depending on VT's share of the 'mega-block' carrier build.

The announcement is expected in early 2003, but VT hopes to play a significant part in the design, build and support of the future carriers, whether Thales or BAE Systems win the prime contractor role.

Don't let the name fool you - Heritage comes bang up to date

WITH expectations turned to the bright future on the cards at Portsmouth Naval Base, it would be easy to forget the history treasured in the public heritage area of the establishment.

Open to the public in winter and summer, the Portsmouth Historic Dockyard lets visitors explore the nation's military seafaring history.

But the newest attraction in the Historic Dockyard is very much focused on the modern Navy. Action Stations is a multi-million pound exhibit gives children and adults a chance to experience the sights and sounds of a current warship.

Sophisticated computers games and active climbing walls are topped off by the largest cinema screen on the south coast that plays an action-packed movie showing

off the Royal Navy and Royal Marines at their best.

This hi-tech exhibit is balanced by traditional ships like HMS Victory and the Mary Rose. The Royal Naval Museum offers a fascinating tour of Naval history, and HMS Warrior 1860 lets you look inside the nation's first iron-clad warship.

As the final days of November draw to a close and December begins, the Historic Dockyard is offering a journey through time in this year's 'A Festival of Christmas'.

Traditional meets futuristic as the centuries spanning Tudor times to the 21st century and beyond are brought to life.

Musicians, actors and street entertainers will bring past and future to Portsmouth Naval Base. Step back in time in the Victorian street scenes where sellers of mulled wine and chestnuts vie for your attention.

On board HMS Victory a Georgian Christmas will be brought to life, while the Tudors will welcome you at the Mary Rose. Relive the frugality of World War II Christmas parties in the Royal Naval Museum. And Santa's Cyber Grotto will be open in the Dockyard's Action Stations.

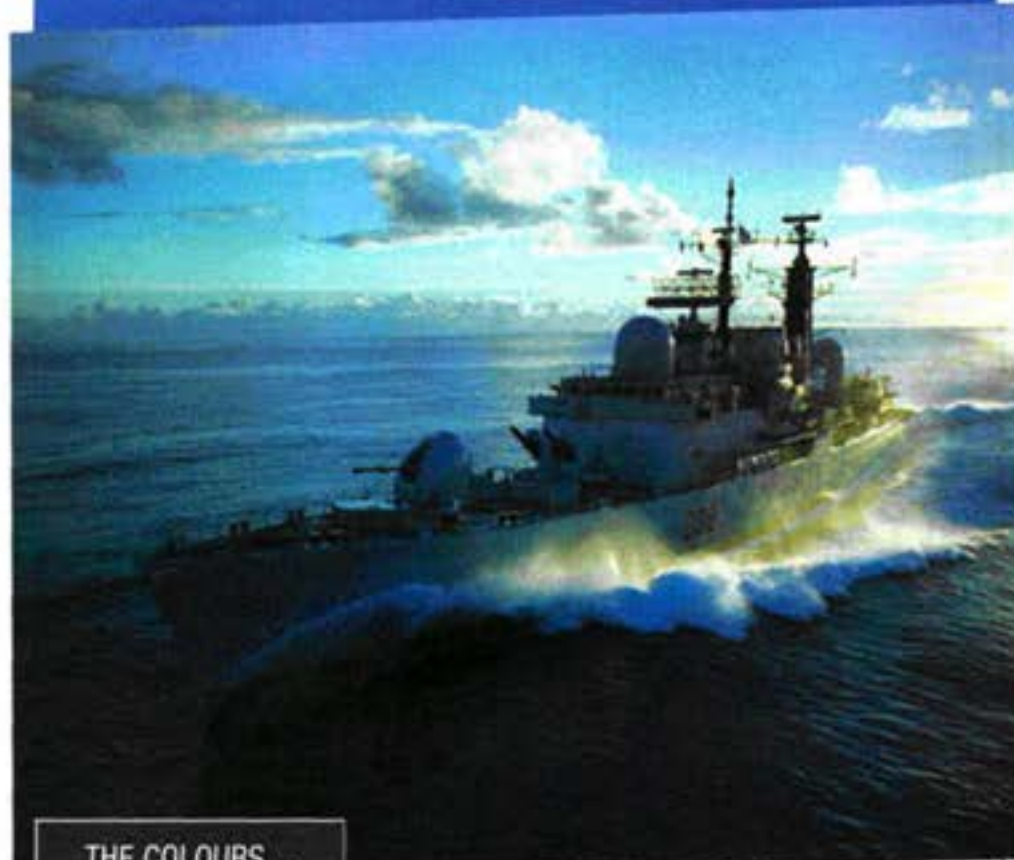
The four-day festival runs from November 28 to December 1. Tickets offer entrance to the festival and all the historic ships and attractions.

Adults £7; seniors £5; children £3. Ticket hotline: 023 9286 1533.

● Visitors to the heritage area gather alongside HMS Victory to sing Christmas carols during the Festival of Christmas



THE COLOURS of the FLEET



HMS GLASGOW

One of the Royal Navy's Type 42 air defence destroyers, on patrol in the South China Sea

This splendid shot of HMS Glasgow ploughing through the South China Seas is just one example of the twelve superb photographs included in this years calendar.

Each photograph measures approximately 30cm x 30cm and makes an impressive gift when framed.



THE UNION FLAG

The National Flag of the United Kingdom is worn as a Jack in the bows of all RN ships in commission when in harbour or at sea when dressed with traditional flags. This is the position from which the name Union Jack is derived although it is generally known by this name through common usage. It is also flown during Court Martial and is the Distinguishing Flag of an Admiral of the Fleet.

2003 CALENDAR

Other ships featured are:-

HMS Cornwall, HMS Iron Duke, HMS Invincible, HMS Trumpeter, RFA Orangeleaf, HMS Fearless, HMS Endurance, HMS Vanguard. Also, FA2 Sea Harrier, Merlin helicopter and the Royal Marines in action.

The theme for the 2003 calendar is - Colours of the Fleet. Twelve different flags are depicted, together with potted history.

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Culdrose aircraft to the rescue off the Scillies

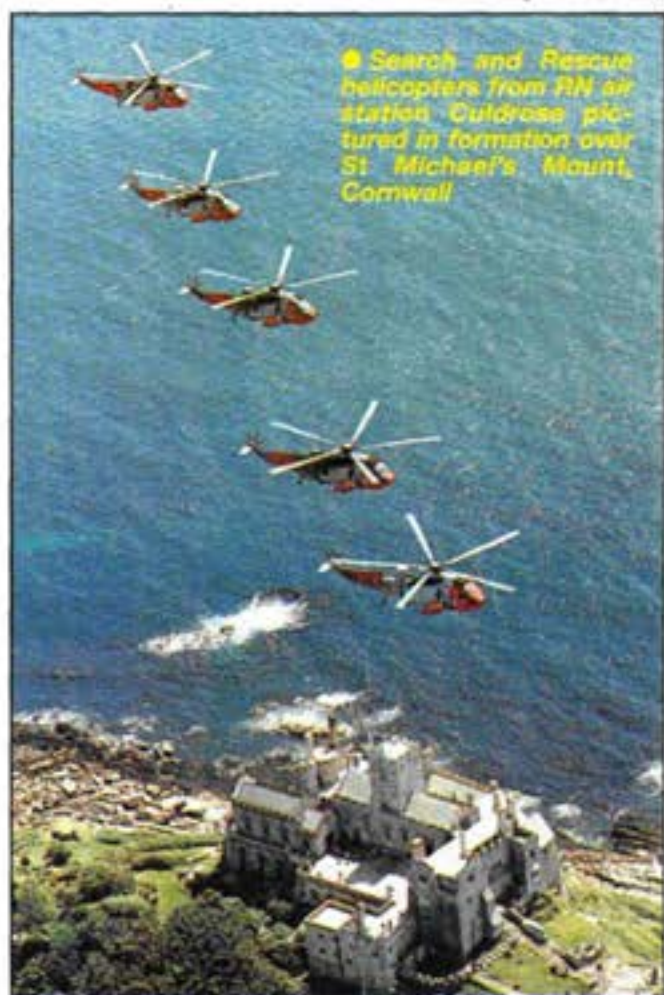
A ROYAL Navy Sea King helicopter from 771 Naval Air Squadron based at RN air station Culdrose in Cornwall has been involved in the rescue of a fisherman from a Spanish boat more than 100 miles out into the South West Approaches.

The aircraft was scrambled to go to the aid of a man on board the Sanamedio, 110 miles off the Isles of Scilly.

With the 31m fishing boat rolling heavily in 20ft waves, winds gusting to 20 knots and in driving rain, LA Darren Jones was winched to the heaving deck, where he assessed the condition of the casualty, placed him in a stretcher and helped transfer him to the helicopter.

The operation to bring the man into the Sea King took about 30 minutes.

With deteriorating weather con-



Search and Rescue helicopters from RN air station Culdrose pictured in formation over St Michael's Mount, Cornwall

ditions, instead of returning to Culdrose the aircraft captain decided to proceed to Cork in the Republic of Ireland, where the injured fisherman was transferred to hospital for treatment.

A second 'tail-chase' aircraft left Culdrose to provide back-up to the

crew of the first Sea King if needed, and both aircraft remained at Cork until the weather conditions improved sufficiently for them to return to Culdrose late the same day. An RAF Nimrod aircraft from Kincross also provided cover for the operation.

Limbang 40 years on

IMPERIAL War Museum North at Manchester was the impressive setting for the 40th anniversary commemoration of the action at Limbang, North Borneo.

With Navy News' help, contact had been made with over 80 of the 130-plus Royal Marines and sailors who took part in the battle - and over 50 of them were on parade, including former members of Lima Coy, 42 Commando and HM Ships Fiskerton, Chawton and Dartington.

Also present were colleagues from HMS Albion and Dufon, representing RN participation in subsequent actions of the Indonesia Confrontation (1962-66).

The veterans joined their presiding officer, Maj Gen Sir Jeremy Moore - who as a Captain of Marines organised and led the raid on Limbang. Twenty years later he would be Commander Land Forces in the Falklands campaign.

The events at Limbang had been triggered when civil unrest in Brunei led to occupation of several towns in North Borneo by armed units of the Tentara Nasional Kalimantan Utara - the North Borneo Liberation Army.

There had been several clashes between the TNKU and the Sarawak Police, supported by resident units of the British Army. At Limbang, the rebels killed four police officers and took hostage 11 European and American civilians, including Mr and Mrs Morris, the District Officer and his wife, two members of the US Peace Corps, a Catholic missionary and several expatriate businessmen.

The rebels had threatened to execute the hostages, so Lima Coy was tasked to free them. The commemoration honoured

the memory of the four members of the Sarawak Constabulary who were killed when the town was occupied by insurgents on December 8, 1962 and the five Royal Marines who gave their lives in re-taking the town four days later.

Sailors from the minesweepers Fiskerton and Chawton had manned requisitioned civilian ramp lighters to act as landing craft for the raid.

Later the ships were joined by Dartington and Houghton to conduct search and mopping up operations along the waterways of Brunei and Sarawak. Fuelled by Indonesia, Confrontation subsequently spread to the east coast and interior of Borneo and into the Singapore Straits.

Messages of goodwill were received from Admiral Sir Jeremy Black, Capt Harry Mucklow and Cdr Andrew Marx, commanding officers of Fiskerton, Chawton and Dartington at the time of the Brunei rebellion.

Among the guests of honour

were Cdre Madgwick, Regional Naval Officer for Northern England, wives and families of veterans, representatives of the US Peace Corps, serving members of 42 Cdo and relatives of those killed in the action.

Guard and band were provided by the Royal Marine detachments of Sea Cadet units TS Quantock (Ashton under Lyne) TS Ilex (Salford) and TS Forward (Ellesmere Port).

The President of the US Peace Corps had sent an illuminated address to thank the Royal Marines for saving the lives of their volunteers 40 years ago.

In return, the veterans presented the Peace Corps with a poignant picture by Tony Standish of Fritz Klattenhof, one the Peace Corps workers, recovering by night the body of his friend, one of the police officers who had been killed. Fritz was captured the following day and was among those threatened with execution.

CONFRONTATIONAL: HMS Dartington in the Far East



If in doubt, ask an expert!

ROLL OUT OF THE TOPMAST SQUAD SYSTEM (TMSS)

ME AND SUPPLY ABs

The next milestone in the TOPMAST programme is the roll out of ME and Supply ABs into the TMSS from Apr 03 (standfast Supply ratings drafted to the FAA).

So during those spare moments between task book training, galley sports, making the Chief a cup of tea and touch drills during the middle watch, make a note of the following important dates and how they will affect your future:

■ ME and Supply Able Rates on a ship with an ERD on or before 31 Mar 03 will be drafted ashore to complete their outstanding MTA in accordance with current regulations.

■ ME and Supply Able Rates serving in a ship with an ERD on or after 1 Apr 03, will have their ERD extended to 48 months from date of joining the ship.

■ ME and Supply Able Rates (this doesn't include those going to their First Sea Draft) due to be on sea service after 1 Apr 03 will be able to volunteer for a shore billet by raising a Drafting Preference Form, C240.

■ If at sea and your ERD is before 1 Apr 03, and you would rather stay with your ship in a Squad than go ashore for MTA, you should raise an Application for a Particular Course or Draft (C240) to volunteer to stay at sea.

This should be with CND at the earliest opportunity (note that you will forego your transitional MTA entitlement).

If you take no action, you will be

drafted ashore for MTA.

There will only be a small number of ME Able Rate shore billets remaining under TOPMAST, predominately in Drake SFM and Portsmouth SFM.

Likewise, there will be few remaining shore jobs for Supply Branch ABs, apart from WTRs who will continue to be employed in major UPOs for eight months before moving into the Squad to prepare them for the singleton billets they fill at sea.

Because of these reduced numbers, it will not be possible to give every volunteer a shore job and applicants will be selected by the normal drafting criteria of suitability, availability and preference.

SUPPLY ABs DRAFTED TO FAA

Supply ratings drafted to the FAA will normally remain within the FAA TMSS for up to four years with their Harmony being managed and delivered by WMO(Air). If they wish to return to General Service, C240 action will be required.

FAA ABs

Whilst similar in basic principle to the General Service, the FAA system will have some minor differences.

The FAA will initially have two TOPMAST Squads - one at Culdrose and one at Yeovilton.

A third Squad will be formed either at Cottesmore or Wittering when the JFH community moves there in Apr 04.

The Squads are planned to form by Apr 04 with a trial run, or early implementation, in CHF from Apr 03.



'Well, they were here just now when I phoned to say we'd call in!'

A Waterfront Manning Office (Air) (WMO(Air)) will be headed by a Warrant Officer responsible for Squad management and assisting CND with career drafting.

The WMO(Air) will be assisted by Community Manpower Co-ordinators CPOs (one for each aircraft community within the Squad and one for the TAS manpower).

The Squadron/Unit Manpower Controllers and Community Manpower Co-ordinators will work hand in hand on all issues concerned with the day to day manpower planning within the Squad.

The Departmental Co-ordinators of the AEDs and the Air

Departments of the Capital Ships (or the EWOs on FF/DD Flights), will work with the WMO(Air) to generate personal plans for FAA ABs and assist with career planning.

ABs will join a Squad, on preference, from Part III training, where they will remain until promoted to LH or a C240 is raised requesting a move of Squad.

There will still have to be some non-preference Drafting between Squads, controlled by CND, to balance manpower requirements across the Naval Service but, in principle, ABs will remain in their Squads unless moved for one of the following reasons:

- Change of Preference Area.
- Selection for Shore Service, Local Foreign Service etc.
- Change of Branch or Arm.
- Promotion on completion of LHPOC.

So instead of sitting down the Messdeck and asking how it will affect you and coming up with the wrong answer, ask your Divisional Senior Rate or Divisional Officer.

If they don't know the answer, they can contact your drafting desk who will do their very best to try and answer your queries.

RM LC Ors

The introduction of TOPMAST principles to the Corps will, for the

immediate future, be confined to Marine Landing Craft 3 rates serving on amphibious ships.

The LC squad system will commence in Apr 03 and will provide additional LC3 marines to each of the three embarked Assault Squadrons.

LC rates will continue to be drafted to ships in the normal fashion, and will still be administered and 'owned' by the ship on which they are serving, with the extra squad manpower ensuring that individuals get harmony time in base port equivalent to their RN counterparts.

1 Assault Group, will be the co-ordinating authority for the extra LC3s and will manage their employment with other ASRMs when their own ship is deployed and they have been left behind for harmony time.

The TOPMAST squad system will provide extra LC3s to better meet the needs of both individuals and the Service such as allowing the LCs to take all entitled leave or perhaps fill in for someone medically downgraded.

At present, it is not planned that draft lengths to ships will increase markedly in the way that RN ABs drafts will lengthen.

Nor is there an intention to include non-LC rates in the Assault Squadrons (VMs, Clerks etc) in the TOPMAST squad, as they will rarely be drafted to a ship more than once during their careers.

Further work is progressing to define whether TOPMAST Squads are appropriate to shore based RM units.

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Food for thought at Culdrose

TAKE two junior rates living in at RN air station Culdrose in September. One chose to eat all three meals a day on the base, the other chose to skip breakfast and evening meals – it was a little too early – settling for a bowl of cereal in the cabin at the start of the day and a takeaway from nearby Helston in the evening.

Until the introduction of Pay As You Dine (PAYD), both had a food charge of just over £100 a month deducted directly from pay. So while the one eating in was getting a fair deal, his mate was paying £100 a month for food he was not eating, and spending an additional £20-£40 per week out of his own pocket because he chose to eat elsewhere.

That apparent unfairness is one of the drivers behind the introduction of a trial PAYD regime, run by contract caterers Aramark.

And the new system has brought with it a major upgrade in facilities, putting Culdrose in the van of the tri-Service initiative to make military life more attractive, in particular to the junior rank and file.

Before the trial, non-operational catering was provided to a certain nutritional level at certain times of the day, and if you didn't like what was on offer you voted with your feet – and paid twice.

On average, single livers-in consumed only 50 per cent of the meals for which they paid.

Now, backed by a computer system, there is the opportunity to introduce fairness, precision and flexibility, giving PAYD another definition – Pay And You Decide.

At Culdrose, PAYD has been the launch-pad for a wider review of catering, retail and leisure facilities, bringing a £400,000 investment from Aramark and radical improvements to restaurants, lounges and the bar.

"Core meals are an important element of PAYD – for the amount of money you paid the month before PAYD came in you should be able to obtain the required food of the required nutritional value," said Lt Cdr John Cunane, Deputy Base Supply Officer at Culdrose.

"The core meal is a full cooked breakfast, a two-course lunch and a three-course evening meal, which you will be able to buy for £3.38 per day as a single liver-in.

"What is in fact happening is that a huge number of people are saving money.

"Before they paid 90p for the full breakfast where they might have only wanted cereal. Now they may pay perhaps 55p for what they actually eat, saving 25p.

