



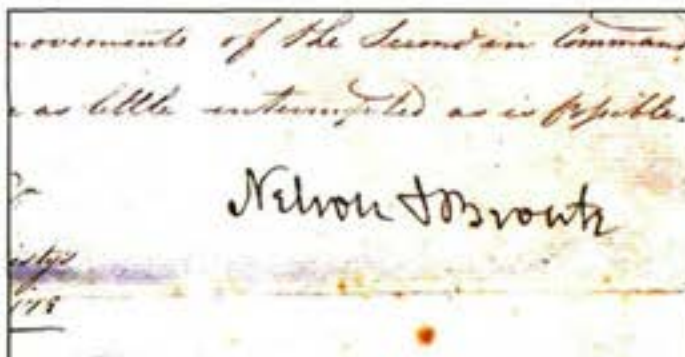
Navy News

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DECEMBER 2001 £1.00



We will remember them – p9



Nelson's £40,000 note – p19

Flying visit

Ark lands a very special guest – back page



MARINES FIRST INTO KABUL

Commandos arrive in Afghanistan

ROYAL Marines were the first British ground troops into the Kabul area when a force of 100 men was airlifted into Bagram airfield, the MOD has confirmed.

According to sources, British troops, including elements of the Royals, went to the military airfield on the eastern outskirts of Kabul "for technical reasons".

Defence Secretary Geoff Hoon has stated that there were no plans to use these British troops in an offensive military role, but for technical and humanitarian reasons.

Meanwhile, as *Navy News* went to press, the waiting went on for other elements of the Royal Marines, with 45 Commando on 48 hours' notice at their base in Arbroath and more than 230 members of 40 Commando embarked in HMS Fearless in the Middle East in case of 'contingency operations'. 3 Commando Brigade is also on short notice.

Royal Navy submarines HMS Trafalgar and HMS Triumph were involved in the opening shots of the campaign against the Taliban, and the C-in-C Fleet, Admiral Sir Alan West, has revealed that Triumph's contribution – Tomahawk Land Attack Missiles – were fired at a range of almost 1,000 miles "and they hit what they were shooting at".

Supply ship RFA Fort Rosalie has joined the Navy task group, led by carrier HMS Illustrious.

For the latest updates see www.navynews.co.uk



Enter the Saint



HMS St Albans, the final Type 23 Duke-class anti-submarine warfare frigate to be built for the Royal Navy, arrived at Portsmouth last month.

She is seen here after leaving BAE Systems Marine Yard in Scotstoun on the Clyde, escorted by the Glasgow Universities RN training craft HMS Smiler (see also p12)

Picture: LA(PHOT) Dave Husbands, FOSNNI Photographic. Illustration: Jeff Danton (based on the character created by Leslie Charters)

Weatherman calls for a windfall

POP group Hear'Say launched the Royal British Legion's 2001 Poppy Appeal at London's Covent Garden Market.

Meanwhile TV weatherman David Braine – also a lieutenant commander in the Royal Naval Reserve – fronted the Appeal in Truro with a cheque for £3,600 from RN air station Cudrose to get it off to a flying start.

The cheque was presented by Lt Cdr Clive Rawson, Lt Chris Canning and POA Michael Weston, who earlier this year completed a sponsored cycle ride around the battle fields of the Somme, where many members of the Royal Naval Division were killed.

The Queen Mother, accompanied by the Duke of Kent, attended a Royal Opening of the Field of Remembrance at Westminster Abbey, planting a cross

there and walking around the field, viewing the tributes and chatting with veterans.

Once again the Field hosted thousands of Little Remembrance Crosses, Stars of David and Muslim Crescents, bearing a scarlet poppy in tribute to those who lost their lives in the service of their country.

This year the Legion marks the 80th anniversary of both its welfare and resettlement work in the ex-Service community. Some 15 million ex-Service people and their families, affected by time in military Service or any conflict up to the present day, are eligible to approach the Legion for help.

Last year the Poppy Appeal raised a record £20.1 million – and the Legion hopes to do even better this year. (See also page 9)

● Lt Cdr David Braine launches the Royal British Legion Poppy Appeal at Truro.



SADDAM'S SANCTION BUSTERS BROUGHT TO HEEL

Gulf ships' Royals in midnight oil raids

HMS NORTHUMBERLAND is due back home in Devonport in mid-December after an epic seven month deployment which saw her enjoy considerable success in tackling oil smugglers in the Gulf.

She spent several months there as part of a multi-national naval presence in the region.

Details have been revealed of one particularly productive 12-hour period as the Type 23 frigate operated in support of United Nations trade sanctions against Iraq.

One of the officers on board, Lt Helen Smith, described how the ship played cat-and-mouse with the smugglers.

"The mv River Shannon had been shadowed for a number of days. Unaware that Northumberland was tracking her every move, she thought it safe to enter international waters with her cargo of smuggled oil.

"We sat quietly, in darkness, making sure the merchant vessel did not pre-empt the boarding and run back into territorial waters.

"Aware that the River Shannon had already repelled another boarding team, the Royal Marines travelled by sea boat and boarded the vessel just before midnight. In the darkness, taken by surprise, the crew gave in.

"The boarding was a success and the River Shannon was found to hold 1,000 tonnes of smuggled oil. We handed her over to the USS John Paul Jones to be escorted to a designated holding area.

"Only hours later, the mv Al Hassan was successfully boarded by the Royal Marines using sea boat and fast-roping from the ship's Lynx helicopter – and she was found with 1,800 tonnes of oil.

"The crew of Al Hassan managed to sabotage the engine, forcing Northumberland to take her under tow for 30 miles from the initial point of boarding.

"The captain of Al Hassan claimed to have trained at

Britannia Royal Naval College Dartmouth back in the 1970s. Despite his annoyance at having been intercepted, he told stories of his time in HMS Fearless and time in his own navy before retiring and taking up smuggling."

HMS Northumberland would later occupy one of the most spectacular berths in the world, between Sydney Opera House and the Harbour Bridge, during a week-long visit to the Australian city.

The Type 23 frigate spent eight days at the berth at Circular Quay. It had been planned that she would represent the Royal Navy at the Fleet review to mark the centenary of the Royal Australian Navy, but the event was cancelled in the wake of the attacks on New York and Washington.

More than 1,000 sailors and 45 warships had been due to feature in the maritime parade. HMS Northumberland's Commanding Officer, Cdr Stuart McQuaker decided to continue with the visit and was able to host on board many of the hundreds of people who had travelled to Sydney in the expectation of seeing warships from all over the world.

After leaving Sydney, HMS Northumberland headed north to the Queensland resort of Cairns, where she spent another eight days, and then to the Thai capital of Bangkok.

Her last port visits before returning home are Limassol, Cyprus and Gibraltar.

Meanwhile, the ship that relieved her in the Gulf, HMS Kent, has been quick to open her own "account with Saddam Hussein.

Only a few weeks into her operations, she siezed illegal cargo worth £1 million, including another two ships in one night of action, off the coast of Iran.



Two smugglers, mv Moonlight and mv Dahan, had sneaked out of Iraq under the cover of unusually poor visibility and stormy seas, hoping to catch the RN off guard. But their movements were tracked and the Kent's boats launched – and within 30 minutes the tankers were turned around and were on their way to being handed over to coalition forces.

Later the Kent intercepted another tanker, the mv Salah, carrying 2,000 tons of oil. She was shadowed for 160 miles before Kent's Royal Marines made their move. Her crew sabotaged the steering gear – but Kent's engineers managed to repair the damage before she drifted back into Iranian territorial waters.

● Above: Members of HMS Northumberland's ship's company after visiting Sydney Opera House. Right: One of HMS Kent's boats, driven by LOM Ryan Whiteford, during a recent boarding in the Gulf.



Nuclear tea break

TEA and scones – what else? – were laid on by the Royal Navy at the opening of the new UK and NATO Liaison Office at United States Strategic Command Offutt Air Force Base, Nebraska.

The opening ceremony was performed by Admiral Rich Mies, C-in-C to USSTRATCOM – cutting the ribbon with a giant pair of scissors – and hosted by Capt David Jarvis and Lt Cdr Vince Dobbin.

The UK office has been relocated to be closer to the hub of STRATCOM nuclear operations and signals the continuing close coordination between the Allies.

FREE FAMILY DAY AT GREENWICH

THE OLD Royal Naval College at Greenwich will be holding a free family event on January 5 and 6 to mark the 196th anniversary of Nelson's lying in state in the Painted Hall.

The Greenwich Foundation has decided to waive the admission charge to the Painted Hall and Chapel on these days to give visitors the chance to discover the buildings, closely linked with Britain's greatest hero.