"Perhaps they don't bother with lunch, or when they miss a meal in the evening they go into town. Before, they paid for the missed meal and the meal in town – now they just pay for what they eat.

"I think you would be hard-pressed to find anyone who is paying more for PAYD than before."

Major changes can foster suspicion, but the team behind PAYD are quick to point out that it is not an attempt to break up the mess culture or introduce cuts.

The important distinction between junior rates mess, senior rates mess and wardroom will remain.

Aramark, the on-site contractor, carried out extensive market research before setting up the system at Culdrose, looking at food outlets within ten miles of the base and at current social trends.

"Modern Jack does not eat three square meals a day; he grazes, a bacon roll at 10am after cereal for breakfast, then a snack at 3pm and nothing else until the evening," said Lt Cdr Cunane.

Aramark also looked into use of other facilities, including the bar, and came up with a new all-embracing 'lifestyle' approach – the Ocean concept, based around the Ocean Food centre (which features a genuine pizza oven), the



● At Culdrose you now pay for what you eat

Ocean Restaurant, Ocean Lounge, Ocean Bar and Atlantic Cafe.

"They have got the retail shop, and are doing a takeaway service, including pizza, Chinese and Indian – we have never had that on site before. There is also a deli sandwich delivery service," said Lt Cdr Cunane.

The main dining area was transformed from a humdrum, utilitarian cafeteria into a light, airy and welcoming eating space, and the bar has a modern, stylish look.

The coffee shop booms across the UK has also reached Culdrose, as the Ocean Lounge now serves Starbucks-branded coffee.

Any form of payment – cash, cheques, or cards – can be used for meals, drinks or retail sales, but PAYD smart-card accounts underpin the whole system.

Each person's status is registered on the system by a personalised smart card.

Price lists highlighted certain items as being part of the core menu, so a single liver-in is recog-

nised by the computer, allowing him or her to choose from these and pay £3.38 per day, just as before.

This card can be charged up with cash, and by paying in £100 or so each month, most meals are covered – a useful exercise in financial responsibility.

If a card is lost, the computer system has a record of how much credit it carried, and a new card can be issued.

A sailor who runs out of money will not starve – they can be issued with an emergency £10 card which covers core meals.

The money is then recovered from the next pay packet.

Duty personnel are issued with a card which releases £3.38 per day for core meals.

Although the system is geared towards junior rates, their families and civilians, there is access to the same menus for senior rates, with the food delivered to their mess.

The wardroom also embraces PAYD, with an enhanced menu, longer opening times and a snack menu in the bar.



● The Ocean Restaurant and food court (top) at Culdrose, and the Atlantic Cafe (above)

The Ocean Complex is now open to all personnel outside specified core-meal times, and extensive opening hours means it is possible to get hot food from early in the morning until late into the evening. Smart cards also make it easier for Aramark to react to trends and refine their menus and stock.

Beyond the core menu lies the area which makes PAYD attractive for contractors – core meals can be provided at bargain prices as the costs are offset against profits raised elsewhere in the system, including the shop and bar.

Other menu options are offered at a price agreed by the contractor within a control mechanism – more expensive than the core menu, but competitive when compared with off-base alternatives.

So if you preferred a 14in pizza to the core meal, for example, the bill would be £3.50 at Culdrose.

The Atlantic Cafe is a brand-new facility. It stands away from the main HMS Seahawk complex, out on the airfield site, offering a

wide range of food, including a popular all-day breakfast.

The near-derelict building was a relic from the Field Gun era, but a dramatic revamp has provided a facility with bags of potential.

Aramark head chef Dean Miles was so taken with the place that he is planning a series of bistro evenings, where staff can bring partners for a themed meal.

All three Services now have a PAYD trial running – the Army were first with Hyde Park Barracks in London, which started in September, and the RAF version began at Henlow last month.

A further seven sites in the UK and Germany have been identified as being suitable for PAYD trials, including Norton Manor RM.

Phase 1 training bases are not included in the PAYD trials.

Trials will be closely monitored, with particular attention paid to uptake, consumer satisfaction, and monthly performance indicators.

Where found to be successful, plans to start full roll-out of similar catering, retail and leisure facilities would start in 2005.

Early indications from Culdrose

are that the new regime has been well-received.

One writer commented that "the food is a lot better", and it was also widely appreciated that you only pay for what you eat.

The surroundings were also "a big improvement. The food court is like Ikea with food, and the bar is like Ikea with alcohol – and that's a compliment."

Personnel at Culdrose and other establishments can follow the progress of the trials on a dedicated website – www.payd.mod.uk

The site also facilitates feedback, queries and suggestions. The Royal Navy point of contact is Lt Amanda Haggard, telephone 94391 8073.

■ Second Sea Lord Admiral Sir Peter Spencer has unveiled a pillar at Culdrose to mark the start of the new build of single living accommodation for junior rates.

He also took the chance to look round the new PAYD facilities, which had been officially opened by Commodore Peter Wilkinson, Director of Naval Service Conditions, just days before his visit.

Navy caterers slice into Army supremacy



● Sgt Bell-Chambers RM thrives on the competition at the 2002 Salon Culinaire

ROYAL Navy caterers almost overcame the odds at a thrilling Salon Culinaire at Sandown Park.

All three Service teams suffered depletion through operational commitments and training for Op Fresco – covering for the firefighters' strike – with the Navy being hardest hit.

Only the last-minute intervention of Cdr Charlie King, WOCA Graham Wilkinson and the RN Supply School team, assisted by Lt Cdr Graham Bryant and CPOCA Ros Evans, prevented a very sorry turn-out.

But despite that the Senior Service amassed 12 gold medals, and lost by a single point to the much larger Army team in the important blue riband events.

Among the highlights in a strong team performance were the wins by WCH Aimee Lyon (HMS Raleigh) in the Inter Service Junior Chef of the Year competition, and by STD Rogerson, also of Raleigh, who won the Junior Steward award.

Team leader WOCA Wilkinson, of

HMS Raleigh, said: "The fact that we won junior chef and junior steward – that is our core business, so it really is a feather in the cap."

WO Wilkinson is already planning for next year's competition, on November 4-6, and invites potential entrants to contact him on Raleigh ext 41586 for further details.

Salon Culinaire results: Junior Steward Skills: Gold and Best in Class – STD Rogerson, silver – STD Young; Open Restaurant Flambe Dish: Gold and Best in Class – LSTD Humphreys, Certificate of Merit – Mrs Evans; Senior Steward Skills: Gold and Best in Class – WSTD Hutchinson; Silver – LSTD Humphreys, POSTD Martin; Inter-Service Senior Chef of the Year: Silver – POCA Wilson, Certificates of Merit – Miss McEwan, Sgt Bell-Chambers; Inter-Service Junior Chef of the Year: Gold and Best in Class – WCH Lyon, Gold – CH Challen, Certificate of Merit – CH Rawlins; Open Cook and Serve: Bronze – LCH Brown, POCA Talbot, POSTD Martin; Service Open Field Team Challenge: Bronze – Mrs Pender, Sgt Atkinson, Sgt Bell-Chambers, Sgt Gray; Senior Lamb Dish: Bronze – Sgt Atkinson, Certificate of Merit – Mr James; Junior Lamb

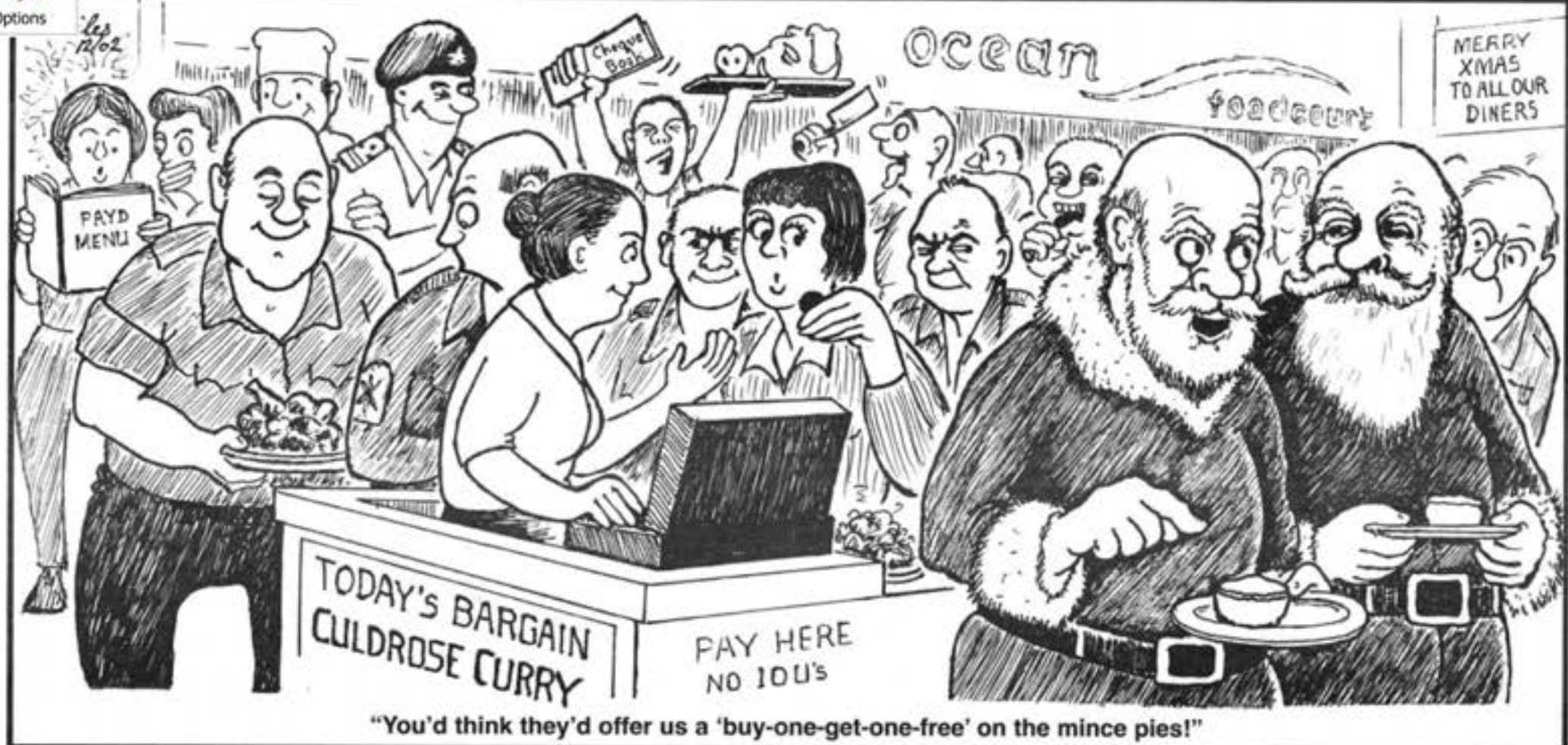
Dish: Bronze – CH Clark; Senior Fish Dish: certificate of Merit – Mr James; Senior Chicken Dish: Certificate of Merit – Mr Blackborough; Senior Centre Piece: certificate of Merit – LCH Hockenbutt; Senior Set Show Platter: Silver – LCH Summers, Certificate of Merit – LCH Smith; Senior Decorative Cake: Gold and Best in Class – Mr Roberts; Open Team Buffet: Gold – Miss McEwan, Mr Ferguson, Mr Roberts, POCA Talbot, POCA Wilson, POCA Hancock, WOCA Wilkinson

Two Navy chefs were due to compete in the Expogast 2002 World Cup contest as Navy News went to press.

WO Tony Hancock (HMS Invincible) is team manager of the six-strong line-up, which includes C/Sgt Jimmy Mann (CTCRM).

Competing as the Combined Services Culinary Arts Team, they will be up against some of the world's best chefs at the five-day competition at Kirchberg in Luxembourg.

The CSCAT is sponsored by food services company 3663. For more details of the event, see Navy News Online.



"You'd think they'd offer us a 'buy-one-get-one-free' on the mince pies!"

NEWSVIEW

Nasty business, Foyle's war

Foyle's War, the new ITV detective series based in wartime England, appears to be set on illuminating the dark side of our national character and exploding some of the mythology of our Finest Hour.

The episode shown on Remembrance Sunday highlighted the often brutal treatment of conscientious objectors. There was also a worry about spreading too much panic among the populace as the prospect of invasion loomed – fortuitously well-timed, this, as it coincided with the present Government's fears of provoking hysteria with predictions of a major terror attack on the UK mainland.

Changing attitudes with the removal of some of the old class barriers were noted. Forced to accommodate police protection officers inside his stately home, the crusty old judge (who later turned out to be himself the villain of the piece) remarked to his wife: "In your father's day they wouldn't have been allowed past the Third Footman."

The winning formula of combining crime with nostalgia, exemplified by the hugely successful Sixties-based series *Heartbeat*, largely wins on account of the always deep-rooted feeling that society as a whole and people generally were a lot nicer then than they are now.

Well, were they? In his recent history of the Home Front, *Their Darkest Hour*, Stuart Hyllon notes that reported crime rose by nearly 60 per cent in the war years.

Looting was a serious problem during the Blitz – 539 cases in September 1940 rising to 1,662 the following month. Ninety per cent of those prosecuted had no previous criminal records.

Among the most macabre examples were those who entered the bombed ruins of the Cafe de Paris and stripped the dead of their jewellery and wallets before even the civil defence workers got in there.

Railways lost £1million of goods in 1941 alone (£25million in today's values). Prosecution for pilfering at Birkenhead docks increased threefold between 1939-42. And a single raid in Romford netted ration books worth £500,000 – they were also easily forged.

Foyle's War has a rich seam of criminality to mine.

In the build-up to World War II the prospect of the bombing of civilian targets causing a swift collapse of morale was anxiously discussed. In the event, no such collapse occurred (at least, not on anywhere near the scale envisaged).

But perhaps the authorities did, in retrospect, have legitimate cause for concern. The nature of warfare has changed dramatically over the past century. Casualties in 1914-18 were mostly military. By 1939-45 they amounted to about half and half, civilian and military. Recent conflicts, as in the former Yugoslavia, have shown a great preponderance of civilian casualties – and the current war on terror sees the enemy targeting civilians almost exclusively.

So now the question inevitably arises again – just how much can we expect the public to endure, and by how much should they be warned about the reality of the clear and present danger we all face?

In this respect, perhaps the remarkable resilience of the inhabitants of New York City post September 11 and of the people of Northern Ireland over a much longer period should stand as markers.

25% OF HOMELESS HAVE SERVICES BACKGROUND

A PROJECT to help ex-Service personnel who may end up on the streets has been praised by Armed Forces Minister Adam Ingram.

New figures released from a survey carried out by Shelter show that two thirds of the charity's Housing Aid Centres had helped people with a Forces background in the past year.

The figures help to support the drive behind a unique joint initiative between Shelter and the MOD, the Armed Forces Project, which works with people being discharged from the Services who could face homelessness.

The project was set up in April 2001 at the Military Correction and Training Centre in Colchester, and has so far helped 90 people from the three branches of the Services.

Many of the people helped had a range of problems which put them at a greater risk of homelessness – including combat stress, a background in local authority care, or drug and alcohol problems.

The project works with people before they leave the MCTC, advising them of their housing rights and helping them find somewhere to live. It also refers people to local support services as they move back to where they originally lived.

Shelter's Director of Housing Services Christine Parish said: "People can be terribly vulnerable once they leave the Armed Services. The stability and support of Forces life are no longer there and they can feel totally alone as they try to adjust to civilian life."

"These are tough people who have often risked their lives to serve their country. But without proper support and advice from projects like Shelter's Armed Forces Project they can easily become homeless."

The survey supports research published by Crisis and the Government's Social Exclusion Unit, showing that as many as 25 per cent of people sleeping on the street may have been in the Armed Forces at some time.

Some may have joined the Forces to escape from a disrupted family background, or from local authority care, and this can leave them open to the risk of homelessness when they leave the Services and have nowhere to turn for support.

Others find it difficult to settle into civilian life and become homeless after the relationship with

Project aims to keep homeless ex-Servicemen off the street

their family or partner breaks down.

Adam Ingram said: "Effective resettlement of all Service leavers is a very important part of the transitional process back to civilian life."

"We recognise that some of our ex-Service personnel may require extra help and ensuring that they and their families are suitably housed is particularly important. Along with our other successful partnership project, SPACES (Single Persons Accommodation Centre for the Ex-Services) with the English Church Housing Group, which helps single-Service leavers, the Shelter project at the MCTC is of immense value to the small number of people discharged from the Armed Forces."

"I am delighted that this project has proved so successful in its first 18 months."

The new Homelessness Act, which came into force in July 2002, also recognises the links between Forces background and street homelessness – vulnerable ex-Service personnel will have better access to housing help and councils will improve their relationships with military discharge officers.

The MOD provides £35,000 a year to the Shelter project – one of a number of such projects with specialist partners. Shelter itself works with more than 100,000 homeless or badly-housed people through a network of more than 50 advice centres, various projects, a free housing advice line – Shelterline on 0808 800 4444 – and a website at www.shelternet.org.uk

ARMED FORCES PROJECT

Report 2001-2002



Holland 1 wins top award

THE ROYAL Navy Submarine Museum in Gosport has fought off tough competition to win the UK's top conservation accolade.

The museum's project to restore Holland 1 after her rescue from the seabed twenty years ago has won the UK's premier conservation prize, the Pilgrim Trust Award for Conservation 2002.

The shortlist for the top slot included entries from the National Trust, the Wallace Collection and the Museum of Science and Industry in Manchester. After careful consideration, the judges decided the Submarine Museum and conservator Ian Clark, deserved the award for 'placing conservation at the very heart of the museum'.

Lloyd Grossman, chair of the judging panel, said: "Among an outstanding 2002 shortlist this amazing submarine project stands out."

"It has everything: a fascinating story, pivotal to British Naval prowess; a bold conservation procedure, based on sound scientific principles and carried out on an unprecedented scale; and a stunning display which brings the visitor a memorable experience."

"Everybody should go see it!" Holland 1 was salvaged from her seabed resting-place in 1982 then cleaned, treated with anti-corrosion chemicals and put on display at the Gosport museum. Over a decade later, she was afflicted with rampant corrosion and repainting proved futile. A new solution was needed to ensure her survival.

Conservator Ian Clark led the way, ensuring that a giant glass-fibre tank was built in 1994, filled with 800,000 litres of sodium carbonate, to hold the submarine. This soaking process removed the chloride ions that were the cause of the corrosion.

In December 1998, Holland 1 was rescued from her sodium-carbonate bath and tested - chlorine levels were found to be extremely low and the treatment worked.

The submarine is now on display in a special humidity-controlled gallery.

■ A new book called 'The History of British and Allied Submarine Operations during World War II' has just been published by the Royal Navy Submarine Museum.

Written by Vice Admiral Sir Arthur Hezlet, a distinguished Commanding Officer and former Flag Officer Submarines, this new work is described as the ultimate authoritative reference book of submarine operations during World War II.