Within the Greenwich Gateway Visitor Centre Naval re-enactors of the Historical Maritime Society will be on hand throughout the week-end, as seamen from the great days of sail, telling tales of their bravery on the high seas.

The occasion is sure to go with a bang, as a carronade salute

will be fired outside the Centre at 12 noon, 1.30p.m. and 3p.m. each day.

The Old Royal Naval College is next to the Cutty Sark and Greenwich Pier. Closest transport links are Cutty Sark DLR Station, Greenwich Train Station or Riverboats to Greenwich Pier. Tel 020 8269 4791 for further details.

A Commemoration Service has been held at the College for American citizens who volunteered their services to the RNVR between 1939-41. Among the guests were the Archbishop of Canterbury, the Assistant Chief of the Naval Staff Rear Admiral Tim McClement – and one-time Lt Edwin F. Russell, one of two surviving American RNVR officers traced. Plaques were unveiled bearing the names of all 21 US citizens who volunteered to serve.



● The Painted Hall at Greenwich

Joint Strike Fighter enters new phase

Lockheed lands largest-ever contract

LOCKHEED Martin has been chosen as contractor for the Joint Strike Fighter – the aircraft that will operate from the Royal Navy's next generation of aircraft carriers.

Believed to be the biggest military procurement in history, the award for the engineering and manufacturing phase was announced at the Pentagon in Washington by United States Defense Under Secretary Peter Aldridge.

The MOD has said the Joint Strike Fighter has the best potential for replacing the aircraft of Joint Force Harrier – the flexible new force set up as part of the Government's Strategic Defence Review – carrying out strike and reconnaissance missions.

It has been closely involved in the contractor selection process and UK industry is expected to take a major stake in the programme.

Defence Procurement Minister Lord Bach, who joined Mr Aldridge for the announcement, said:

"The Joint Strike Fighter will use advanced stealth technology, combining the agility of a light fighter with the punch of a bomber, and the versatility to operate from the Royal Navy's new carriers as well as from land.

"It has the potential to be the keystone of Joint Force Harrier... It is set to be the largest military acquisition programme in history. Our continuing participation alongside the US in this programme is thus of major benefit

both to Britain's Armed Forces and British industry.

"British industry has gained its place in the Lockheed Martin team on merit in a demanding competitive environment, and now has a tremendous opportunity to show what it can do. UK companies could secure work worth £3 billion over the duration of the engineering and manufacturing development (EMD) phase, within the UK and elsewhere.

"The value of work in relation to downstream aircraft production and support activities could amount to £24 billion or higher overall for our companies.

"On the employment front, the company estimates that up to 3,500 jobs could be sustained or created in EMD, rising to 8,500 or

more in the later production and support phases. Overseas sales of the aircraft will provide additional industrial opportunities."

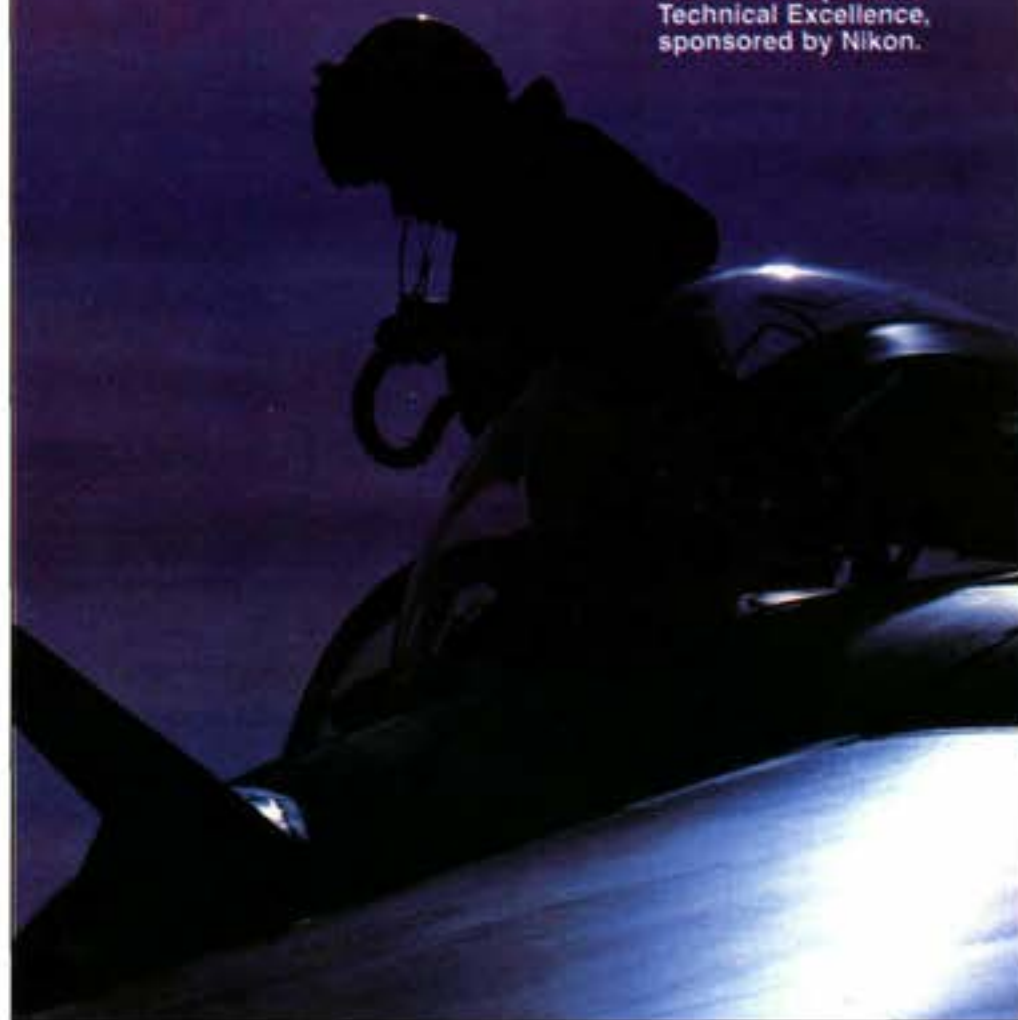
Rolls-Royce has said that its own development work for the Joint Strike Fighter will be worth more than £1 billion to the company.

And John Weston, Chief Executive of BAE Systems, which has worked closely on the programme with Lockheed Martin over the past five years, said the decision confirmed its own position as "the global solutions provider in airframes and systems for tactical aircraft."

Current requirements of the US Air Force, US Navy, US Marine Corps and the Royal Navy and Royal Air Force would result in the manufacture of around 3,000 Joint Strike Fighter aircraft in three variants.

JOB DONE

– that was the title of LA(PHOT) Brad Bradbury's entry in this year's Peregrine Trophy competition of the RN Photographic Branch. It won him the prize for Technical Excellence, sponsored by Nikon.



1,500 submariners at Westminster Abbey



THE QUEEN and the Duke of Edinburgh attended a Service at Westminster Abbey to mark the centenary of the Royal Navy Submarine Service.

Some 1,500 submariners, both serving and retired, were present and guests included Defence Secretary Geoff Hoon, Baroness Thatcher, Chief of the Defence Staff Admiral Sir Michael Boyce, First Sea Lord Admiral Sir Nigel Essenhigh and the Flag Officer Submarines, Rear Admiral Niall Kilgour – who introduced the Queen to the Commanding Officers of several submarines before she took her seat.

There were readings by Admiral Kilgour and the Duke of Edinburgh and the address was given by the Rev Canon John Simpson, himself a former submariner.

After the Service Her Majesty joined a number of specially selected guests in the Jerusalem Chamber for tea. Here she met wives and girlfriends of crewmembers of submarines currently deployed east of Suez, a number of World War II veterans and the Chairperson of the Thetis Association, which is campaigning for international standards for submarine safety in memory of those who lost their lives in HMS Thetis in 1939.

● Admiral Sir Michael Boyce talks to members of the Submariners Association at Westminster Abbey – see Newsview, p20.

Invitation out to IFOS at Edinburgh

SPONSORS and exhibitors are already being sought for the fourth International Festival of the Sea, to be held at the Port of Leith, Edinburgh on May 23-26, 2003.

HMY Britannia will be at the heart of the Festival, with a significant group of RN and foreign naval ships.

The 2001 event in Portsmouth attracted 27 nations and 250,000 visitors and was seen by an estimated 300 million TV viewers.

Tel 023 9272 5185 for details.