The book takes a chronological approach, analysing each patrol undertaken, its results, and sets the Allied submarine activities against the prevailing strategic background.

Designed for both the submarine researcher and amateur historian, the book comes in two volumes. Priced at £125 (plus postage and packing), contact Royal Navy Submarine Museum on: 023 9276 5250 (ext 225).

RFA pause to remember

MEMBERS of the Royal Fleet Auxiliary, led by Cdre Peter Lannin RFA, remembered their casualties of war at a ceremony at the RFA Memorial at Marchwood near Southampton.

The Marchwood memorial is to those crew members lost in the Falklands Conflict when the two landing ships, RFA Sir Galahad and Sir Tristram, were bombed at Fitzroy Cove. Sir Tristram was brought back to the UK on a heavy lift ship and extensively rebuilt, while Sir Galahad was eventually sunk as a war grave.



● The ship's company of HMS Sheffield marches through the city's streets in farewell

Sheffield says goodbye to her namesake

TYPE 22 frigate HMS Sheffield has been formally decommissioned at a ceremony in Devonport Naval Base, just a month after paying a final farewell visit to her affiliated city in Yorkshire.

The Batch 2 ship was launched in March 1986, and accepted into Naval service two years later. She was commissioned in Hull on 26 July 1988, being the nearest suitable port to the city itself.

Commodore Tony Rix, Commodore Devonport Flotilla, inspected the ship's ceremonial guard as the Guest of Honour.

The ship's Sponsor, Lady Susan Stanley, along with four previous Commanding Officers, also attended the decommissioning ceremony, which included a short religious service conducted by Father David Conroy, who spent time with the ship during her deployment to the Caribbean in 2001.

The frigate and her predecessors have had a long affiliation with the City of Sheffield. A number of affiliate organisations were represented at the ceremony, including the Deputy Lord Mayor of Sheffield, Cllr Diane Leck. Music was provided by the Band of the Royal Marines.

Cdr Simon Williams, the ship's Commanding Officer, said: "The decommissioning sees HMS Sheffield leaving on a very high note indeed, having completed six months as a Flagship on counter-terrorism operations, leading on from a very successful counter-narcotics deployment. It is with huge pride I look back on the ship's career in the Royal Navy."

Sheffield's most recent deployment was to the Mediterranean, where she acted as Flagship for NATO's Standing Naval Force Mediterranean (SNFM) with the Force Commander, Commodore Angus Somerville, embarked.

The ship returned to Plymouth in August after a six-month deployment, where she carried out patrols in the region to monitor merchant shipping as part of the global war on terrorism.

In 2001, Sheffield spent six months on patrol in the Caribbean, working closely with the US Coast Guard and the Dutch Navy conducting counter-drug

operations. Sheffield and HMNLS Jan van Brakel were involved in the capture of smugglers who were caught with 749kg of cocaine.

Sheffield hit the headlines in 1998 when she provided humanitarian assistance to Nicaragua and Honduras following the devastation caused by Hurricane Mitch.

The ship rescued a Honduran woman who had been swept out to sea from her home, and who had survived for almost a week in heavy seas by clinging to a tree trunk before Sheffield spotted her.

In recognition of her work in the region, HMS Sheffield and the helicopter carrier HMS Ocean, which was carrying out trials in the Caribbean, were awarded the Wilkinson Sword of Peace.

Sheffield returned to Plymouth for the final time on October 29, following a last visit to Sheffield and to Liverpool, where she acted as guardship for the start of the Clipper Round the World yacht race.

The frigate was officially withdrawn from service on November 4 - much earlier than originally planned, and made possible because of improvements to the efficiency of the maintenance process and changes in operational patterns, particularly in the new Type 23 frigates which replaced Sheffield and her Type 22 sisters.

The Disposal Services Agency of the MOD is seeking an overseas buyer for HMS Sheffield as an operationally-capable warship.

During her career HMS Sheffield steamed a total of 480,291 miles. She was the third Royal Navy vessel to bear the name. Her predecessors' Battle Honours include the Battle of the Atlantic in 1941 and the South Atlantic in 1982.

She was named after the Type 42 destroyer which was sunk during the Falklands Conflict, and is the last of the Batch 2 ships to leave the Service - HM ships London and Coventry preceded her in recent months.

Mammoth stint away for survey ship

DEVONPORT-BASED HMS Scott is no stranger to long periods away, and has just set off on her latest lengthy deployment.

The ship's specialist role is to carry out survey operations and gather oceanographic data in the Indian and Atlantic Oceans, and she is not now due to return to the UK until 2004.

Her long route to the distant oceans of the world involved a stop-off at Gibraltar for a week for a period of technical evaluation of her survey equipment. This process is due to take a month, with periods at sea to collate data and calibrate the sonar suite and alongside to process the information and remedy any shortfalls.

The survey suite on the survey ship is highly automated, but the Survey Recorders on board were given a chance to exercise their skills in a mini-harbour survey at Gibraltar.

Scott was tied up alongside RFA Orangeleaf at the Mediterranean port. The RFA vessel was in Gibraltar for bunkering prior to returning to the Mediterranean and continuing her role as a support tanker.

HMS Scott operates a crew rotation system among her 66-man ship's company. A crew of 44 remain on board while the ship is at sea while the remaining 22 arc back in the UK training or on leave.

This manning system gives Scott the ability to deploy for long periods, keeping the ship operational for over 300 days per year.

Black day at the Black sea

HMS SOUTHAMPTON took part in a ceremony of remembrance at the Bulgarian port of Varna on the Black Sea. The memorial marked the 700 men who died of cholera in the area during the Crimean War.

● OM(EW) Emma Somerfield along with members of the Bulgarian Navy at a wreath-laying ceremony at the port of Varna



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● Above: Boats Crew Wrens with a twin Lewis gun mounting, c1943. Boats Crew Wrens were responsible for the use and maintenance of the boats in their charge and, when necessary, their protection from air attack

● Below: LWREN Margaret Young was the only WRNS blacksmith. She served in the submarine workshop at Fort Blockhouse, Gosport

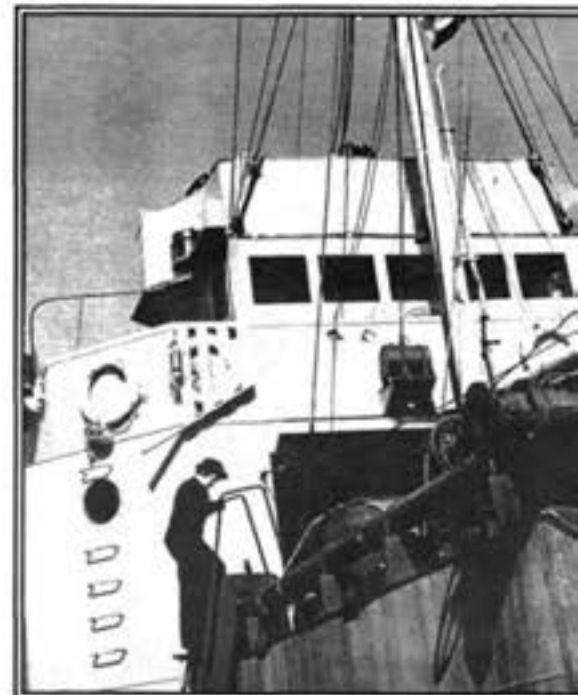


WREN

IN September 1939 the Women's Royal Naval Service (WRNS) was reformed to overcome a severe shortage of Naval manpower.

At its peak in June 1944 there were over 74,000 serving Wrens. The numbers had increased rapidly in the 18 months or so prior to D-Day, when every able-bodied sailor was needed to serve at sea.

With the rapid increase in numbers came dramatic changes in the work being done by thousands of Wrens. While many had volunteered for the Service and were utilising skills they had used in their civilian lives, many more, especially among those conscripted after 1941, had joined as unskilled workers. Within relatively short periods of time they were trained to become a highly efficient and very effective part



● A Boarding Officer in action, c1942. Responsible for ensuring confidential sailing orders, Boarding Officers were expected to be able to board any ship under any circumstances



● Chief Wrens at Scarborough, 1940. The first to train and join the first overseas draft which left for Singapore

WRNS AT WAR

Royal Navy's war effort. *WRNS in Camera* is a fascinating new photographic study that examines in detail the role of the WRNS during World War II. It pays tribute to all who served, not only those doing the jobs that were initially expected of them, like cooking, cleaning and clerical work, but also those who became expert engineers, technicians, communicators, mechanics – and more besides.

Many became highly specialised in the new technology which was continually being developed as the war progressed and proved in almost every case to be equal to the task, confounding the critics who had said women would not be capable of such technical and demanding work.

The book draws on the photographic and oral history archives of the Royal Naval Museum at Portsmouth,

which holds the WRNS Historic Collection, and also includes unique photographs taken by Lee Miller, the pre-war American fashion photographer who, as an accredited war photographer, was allowed exclusive access to South Coast establishments where she photographed Wrens at work in 1942 and 1943 before travelling through Europe with the American Army after D-Day.

In the words of her son, Anthony Penrose, who contributed the foreword to the book, Lee Miller was "interested in celebrating ordinary people doing extraordinary things in an ordinary way."

The Wrens in World War II were just such people and this book is a long overdue reminder of how much the country owed to them and their successors still owe to them now.

WRNS in Camera by Lesley Thomas and Chris Howard Bailey is jointly published by the Royal Naval Museum and Sutton Publishing and is available direct at £19.99 (plus £1.95pp) from the Royal Naval Museum Trading Company on 023 92 826682 or e-mail: chris@bosunsbooks.com

How the Navy has been portrayed on the Silver Screen is the subject of a day of lectures at the RN Museum on Saturday, January 18, 2003. Running from 10.30am to 5.30pm, the day will include the work of Alfred J. West, a pioneer cinematographer who filmed the Navy at the beginning of the 20th century and study how far the film *The Cruel Sea* reflects fiction or reality. For details, contact Trevor Carpenter on 023 92 727583.



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cers were
conditions



● The Cooks category was one of the first to be introduced and grew to be one of the largest, numbering many hundreds. This photograph dates from c1941



● Princess Marina, Duchess of Kent (second left) visits Granton Naval Base in 1942. The stylish Chief Commandant WRNS – whose husband was killed in an air accident – made sure she visited as many units as possible in the war years

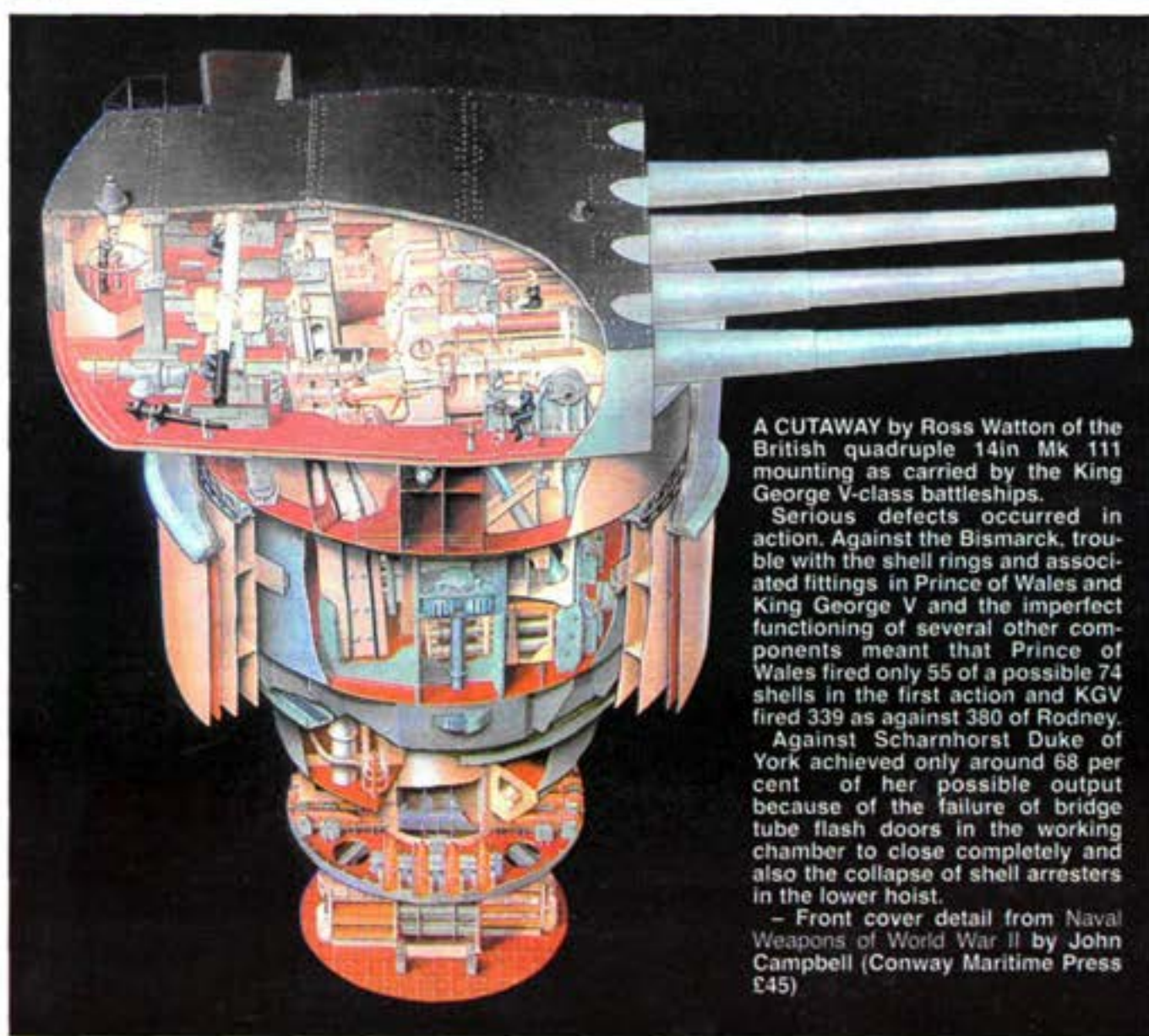


in as Special Wireless Telegraphy Operators, most of this group
ore in January 1941 to listen in on Japanese radio traffic



● Wren Stoker c1943. As Boats Crew Wrens, Stokers proved themselves as capable as the men they replaced in the upkeep and smooth running of engine-room machinery

At Your Leisure



A CUTAWAY by Ross Watton of the British quadruple 14in Mk 111 mounting as carried by the King George V-class battleships. Serious defects occurred in action. Against the Bismarck, trouble with the shell rings and associated fittings in Prince of Wales and King George V and the imperfect functioning of several other components meant that Prince of Wales fired only 55 of a possible 74 shells in the first action and KGV fired 339 as against 380 of Rodney. Against Scharnhorst Duke of York achieved only around 68 per cent of her possible output because of the failure of bridge tube flash doors in the working chamber to close completely and also the collapse of shell arresters in the lower hoist. — Front cover detail from *Naval Weapons of World War II* by John Campbell (Conway Maritime Press £45)

Europe still points the way in sea warfare

IN THE early decades of the modern era, the leading navies of Europe were the leading navies of the world. Today they remain a vital factor in the broader international scene.

Some, including the British, French, German and Italian have a greater significance than at any time in the past 50 or 60 years – and some of them, including the Spanish and Dutch, enjoy a status relative to their peers they have not known in 200 years.

In *Navies of Europe* (Longman £25) Lawrence Sondhaus further notes that in the dawning era of the Pax Americana, the navies and shipyards of Europe, constructing smaller ships in smaller classes, were responsible for many more technological innovations than the United States.

He concludes: "As evidenced by the destroyers of the British Daring Class, the frigates of the Spanish Alvaro de Bazan class, the German Sachsen class, the Dutch

De Zeven Provinciën class, the Norwegian Nansen class, and the Franco-Italian Project Horizon, as well as the smaller surface combatants of the Swedish Visby class and Norwegian Skjold class, the navies of Europe ranked with the best in the world in warship design and construction."

When it was considered that all of the destroyers and most of the frigates of 2000 were large enough to have been rated as cruisers during World War II, the European naval powers lagged behind the United States only in the construction of the largest types of surface warships.

All things considered, the navies of Europe entered the new century on a positive note, with their generally smaller fleets of technologically impressive warships facing a challenging array of missions.



●IMPRESSIVE: The French carrier Charles de Gaulle (2001)

Century of Navy on video

BATTLEFLEET: The Royal Navy in the 20th Century, is a two-volume video released by DD Video at £19.99 each.

Volume One records the British Navy in action during both world wars. The story starts in the early years of the century when the Royal Navy's Dreadnoughts represented a power unrivalled in the world.

It reveals how many were scrapped in the inter-war years, and covers the desperate ship-building programme to prepare the Navy for World War II and then shows how tactics changed in response to air power and other new threats.

Volume II looks at post-war challenges, such as the need to develop an effective nuclear deterrent, and the Navy's current role, following the Gulf War, as part of the international peace-keeping effort.

Kamikaze volunteers compared with Al-Qaeda bombers

CHILLING parallels between Japanese suicide bombers of World War II and the Al-Qaeda activists of September 11 are drawn in *Kamikaze* by Albert Axell and Hideaki Kase (Longman £19.99)



● **KAMIKAZE:** Yasushi Tomioka. A fan of Hollywood movies, he painted a skull and crossbones on the tail of his aircraft

The call for Kamikaze pilots drew a staggering response. Three times as many applied for suicide flights as the number of planes available.

The authors look into their hearts and minds, viewed in the full context of the war and the Japanese cultures and traditions out of which the Kamikaze emerged.

Based on interviews with Kamikaze survivors, unpublished memoirs and documents not previously open to the public, the book reveals not only the confidential instructions they were issued, but also points to similarities with those found in the luggage of one of the leaders of the suicide attacks

on the World Trade Centre.

Sound the trumpets, beat the drums

TRUMPETS sounded, drums were beaten and the bands played on on countless occasions throughout the 20th century, whether they were joyous or sad, or whether the conquering hero of the day was the sovereign or the ordinary British sailor, soldier or airman.

The great ceremonial events such as Trooping the Colour, Remembrance Sunday, coronations, jubilees, state funerals and times of national celebrations would be unthinkable without the participation of immaculately turned-out military musicians, while events such as the Royal Tournament and searchlight tattoos brought pleasure to millions and raised huge sums for Service charities.

Sound the Trumpets, Beat the Drums (Parapress Ltd), edited by Colin Dean and Gordon Turner covers all these aspects, paying tribute to the outstanding contribution the bands made to the British way of life. It is available from Mrs June Alford, 74 Strathcona Avenue, Little Bookham, Surrey KT23 4HB for £16 inc pp, cheques made payable to IMMS UK(Founder) Branch.

● *The Massed Bands of the Royal Marines, comprising Plymouth Group and the Royal Marines School of Music, in the Coronation Procession of Queen Elizabeth II, June 2, 1953, led by Major F. Vivian Dunn*





● Third Ming Emperor Zhu Di, under whom exploration flourished in the early 15th century



How China discovered the world

IN NOVEMBER last year, following the visit by ships of the Chinese Navy to Portsmouth, *Navy News* speculated in an editorial that Zheng He, the great admiral of the Emperor Zhu Di known as the 'Chinese Columbus' might have been there nearly 600 years before them.

Now ex-submariner Gavin Menzies, in 1421 - The Year China Discovered the World (Bantam Press £20), suggests that he well might have.

Through his researches into medieval maps, the former CO of HMS Rorqual (1968-70), became convinced that a huge armada of enormous junks had circumnavigated the world, discovering the Americas, Australia and Antarctica many years before the first European explorers set out.

It was known that such a fleet had sailed around the Indian Ocean in the early part of the 15th century - but the full extent of Zheng He's discoveries remained a mystery because, incredibly, all records were destroyed a few years later by Chinese court officials following an abrupt reversal of its foreign policy.

Thereafter, China cut itself off from the world for centuries, having expunged its expansionist past from the record.

Well, not quite. By piecing together the few documents that survived and evidence from artefacts the Chinese left in their wake, together with studies of European maps that seemed to show lands marked in advance of their actual discovery, Menzies has built an impressive argument that the likes of Magellan, Columbus, da Gama and Cook were knowingly following in the

footsteps of others. Now there are hopes that a replica of one of Zheng He's huge junks - they were, apparently, three times the size of HMS Victory - may be launched to put his theory to the test, following a conference in China last month.

"The coasts, cliffs and mountains early explorers had viewed from their quarter-decks were those I saw through a submarine periscope," says Menzies.

"I quickly learned that what is seen from sea level is not necessarily what is actually there. In those days satellite navigation was unknown; we had to find our way by the stars. I saw the same stars those great European explorers had seen and calculated my position by measuring the height and direction of the sun, just as they had attempted to do... without the experience of astro-navigation I had gained in the Navy, this book would never have been written."

It is an amazing story he tells. The Chinese were streets ahead of their European contemporaries in practically every aspect of seafaring. They had means of desalinating water and kept a wide variety of fresh vegetables on board, grown in tubs.

They even kept otters on board, trained to drive fish into nets which were then kept alive in tanks in the hold, so they always had fresh fish to eat. While four hundred years later the Royal Navy's sailors were still eating salt pork and biscuit - both sometimes years old...

Centuries before us, too, they had solved the problems of calculating latitude and longitude and had mapped the Earth and the heavens with equal accuracy.

Joel sets the record straight



● Joel Blamey

"JOE's length of service in submarines and the breadth of his experience puts him in a special and rare category, and the account that he has written is a unique record, in peace and war, of submarine life..."

Thus Vice Admiral Sir Ian McIntosh of the memoirs of Joel Blamey, at 97 Britain's oldest living and longest serving submariner.

After six years in General Service - he joined at Figgard in 1920 - Joel was conscripted into submarines at the age of 22. He went on to serve an unprecedented 28 years, surviving both peacetime accidents and World War II, before returning to General Service at the age of 50.

He served in a number of boats, emerging intact from many hair-raising accidents, such as hitting an underwater pinnacle in Sidon and a collision in Seaborse, from which he was transferred before it was lost to enemy action.

While Joel served in Porpoise, it supplied Malta with fuel and ammunition and sank several supply ships. The captured U-570 was under his jurisdiction.

He also later survived almost

certain destruction in Strongbow - in all, he was "hammered" by more than 200 depth charges.

Joel originally completed his memoirs in 1971, solely for his family to read.

Recently, after much interest from friends and former comrades, he has agreed to see them published. They form a major contribution to the written history of HM submarines, written as they are in his distinctive matter-of-fact engineer's style.

□ **A Submariner's Story** by Joel Blamey is available from Periscope Publishing, 33 Barwis Terrace, Penzance, TR18 2AW at £17.99



● **MINELAYER:** HMS Porpoise played a significant role in the defence of Malta, carrying vital stores and equipment in spaces left by the removal of her second battery and reload torpedoes

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explosive venue rocked by turbulent times

EXPLOSION!, the award-winning museum of Naval firepower in Gosport, has been through ups and downs in recent weeks.

Good news stories about Heritage Lottery Fund grants and the discovery of a rare torpedo have been overshadowed by the stepping-down of the museum's trustees in response to Gosport Borough Council's decision to take over management of the visitor attraction.

"The council plans to keep the museum running but the way it has chosen to do this will cost both the council and the town dear," said Adam Lee, chairman of trustees.

The council took the decision to take on the day-to-day operation after a meeting of the emergency sub board on November 13 that came to the conclusion that a new way forward was needed in the running of the museum.

"Whilst we welcome the council's assurances that the museum will remain open, we believe that direct management will cost Gosport Borough Council and the town much more than the budget allocated," continued Adam Lee.

"Because the council will not

be eligible for the charitable tax or rate reliefs, we estimate that annual running costs for the council will rise by about £60,000.

"In addition, it will not be able to raise charitable funds as an independent charity. Ultimately the museum, and the Gosport economy which stands to gain so much from its continuing success, will be the poorer."

Ian Lycett, Gosport Borough Council's Director of Development and Environment said: "It has never been the view of members that Explosion! should close.

"The council is proud of the museum and the awards it has won, and members wish to see it go from strength to strength, but members could not agree to the ongoing subsidies required by the trustees.

"Discussions will take place with other agencies to find the best way forward for the long-term future of the museum. We intend to look at and reassess the organisation and report back as soon as possible on a suitable way forward - building a successful future for a great museum."

The council passed on its thanks to the trustees for their hard work and commitment to the museum to date.

Recent visitor figures had shown

an improvement in the lot of the Naval firepower museum with a nine per cent increase in numbers.

The Priddy's Hard museum received news at the end of October of a £50,000 grant from the Heritage Lottery Fund, which partnered with a £10,000 grant from the Pilgrim Trust, was planned to fund a new post to catalogue the museum's collections.

Museum director Michael Nutt explained: "Approximately seven per cent of our unique collection is on public display at Explosion! at any one time.

"Thanks to the Heritage Lottery Fund anyone who is interested will soon be able to find out more about the museum's vast reserve collection normally hidden from public view."

The difficulties of keeping track of such an extensive collection were highlighted when a rare Mark 1 Star torpedo was found in a former warehouse at the site.

The discovery was made when new curator Chris Henry undertook the first full audit of the collection since the creation of the museum.

For more information on Explosion!, the museum of Naval firepower, call 023 9250 5600 or visit the website on www.explosion.org.uk.

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Girolamo Gianni (Italian, 1837-c.1896)
 Vessels off Fort St. Elmo, Valletta, Malta
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Royal Naval Association

Branch updated on history of MGB 327

DILIGENT research by S/MS Peter Nicholson, Terry Scully and Doug Boud, has brought the Burgess Hill branch up to date on the history of MGB 327, the town's adopted warship.

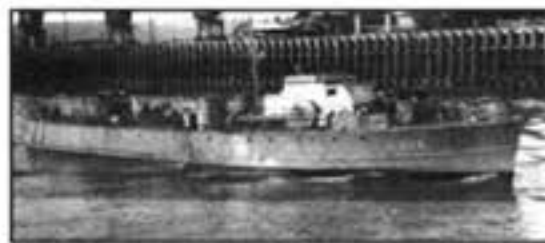
One of 24 motor gun boats, she was built by Risdon Beazley Ltd in Southampton as a Fairmile C-class after the company which designed her.

On completion, MGB 327 was attached to a flotilla of eight boats at Great Yarmouth until May 1944,

involved in action off the Dutch coast at Ymuiden and various clandestine operations.

On transferring to the 16th Flotilla she took part in the D-Day Landings, patrolling off Arromanches during the early invasion.

Following the Normandy Landings, she returned to the UK and was based at Newhaven, and went on the Disposal List in 1945. Of the 24 C-class boats she was one of 19 to survive the war.



● A Fairmile MGB - this one is 326, sister to MGB 327

Sparker seeks ex-Miners

MICK (Frank) Dunne, branch secretary of the Hastings branch, wants to hear from ex-members of HMS Miner VI, aged 62 and still working (see letters p7).

As a 'sparker' in the Forth 1957-58, the depot ship of the First Submarine Squadron to which Miner VI was attached as a torpedo recovery vessel, he was allocated to the Miner.

He has many photos taken of her and the ship's company serving at that time, but despite able assistance from one of her Top Men, S/M Fred Raybould, ex-AB, neither can put names to all the faces.

If anyone can help, contact S/M Dunne on 01424 431043 - a ship's reunion may be in the offing.

Rescuers are sought

EN ROUTE to the RNA Conference in Perth, S/M Peter Roaff collapsed in St Andrew's Square, Edinburgh, where three bystanders went to his assistance and resuscitated him before the ambulance arrived.

He spent ten days in Edinburgh Royal Infirmary recovering from what had been a heart attack.

He has since been fitted with a pacemaker - and would now like to trace the three people who helped save his life.

He also expressed his thanks to all RNA shipmates who helped him, and the staff at the hospital.

Thanks, Dave!

THE RNA appreciates all the advice and help received from CPO Dave McCormick, Head of DCC(N)'s Film and Photographic Department (and featured on the RNA poster on this page), and wishes him all the very best on leaving the RN. Dave is a member of Plymouth branch but hopes to move to Manchester shortly.



● Pam Healy

Pam takes charge of PR matters

WITH Commodore Barry Leighton taking over the reins at the top of the organisation, a new PR guru has been appointed for the RNA.

Pam Healy is an RN reservist officer with an extensive background in public relations and marketing, and will be the first incumbent under the new title of Head of Communications and PR.

Pam's CV includes a list of high-profile events in which she has played a leading role, including Marketing, Sponsorship and PR Director for the Cutty Sark Tall Ships Race in Portsmouth in the summer, and PR Director and Deputy Marketing Director for the International Festival of the Sea in 2001.

Pam, who has two young children, was also Project Manager for the royal provincial premiere of the new James Bond film in Portsmouth.

In her Naval career, Pam spent two years in the mid-1990s working for Flag Officer Gibraltar, running the Joint Services PR office on the Rock.

She has been a member of the RNR Public Affairs Branch - now the Media Relations Specialists Branch - since 1987.



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● An organisation for all - the latest RNA poster campaign demonstrates that whether a junior rate, a more seasoned campaigner or a veteran, the Association is of relevance to you.

Veteran is burgled and beaten

WE HEAR a lot today about elderly people being robbed of their savings, mugged on the street for a pittance, or being beaten up on collecting their pensions at the Post Office.

The viciousness of such crimes and their after-effect on the victims was brought home to members of the Clacton branch when their vice president, S/M Reg Lockwood, became another crime statistic.

Wartime veteran Reg, aged 81, was getting quietly on with his life when his home was broken into.

His savings, personal and RN papers and his treasured war medals were among the items stolen.

The break-in was a great shock to Reg, and he was slowly coming to terms with his loss when, a few weeks later, he answered a knock

at his front door.

What followed was such a brutal attack by a man demanding his wallet that the imprint 'Co-Op', from the milk bottle used in the attack, remained on his face when he was taken to hospital suffering severe head and facial injuries.

Reg's wallet was taken in the attack, and the mindless thug who broke into his home threw his war medals away, which were found later, discarded like a piece of rubbish.

After several weeks in hospital Reg is now at home, still bruised and shaken. He did not deserve to be robbed of his possessions, and his confidence, and to have his service for his country devalued in such a cruel and heartless manner.

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Home of the Brave

AS THE crest of HMS Brave was an American Indian head-dress, it seemed appropriate for the Southern Ontario branch to present as near a replica as possible to the ship in 1987.

The gift was proposed by the founder member, S/M David O'Flynn, and members of the ship's company of HMS Brave travelled to Canada for the presentation.

When the Brave, a Type 22 frigate, went on the disposal list, the branch put in a claim for the head-dress, but it went instead to the Six Nations in Ontario.

Negotiations over the past two years have ended happily for the branch.

They now have the head-dress on permanent loan for display on the RNA wall on the upper deck of the Naval Club, Toronto.

Led by the RM Band Association, members paraded through Plattsburg, New York, in the annual commemoration marking the Battle of 1814.

During the war of 1812, when the Navy was defeated on Lake Champlain, many RN and RM personnel were killed, and a few are buried in a local churchyard, including Capt George Downie RN. Local residents pay homage to their bravery.



● Chichester branch member Ron Stoneham recalls a Christmas of old - when Santa went minesweeping. Ron (in Santa suit) is pictured with the Captain's Steward and Leading Stoker of HMS Welfare in Malta in 1946, when the ship was in dry dock having just swept the Corfu Channel and the North African coast for ordnance from World War II. "The Navy having fun after a job well done," says Ron.

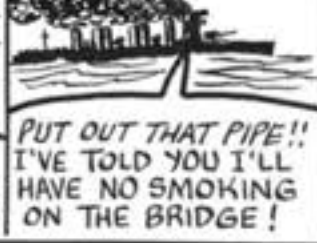
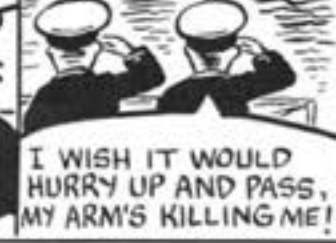
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Royal Naval Association



Trafalgar Night marked in style

IN KEEPING with tradition, Nelson's famous victory was celebrated by sailors young and old at Trafalgar Night dinners, get-togethers, or at church services or parades.

Around 150 serving and ex-serving Naval men and women, their partners and friends filed into Redruth RBL club for an evening of dancing and song and a pastie supper, hosted by Redruth and Camborne.

To great applause and cheers, the guests of honour, Capt Steve Ross, Commanding Officer of RAF St Mawgan, Cdr Chris Ayers, RNAS Culdrose (with wives Allison and Lindy) and Cdr Garry Spalton, downed their tots in one gulp when 'Up Spirits' was called.

This happy occasion was enjoyed by the president and chairman of Redruth RBL, members of the WOs and CPOs Mess RNAS Culdrose, the Falmouth Merchant Navy Association, HMS Ganges Association and members of St Ives, St Austell, Falmouth and Penzance branches.

Having never failed to celebrate Nelson's victory since the formation of the branch 40 years ago, members of the Port Elizabeth branch in South Africa met in the St George's Club for a luncheon enjoyed by 30 members and guests, arranged by S/Ms Derrick Johnson and Doreen Munsey, branch secretary for 38 years.

Although the ship's company are not getting any younger, they would not miss this annual get-together. To the delight of all, the only surviving founder member, Cdr Charles Allen, aged 91, proposed the Loyal Toast.

Area 5 marked the anniversary with a service in the church of St Mary-le-Tower, followed by an impressive parade through Ipswich to Christchurch Park, where the

salute was taken by Capt Stanley, former Commanding Officer of HMS Grafton, the town's adopted frigate, and the Mayor.

More than 100 Sea Cadets with members of the RNA, the Royal British Legion and HMS Ganges Association took part.

At the Thame branch (No 6 Area) Trafalgar Dinner, the president, S/M John G. Dix, awarded life membership to S/M D. Hayward, in recognition of 40 years as treasurer, and honoured him with a gift he made for him.

The gift was a block and gavel carved from the wood of HMS Victory by S/M Dix, who is registered blind. The gift was presented in an oak box, also made from the wood of the Victory, with a pyrography message on the lid, made by S/M Dandredge, the pyrography crafted by S/M Nita Bennett.

The Crieff and District branch rededicated their standard in the local parish church on the eve of the anniversary of Trafalgar.

A dozen RNA branches were represented at the service, conducted by Rev James McDonald, with readings by Admiral D.J. McKenzie and Cdr K. Steel.

At the parade which followed, led by the Central Band of the RBL Scotland, the salute was taken by the Lord Lieutenant, Sir David Montgomery, Lord Provost Mike O'Malley, Admiral McKenzie, General Secretary Capt Bob McQueen and Cdr Jones, HMS Caledonia, after which members and visitors attended a civic reception hosted by Perth and District Council.

At the Bexhill-on-Sea dinner, enjoyed by 70 members and guests, they were reminded that after the Battle of Trafalgar was won, an even greater battle was fought to keep the Victory afloat and seaworthy before a gale struck, after

which she struggled into Gibraltar.

Members of Wakefield branch extended a warm welcome to Vice Admiral Sir Anthony Tippet and Lady Lola Tippet, guests of honour at the dinner, held in the Wakefield City Club.

Following an enjoyable evening, flowers were presented to Lady Tippet on behalf of the branch by S/M Irene 'Titch' Solomons.

A concert in their club was the choice of the North Manchester branch to mark the anniversary. The occasion was thoroughly enjoyed, especially by guests from Broughton House.

Commodore Barry Leighton, the next RNA General Secretary, was guest of honour at the Selsey branch dinner.

Cdre Leighton presented S/M George Male (86) with his life membership badge and certificate, while George's wife Betty (80) was presented with an RNA Certificate of Appreciation. George is a survivor from HMS Cairo.

As yet, no word from the Harare branch, whose members did manage last year to celebrate Nelson's victory, turning out their store cupboards for suitable prizes for a raffle. Hopefully they are still managing to keep the flag flying.

Bench is refurbished

HAVING provided a flagpole and flags for the RN section of the National Memorial Arboretum in Airewas, Staffordshire, the Breerton branch felt that a bench on which to rest when visiting would be very useful.

Their wish was granted thanks to Mr John Heald, manager of Walton Homes, who, on the closure of the local Royal British Legion club, bought the grounds for redevelopment.

Standing in the grounds, neglected and in disrepair, was a bench, presented to the RBL to mark 50 years of peace.

Branch secretary S/M Fred Williscroft got in touch with Mr Heald, who not only gave them the bench, but had it fully repaired and restored and delivered to the Arboretum in time for the dedication of the Dunkirk Veterans shrine, attended by members of the branch.

Nelson link

THE SERVICE in Nelson's family church at Burnham Thorpe, inaugurated eight years ago by the Soham branch, was well-supported by branches throughout No 5 Area, the local community, the Algerines Association and the British Nuclear Test Veterans Association.

The church was packed for the service, conducted by the rector, the Rev Jonathan Charles, assisted by the Rev Martin Housman, chaplain of Norwich School, whose choir was in attendance.

The lessons were read by S/M Vic Riches, branch president, and Cdr Steve Sykes, who travelled from Plymouth with his wife.

Palace party

A HAPPY time for S/M Ted Cope who, with his wife, attended a Buckingham Palace garden palace - and a busy time for members of Clacton branch, who attended the VJ parade at Brightlingsea, the area meeting at Prickwillow, near Ely, and a civic service at St Osyth - not forgetting a recruiting drive at Clacton Air Show.



Part of the parade in Inverness

Branch on parade

SHIPMATES from Inverness turned out in strength for the dedication of the new branch standard at a service in St Andrew's Cathedral, conducted by Rev John Crook, Bishop of Moray, Ross and Caithness.