Unseasonal greetings

AN APPROPRIATE scene for Christmas – LH (Comms) Mark Amato proudly shows off the snowman he built on the deck of fleet tanker RFA Black Rover.

Not quite so appropriate for August Bank Holiday Monday – the date the picture was taken, when the Royal Fleet Auxiliary ship was in the South Atlantic.

Black Rover has now returned to the UK, and her place in the South Atlantic is being taken by sister ship Grey Rover.

As Navy News went to press, RFA Grey Rover was heading southwards, with a two-day visit to St Helena and Christmas in Capetown, South Africa, on her schedule before she takes up duties around the Falklands.



Sun takes a shine to RM calendar

A TABLOID newspaper has taken a shine to the Royal Marines – and their support for “our boys” means they are backing the Royals’ 2002 calendar.

The Sun has been featuring aspects of life in the RM, juxtaposed with pages from the calendar – and £1.50 from every sale goes to a charity supporting front-line troops.

For those who like their calendars with a dark blue hue, the Navy News calendar is now on sale – see page 30.

Landing craft order placed

A contract has been placed by the Ministry of Defence for two large amphibious landing ships.

The ships, to be called RFA Mounts Bay and RFA Cardigan Bay, are to be built by BAE Systems Marine at its Govan yard on the River Clyde in a contract worth around £120 million, sustaining around 800 shipyard and contractor jobs at its peak.

The 16,160-ton vessels will be the third and fourth of the Bay class, which will be operated by the Royal Fleet Auxiliary.

They are expected to enter service in 2005 as replacements for landing ships RFA Sir Galahad and RFA Sir Tristram.

The first two ships of the class, RFA Largs Bay and RFA Lyme Bay, are to be built by Swan Hunter at its Tyneside yard in Wallsend. Construction of Largs Bay began in October.

Sparks will fly

ROYAL Navy engineering students are to recreate the first long-distance wireless transmission to mark the centenary of the feat.

The team of 15 from Thunderer Squadron, the Navy’s engineering sponsorship scheme based at Southampton University, are currently building a spark-gap transmitter which they hope will send a single letter signal in morse code to a receiving station in Canada.

The re-enactment, named Atlantic Leap 2001, in Cornwall is part of a series of events to celebrate the centenary of the first transmission on December 12, 1901, by Guglielmo Marconi.

See January’s Navy News for a full report on the event.

The project website is at www.atlantic-leap.org

Places to fill Down Under

AN EXCHANGE programme which sees sailors and officers working for four months Down Under still has space for 2002.

Applications are invited for Exercise Long Look, a three-way reciprocal exchange involving the UK, Australia and New Zealand.

The exchange offers the opportunity for personnel in the RN and QARNNS to see how their counterparts fare in the RAN and the RNZN, while Antipodeans head to the UK to fill the billets vacated.

The tri-Service exercise lasts from mid-May to mid-September 2002, and is run on a no-cost basis – the RAF flies British Servicemen and women out on a Tristar as part of a training exercise, returning with the Australian and New Zealand candidates, while the Australian air force returns the compliment.

And while there is plenty of time for sightseeing, it is by no means a jolly – candidates are expected to work as they would as if they were at home.

There are nominally 30 out of 240 places for the Navy – 20 to Australia (four officers and 16 ratings) and ten to New Zealand (one officer and nine ratings), usually between leading hand and lieutenant commander.

The Navy would expect between 60-70 applicants each year for an exercise which the Senior Service instigated in the 1960s under the name Sea Surge.

Anyone interested should contact WO Geoff Stevens (9380 27166) or Helen Jewitt (9380 27167) in Victory Building as soon as possible.

Further details of the programme, including specific criteria for inclusion on the exercise, are contained in RNTM 147/01.

Navy squadron team save six swimmers

SAILORS of 820 Naval Air Squadron found themselves working as hard as ever during a break from exercises.

The Culdrose-based team had been resting after Exercise Saif Sareea in Oman when they were called on to demonstrate their rescue techniques – not once, but six times in five days.

They were enjoying a spell on the beach at Salalah, which is notorious for a severe rip tide under certain conditions, sweeping swimmers sideways and parallel to the beach.

People become exhausted trying to work against the tide, and get into difficulties – which is where CPO Dave Burr, LA Richie Turrell and AEM Carl Whitby came in.

The three were prominent in all six rescues – and Carl briefly became a victim himself when safety equipment failed.

The first rescue was of an RAF air fitter. Dave Burr and Richie Turrell paddled their surfboards out to him, and realised he had swallowed a great deal of water, and was in danger of drowning.

They lifted him on to one of the boards and returned him to the shore, from where he was taken to his unit sick bay.

The remaining rescues were carried out using the beach’s life belt and reel equipment, plucking three more RAF men and two RN colleagues from the water.

On one occasion, Carl Whitby swam out with the lifeboat and placed it on the victim, but his safety line parted and he was caught in the tide.

Fortunately, Richie Turrell quickly spotted the problem and



● Royal Marines from 40 Commando open fire with a Milan anti-tank missile during training in Oman in the Middle East.

Picture: PO(PHOT) Steve Lewis (RM).

swam out with another line.

The Commanding Officer of 820 NAS, Lt Cdr Ian Fitter, said: “Although Dave, Richie and Carl remain modest about their actions, they clearly prevented these incidents from having a far more serious outcome.

“They all agree that the respect and knowledge of the sea gained from living in Cornwall stood them in good stead for handling these situations.

“We are all very proud of them.”

■ HMS Ocean was due to return home to Plymouth as Navy News went to press, following her involvement in Exercise Saif Sareea.

The helicopter carrier landed and recovered 350 Royals of 40 Commando for the exercises off Oman, and acted as a platform for 16 support and attack helicopters and over 300 aviation personnel.

The ship clocked up 3,000 helicopter movements on the flight deck and 8,500 troop movements. She was not involved in opera-

tions against the Taliban in Afghanistan.

On the passage home, the ship’s company enjoyed their first run ashore in two months, in Malta.

She will now undergo a period of maintenance.

Her Commanding Officer, Capt Adrian Johns, said: “We have been away from Plymouth for only three months, but they have been long months, spent almost exclusively at sea, and in a very uncertain part of the world.”

Life is just magic for Biff

A DATE at the Park Lane Hotel, being whisked across the Atlantic all expenses paid, entertaining royalty – life is just magic for Biff Burns at the moment.

Biff manages to juggle two careers. His ‘day job’ is as a petty officer yeoman instructor at HMS Collingwood, passing on his knowledge to a new generation of communicators.

But on certain occasions, Navy man Biff changes out of his working gear, into a tuxedo, and becomes Andy Cadabra, member of the Magic Circle and international entertainer.

Indeed, his international credentials gained a significant boost when Richard Branson’s Virgin Atlantic airline hired him for a special promotional flight to the United States.

Andy wandered up and down the 747, entertaining the 200 or so passengers who had managed to get a place on the flight through a Sun promotion, with a range of close-up magic tricks, and some balloon poodles for the stewardesses.

Once in New York, he went exploring – and ended up doing a little street magic, in the style of American David Blaine.

“I had my Andy Cadabra jacket on, and someone asked me directions,” said Biff.

“They noticed, and asked me about it, and the next thing is I’m standing there in Rockefeller Plaza doing close-up illusions, card tricks and the like for passers-by, including policemen, and balloon animals for children.”

Biff (34) became interested in magic as a child, and developed it through his teens.

When he joined the Navy at 17, he thought the magic would have to go on hold – but a cancelled entertainment show in the Falklands in 1984 gave him the opportunity to put on a replacement with two colleagues, under the title ‘Trial and Error’, and he was such a success that



● Biff Burns, as his alter ego Andy Cadabra, bamboozles a member of the New York Police Department during the Navy man’s recent flying visit to the United States.

the Senior Service actually boosted his career. He spent three years on the Royal Yacht, and has performed magic for British and Middle East royalty on several occasions.

He also entertained on the QE2 during a brief stint in the Merchant Navy, as a radio operator, before rejoining the Navy.

He has even performed in war zones – in the Gulf, journalists who were observing sailors closed up in anti-flash gear with masks and res-

pirators were joined by Andy in his tuxedo, ready to put on the fabled ‘1400 Magic Show’ on the carrier bridge for anyone interested.

With his engagements diary bulging, he is torn between his love of the Navy and a career on the stage: “My next date could be a children’s party or at a big London hotel.

“It’s wherever the magic carries me, and it’s carrying me on an upward trend,” he said.

Biff’s website is at www.andycadabra.co.uk

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Ships of the Royal Navy No 553



Grimsby clears the way

IN WARTIME or peace, a ship like HMS Grimsby will always be in demand.