Fifteen standards were displayed in the impressive parade, led by the Inverness branch RBL (Scotland) Pipes and Drums, supported by Sea Cadets and Sea Scouts.

The salute was taken by the Provost, William J. Smith, accompanied by the Deputy Lord Lieutenant of Inverness-shire, Lt Col Young.

The weekend attracted many visitors, including the Association's president, Vice Admiral John McAnally and Cdr David Steele.

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The winner of the £50 prize for identifying her was W. Mercal, of Sheerness in Kent.

Can you name this ship, pictured before she lost a gun turret to Exocet missiles?

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Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3BH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is January 10, 2003. 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 February edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 94

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My answer

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JOURNEYS IN SPACE AND TIME

TWO great voyages of exploration and discovery separated by two centuries are celebrated in a new exhibition opening at the National Maritime Museum on December 6.

The upcoming space exploration mission of the Beagle 2 inspires *The Beagle Voyages - From Earth to Mars*.

Museum Director Rear Admiral Roy Clare said: "The exhibition will bring together sea, ships, time and the stars, four subjects represented in our world-class collections."

"This unique show will link the galleries in the museum with those of the Observatory, reflecting the influence of great voyages on the tradition of heroic exploration, once by sea and now manifest in space."

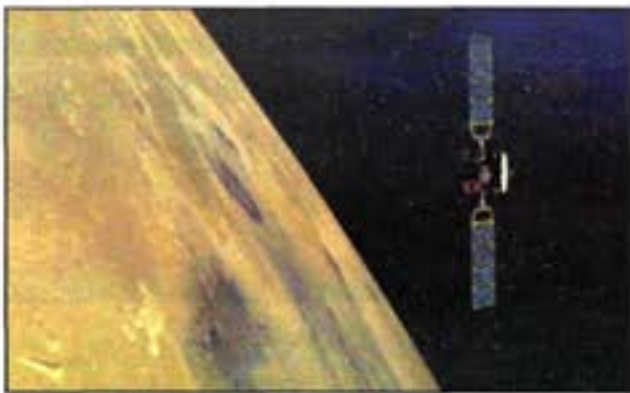
Beagle 2 will be launched in May next year and is due to land on Mars around Christmas 2003. Its task is to analyse samples from the Martian surface to seek signs of past or present life, as part of the European Space Agency Mars Express Mission.

Beagle 2 lead scientist Prof Colin Pillinger said: "We named the Mars lander in honour of HMS Beagle and we are delighted to be able to work with the National Maritime Museum to show how the challenges faced nearly 200 years ago are not so different now as we attempt to extend our horizons."

Modern animations illustrate how Beagle 2 will get to Mars and designs for the space vessel and historic exhibits include scientific instruments from HMS Beagle, carried on Charles Darwin's epic voyage that produced his famous book *The Origin of Species*, together with specimens he sent back from South America.

A number of the items from Darwin's Beagle come from private collections and have never before been on public display.

● For information call 020 8858 4422 or visit www.nmm.ac.uk



● Above: Artist's impression of Mars Express carrying Beagle 2 lander approaching the Red Planet after its six month journey. Below: Clinometer used on the HMS Beagle voyage of Charles Darwin



Bangladesh move for fish ship

FISHERY protection vessel HMS Alderney has moved on to a new life with the Bangladeshi Navy.

After 23 years service and 600,000 miles steamed protecting the UK's fish stocks, Alderney has had great success in her final two years with the Royal Navy, netting a total of £121,312 in fines from foreign poachers alone.

In 2001 the Island-class patrol ship won the Jersey Cup for her outstanding contribution to fishery protection.

September 30 saw HMS Alderney's last entry into Portsmouth with her decommissioning pennant flying after a final visit to her namesake island. The ship's bell and name boards are now on loan to the island of

Alderney for display in the local museum.

The ship's sponsor Lady Jungius and her husband Vice Admiral Sir James Jungius attended the decommissioning ceremony.

Lt Douglas Whild, Alderney's Executive Officer, said: "It is always sad to see a ship go out of commission, but it is good that the ship has not gone to scrap but has a new lease of life in the Bangladeshi Navy, where I hope she will provide years of sterling service."

● HMS Alderney on a recent patrol in UK coastal waters



Sarajevo night savours Nelson

LORD Nelson came to Sarajevo, Bosnia and Herzegovina for the first time on October 25.

Members of Naval Party 1061 and 100 other guests held a Trafalgar Night dinner to commemorate the Immortal Memory in a tailor-made facility called Dom Armije, an Austro-Hungarian empire-style, ex-military officers' mess in the centre of Sarajevo.

This landmark event was the initiative of Rear Admiral Hugh Edleston, the Senior Naval Officer BiH (or SNO BiH, 'Snobby' as he is known) and the Military Representative of the High Representative in BiH, Lord Ashdown.

There was excellent support from British Service personnel in Bosnia as well as from the local and international communities. Some 120 invitees from 18 nations attended, including seven ambassadors and a mix of generals, colonels and corporals - plus a Leading Writer - together with a cross-section of Bosnians.

Drinks before the formal dinner included Navy Neaters and local wines which provided some much-

needed warmth. Smoked salmon 'Cape Trafalgar', sirloin of beef 'Victory' and 'Collingwood's' pudding were supplemented by genuine English Stilton cheese.

Catering was coordinated by a hugely efficient expert, Ms Marti McKellar and the service was watched over by HMS Nelson's LSt Blackledge who had flown out specially for the occasion with two full Stiltons in his kitbag.

Logistics and overall coordination were pulled together by Cdr John Farquhar, Maj John Hampson (Canadian Army) and Maj David Nield, Royal Welch Fusiliers - Admiral Edleston's Military Assistant.

A Bosnian string quartet played the traditional programme of music throughout the dinner, climax of which was the arrival of a sparkler-covered, hand-made model of HMS Victory to a skirl of pipes played by the Pipe Major and Piper of 1Bn, the Royal Scots.

● Left to right: LSt 'Blackie' Blackledge, Rear Admiral Hugh Edleston, Ms Marti McKellar, Cdr John Farquhar and Maj Gen David Nield



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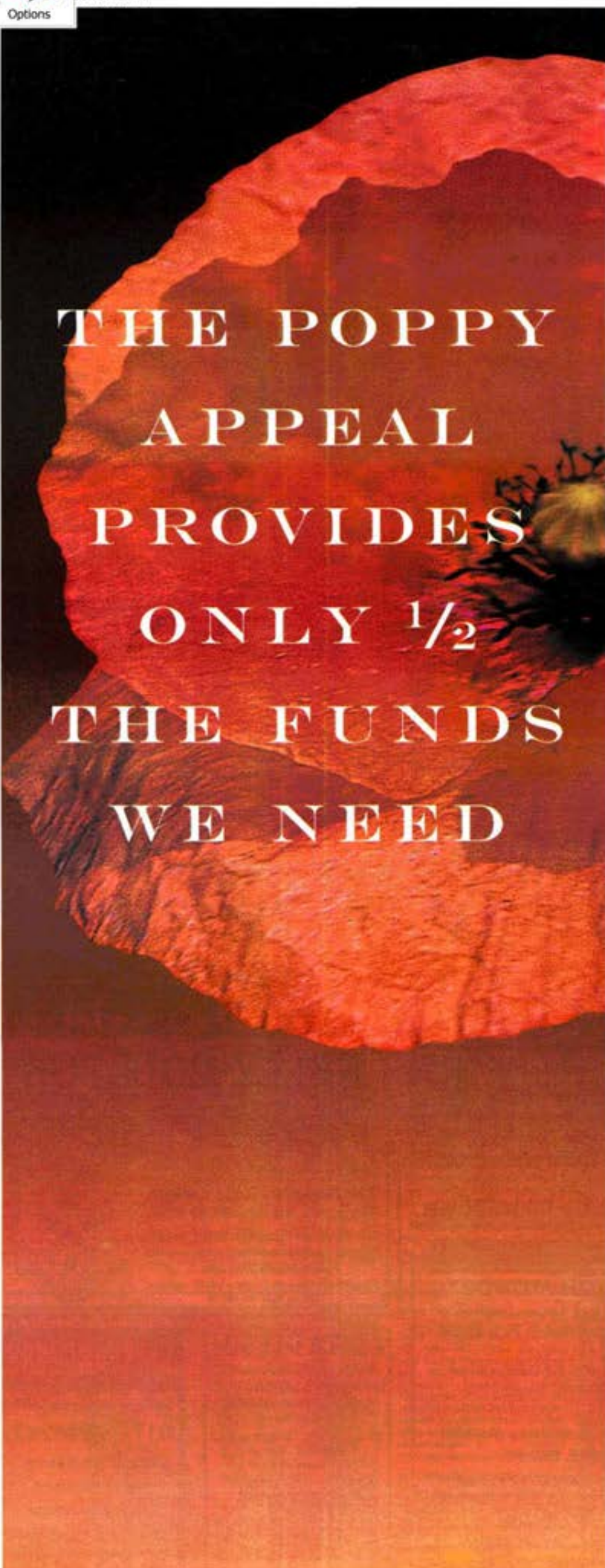
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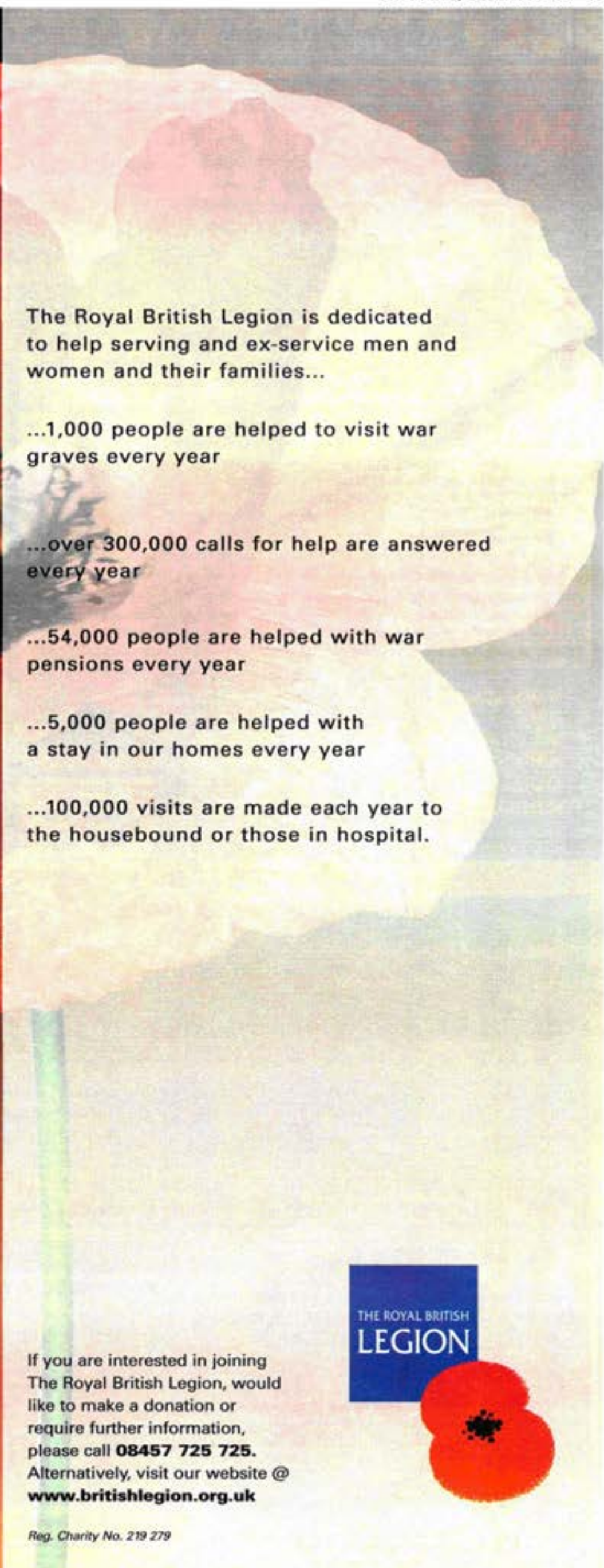
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Contrary to the belief of many people Lord Nelson did not wear an eye patch as he thought it would detract from his good looks. He did however have a special green eyeshade made for his bicorne hat to protect his eye.

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Discover secrets of Nelson's treasures

ON TRAFALGAR Day a collection of Nelson memorabilia was sold at Sotheby's for £2.1 million. The Royal Navy has its own store of treasures, worth even more. When J.D Pettigrew (Winchester) wrote asking what happened to the battleship HMS Nelson's silver bell, Nicki Wood went to talk to the curator of the RN Trophy Centre, Bruce Rigg:

Where is Nelson's bell now?

It's right here at HMS Nelson, now a shore establishment in Portsmouth! It was presented to the battleship HMS Nelson by the people of Tyneside in 1928 - and it's solid silver, weighing 2,000 oz. So in scrap value alone it is worth about £5,000.

What is the most valuable piece you have here?

A silver punch bowl made by Fabergé, the famous court jeweller to the Tsar Nicholas II of Russia. It is embossed with amethyst and carnelians. It was presented to HMS Talbot during the Russian Japanese wars.

The Russian ship came under attack and was badly damaged, it tried to make it's way back to territorial waters but the Japanese still continued attacking her, when HMS Talbot intervened and allowed the ship to get back to land safely.

In gratitude Tsar Nicholas II presented the Fabergé punch bowl to the ship.

What is your favourite piece?

There are so many beautiful and amazing things to choose from. There's a crystal tea cup, for example, embossed with gems - it seems much too precious to drink from.

There are also a lot of cigar boxes, including one huge one that could probably hold about 800 cigars. The piece of enamel on the top of it is worth £2,000 alone. Many of these were donated by the ships' builders.

Journals kept by sailors can be worth anything up to £1,000. We have one

particularly fine one by Harry Bennett, who was a sailor on board HMS Jupiter, which sailed from 1906 to 1907. He drew all the maps and pictures himself and all the entries are very clear to read.

And we have a lot of paintings. Often they are in quite bad condition when they come to us. Many of the drawings we get were made on very acidic paper, for example, which deteriorates with time.

Frank Woods, a well known marine artist from the early part of the 20th century, used that sort of paper and some of his arrived in very bad condition.

Everything we have has to be carefully cleaned and damages repaired.

Where do all your pieces come from?

Very often, when a sailor left a ship he would give something as a present - that's what started off our collection. When the ships were lost or broken up, all the gifts would come here.

Also, visiting royalty and heads of state would leave presents. We have a silver cigarette case presented by the Emperor of Japan, for instance, to a Captain Harold Watkins that was passed on to us.

Can anybody come and see your trophies?

Only by special arrangement. For instance, there was the 89-year-old grandson of an Able Seaman Larby, who loved boxing for the Navy. He was a Royal Navy champion.

The able seaman was on HMS Vindictive

during World War I, and his grandson wished to come and see the trophies for himself. Some of them are very valuable but memories are something money can't buy.

Do you still receive things?

Yes, we had a new piece of silver bought in recently, of a very original pattern and style. It is going for auction and may fetch between £70,000 and £100,000. It was made by a very famous silversmith, Paul Stal. Years ago it was given to a ship by a sailor who was in debt.

How much is it all worth in total?

We have roughly £3 million worth of silver, paintings and other items, including crystal glasses and rare items such as Japanese porcelain vases.

Nicki Wood, a student at Bay House School, Gosport, was on work experience with Navy News.



The bell of HMS Nelson, now to be found at Portsmouth Naval Base



The battleship HMS Nelson that served in World War II

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FIRST Sea Lord Admiral Sir Alan West told Sea Cadets that in the changed world since September 11 their values were more important than ever.

Speaking at the Corps annual Trafalgar Day Parade in London's Trafalgar Square, the Chief of Naval Staff said: "It is personally heartwarming for me to report that one catalyst to defeat terrorism, the junior image of the Senior Service, is fostering those traditions of grit and determination the length and breadth of the country."

Sir Alan inspected a parade of 300 cadets from units throughout the UK and told them: "You are providing young people with an opportunity to navigate the often stormy waters of today's uncertain society – helping families in some of the most deprived areas of the country to give the next generation a start in life based on the traditions of the Royal Navy."

Describing the Fleet's global operations, he continued: "A slimmer and increasingly operational Navy has largely meant that the sailor of yesteryear has disappeared from public view."

"But the image and the message of the Senior Service is still as potent as ever, for in so many neighbourhoods it is the Sea Cadets wearing their Naval uniform with youthful pride who fly the flag for the Royal Navy where it matters most – in the heart of the community."

A 2000-strong crowd of onlookers watched the parade and service in commemoration of the 197th anniversary of the Battle of Trafalgar and the death of Lord Nelson.

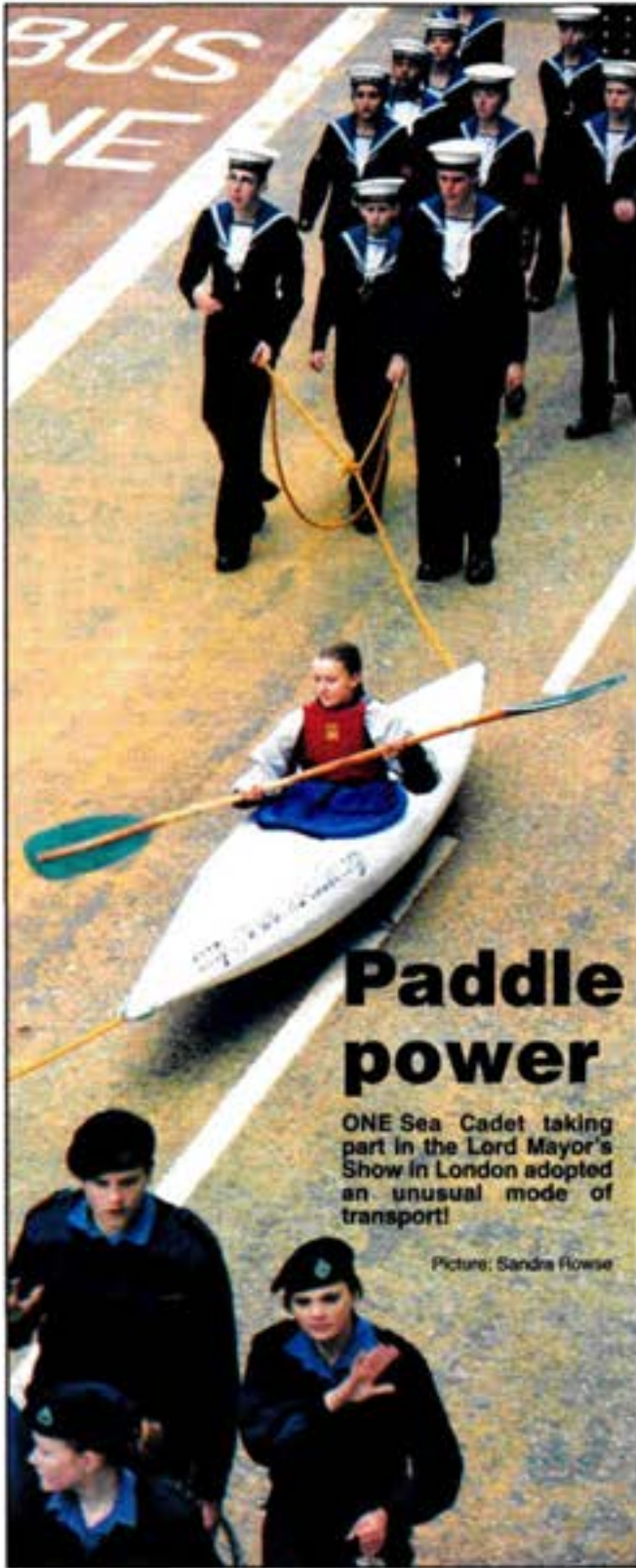
Pictures: Sandra Rowse





Belly laughs!

BELLY dancers 'Karima & Sahar Misbah' raise a smile with Cadet Craig Everett at a fundraising event for Southend-on-Sea unit TS Implacable. Shortly after putting in a gruelling full day's work on Remembrance Sunday parades, Craig was admitted to hospital for an operation on his legs – duty nobly borne, we say!



Paddle power

ONE Sea Cadet taking part in the Lord Mayor's Show in London adopted an unusual mode of transport!

Picture: Sandra Flowse

North star Alex

LORD Crathorne selected PO Alex Britten of York Unit to be his Lord Lieutenant of North Yorkshire Cadet for the coming year.

Alex is currently studying for his A-levels, after which he aims to take an engineering degree before applying for a commission in the Royal Marines.

He was runner-up in the National Sea Cadets Leadership Award and was awarded the Merchant Adventurers Cup for his charity and unit work.



Superb spread laid on in style

STAFFORD Unit TS Superb prepared and delivered a highly-praised buffet supper for their affiliated submarine HMS Superb, whose ship's company raised over £5,500 with a sponsored cycle ride from Faslane to Stafford.

The money went to the Donna Louise Trust children's hospice and Stafford RNA laid on a special reception for the cyclists when they arrived to hand over the cheque to the Mayor of Stafford, Cllr Ralph Cooke.



● The Sea Cadet Guard at the Remembrance Service at Helensburgh war memorial, near the Clyde Naval Base



Sport

Swimmers take on the world

THREE Navy swimmers represented the Service in the prestigious World Masters Games in Melbourne. Billed as the largest multi-sport event in the world, more than 25,000 competitors took part in 24 different sports.

In the pool, each swimmer took part in five individual events and two relays – the Navy trio involved were CPO Gary Thomas (AFCO Hull), CPO Mark Franklin (RH Haslar) and OM Ian Fairhurst (HMS Lindsfarne).

CPO Thomas set the ball rolling on the first day with a bronze in the 200m breaststroke and CPO Franklin and OM Fairhurst also struck bronze in the 200m individual medley.

Then with civil servant Martin Douglas, they finished a close second to a strong Brazilian quartet in the medley relay.

OM Fairhurst won silvers in the 200m and 50m backstroke, and the team again managed a medal in the hard-fought freestyle relay, coming in third.

The final day saw OM Fairhurst produce an outstanding performance to take gold in the 100m backstroke – and his six-medal haul is the more impressive because he is currently on fishery protection duties, with minimal opportunities to prepare properly.

The team was supported by the RN/RM Sports Lottery and the RNASA.



● Pic: PO Oliver Dale on the skeleton bobsleigh at Lillehammer

Challenge on ice

LEAVING a mild Autumn in search of an early winter freeze may seem strange, but for Petty Officers Oliver Dale and Michael Smith, the chance of going to the Army's annual ice camp in Norway was an opportunity not to be missed.

The camp, now in its fourth

year, is unique in giving soldiers of any rank the opportunity to try the adrenaline adventure sports of bobsleigh, luge and skeleton on the Olympic run at Lillehammer in Norway.

Aircraft engineers Oliver and Michael, of 899 Squadron at RNAS Yeovilton, were among 150 novices who, for the first time this year, came from outside the Army.

Oliver said: "This is the first time I have done anything like this. The Navy asked for volunteers, so I stepped forward. I am doing the skeleton bobsleigh, which involves laying on my front on a small sled and going down the track with my face a couple of inches above the ice – great fun!"

Michael added: "You get a few bruises despite padding yourself up, but like Oliver said, it's great fun, and we both hope to go to as high a level as possible – hopefully the British team."

"Our unit have been good and supported us for this event. Generally the Services encourage all types of sport and give time off for training. Also the whole ice camp is subsidised."

Out on the man-made mile-long track participants reach speeds in excess of 60mph as they weave through 16 curves, experiencing G-forces of 4.5.

Competitors were watched during their track runs for championship potential with a view to joining squads in training for European, World and Olympic events.



● A member of the Naval Air Command Sub Aqua Club feeds a shoal of trigger fish during an expedition

Divers put in a hectic year

MEMBERS of the Naval Air Command Sub Aqua Club can look back with some satisfaction at a busy year which has seen them mount several major expeditions.

Earlier in the year 12 members set off to the British Forces Adventure Training centre at Belize, where they spent the first week running out of St Georges Caye to various dive sites along the Barrier Reef, many of them chosen to help train the student divers, but also to prepare the more experienced for deeper dives later in the expedition.

Rough seas, scorching sun and poor visibility soon gave way to better conditions, and the team could move on to the second phase, diving from the MV Manta 4 into 40 metres of sea at a temperature of 28 degrees C.

The highlight of the trip was a dive in the famous Blue Hole, where they spotted huge lemon, bull, nurse and reef sharks, grouper and barracuda.

The group achieved 323 dives – a total of 12,583 minutes.

A second overseas trip took them to the Ascension islands, using a Joint Services Centre set



● Spotting fish at night on a Naval Air Command Sub Aqua Club expedition

up by the RAF.

Starting with shore dives, Expedition Hammerhead 2002 worked up to reef and wreck dives, including a spectacular night dive.

The main summer expedition was closer to home – diving the wrecks off the Cornish coastline in St Ives Bay, establishing exact positions and condition of the wrecks for Admiralty Charts in Taunton.

The final trip of 2002 was to Gibraltar, allowing a wide range of dives in excellent conditions.

More details of these trips, and more pictures, are available on [Navy News Online](http://NavyNewsOnline).

Students hang on for draw

THE ROYAL Navy senior football team rued missed chances when their first game of the season ended in a draw.

London University provided the opposition at Burnaby Road in Portsmouth on a crisp, cold evening, and the football matched the conditions in the early stages as both sides passed the ball sharply.

The students looked well-matched early on, although debutant MEM Foxhall delivered some searching crosses into the visitors' penalty area.

But it was the students who took the lead on the half-hour, when a brilliant turn and pass sent Jennings clear to chip Navy keeper OM Jamie McGall.

The hosts charged back and almost equalised immediately when another debutant, LOM Tickle, headed against the bar.

At the break CPOPT Riley assumed the role of sweeper, allowing the full-backs to push forward, but it was the University which almost scored early in the second half, McGall saving.

The Navy was creating chances, prompted by Riley in the middle of the park, with Tickle, CH Stevens and LPT Wilson all going close before OM Mickey Preston side-stepped a challenge and curled a shot into the top corner.

The Navy then poised forward, but poor finishing allowed the students to hang on for a draw.

Mixed bag for Under 21 squad

THE NEWLY-formed RNFA Under 21 side have started the season with a mixed bag of results.

They left Fenners at Cambridge having been beaten 3-0 by the students in a good, competitive game which allowed the management to look at a number of players as they sought to establish a squad and groom stars for the senior team.

The U21s rallied after their opener, and a hard-working and disciplined performance allowed them to beat a well-organised team from the Isle of Wight 2-1.

The first goal was an own-goal which came about after good work down the right by SA Mike Graham (HMS Nelson) who, after beating three players drilled a low, hard cross along the face of the goal, forcing the loW centre half to

turn the ball into his own net.

By half-time the loW had managed an equaliser, but the RN notched the winning goal mid-way through the second half when LMEA Alex Allen (HMS Sultan) collected up the ball on the right before cutting in and firing a shot past the Island keeper and into the corner of the net.

The result was especially pleasing as the squad was deprived of key players due to Operation Fresco and ships' programmes.

The U21 side has already started to prove its worth, with MEM Foxhall, AEM Craddock and LMEA Allen all making their senior debuts against London University (see above) after being pushed forward by U21 manager WO(M) Paul Spinks.

Yeovil beat the Ladies

THE RN LADIES started slowly in their game against Yeovil Town Ladies, with Navy keeper CH Lou Clarke (HMS Nelson) keeping her side in the hunt.

Missing key players, the Navy were hard pressed by a young, fit civilian side, and it was Yeovil who broke through to take the lead.

A push in the penalty area gave a penalty to Yeovil, which was converted, but the Navy hit back when POAEA Marissa Dryhurst (HMS Heron) fired low into the net.

The second half began with the game wide open, and the Navy was starting to assume control when Yeovil broke to seal a 3-1 win.

Kelly racing to bright future

A NOVICE athlete has won the Royal Navy Young Sportswoman of the Year award within months of joining the Service.

WSTD Kelly Wharton had little or no background in athletics when she joined up in September 2000, but during basic training she showed considerable ability, and staff suggested she get in touch with the organiser of the local cross country league.

While still in training she won several local races, then finished second in a strong field at the Navy championships, just behind seasoned international PO Vikki Norton.

At a warm weather training and conditioning camp in Portugal it was immediately apparent that Kelly was possibly the Navy's strongest female endurance athlete, and it was only the Foot and Mouth outbreak last year which stopped her testing herself at the

Inter Services event.

On being drafted to the Commando Helicopter Force at Yeovilton, Kelly was invited to join the elite ladies section of Bristol Athletics Club, and in only her second 10K road race she finished in the top 40 of the National Championship, ahead of several invited internationals – and she was still only 18.

Carrying an injury in the re-arranged Inter Services cross country, Kelly finished a close third behind two experienced Army runners – a meteoric rise from obscurity to podium spot while still a junior athlete.

She subsequently won the Navy championship with some ease.

Coaches see Kelly as one of the most exciting athletic talents to join the Navy for several years, and her diligent and structured approach to training, added to a fast-developing competitive streak, should see her reap further rewards in future.



● Kelly Wharton

Navy men too good for civvies

ROYAL Navy boxers posted an impressive victory against a strong Southern Counties Select at Portsmouth Guildhall.

Mne 'The Tank' Barnett's opponent failed to show for the bout, giving the Serviceman a walkover, but every other bout bar one went the way of the Navy.

Navy coach POPT O Shillingford said he was very disappointed with the single reverse, as he felt Mne Dave 'The Hurricane' Tang had dictated the pace against last year's Area champion, and had also landed the cleaner punches.

But seven others emerged from the ring with the spoils of victory.

Mne 'The Bull' Ellwell, making his Navy debut, finished off his opponent in less than three rounds.

The Southern Counties champion was pinned to the ropes and worn down by fast and hard combinations, and a vicious right-left brought a stoppage.

POPT 'Hard As' Steele was back to winning ways as his numbing jabs and heavy right-hand cross proved too good, bringing him a unanimous points decision.

Mne Graham 'The Hit Man' Alderson put on an excellent display, using ringcraft and combination punching to bemoan his opponent before landing the blistering right-handers which brought another unanimous decision.

Mne Andy 'The Terminator' Lowe switched from his normal skilful boxing to two-fisted all-out attack to counter the height and reach of his 6ft 2in opponent.

His non-stop punishing attacks saw the civilian wilt, giving 'The Terminator' a unanimous victory.

OM 'Mac Attack' Macdonald put up a fine display of boxing to blunt a rugged, dangerous fighter.

Every time the civilian tried to set up an attack, 'Mac Attack' replied with a devastating attack of his own, his accurate punching putting him in the driving seat.

MEM 'The Wrecker' Hoare wore down his man with long, deft jabs, backed by thunderous bombs delivered from distance, and he marked his Navy debut with a unanimous points win.

Final score was 8-1 to the Navy.

Grass roots are tended

ROYAL Navy boxing coach POPT O Shillingford and boxing coaching administrator Steve Penberthy co-ordinated a grass roots coaching afternoon at HMS Raleigh.

With the assistance of the RN boxing team and LS Buttler (Plymouth Command coach), the programme was designed by POPT Shillingford with fun in mind, and aimed to identify potential RN boxers, as well as showcasing the sport to recent recruits.

The afternoon was a great success, allowing full participation for the 350 trainees.

There was a presentation on boxing in the RN by Steve Penberthy, then novices met Mne Mick O'Connell (England international) and LT Micky Norford RN, international referee.

For details of the Portsmouth Area Novice Boxing Championships, see [Navy News Online](http://NavyNewsOnline).

Top meeting

NAVY mountaineers got together for their annual general meeting near Betws-y-Coed in Snowdonia – and also had the opportunity to spend some time on the crags and mountains.

Some 85 members of the RN/RM Mountaineering Club heard that meets have been well-attended, membership is up, funds are healthy and successful expeditions have been staged all round the world.

See www.navynews.co.uk for a full report



● HM ships Biter and Charger accompany the yachts for the sail-past along the Mersey before the start of the Clipper 2002 race

Autumn Venture is a rough ride

AN ADVENTURE training expedition by yacht in the English Channel achieved its aim when novices experienced the best and worst of offshore cruising.

Six Victoria 34 yachts were loaned by the JSASTC for Autumn Venture 2002, chiefly organised by CCWEA Steve Tickle.

Experienced skippers and mates, but as many young Navy personnel as possible.

The first day, at Hornet Sailing Club, brought basic introductions, safety briefings and a quick trip across the Solent to Yarmouth on the Isle of Wight, where sailing manoeuvres and safety drills were run through.

The first major trip, on the third day, was abandoned as stiff winds meant an approach to Alderney would prove too tricky, so Cherbourg became the new destination.

The flotilla motored out through the Needles Channel in flat seas, and it looked like the engines would be earning their keep.

But within two hours the wind had picked up, as the forecasters had promised, and by mid-Channel the yachts were buffeted by gusts in excess of 33 knots and mountainous seas.

Many of the crews were seriously seasick, and those who weren't spent hours on the tiller.

It was a sorry-looking bunch who went ashore at Cherbourg, so it was decided that the following day would be spent pottering around the outer harbour – an exercise which proved valuable.

But there was still the return leg – and again the novices were dogged by bad weather.

Instead of aiming for Lymington, the yachts went to Gosport, where the weary crews finally got some respite.

Those brave souls who stuck out the week sailed across to the island again on the last day, but many had packed up and gone home – some put off for life, though some said they would be back for more.

● See Navy News Online for a full report of the expedition

Champion in charge

DEFENDING champion Capt Damien May RM retained his RN squash title, beating CPO Dave Innes (RH Haslar) in a relatively one-sided final.

The two men had fought their way through a 20-strong men's open competition, with spectators treated to long, exciting rallies.

Band C/Sgt Craig Burns (HMS Raleigh) beat a tired LAEM Dave Armstrong (HMS Culdrose) 3-0 in the Plate final, while in a small field during the Under 25s competition, AEM Neil Martin (HMS Heron) beat OM Simon Backhouse.

The Veterans crown went to

Lt Cdr Robin Young (HMS Montrose), regaining the title from an effervescent WOPT James Stewart (CINCFLEET) 3-1, while Cdre Richard Pelly, in his last championship before leaving the Service, took the Vintage event.

The doubles competition was won by Stewart and WOMEA Bob Giddings (CFM Devonport).

PO Marissa Dryhurst (HMS Heron) was the main women's winner, while PO Belinda Maund (HMS Collingwood) won the Plate.

● For a full report and results, see Navy News Online

Tourists prove too strong

A LITTLE piece of sporting history was made when international rugby league came to Portsmouth for the first time.

The match between the Combined Services and the Australian Aborigines was the final match in a busy three-week visit to the UK by the 'Koories'.

The tourists had mixed fortunes in the run-up to the game, with victory in two of the three county matches but defeats in the tests, so they were eager to end the tour on a high note.

The Services side was equally determined, as this was to be their only outing this season.

Despite almost continual and torrential rain for two days, the Burnaby Road pitch was in terrific condition, with both sides paying tribute to the ground staff for the quality of the pitch.

The Services side had four RN players, with Navy coaching and management staff playing a major role in the team's preparations for the match.

The Aborigines side were all youngsters – the oldest player was

20 – but three of the squad are already contracted to top Australian clubs.

The weather had improved by the time the national anthems were played by the HMS Sultan Volunteer Band, and the game got off to a fast start in front of a crowd of around 500.

The visitors were lighter than the Services team, but they made up for the deficit with speed and technique.

The two sides played different styles, with the Services attempting to draw the tourists into the middle of the field then spin the ball wide, while the Aborigines were happy to soak up enormous pressure calmly, then break quickly.

The tourists went into the break 8-6 up, with second-row forward Mne Jordan James scoring the Services try.

The second half started well for the hosts, with Army player Cpl Lee Innes bagging a try, but the tourists absorbed another bout of heavy pressure before breaking out

New prize for rugby victors

THE NAVY'S 15-a-side rugby season got off to its traditional start with the Inter-Command competition – with a new prize at stake.

Teams competed for the John Inverdale Memorial Trophy, named in honour of the late Surg Capt John Inverdale, a significant influence on RN rugby.

The trophy had been contested by his old team, Devonport Services, and the United Services, but when that fixture was discontinued it was agreed the cup should be transferred.

With Op Fresco taking a heavy toll of all five Command sides, the Air Arm was forced to withdraw as they could not raise a team.

The competition was a fine advert for Navy rugby, with strong determination and a wide spread of talent and ages in every game, and the title was in the balance right down to the final game.

Plymouth needed to win by 15 points or more to take the title, but if Scotland won, the honours would go to the Royal Marines.

BBC TV presenter John Inverdale, the son of the Naval officer, and his sister Mrs Jenny Weekes, were among the spectators for the final match.

Six further Plymouth players had withdrawn from the squad that morning because of firefighting training, but the West Country side still showed tremendous spirit.

They led at the break, having taken advantage of the strong wind, but Scotland made even better use of it in the second half, and stormed back to win 41-24.

John and Jenny presented the trophy to Mne Matt Longhorn of the Royal Marines.



● John Inverdale and Jenny Weekes present the John Inverdale Memorial Trophy to Mne Matt Longhorn of the Royal Marines

John also presented the Rugby Football Union's Volunteer Award to members of the competing teams' managerial staff – CPOPT Carol Strong and CMEA Marc Lowry for Scotland and C/Sgt Bob Morrison of CTCRM for the Royal Marines.

RFU Volunteer Awards have also been made at the RNRU AGM dinner to POPT Kerry

Packer, of Portsmouth, for general service to the RNRU, and WO Don Shaw for services to Navy Vets and Portsmouth Command.

The next fixture in Portsmouth is the Navy 'A' against the RAF 'A' at Burnaby Road on December 4, kick off at 1430.