The Sandown-class ship is at the forefront of the science of minehunting, a field in which the Royal Navy is an acknowledged world leader.

Smaller maritime nations, whose harbours and shipping lanes are still haunted by the spectre of mines, are grateful to see these so-called minor war vessels working away off the coast – as was the case with Latvia during the summer.

As part of a three-month deployment, HMS Grimsby, along with sister-ship HMS Bangor, spent ten days on intensive ordnance clearance off Riga, searching for mines and explosives left by two world wars and the Soviet era.

It is estimated that 85,000 mines were laid during the two global conflicts alone.

This year Grimsby and Bangor cleared 21 live mines and depth charges – around eight tons of high explosives, providing the ships' companies with invaluable training under exacting conditions.

Grimsby is built largely of glass-reinforced plastic, which cuts the risk of the ship accidentally setting off a mine during live operations.

The seven Batch 2 Sandowns, of which Grimsby is the third (making her the eighth of class) were slightly modified, with bigger engines and a more powerful crane than the first five.

The Voith-Schneider propulsion unit is also slightly larger – the system works on the basis of vertical blades on a carousel which, when used with the bow thrusters, allows the ship to pivot on the spot.

This allows Grimsby and her sisters to 'hover' with great accuracy, using a sophisticated Ship Position Control System to locate and identify a possible target.

Once a mine has been spotted using powerful and accurate sonars, the NAUTIS M (Naval Autonomous Tactical Information System) collates all available data



● Sandown-class minehunter HMS Grimsby, the eighth of her class to be built at Vosper Thornycroft's Woolston shipyard

and allows a decision to be made on tackling the problem.

This will usually be resolved by deploying the Remotely Controlled Mine Disposal System, or RCMDMS, which is an unmanned submersible controlled by personnel on the ship.

This can be sent to the target using its own sonar, a camera and lights, and operators on board the ship can then detonate the mine with an explosive charge, cut its cables, or deal with it using the submersible's manipulator arm.

The minehunter is the third ship to bear the name Grimsby.

The first was a trawler which was requisitioned by the Admiralty for the duration of the First World

War. Following her, in 1933, came a 992-ton sloop which was built at Devonport Dockyard.

In the course of a brief career during World War II, she won three Battle Honours before she was sunk in May, 1941, by Italian aircraft off Tobruk.

The present-day Grimsby hit the headlines early in her career when her divers led a rescue operation after a car plunged into the harbour at Aberdeen.

The ship was alongside on her first visit to the Scottish city when the car hit the water just a few hundred metres away.

Divers Ray Macphee and Steve King went into the harbour within

minutes, freeing the 65-year-old driver and handing him over to a team of paramedics, but they were unable to revive him.

The pair then went back into the water to search the car for other victims, and then stayed on to help the authorities recover the vehicle. Grimsby is currently on sea

training with Flag Officer Sea Training, running out of Clyde Naval Base in Scotland, but is due to deploy to the Mediterranean in the early part of next year.

At Easter she joins the standing NATO Mine Countermeasures Force South, which will see her through until the summer.

Facts and figures

Class: Sandown-class single role minehunter
Pennant number: M108
Builder: Vosper Thornycroft, Woolston
Launched: August 10, 1998
Commissioned: September 25, 1999
Displacement: 484 tons, fully loaded
Length: 52.5 metres
Beam: 10.5 metres
Draught: 2.3 metres
Speed: 13 knots diesel, 6.5 knots electric drive
Complement: 34 (five officers)
Main machinery: Two Paxman Valenta diesels, Voith-Schneider propulsion system; two Schottel bow thrusters
Weapons: 30mm gun
Radar: Navigation radar: Kelvin Hughes Type 1007; I-band
Minehunting system: Marconi Type 2093 sonar; NAUTIS M (Naval Autonomous Tactical Information System for Minewarfare) and RCMDMS (Remotely Controlled Mine Disposal System)

BATTLE HONOURS

Greece 1941
 Crete 1941
 Libya 1941

AIRCRAFT OF THE ROYAL NAVY No 62



Caproni Ca 4 Triplane

ONE of the most unlikely looking aircraft ever used by the Royal Navy was the Caproni Ca 4 bomber, an immense construction for the time.

Six of these lumbering, pull-me push-you giants were bought from Italy for the RN Air Service but, as far as is known, were unsurprisingly never used operationally – and returned.

Carrying a 1,000lb bomb load the type was used in action in Italy in 1918 – and amazingly one Ca 4 was converted into a floatplane.

Power was supplied by three 400hp American Liberty engines which gave a speed of 87mph.

One engine drove a pusher propeller at the rear of the central crew nacelle while the others were tractor-mounted in front of the middle wing leading edge in the noses of the twin booms, each of which also housed a gunner's cockpit and which extended to the rear to support the tailplane.

A third gunner's cockpit was located at the front of the crew nacelle, forward of the side-by-side cockpit for the pilot and co-pilot.

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RNBT HEADQUARTERS

The Royal Naval Benevolent Trust, Castaway House,
311 Twyford Avenue, Portsmouth, PO2 8PE.

Tel: 023 9266 0296 Fax: 023 92660852
 email: rmbt@rmbt.org.uk web site: www.rmbt.org.uk

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



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Jack



BY NICK

Queen in sad state

RECENTLY I have read about the very sorry state of the paddle steamer Queen of the Medway.

When I was a young sprog at HMS Wildfire, Sheerness, I was with my friend Rocky Thompson at the basin talking to the coxswain of the Admiral's barge. As he was just leaving to take a message to the Queen of the Medway we talked him into giving us a ride.

We were on the move only a few minutes when the wind got up. Soon after, the balls were raised at the Signal Station indicating that all small craft should return to the basin, but the coxswain said he would carry on.

Eventually we came up to the Queen - she was not moving but was free of the buoy. We approached her bows on to turn and pull up by her starboard paddle - and as we were to tie up, the paddle turned and the barge was dragged under the casing, smashing the cabin.

We were still afloat and made our way back. The following Monday I saw the barge up on the stocks and saw the coxswain in town walking with crutches. The message was never delivered. - R. Chapman, Epping.

Link plea from USA

I AM a retired Master Chief Hospital Corpsman (Submarine Service) currently teaching Naval Science at South Kitsap High School in Port Orchard, Washington.

This is part of the Navy Junior Reserve Officer Training Corps programme, sponsored by the US Navy, which teaches Navy History as well as leadership. An important part of our curriculum is history and tradition, and we stress our beginnings and influence of the Royal Navy.

Because of our historic ties which continue as strong as ever today, I would like to find an RN command with which we could maintain some sort of correspondence and affiliation.

If any command is interested, I may be reached at south-kitsap-wa.cnet.navy.mil. - R. Osborne, Port Orchard, Washington, USA.

URNU vessel not first on the Ijsselmeer

IN THE report on the URNU Training Craft deployment to Ijsselmeer (October issue) the CO of HMS Example is quoted as saying "We were thought to be the first White Ensign to go there."

In the days when we still had Coastal Forces I served for some months in 1951 in one of the boats based in HMS Hornet at Gosport. A number of our MGBs and MTBs visited the Royal Netherlands Navy base at den Helder that year and subsequently took part in a night exercise in the Ijsselmeer together with some of the RNethN boats.

The occasion was memorable (for me at least) on account of the presence of local fishing boats, of which a large number turned out apparently to witness the naval exercise.

As No 1 of my boat, I was also navigating officer, and I remember spending the night poring over the small screen of our Type 268 radar, which looked as though it had a severe rash of measles, due to the vast number of echoes on it.

The radar was not stabilised on north, and so every course alteration resulted in the picture on the screen rotating.

This feature, of course, was an everyday hazard for the NO, but on this occasion I found myself having to deal with a case of "spinning measles" and plotting of contacts was almost impossible.

I don't remember the outcome of the exercise, but I was very glad when we eventually arrived in Amsterdam the following day.

I don't recall whether this 1951



● HMS Echo surveying the Goodwin Sands in 1959

visit was the first time the White Ensign appeared in the Ijsselmeer. I think it is unlikely, as there had been previous visits by our Coastal Forces to the Netherlands, which could well have included exercises in that inland sea, formerly known as the Zuider Zee. - Lt Cdr I. S. Sandeman, Higher Compton, Plymouth.

HMS EXAMPLE may indeed have been the first RN ship to pass under the new bridge on the River

Tyne - but the other claim of being the first ship with a White Ensign to sail in the Ijsselmeer is not going to go their way.