More details of the RNRU are available on FleetWeb and 2SL websites, or at www.rfu.com

Sunshine and storms test Navy athletes

THE FIRST round of the South West United Cross Country League was hosted by HMS Drake at Brickfields, Plymouth, in glorious sunshine.

Two-times defending men's champion and English Commonwealth marathon athlete Stuart Hall (Devon Fire and Rescue) won comfortably from Lt Tony Dunn (RNAS Culdrose).

Inter-Service veteran champion Maj John Rye (CTCRM) was third, with compatriot L/Cpl Brian Cole (CTCRM) getting the better of POPT Sean Childs (BRNC) in fourth.

CTCRM won the team event, with reigning champions BRNC being pipped by Devon Fire and Rescue for second place.

Flt Lt Wendy Houvenhagel (RAF St Mawgan) easily won the ladies event from Surg Lt Vicky Barker and Kath Short (both BRNC).

Current champions BRNC won the ladies title, with Culdrose in second.

Round Two at HMS Raleigh could not have been more different, with heavy rain and high winds throughout.

Again Stuart Hall beat Tony Dunn, with Sgt Mark Goodridge (42 Cdo RM), still recovering from injury, taking third, leaving Sean Childs to claim a second successive fourth place, turning the tables on Brian Cole, who finished fifth.

English veteran athlete Sharon Coyne (Culdrose) beat Surg Lt Cdr Wendy Scott and POWPT Belinda Fear (both HMS Raleigh)

in the ladies event, with Raleigh narrowly beating Culdrose.

BRNC recorded their first win over RMS Sandhurst in the Inter-Collegiate Games, with an Army runner followed home by four Navy athletes.

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the crews to come to terms with storms over the six-leg, 34,000-mile race, which ends in Liverpool next September.

Each yacht is skippered by a world-class sailor, but the crews are a wide mix of people who have paid for the adventure, with a few competition winners as well.

Charger and Biter are part of the University RN Unit flotilla, giving students a taste of life in the Royal Navy.

For more details of the race, see the official race website at www.clipper-ventures.com

RN backs school by providing sports kit

A SCHOOL rugby team have set course for success on the sports field with the presentation of a new sponsored team strip by the Royal Navy.

The talented teenagers at Stamford School plan to tour Ireland, where they hope to out-gun the opposition and continue an impressive unbeaten run.

The Navy's sponsorship demonstrates a strong commitment to rewarding sporting excellence in schools – and recognises that the qualities required of a successful rugby player, such as courage, fitness and teamwork, are the same as those demanded of personnel in the Senior Service.

School First XV captain Jonathon Felton and his teammates received the strip at the school's playing fields from Lt Steve Concealy.

Jonathon has recently passed both the Potential Officer Course and Admiralty Board, and is looking forward to joining the Royal Marines as an officer when he completes his A-levels.

Lt Concealy said: "The Royal Navy has a strong tradition of producing excellence in international sport."

"This nationwide strip-sponsoring scheme is a great way of highlighting the fantastic opportunities available to Royal Navy and Royal Marines personnel, and it is rewarding to see such enthusiasm in young, talented sportsmen."

The Royal Navy aims to develop sporting talent in young people, giving them the opportunity to compete at the highest level, and Service career advisers can discuss the broad array of job opportunities available.

For details of the nearest careers office, call the dedicated hotline on 0845 607 5555.

SAILOR SAVED AFTER 26 DAYS ADRIFT

● From page one

The boat had lost engine power during a day's pleasure-cruise off the coast of Guadeloupe in early October and drifted some 700 miles.

The sailor, Lenny Leon Peter, was recovered from the powerboat and treated for severe dehydration and malnutrition after his long ordeal.

Obviously distressed and suffering from the effects of drinking seawater, the man received urgent lifesaving treatment in HMS Grafton's modern sickbay.

Ship's Medical Officer Surg Lt Lizzie Yates said at the time: "We were lucky to find him when we did. We are monitoring him closely and doing all we can, but the imperative now is to stabilise him and get him quickly to hospital ashore."

Unfortunately a second man who had shared the boat with Lenny Leon Peter had attempted to swim for land ten days earlier and no report has since been received of him.

The frigate diverted from its drug patrol tasking, and the survivor was taken by HMS Grafton's Lynx helicopter to a hospital in Jamaica for specialist treatment. He has now made a full recovery.

Cdr Thomas said: "It is the duty of all mariners to preserve life at sea. We were very fortunate to have discovered this young man because he had drifted hundreds of miles away from the nearest land and well outside the normal trade routes."

"My team have been patrolling these waters for drug smugglers for some time and their constant vigilance and quick reactions today were vital factors in his being discovered."

□ After a high speed night chase following a covert operation Grafton's Lynx helicopter later detained four Caribbean drugs smugglers carrying marijuana worth £3m in a speedboat. This is the ship's third major drugs bust during her Caribbean patrol. She is due home in time for Christmas.

Said Cdr Thomas: "This is exactly what the Royal Navy does so well. The outstanding teamwork, training and motivation of my crew all came to the fore tonight and this success is an excellent reward for their hard work."

"Our colleagues back home are putting out fires - well, we're doing our bit too, fighting hard in the war against drugs."



Sweetheart swept off her feet . . .

OFFICIAL Forces Sweetheart Claire Sweeney visited HMS Argyll during her groundbreaking tour of the Middle East with the Combined Services Entertainment Team.

Following in the footsteps of Dame Vera Lynn and Geri Halliwell, the star of *Brookside* and *Chicago* had spent three weeks rehearsing a specially prepared show for thousands of sailors, soldiers and airmen, boosting morale with classic numbers from *Moulin Rouge* and *Cabaret*.

"These guys are doing the most fantastic job for our country and for the whole world," said Claire.

"They are thousands of miles away from their loved ones and I hope I brought a touch of home out to them."

Fresco fire fighters on top form

ROYAL Navy personnel were in action within the first hours of the two-day national strike by firefighters last month - the culmination of weeks of training.

Some 2,300 men and women of the Senior Service manned veteran Green Goddess fire engines and emergency rescue vehicles, with one of the first major incidents at Grangemouth in Scotland, where two Green Goddesses manned by submariners and Royal Marines bandsmen, backed by a Breathing Apparatus Rescue Team (BART), helped rescue ten people, including children, from a block of flats.

When talks between Fire Brigades Union officials and employers broke down - firemen were seeking a 40 per cent pay rise, but the Bain pay review body recommended a package which included an 11 per cent rise with associated changes to working practices - the first of a series of planned 48-hour strikes was set in

motion. Members of the Armed Forces had been on intensive five-week training courses to provide emergency cover for such a strike, and stepped into the front line, along with more than 800 Green Goddesses.

By the time the strike had ended, 6,792 phone calls had been received by Joint Operational Command Centres across the country, of which 1,776 turned out to be false alarms or hoaxes.

Service teams, advised by senior fire brigade officers, attended 3,253 incidents, and their equipment passed the test - Green Goddess availability was 98 per cent, with a perfect 100 per cent record for the BARTs and Rescue Equipment Support Teams (RESTs).

The Goddesses - officially Bedford self-propelling pumps - were designed in the 1950s to augment civilian rescue services in case of a nuclear attack.

They are owned and maintained by the Office of the Deputy Prime Minister and are actually painted yellow in Northern Ireland.

They have over the decades helped relieve flooding and covered for firefighters, and are generally in good condition with low mileages, having been stored carefully between occasional outings. They have four-wheel drive, giving them cross-country capability, and can pump 900 gallons of water per minute.

They carry a tank with up to 300 gallons of water as an alternative to hydrant supplies, and the pump system can produce foam. Green Goddesses, which have a six-strong crew, carry 1,600ft of hose in addition to other firefighting equipment, including a second, portable pump and a ladder. They have a top speed of 50mph - more than adequate for built-up areas.

The RN was the lead force in Central Scotland, Fife, West and East Sussex, Hampshire, the Isle of Wight, Avon, Somerset, Devon and Cornwall. RN personnel have an advantage over their colleagues from the other two Services in that



sea-going sailors are trained in firefighting techniques.

Cdr Mark Durkin, Commanding Officer of HMS Exeter and the Military Commander for Hampshire commented: "I think RN personnel have a basic understanding of running hoses and using breathing apparatus, so there's a basic level of knowledge which we have been able to build on, and I think people have picked up things very quickly."

Chief of the Defence Staff Admiral Sir Michael Boyce told the Servicemen and women: "Whatever your role, be it in planning, training or supporting Operation Fresco, you should be proud of what you have achieved. You showed the public that the Armed Forces are ready and willing to train to do what is necessary - and then go out and do it. Well done."

But Admiral Boyce expressed concern over their military effectiveness while 19,000 personnel were kept on stand-by for firefighting and so "not doing their task for training for whatever eventuality may come in the future".

His warning came as a second, eight-day strike began and Defence Secretary Geoff Hoon confirmed that the United States had asked if Britain would provide troops for a possible war with Iraq.

● Pictures: page 12

Trafalgar touches bottom off Skye

A ROYAL Navy submarine was forced to pull out of exercises off the coast of Scotland when it ran aground.

HMS Trafalgar was taking part in a Joint Maritime Course when the incident happened north-west of the Isle of Skye. The nuclear-powered boat surfaced immediately and then made her way to Clyde Naval Base under her own power, escorted by another warship (see below).

No damage was reported to her pressure hull or reactor system, although two crew members were slightly injured - one with a broken nose and another with back strain.

An investigation into the incident is under way. HMS Trafalgar arrived home in Devonport on November 20.

□ HMS Nottingham, the Type 42 destroyer damaged after striking Wolfe Rock off Lord Howe Island, Australia on July 7, is expected to arrive back in the UK after the middle of this month, carried by the Dutch "sink and lift" ship Swan.

DIARY DATE
2003
RUGBY UNION
ARMY

VERSUS
ROYAL NAVY
AT TWICKENHAM

SATURDAY 3 MAY 2003
KICK OFF 1500
TICKET OFFICE AND
BOOKINGS TAKEN
FROM 6 JANUARY 2003
HOTLINE 0870 4446633

● Surg Lt Lizzie Yates, HMS Grafton's Medical Officer, treats Lenny Leon Peter, a man in his 20s who had been adrift in a small boat for 26 days after running out of fuel. He suffered severe dehydration and malnutrition.





YOUNG READERS CLUB

Young Readers Club, Navy News, HMS Nelson, Portsmouth PO1 3HH

THE GALLEON IS BACK

Some of you may remember we featured our super Christmas Galleon a few Christmases ago. Well, everyone enjoyed hunting for the lost decorations so much we decided to sail it back on to our new look pages!

See if you can spot the missing decorations on the ship - no prizes for guessing, just have some fun!

Check out the Galleon on the back page!

CHRISTMAS FESTIVAL

A glimpse of Christmas past, present and future is on offer at the Navy News Cyber Deck in Portsmouth when it is transformed into Santa's Cyber Gratto for part of the Historic Dockyard's Festival of Christmas.

Using Stargate tunnels, children will be able to send Santa an electronic wish list, visit Professor Bilge's Christmas Laboratory, and visit Grandfather Christmas in his emerald abode.

The Festival runs from November 28 to December 1, and is open daily from 10am until 7pm. Attractions close at 6pm. Entry is £7 for adults, £5 for senior citizens and £3 for children - which includes entry to the historic ships as well as the Christmas Gratto.

For more information visit www.christmasfestival.co.uk

BFPO FACT BOX

- BFPO handles over 40m items of mail per year
 - BFPO operates a 24 hour, 6 1/2 day service
 - The Head Quarters is at Inglis Barracks, Mill Hill in North London
 - BFPO is a tri-service operation, but also handles MoD Official Mail and Diplomatic Mail.
- The BFPO web site is www.bfpo.org.uk

BFPO... THE INCREDIBLE JOURNEY OF A CHRISTMAS CARD!



Hands up everyone who has friends and family in the Royal Navy and other Armed Forces. If you do, we bet you know what the famous "blueys" are! But, do you know what BFPO stands for and how "blueys" got their name?

BFPO stands for British Forces Post Office. It's a really important organisation for getting mail out to the Armed Forces.

Blueys are the HM Forces Aerograms. They're called "blueys" because they are written on flimsy blue paper!

Now, you may know about, and use blueys, but have you ever wondered just how post gets to the crews on Ships when they are far away from home? You don't! Read on...!

OM1 J. SMITH
D1234556Y
152 Mess
HMS Somewhere
BFPO 789

THE JOURNEY!

Let's follow the journey of a Christmas card from a young reader in England to her uncle on a ship in the Caribbean.

The first thing to be done is to address the card properly. The Young Reader writes carefully on the envelope the name of the person, the rank or rate and any mess number. Then the name of the Ship and its special BFPO



number. Mustn't forget to put a stamp on it!

Next into a letterbox it goes. A postman from the Royal Mail collects the letter, just like an ordinary letter. It will then be delivered to BFPO London.

There, the letters are sorted into BFPO Nos 200-499 and then passed to Ships Sorters who sort them into the correct Ship's Bag.

WHERE NOW?

Our Christmas card is now in the right Ship's Bag, but how does BFPO London know where to send the bag?

Each ship has to tell the ship's section at BFPO London when and where they are going to be.

The Young Reader's uncle is on a ship on West Indies patrol

The bag is closed and labelled, ready to go to the Ship's agent at the right port in the West Indies. It will normally be sent 5-7 days prior to the Ship's arrival

FLYING CHRISTMAS CARD!

The bags with the Christmas card inside are delivered to Heathrow or Gatwick airport ready to be put on planes and flown out the next day.



The bags will be flown out on a big plane first but may have to be put on smaller planes to fly to some of the tiny islands in the Caribbean. This can sometimes take 2 days.

The mail is then normally passed through customs and the local postal authorities before being collected or delivered to the Ship's agent and then being put on board the Ship.

Finally, the bags are sorted on the ship and the card reaches the Young Reader's Uncle, just in time for Christmas on board!



SHIP'S BADGE COMP!

Design your very own Ship's Badge

Our Editor, Jim Allaway has told us all about Ship's Badges, why not design a badge for yourself! The whole family or just for you!

KEEP IT SIMPLE

Choose, say, three things that are special about you or your family. Perhaps your surname is "wood" but you live by the sea and have two cats. Your badge could have a brown plank background with waves and drawings of the cat! See, it's that easy!

PRIZES AND FAME!

When you've designed your badge send it to us and you could be in with a chance to feature on the Young Reader's pages!

We'll be publishing the 5 best badge drawings!

The clever designers of those 5 badges will also receive some exciting goodie bags.

So, get drawing!

Send your entries to the usual address.

PS. Don't forget to give us your name, age, membership number and address.

NAVAL TERMS...

What did you say?

If you spend time on board a Royal Navy ship or at a Naval Base you may become a bit confused with some of the terms used by the crews.

Over the years the men, and woman, who work closely together in the services have developed their own special way of describing people, places and things.

Over the next few months we'll be taking a look at some of those phrases, but first we must thank

Mr Sid Sryer of Workington in Cumbria for sending us the meaning of the following naval terms.

WHAT DID YOU SAY?

The Young Reader's guide to Naval Terms

A STONE FRIGATE

- this is a naval shore establishment with the name of a ship

THE RED DUSTER

- The red flag or ensign of the Merchant Navy

JIMMY-THE-ONE

- The First Lieutenant of a warship

FIRST LETTER QUIZ

Here's a quick quiz to keep you busy when the batteries run out on your new Christmas toy and your mum has banned you from the computer!

All you have to do is to guess the answers to these questions then take the first letter of each of the answers and put them together to form a word. If you need a clue "it's behind you!"

- | | |
|--|--|
| 1. What's all wrapped up for Christmas? | Christmas stocking? |
| 2. Who visited the Shepherds watching over their flocks? | 6. What plant is often used for kissing under? |
| 3. What sort of play do you see at Christmas? | 7. What is a house for Eskimos called? |
| 4. What's green and decorated? | 8. What sort of special sweet pies do we eat at Christmas? |
| 5. What fruit do children sometimes get in their | 9. The day before Christmas is known as Christmas ...? |

1	2	3	4	5	6	7	8	9

FREE PRIZE DRAW



Royal Mail Smilers let you put your face on a stamp with a variety of designs to suit all occasions. There is even a special one for Christmas so you can make friends and relatives grin when the postie arrives with your cards.

The Young Readers Club has got together with Royal Mail to offer five lucky winners the chance to customise their own Christmas postbag with a sheet of Royal Mail Smilers.

For a chance to win send us your name, age and membership number to the usual address or email us youngreaders@navynews.co.uk

All entries must be marked 'Smilers'

For further information about Royal Mail stamps visit www.royalmail.com



YOUNG READERS CLUB

Young Readers Club, Navy News, HMS Nelson, Portsmouth PO1 3HH

WEATHER SNOW JOKE!!

Are you hoping for a white Christmas? Do you long to get out and have some cool snowball fights? Well, did you know that, in 1947 it snowed every day somewhere in the UK between January 22 and March 17th.

LOADS OF SNOW

There were snowfalls of 60cm or more and some people were cut off for days. The armed services had to drop supplies by helicopter to some farms and villages and they were called in to help clear roads and railways.

JOLLY CHILLY!

The coldest winter we've had in the UK was in 1740. But it was also very, very cold in 1962/3. A temperature of -22 degrees centigrade was recorded in Braemar on 18 January - WOW! but you needed hats and gloves there!! There was actually ice on the sea in the harbours in the South and East of England. Lakes and rivers also froze over completely.

TOO HOT NOW!

By 4 March 1963 everyone was fed up with the cold but, guess what, by 6 March the temperature had risen to 17 degrees centigrade: how about that for typical British weather? Bet everyone moaned about the heat!!

CHECK OUT THE WEATHER ON THE WEB!
If you want to keep an eye on the Christmas weather around the world log on to these cool sites:
www.weatherimages.com
www.met-office.gov.uk

WHAT DO CELEBRITIES LOOK FORWARD TO AT CHRISTMAS?



Celebrities are very busy people and we wondered if they have time to look forward to Christmas. We asked a few of our favourites
Ellen McArthur, the Round the World Yachtswoman, once spent Christmas totally alone at sea! It snowed on Christmas Eve. This year Ellen is looking forward to spending Christmas at home with her family and her lovely dog Mack. She hopes Santa Claus will bring her a telescope!
(Picture courtesy Jacques Vapillon)

STOP PRESS... QUEEN VICTORIA JAZZES UP CHRISTMAS!!!



If our newspapers had been around in about 1845 that might have been the top headline.

WHY?
Well, before 1837, when Queen Victoria took to the throne, Christmas was a pretty ordinary day for most people. There would be prayers said, but working people didn't have holidays. Even wealthy people only took a day to celebrate and the only decorations in houses were plants like holly and ivy.

LOADS OF MONEY!
But, during Queen Victoria's time loads of new industries began

and they brought money to more people. It meant that people could afford to travel to see their families, that working classes could be given a day's holiday and that present giving became more common.