I will claim that for the Inshore Survey Squadron of 1970, HM ships Echo, Egeria and Enterprise. They visited Enkhuizen in 1971.

I was onboard the Echo, having joined her in March, and the crew who had been in her for some time had visited Hoorn the year before. - P. Briggs, Grimsby.

Memories muddled by passage of time

IN RECENT months letters have been published in which the writers make statements which are obviously from memory and contain more fiction than fact.

In one of the many accounts of the sinking of Bismarck one who was a young AB in HMS Rodney stated that from a distance of seven miles he could see her guns still firing as she sank.

I have hand-written copies of both signals transmitted to C-in-C Home Fleet by the cruiser Dorsetshire (Capt B. C. S. Martin). The first, timed 1107, reads: "Have torpedoed Bismarck both sides. Before she sank she had stopped firing but her colours were still flying."

At 1146 Dorsetshire signalled: "While rescuing survivors suspicious object sighted to leeward which might have been submarine. I therefore proceeded with Maori to rejoin you."

Another example of quoting from memory (September issue) was in regard to the photo of Revenge (July issue): "But for sure it is a pre-war photo as shown by the uncapped funnel" and that "the funnels of 'R' class battleships were capped when they went in for refit and modernisation during the early thirties."

When I left Revenge at Malta in 1934 she was still uncapped and Resolution was the only one capped at that time. The letter which mentions Revenge in company with Nelson escorting a convoy notes WX7, which should read WS7.

I served as a Leading Signaller and Yeoman Signaller in HMS Ramillies from January 1939 to June 1942 and have two photo albums covering that period, but the latest one showing an uncapped funnel was taken at Sydney in April 1940.

Having been withdrawn from North Atlantic convoy duties, Ramillies entered Gladstone Dock, Liverpool on August 22, 1941 for a much needed refit and sailed for Scapa Flow on November 20, during which time the funnel was capped. - K. D. Williams, Worcester.

REGARDING J. A. Cockrill's letter (September issue), Resolution, Ramillies, Royal Oak and Royal Sovereign were different from Revenge in that they all had a tripod mainmast while Revenge had a single mast, plus the admiral's walk on the stern.

G. Woodley's letter refers to the tallest mainmast in the Fleet - he may be interested to learn how it was shortened.

Shortly before Christmas 1940 we were ordered out of Halifax, Nova Scotia to take part in the hunt for the Admiral Hipper which was believed to be out in the Atlantic. On Christmas Day we ran into a hurricane-type gale which caused considerable damage to the ship, including the loss of the top 40ft of the mainmast which was never replaced.

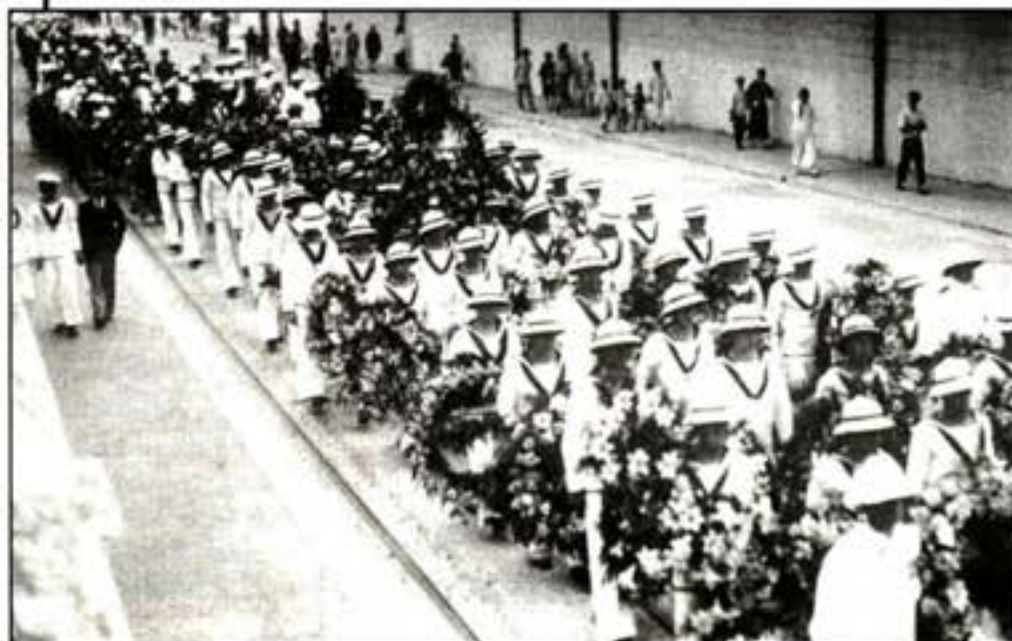
I also remember the 6in gun batteries and seamen's messdecks were flooded and most of the Christmas goodies which we had purchased in Halifax were slushing about in the water. - Jack Martin, Brighton.

THE PHOTOGRAPH on the bottom of page 7 in the October issue is actually of, in the foreground, HMS Queen Elizabeth, with, in quarter line, HMS Valiant and, in the distance, the Free French battleship Richelieu.

How do I know this? Well, I happen to be the taller of the two young officers standing on the quarterdeck of the Queen Elizabeth with S/Lt Ridge on my left. We wore the flag of Admiral Sir James Somerville. - Lt Cdr H. C. C. Mossop, Hungerford.

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

Sepoy explosion killed six



MAY I ask readers' help in trying to discover the story of how six men were killed in an explosion in HMS Sepoy at the China Station in 1930?

My father, F. H. I. Cooper was serving there in HMS Sirdar at the time and brought home two photos of the funeral.

He was later killed in HMS Somali (being Mentioned in Despatches twice posthumously). My great-grandfather John Cooper was commended by Queen Victoria for having five out of six sons in the Royal Navy. The sixth died before reaching enlistment age. - A. Cooper, Wimborne St Giles, Dorset.

● The funeral of the men from HMS Sepoy at Hong Kong, April 8, 1930.



No. 569 48th year

Editorial & Business address:
Leviathan Block,
HMS Nelson, Portsmouth,
Hants, PO1 3HH

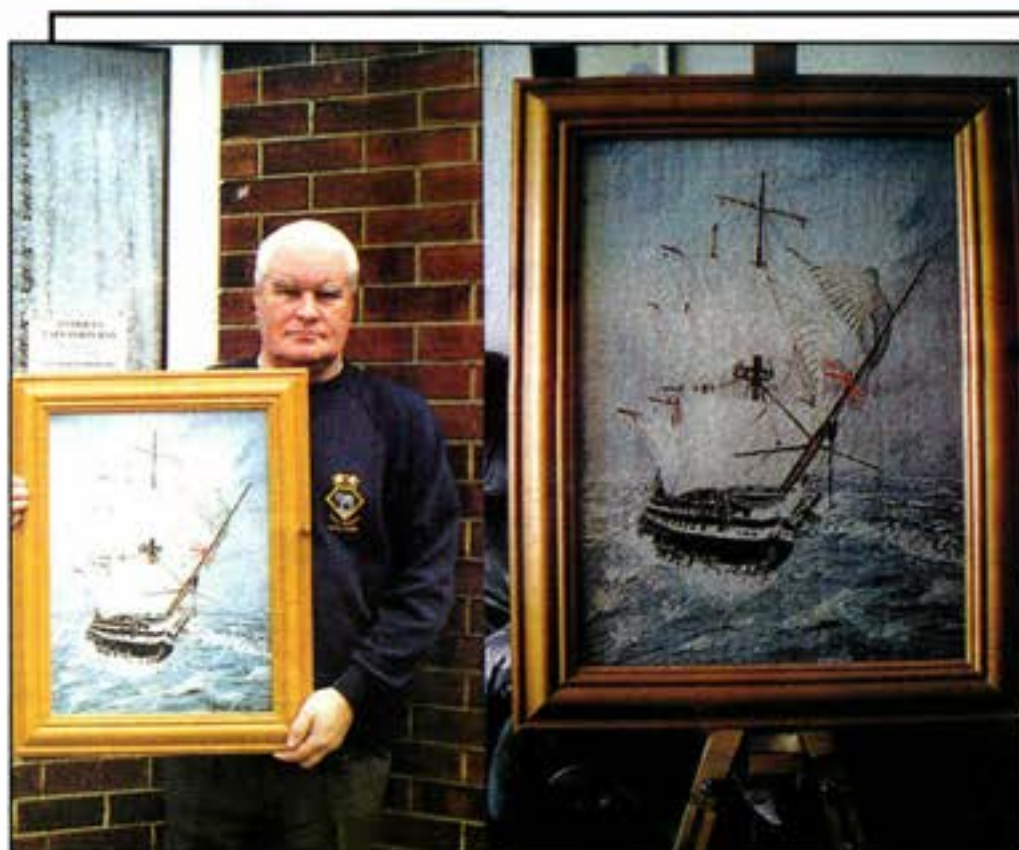
Editor: Jim Allaway
Deputy Editor: Anton Hanney
Assistant Editors:
Mike Gray, Helen Craven
Business Manager: Glen Gould

Editorial Lines...

Telephone: 023 9229 4228
Telephone: 023 9272 4163
(M0 24163)
Telephone: 023 9272 4194
(M0 24194)
Fax: 023 9283 8845
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Ganges in stitches

I WAS surprised by the amount of interest in matelots' stitching – I know a few men who still do kneelers for churches.

I thought you might like to see my latest completed work, *HMS Ganges Under Sail*, stitched for the Ganges Association from a picture by Roy Brabant. – E. Ashby, Whitstable, Kent.

No ammo for Jack

REFERRING to Terry Gosling's letter 'Butter Fingers' (October issue) and the dangers of letting 'Jack' play with guns, in 1945 shortly after the end of the war I was a 'sparker' in a Captain-class frigate, HMS Cubitt, visiting Hamburg.

Due to the fact that some German troops were still armed and the natives possibly not very friendly, we were only allowed ashore in parties of six and armed with one sub-machine gun per party.

We duly drew our weapon and when we enquired how much ammo we should draw, the Chief replied: "I'm not trusting you lot with live ammo – you'll only start it all over again!"

He had obviously heard the old adage, too. – G. L. Strange, Whitstable, Kent

Steam gun scored own goal on a tomato boat

READING the letter about Boom Defence and net laying (October issue) brought back to mind my service in a wartime net-layer HMS Minster.

She and her sister HMS Tonbridge were ex-Channel Islands tomato boats. The deck was converted to a flat platform to accommodate the nets and sinkers. Our sole armament was the Hodgkinson Steam Gun designed to fire a grenade at a fast-moving Ju 88 – hopefully!

As the ship's boiler pressure was 100lb per square inch and the steam saturated, by the time it reached the gun, which was positioned at a point furthest from the boiler, it was warm water and needed about 15 minutes draining before steam appeared.

By then the pressure had diminished to a state only sufficient to pop the grenade 10ft in the air and on one occasion it landed on the deck, blowing a hole in it and nearly killing a poor matelot on the deck below.

The ships were converted in Southampton Docks and berthed alongside the quay opposite the mile-long storage sheds. These

sheds contained goods from America – anything from motorcycles to luxury goods, wines and spirits etc.

Prior to our sailing, Southampton suffered its worst blitz. The storage sheds came under attack and the crew assisted with fire hose to keep the fire away from the ship – and helped valiantly in so much that for weeks after we were eating chocolates and other goodies.

The Minster was employed in laying anti-invasion nets in all possible bays where landing craft could land, right up the East coast as far as Hartlepool, while Tonbridge laid hers along the South and West coast.

I left the Minster at that point to join HMS Bradford, an ex-USN destroyer, but often wonder what happened to the Minster. – G. D. Rees, Axbridge, Somerset.

The Minster was sunk by a mine in Seine Bay on June 8, 1944. – Ed

ENSA deliver a moving performance

WATCHING the Forces being entertained in Oman on TV brought back to me an ENSA concert in the late summer of 1944.

I was a PO serving in HMS Despatch, a vintage 1918 6in cruiser, in probably her shortest and strangest commission.

Prior to D-Day she had been stripped of all her Naval armaments, these being replaced by Royal Artillery Bofors manned by RA crews.

She was to be AA guardship and Captain-in-charge of building the Mulberry Harbour at Arromanches.

I was instructed by the Jimmy to arrange for a platform to be raised on the quarterdeck for the use of a ENSA ('Every Night Something Awful') concert party. With 'Chippy' and some of my part-of-ship this was arranged. The evening of the concert brought a slight swell. Music was being provided by a pianist and a piano had been hoisted aboard. Although we removed the castors the piano started to move with the swell, so I detailed my two heaviest seamen to sit each end with their backs to it.

Alongside we had secured a large Tank Landing Craft. In the swell this had more motion than us and it was noisily riding up and down.

The pianist asked if it could be moved as the sight of it was making him feel seasick – so it had to be cast off, much to the annoyance of some of its crew who were spectators and had to return on board.

The poor young lady dancers kept losing their balance (which increased the applause) and even the comedian had to retire half way through to be very sick.

In October the Despatch returned to Devonport to be stripped and I was given the task with ten seamen as towing party when tugs towed us to Falmouth and up the River Fal to be secured to a buoy awaiting the breaker's yard. I was the last Naval person to leave her. – C. Embury, Penryn, Cornwall.

Message of support

I WANTED to tell the wives whose husbands are away that they are in our thoughts and prayers. We are all thinking of them and they are not alone.

My late husband served 24 years in the Army and I also was in the ATS during World War II. I am now over 80 and not in good health so I can't do a lot to help but would love to be able to.

God bless you all. In love and peace – Eileen Kisby, Speldhurst, Tunbridge Wells.

Enigma variation

REFERENCE the letter 'Paladin enigma' (March issue) in which I asked for any means of substantiating the claims of World War II destroyer HMS Paladin that a box taken from the captured U205 in the Mediterranean, which at the time was thought to be a wireless set, but later, when photos of an Enigma machine were published, they showed it could have been one of the same.

This was some three months after HMS Petard captured Enigma documents from U559 and I now have confirmation from the then Signals Officer of HMS Paladin that the code books were unquestionably Enigma.

Also articles and correspondence published in a national newspaper imply that the machine captured by Paladin was probably the one actually handed over to the Russians a few months later.

Paladin's ex-crew are delighted

with this information and no doubt will endeavour to score brownie points over their friendly rivals HMS Petard at the next reunion. – G. Pinfield, Consett, Co Durham.

Estonia's thanks

WALKING through the charming old town of Tallinn, capital of the Baltic state of Estonia, my attention was caught by a shiny black plaque in both Estonian and English by the door of the Maritime Museum.

It carries the names of four notable British admirals, honouring them for their part in the action in the Baltic in 1919 which gave the three Baltic states – Latvia and Lithuania are the others – two decades of freedom.

As World War I came to an end a squadron was sent to the Baltic commanded by Rear Admiral Walter Cowan to help them against the threat of a takeover by Russia and the communists. This little-remembered episode was entirely successful, at least in the short term.

The four admirals on the plaque are Cowan, Admiral Sir Edwyn Alexander-Sinclair, Admiral Sir Sydney Fremantle and Admiral Sir Bertram Thesiger. Alexander-Sinclair was in charge for a short while before Cowan while Fremantle and Thesiger then held more junior rank.

Soviet and German invasions during World War II led to loss of independence, only regained after the collapse of the old Soviet Union at the end of the 1980s. Since 1991 a White Ensign also hangs in the historic Church of the Holy Ghost. – R. M. Bennett, Richmond, Surrey.

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DESMOND WETTERN MARITIME MEDIA AWARD, 2001

Sea blindness: at last we're 'turning the corner'



● **WETTERN WINNERS:** Capt Richard Woodman (left), winner of the Desmond Wettern Maritime Media Award with Desmond's widow Gillian and Jim Ring (Mountbatten Maritime Prize) on board HQS Wellington.

many defence correspondents present.

"The Royal Navy, possibly more than the other two Services, depends heavily on good, accurate and timely journalism to explain to the British public what we do," he said.

"Our work is invariably over, or if you are a submariner then under, the horizon and therefore out of sight and, unfortunately, sometimes out of mind.

"I do believe, however, that the efforts of so many of you here tonight are allowing us to turn the corner in ridding this country of the 'sea blindness' that has affected it for a number of years. We mustn't slacken our efforts, but I think we are getting somewhere.

"The UK merchant fleet is growing, there is a greater awareness of the importance of the sea to the United Kingdom. In the Royal Naval sense, current operations in the Arabian Sea have once again demonstrated the unique utility of maritime-based power projection and flexibility, enabling land operations at great distance from the UK."

Capt Woodman received an engraved ship's decanter and a cheque for £1,000 from Lord Strathcona and Mount Royal, Chairman of the Maritime Foundation. The award was made in recognition of the major cross-the-board contribution he has made to the maritime cause – in particular, his regular column in *Lloyd's List* and a large number of well-regarded books.

A professional seafarer, Capt Woodman initially served in the great cargo liners. He later joined the Trinity House Service where he began his writing career, while rising to com-

mand several of their lighthouse tenders.