TREES IN FASHION
The Queen and her husband Albert were pretty keen on having a good time too. Prince Albert was originally from Germany and he liked the Christmas customs in Germany. Although the wife of George III, Queen Charlotte, had put up a Christmas tree at Windsor in the 1700's, it was Prince Albert who started to bring in trees from Germany and made them really popular.

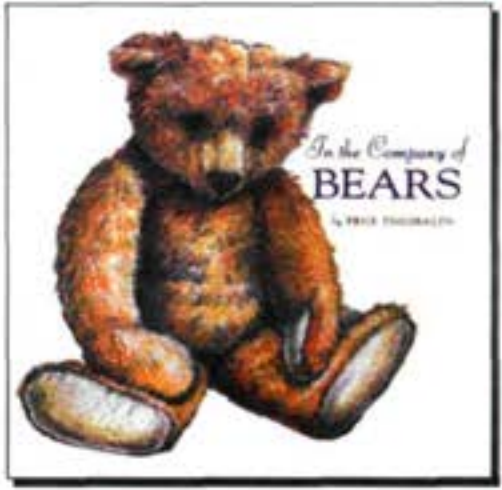
MORE MONEY
About this time Charles Dickens wrote his famous book A Christmas Carol. It was all about an old man who changes from being really money-grabbing to giving to the poor. The book had a good effect on rich Victorians, who started to give more to the poor. On Boxing Day it became traditional for their servants to be given money. This was usually given in small boxes, which became known as Christmas boxes!

GREAT GIFTS
Presents started to get more exciting in Victorian times too! Children of rich people had always had nice presents, but they were hand-made and very expensive. With the new industries, and the building of factories, it became possible to produce hundreds of toys, bringing the prices down. Some of the most popular toys were marbles, model trains, toy pistols and dolls houses. But, the poor people still didn't get toys - their Christmas stocking had only fruit and a few nuts in it.

YET MORE CHANGES
Other things changed at this time too. The Penny Post was introduced in 1840, allowing people to send things to other people anywhere in the country for just one penny.
This made sending Christmas cards much more popular. Crackers were invented by Tom Smith in 1846 and last, but not least, some of the best known carols were composed in Victorian times, O Come all ye Faithful in 1843, O Little Town of Bethlehem in 1868 and Away in a Manger in 1883.

HAPPY 100TH Birthday to the Teddy Bear

The year 2002 has been a very special one for the humble Teddy. It's one hundred years since the first bear was created!
One of the first people to begin making bears was a disabled dress-maker called Margarete Steiff. She lived in Germany. Her nephew Richard was a sculptor and he joined up with his aunt in 1897 to produce felt animals. In 1902 he designed the first toy bear using soft fur and movable joints.
In 1903 an American business man spotted the bear at a Toy Fair in Germany and ordered 3,000 to take home to sell... and that's where it all began!
If you want to know more about bears right the way through those last 100 years why not put the book In the company of Bears by Prue Theobalds on your Christmas list.



It's a lovely hardback book with amazing drawings.
PUBLISHED IN HARD BACK BY UPLANDS PUBLISHING, PRICE £18.99

WE HAVE 5 SETS OF A PAIR OF DAISY AND JACK TEDDY BEARS AND A STORY BOOK TO GIVE AWAY
Just answer the following question and send a postcard or email with your name, address, age and membership number to the usual address marked 'Daisy & Jack Competition'
Question: What year was the first teddy bear created?
Closing date 31st December 2002

WHAT DO CELEBRITIES LOOK FORWARD TO AT CHRISTMAS?

From the cast of EASTENDERS:



Jamie (Jack Ryder) "I'll be spending Christmas with my family and we want to have a happy time, so I won't be watching the Christmas episodes of EastEnders!"



Sonia (Natalie Cassidy) "If I had to spend Christmas with an EastEnders family it would be the Mitchells. There's always something going on and they know how to have a good knees up! I will be looking forward to spending time with my family and all my little nieces and nephews".



Laura (Hannah Waterman) "My ideal Christmas is either in the country with log fires and good company or somewhere very hot on a beach with a bottle of very cold champagne - two extremes!"

Christmas Word Jumble

- Some Christmas words have been jumbled up; can you find what these words really are?
- suseJ** Clue: We celebrate his birth on Christmas Day.
 - samsirhC** Clue: This is on the 25th of December.
 - anaSt** Clue: He puts toys in stockings.
 - reednri** clue: They pull Santa's sleigh.
 - teesnpr** clue: We get them from under a tree.
 - wosn** clue: It's cold and wet.
 - tyos** clue: You play with them.
 - mashCsirt reet** clue: We put presents under it.
 - kingcots** clue: Santa puts toys in them.
 - iecnm seip** clue: We leave them out for Santa.

MEMBERS ONLY COMPETITION

We have 2 Raleigh Ambush Mountain Boards to give away!



Mountain Boarding is the explosive new sport for the enthusiasts of snowboarding, downhill mountain biking or BMX riding.

- Can carry weight of up to 130lbs
- Adjustable bindings for greater control
- Natural Wood laminate deck

To enter name two of the sports that Mountain Boarding is made up from and send your answer, name, address, age and membership number to the usual address or email us
youngreaders@navynews.co.uk
Closing date for entries - 31st December 2002

YOUNG READERS CLUB

Young Readers Club, Navy News, HMS Nelson, Portsmouth PO1 3HH



NOT JUST A CHRISTMAS TREE!

This Christmas why not find out more about trees – not Christmas Trees but family trees!

Family trees are amazing things – they contain details of all the people in your family. Some of them can go back for years and years, and some may even uncover big secrets about your family! You might have had a famous person in your family way back and you don't know it!

Christmas is a great time to begin a simple family tree because everyone tries to get together around this time. The proper name for the study and tracing of family history is genealogy. This can take buckets of time and you can end up with a very smart looking family tree. You can even buy computer software to make the job easier.

But why don't you start this Christmas with a really simple family tree. Just start off by noting down all your closest family.

Get a big piece of paper – the bigger your family the bigger the piece of paper!

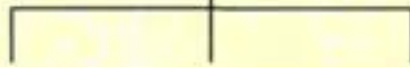
Start with the names of your Mum and Dad. Don't forget to put in their

Geoff Smith ———— dom 1.1.92 ———— Jackie Smith
dob 17.3.72 ————— dob 1.4.73

dates of birth and the date of their marriage too.

Now you need to put in yourself and any brothers or sisters you may have. Draw one line from the middle of your Dad and Mum and another along and then put each name from that line, like this...

Geoff Smith ———— dom 1.1.92 ———— Jackie Smith
dob 17.3.72 ————— dob 1.4.73



Don't forget to write in full names and dates of birth. Now you can start to go up the tree.

Put in the name of your Grandparents, on both your Dad and Mum's sides.

Grandparents usually have great stories to tell about family history so you might want to ask them for a few stories that you can jot down and keep with your family tree. Maybe even use a tape recorder to record the stories for ever. Here's a hot tip – every grandparent has a good story about when your Dad or Mum were naughty when they were young, get them to tell tales!

So, this year instead of watching the telly on Christmas or letting your granny nod off why don't you wake her up gently and ask her to tell you a bit about the family!

ANOTHER GREAT STORY FROM THE PRESS GANG...

Thanks to everyone who wrote asking to join the Press Gang, we're really enjoying all your stories. Keep them coming!

This month's Press Gang report comes from Zoë Hall, aged 9. It's all about her day trip to the historic warships at Birkenhead...

My Day Trip to Historic Warships at Birkenhead

At the dock I explored the Submarine HMS Onyx and the frigate HMS Plymouth. I also had a go on a computer, which told me about warships.

To get into HMS Onyx I had to climb backwards down some steep steps. There were lots of pipes and engines. It was very clean but there was not much room. In the ceilings there were quite a few red lights. The rooms had models of sailors showing different activities. The toilets were not very nice at all, metal with no comfortable seats. To get from room to room I had to step and duck through water-tight hatches. They were quite small and I banged my head. The engine sound effects were quite noisy but they are much louder in real life. Everywhere on the submarine there were bunkbeds in sight and lots of steps which you needed to go backwards down. When I got back to the top of the submarine, outside I saw jelly fish floating in the sea. It was then time to go to the café for lunch before looking at HMS Plymouth.

On HMS Plymouth there was lots of room and the ship had windows – there were none on the submarine. In the Captain's Cabin was a television and I heard the noises of the sonar listening to submarines in the Operations Room. This is the nerve Centre which had lots of coloured lights. Next I went into the Wheel House which had a high circle shaped window and I sat in the raised-up wooden chair. The step at the side helped me to get up. In the Navigating Officer's cabin was a sink, comfy chair and another high round port-hole window. Next door was the Bridge where there were lots of telephones to send messages to different parts of the ship. The Plymouth just like the Onyx had lots of steep steps. I climbed backwards down some to go to the Ship's Gun Bay. I pressed three buttons to find out three Top Secrets. The ship's toilets had a sign saying "The Wee Hoose" (Scottish) and they were flushed by using sea water. Next to these were the wash rooms and someone had left their socks hanging up to dry. I walked down a passageway to the Radio Station where I saw a real man listening to some morse code. It was loud and I could hear it too.

On the way out of the centre I bought a dolphin key-ring from the visitor centre shop before going to look at Albert Dock. There I had a double ice-cream and looked at the floating British Isles. It had been a really excellent day but now it was time to go home.

Zoë Hall Aged 9, Gang Plank Member Number 1346

We're still looking for Press Gang members. All you have to do is write a report about one of your favourite subjects. Your report must be no longer than

200 words. Write your name and address on the back of the paper and send it to 'The Press Gang' at Young Reader's Club, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Press Gang members must be under 14. The best reports will feature in Navy News. So, what are you waiting for, press on with your writing.

SEARCHLIGHT

Congratulations to our recent 'Searchlight' winners, who have sent us these great pictures of themselves.



Ethan Jacob Robinson,
Membership No. 2883, aged 2



Lauren Anderson
Membership No. 2896, aged 13

THE EDITOR KNOWS!!

Welcome to our brand new feature.

The editor of Navy News, Jim Allaway has been writing about the Royal Navy almost for ever and he knows heaps of really interesting things about the Senior Service.

We've persuaded him to share some of his knowledge with us at Young Readers. Every month Jim will give us some top facts about the Navy and we'll bring them straight to you!

This month Jim told us that the history of Ship's Badges were really interesting. So, we checked them out just for you...

THE FACTS

1. Every ship, submarine, shore base and Naval Air Squadron has it's own unique badge.
2. Some people call them crests – that's the wrong name, they are **BADGES!**
3. Badges took over from the old figureheads as a way of identifying ships.
4. In 1918 a chap called Charles Foulkes was appointed as Admiralty Advisor on Heraldry. He'd always had a big interest in ship's badges and he was then given the job of sorting out how they should be designed. In fact, he had already designed badges and mottoes for twelve ships that were built during World War I.

5. The Naval Crown is always at the top of every badge and they all have gold rope as their frame.
6. The first ship to have an official badge was HMS Warwick in 1919.
7. Whenever a ship takes the name of a previous Navy ship the badge is kept.
8. Today, every ship's badge design has to be approved by the Ship's Names and Badges Committee.
9. The pointing and colouring of Navy badges is now done by the College of Arms in London.
10. When the Queen approves the name of a new ship she also approves the new ship's badge.

FIVE YEARS OF FUNNIES!

Young readers have been sending Navy News their jokes for over five years now so we thought it was time to put together some of the funniest jokes – just in time to impress your friends over Christmas.

Here are the Young Reader's Top jokes...

What do you call a cat on a beach at Christmas

Sandy Claws!

What do get if you cross a snowman with a vampire

Frostbite!

Which pantomime is set in a chemist?

Puss in Boots!

Who was the first underwater spy?

James Bond!

Where does a sick ship go?

To the Dock!

What is brown and sticky?

A stick!

What car has fair hair?

A blonde!

What do you call a donkey with three legs?

A wonkey!

Did you hear the one about the cargo ship which sank 19 times?

It was carrying a cargo of yo-yo's!

Some flies were playing football on a lump of sugar. One fly says to another

"we have to do better than this on Saturday – we're playing in the cup!"

YOUNG READERS CLUB

Young Readers Club, Navy News, HMS Nelson, Portsmouth PO1 3HH



TRADITIONS OF THE ROYAL NAVY... did you know?

Uniforms were first introduced in 1748 for Naval Officers. Trousers were a modern invention and sailors of old wore petticoats. 1740 Officers wore tie wigs, although these were normally saved for special occasions. Seamen in this time also wore pig-tails in their hair and eel skins were used when making a tail. George III selected Blue and White as Naval Colours, however most Captains dressed their crews as they liked. One Admiral even had his crew dressed in Red! Navy Blue was introduced in the early 19th Century it was actually used not because of the colour, but because the indigo dye used was the cheapest at the time. Sailors also used to wear a silk handkerchief as a sign of mourning for Lord Nelson, it was usually worn in action, tied around the head to stop sweat dripping in the sailors eyes. The towns of Portsmouth and Plymouth are full of Naval History: even the towns' nicknames come from the Navy. The nickname 'Pompey' for Portsmouth is said to have come from the olden days of drunk sailors being unable to pronounce the words 'Portsmouth Point' where they spent most of their time. Another version is that a group of sailors were listening to the story of Pompey, the Roman General, when someone shouted 'poor old Pompey' and the name stuck in the services and locally. The nickname 'Guz' is used for Devonport in Plymouth. This comes from the name 'Guzzle' from the old days of small rations and poor diets. The Navy always looked forward to good Devonshire food.

PLANKY'S GALLEON... Can you spot the missing decorations?



MEET THE CREW

Ulan Richardson has been a clearance diver for nearly 2 years. He says "The role of the Clearance Diver is exciting, fun and challenging. After intensive and tough training at the Defence Diving School in Portsmouth a Clearance Diver can find themselves flying or sailing around the world. We can dive up to 80m using special gas mixtures and equipment, disposing of mines, repairing warships in foreign ports or recovering valuable equipment lost at sea".

MEMBERS NEWS

Thanks to Robert Orme and Kathleen Adams who sent us copies of their brilliant inventions. You can see them on our website

www.navynews.co.uk/youngreaders

A big hello to Oliver Cox, Koryn Mackenzie, Penny Hughes, Chloe Martin and Zoë who wrote to us after recently winning some of our great prizes.

REMEMBER THIS

Remember in our August Issue when we told you about Nelson's purse? It was sold recently for £270,650!!!

A fans poll recently voted Sir Sean Connery the best James Bond. The current James Bond Pierce Brosnan got 35%. Who do you think the best Bond is? Have you seen his new film yet? Let us know!

CHRISTMAS WORDSEARCH

M	I	S	T	L	E	T	O	E	P	T	I	N	S	E	L
S	R	W	Q	Q	P	F	W	V	E	H	K	Z	C	N	M
R	F	A	I	R	Y	A	U	C	K	H	G	I	E	L	S
E	X	Q	S	S	L	I	S	H	C	K	D	F	G	J	X
I	L	M	L	L	S	R	G	R	R	E	T	T	I	L	G
N	L	H	O	L	L	Y	J	I	X	D	A	X	L	G	I
D	A	V	R	E	V	Q	K	S	N	O	W	M	A	N	K
E	B	C	A	B	C	R	A	T	S	E	L	I	O	H	J
E	W	H	C	I	P	E	S	M	S	L	E	D	G	E	G
R	O	R	B	S	L	D	B	A	U	B	L	E	O	A	N
D	N	P	O	D	F	A	Q	S	L	I	P	S	E	F	I
C	S	E	E	B	T	U	R	K	E	Y	I	S	C	L	K
L	C	Z	Q	T	I	O	M	M	R	E	T	N	I	W	C
N	C	X	E	A	T	N	A	S	I	O	P	L	K	J	O
R	E	K	C	A	R	C	J	I	O	P	X	F	S	D	T
O	P	L	F	E	S	A	A	P	R	E	S	E	N	T	S

Find: TURKEY, SNOWBALL, SLEDGE, MISTLETOE, BAUBLE, SLEIGH, CAROLS, GITTER, TINSEL, STAR, CRACKER, STOCKINGS, PRESENTS, ICE, FAIRY BELTS, REINDEER, SANTA, ROBIN, WINTER, SNOWMAN, HOLLY, CHRISTMAS

MEMBERS ONLY COMPETITION

WE HAVE 5 COPIES OF THESE BOOKS TO GIVE AWAY WORTH £19.99

To enter complete the following sentence and send your answer on a postcard or by email to the usual address along with your name, address, age and membership number.

KINGFISHER

Closing date for entries - 31st December 2002

I like reading because.....
(no more than 10 words)

MEMBERS BIRTHDAYS

- | | | |
|----------------------|--------------------|-------------------|
| John Appleby | Richard Feist | William Perry |
| Bethany Askey | Jade Fraser | Joshua Peters |
| Marc Awty | Saralouise Freeman | Peter Petzing |
| Michael Barnes | Nicholas Garland | Nathanael Potts |
| James Binion | Ethan George | Max Powley |
| Samuel Boldan | Clare Gladney | Nicholas Primmer |
| Peter Buckley | Michael Gray | Ben Reynolds |
| Christopher Butcher | Daniel Haines | Clare Robinson |
| David Callaby | James Haswell | Michaela Robson |
| Connor Campbell | Daniel Jillings | Leah Rogers |
| Noel Carr | Ashlee Jowle | Lewis Rowe |
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| Christopher Derrick | Robin Maloney | Samantha Tattam |
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| Alice Duke | Thomas Morton | Poppy Watson |
| Nadine Edwards | Joseph Paddison | Joshua Watson |
| Faye Elliot-Saunders | Cameron Pankhurst | Thomas Woods |

YOUNG READERS CLUB

Join the Navy News Young Readers Club for a one-off fee of £17.50 until your 16th Birthday and you will receive:

One years free subscription to Navy News (worth £20.50), Goodie Bag, Royal Navy Baseball Cap, Mug, Membership Card & exclusive membership number, Birthday Card, Members Only Competitions, Exclusive Naval visits, Discounts to local & national attractions and much, much more!

MEMBERSHIP APPLICATION FORM

Please enrol me as a member of The Young Readers Club until my 16th birthday, this includes a free one year subscription to Navy News. I enclose a PO/cheque made payable to Navy News for £17.50

Name

Address

Postcode

Tel No D.O.B.

E-mail address

School attended

Send your completed form, together with your cheque or postal order to:

'Young Readers Club'
Navy News, HMS Nelson, Portsmouth PO1 3HH

Or for further information contact us on 023 9273 3558 or by email: youngreaders@navynews.co.uk

You can also enrol online at www.navynews.co.uk/youngreaders or over the phone by credit or debit cards (we accept payment by: Visa, Mastercard, Delta or Switch)

Young Readers Club

Competition Rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees and their families of Navy News or any company associated with the competition. The decision of the judge is final. Full competition rules are available by contacting us at the usual address. 1 entry per person.