His early works, including *History of the Ship*, remain first class reference books while his fictional historical novels of the Napoleonic Wars continue to attract a wide readership.

A second major award, the Mountbatten Maritime Prize, was awarded to Jim Ring for his book *We Come Unseen* (John Murray, £20) which presents a vivid and illuminating insight into Britain's nuclear submarine operations and the key role they play in maintaining the United Kingdom's deterrent.

Said Jim: "Britain's post-war submariners have received little public recognition for their contribution to bringing the Cold War to a peaceful conclusion.

"This prize constitutes public acknowledgement of that achievement and – in the centenary year of the Submarine Service – could not come at a more appropriate time. I am delighted both on my own behalf and on behalf of the crews of the Submarine Flotilla and their families."

The awards are made in memory of the late Desmond Wettern, a writer on maritime affairs for over 30 years. They commemorate his single minded dedication to the belief that the United Kingdom's well-being and security are inextricably bound up with the sea and to encourage publicists and writers to draw attention to this linkage.

□ Sponsors include the Telegraph Group, the Swire Group, BAE Systems, P&O Nedlloyd, the Chamber of Shipping, the George Livanos Trust and the Wettern Trust.

Pictures: PO(PHOT) Jim Gibson

This is a period in which all British maritime institutions should make common cause and confront the general public with our current vulnerability."

Thus Capt Richard Woodman, distinguished author and journalist – and this year's winner of the prestigious Desmond Wettern Maritime Media Award.

Speaking at a reception on board HQS Wellington in London, Capt Woodman said there were signs that "the many dangers and disadvantages in our cavalier attitude to our maritime interests are at last being perceived".

"We have a long way to go before our future is no longer hostage to others and, as the events of September 11 should remind us, time is not of our making."

His words were echoed by the guest speaker at the event, the C-in-C Fleet Admiral Sir Alan West – who particularly welcomed the



● **POWER PROJECTION:** "There is a greater awareness of the importance of the sea to the United Kingdom" – Admiral Sir Alan West

Trafalgar night dinner held not where England expected

AFTER spending the preceding week in Exercise Destined Glory off Cape Trafalgar, HMS Bangor held her Trafalgar Night dinner alongside in Cadiz – from where the Combined Fleet sailed to battle against Nelson in 1805.

The ship had been involved in mine hunting exercises off the Atlantic coast of Spain – this time in partnership with the French and Spanish navies.

The dinner was a truly international affair with special mess guest Lt Roberto Rocchia of the Italian Navy, who is Principal Staff officer to Commander Mine Countermeasures Force South.

Usual Naval tradition was broken when the Italian President was toasted stood up, the party remaining on their feet for the toast to the Queen made by the youngest

member of the Mess, S/Lt Angi Mason-Matthews.

Bangor sailed from Cadiz on October 21 – the same day the combined French and Spanish Fleet made a final bid to escape the English blockade.

As the ship left Cadiz, bound for Tangiers and continuation of her NATO duties with MCMFOR-SOUTH, she encountered the Spanish aircraft carrier Principe de Asturias. Her namesake had been a Spanish ship of the line some 200 years previously, but this time no broadsides were exchanged.

Senior partners at Northwood



FLAG Officer Submarines Rear Admiral Niall Kilgour is met by WO Roger Partridge and CPO Eddie Rowlands as he arrives at the Senior Rates Mess, Joint Service Unit Northwood as guest of honour at a dinner to mark the centenary of the Royal Navy Submarine Service.

Drugs - it's still zero tolerance for Navy

DESPITE moves to reclassify cannabis to a Class C drug, the tri-Service policy is, and remains, that drug misuse is unacceptable in the Armed Forces.

Possession of a Class C drug in any case is still brings a sentence of up to two years imprisonment.

It has been made clear that those convicted of drugs offences or found positive for any A, B or C Class drug following compulsory drug testing will normally be discharged (SNLR).

Testing will detect traces of controlled drugs such as cannabis, cocaine, amphetamines, opiates (eg heroin) and benzodiazepines.

Said a Navy spokesman: "The RN position remains that drug misuse is incompatible with the nature of Service in the Armed Forces.

"That position is unlikely to change for reasons of health and safety to military personnel and equipment and operational effectiveness."

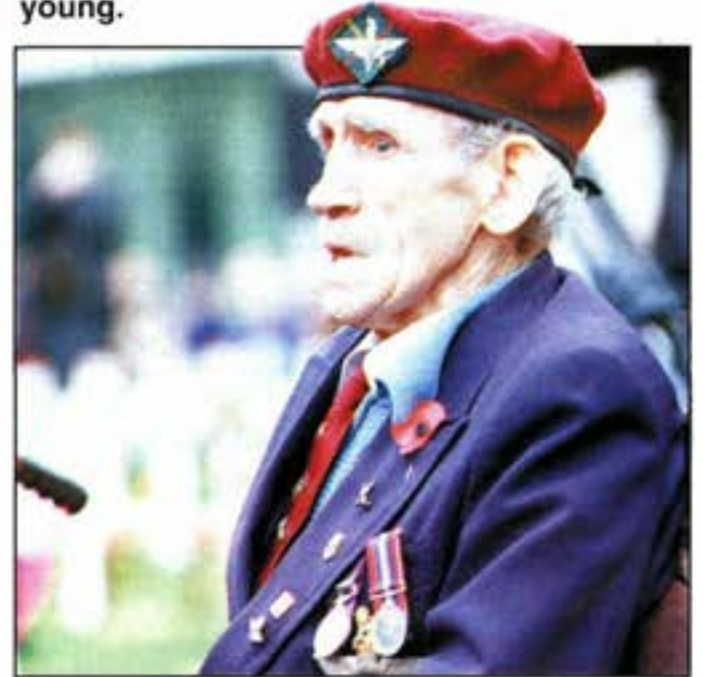
We will remember them . . .



WITH the events of September 11 and the war on terrorism no doubt in mind, this year's Remembrance Day ceremonies attracted a larger turnout than usual.

At the same time, the Commonwealth War Graves Commission is keen to involve young people in caring for its many sites around the world – there are nearly 13,000 in the UK alone. (See page 36).

We place here a selection of pictures of the Services attended by representatives of the Armed Forces, young and not so young.



●Above: Veterans on parade in Portsmouth's Guildhall Square
 ●Left: HMNB Clyde's Guard at Helensburgh
 ●Right: Remembering fallen comrades at Glasgow
 ●Below: Members of the Royal Marines Volunteer Cadet Corps on Southsea Common
 ●Bottom left: HMS Sutherland's ship's company at the Commonwealth War Graves plot in Harstad, North Norway – Cdr Paul Thomas takes the salute in two feet of snow
 ●Bottom right: Sailors from HMS Gloucester head the Remembrance Day march through their namesake city.





People in the News

Badges form memorial

A FORMER sailor has created a colourful commemoration for the 142 British destroyers lost in action in the World War II.

Mick Keir reproduced each ship's badge in an impressive example of penmanship, drawing on his 32 years as a naval shipwright and diver, when he was regularly required to make ships' badges as gifts when his vessel visited a foreign port.

Mr Keir is chairman of the Friends of HMS Cavalier Trust.

It is hoped that the display will form part of the memorial under consideration to commemorate the lost destroyers and their crews.



● CH Joey Dunlop (centre) inspects the handiwork of AB Flash Gordon and AB Rick Ricklesford as they prepare for Pizza Night on board survey ship HMS Beagle.

Sailors have designs for ship's Pizza Night

SAILORS on board HMS Beagle are making the most of their ship's final deployment before she decommissions next year.

The Navy's last coastal survey vessel sailed from Plymouth at the end of August, visiting Portugal and Malta before transiting the Suez Canal with part of the Exercise Argonaut task group.

She is currently conducting route survey work around the Persian Gulf, using her specialised equipment to take soundings in shipping lanes and to check chart-

ed shoals to ensure Admiralty charts are accurate.

One evening meal presented two wannabe chefs with the chance to impress their shipmates with their culinary skills.

AB(SR) Flash Gordon and AB(M) Rick Ricklesford weighed in with a recipe for Pizza Night, creating their speciality - Deep Pan Anchorage.

The 1,160-ton air-conditioned survey ship, which commissioned in 1968, is due to pay off in February.



● AB Graham Hill.

Farm nous put to good use

A NAVAL rating used his farming background to such good effect during the foot and mouth crisis that he won a commendation from the Second Sea Lord.

AB Graham Hill, of the Disposal Reserve Ships Organisation (DRSO), volunteered to fill a gap at Okchampton in Devon for two weeks at the height of the crisis.

"I volunteered because of my background," Graham said.

"My family had a farm at Biggleswade in Bedfordshire, so I thought I could help.

"I enjoyed it, although it was hard work. I felt an affinity for the farmers, and could appreciate how they felt."

As a member of the Farm Liaison Team, Graham worked directly with farmers, co-ordinating the culling of animals and disposal of their carcasses.

The citation notes that Graham "demonstrated great tenacity and resourcefulness" and was "particularly sensitive to the plight of the farmers and showed great compassion in dealing with their needs."

It also comments on his "outstanding sense of duty and commitment."

Aggie's workers in new initiative

CHRISTIAN lay workers from Aggie's have undergone training to allow them to work alongside Navy chaplains.

After a two-week induction course, staff from Aggie's - the Royal Sailors Rest - became Chaplaincy Support Workers (CSWs). Eight of them are already in place around the country, but four more are urgently required.

The new initiative is organised through the Naval Chaplaincy Service, part of Second Sea Lord's organisation at Victory Building in Portsmouth.

■ Brian Deverson has been appointed Executive Director of RSR, to succeed the Rev Jonathan Martin, who has taken up a new ministry post in Poole.

Kiwi officer gets East Timor medal

A KIWI working on HMS Collingwood has been awarded the East Timor campaign medal.

S/Lt Leon Harvey received his medal from the Commodore of the training establishment, Cdre Philip Wilcocks.

Leon is currently taking an engineering course at Collingwood, and on completion he will join HMNZS Te Kaha as Assistant Weapon Engineer Officer.

This is not the first award Leon (31) has received for service in the Navy - he is a holder of the NZ General Service Medal for duty in the Persian Gulf.

Bishop drops in

THE BISHOP of Exeter, the Rt Rev Michael Langrish, paid a visit to Devonport to see the activities of the Flag Officer Sea Training (FOST) organisation.

The Bishop spent time in HMS Sutherland, watching a simulated minefield transit, air, surface and submarine attack exercises, damage control and first aid training, and a disaster relief exercise at Bull Point.

Tabloid top guns test their wings

TWO TABLOID top guns have gained their wings in a two-week stint with the Fleet Air Arm.

17-year-olds Kieren Morgan and Laura Auty won a competition in the Sun newspaper in July offering the chance to learn to fly.

They flew 12 hours in the Grob aircraft with the Royal Navy Grading Flight, visiting RN air station Culdrose and its various squadrons.

One of the highlights for Kieren, from Newcastle-upon-Tyne, and Laura, from Huddersfield, was a flying sortie - Kieren went in the two-seat Harrier T8, while Laura, who did not meet the minimum safe weight for an ejection seat, went in the front seat of a Lynx helicopter.

Ten runners-up took a VIP trip to RN air station Yeovilton, with sessions in the Lynx simulator, tours of Air Traffic Control and 899 NAS, a Sea Harrier training squadron, culminating in a flight in a commando Sea King of 846 NAS.



● Kieren Morgan and Laura Auty, winners of the Sun Top Gun competition, with Flag Officer Maritime Aviation, Rear Admiral Scott Lidbetter, at RN air station Yeovilton.

The competition was designed to raise the profile of Naval aviation, which is suffering shortages of aircrew officers, both pilot and observer.

The Directorate of Naval Recruiting will remain in contact with all the winners and runners-up in case they decide to join the Navy.

Top award for reservist

MAJOR Ian Murray, who commands the Manchester detachment of the Royal Marines Reserve Merseyside, has received the coveted Lord Lieutenant's Certificate for his outstanding service.

Ian (57), northern sales manager for a major drinks company, was given the award - a national award from the Queen - for his exceptional and outstanding service.

Special achievements include winning the Commando Medal on completion of initial training, and his great skill in weapons training and tactics.

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Family day unites - and divides

A JOINT families day for two Devonport-based frigates united two brothers - and divided the loyalties of a piper.

Type 23 frigates HM ships Argyll and Sutherland took families to sea so that they could experience a taste of naval life.

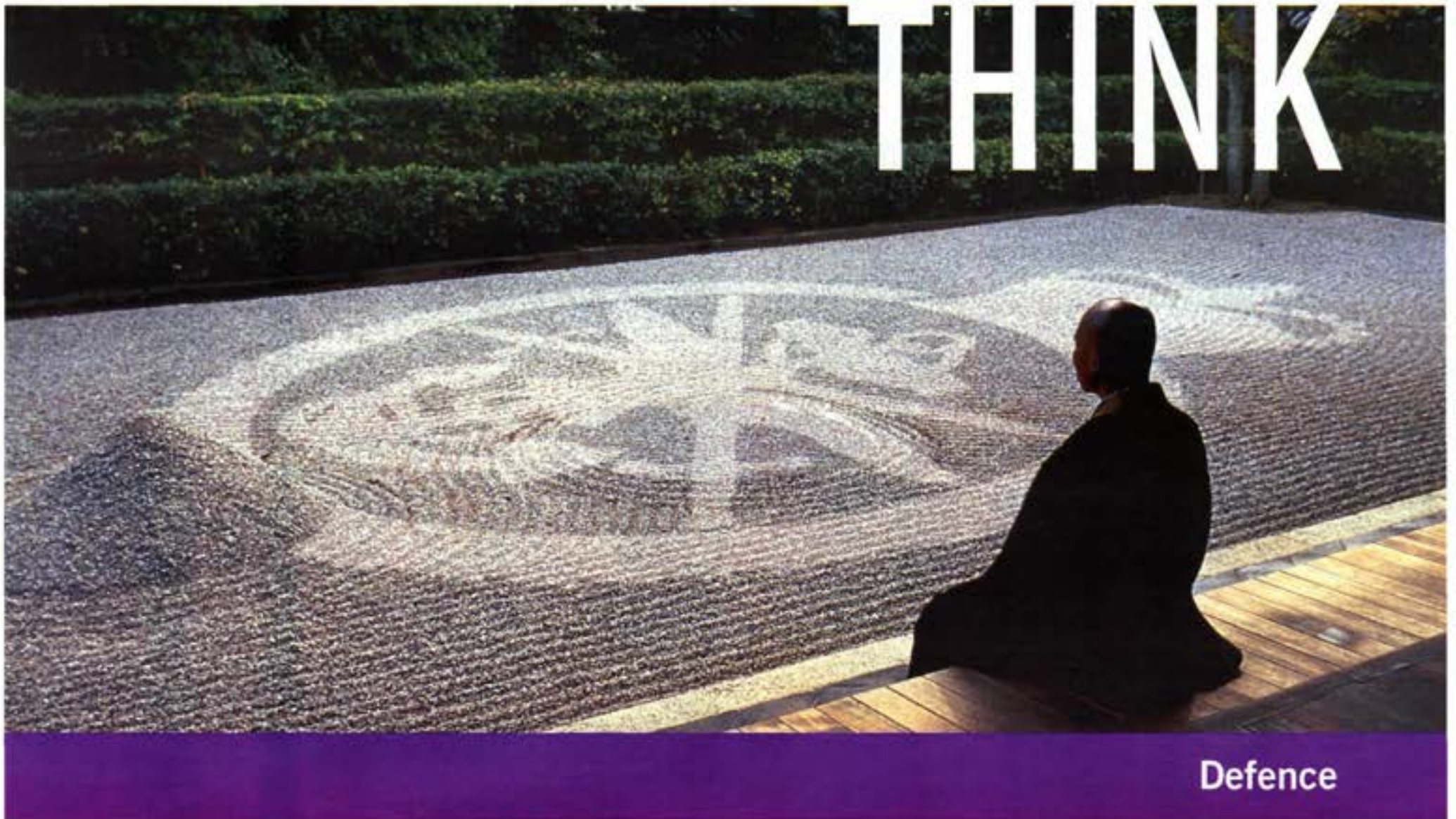
Their joint venture gave LWTR Steve Warnes, of Sutherland, a chance to catch up with his brother, LCH Garry 'Wurzel' Warnes, of Argyll - their ships' operational programmes meant their paths have rarely crossed in recent months.

But the joint day also led to heavy demands on a piper from the Argyll and Sutherland Highlanders, a regiment with close links to HMS Argyll.

The piper was 'poached' for the day by Sutherland, and he piped both ships away from the wall from Sutherland's bridge roof.



● Is this the youngest reader of Navy News? At the age of 23 months, Callum Finn takes a close interest in the paper, looking for stories which might mention his dad, LS Sean 'Micky' Finn, or his ship, destroyer HMS Edinburgh.



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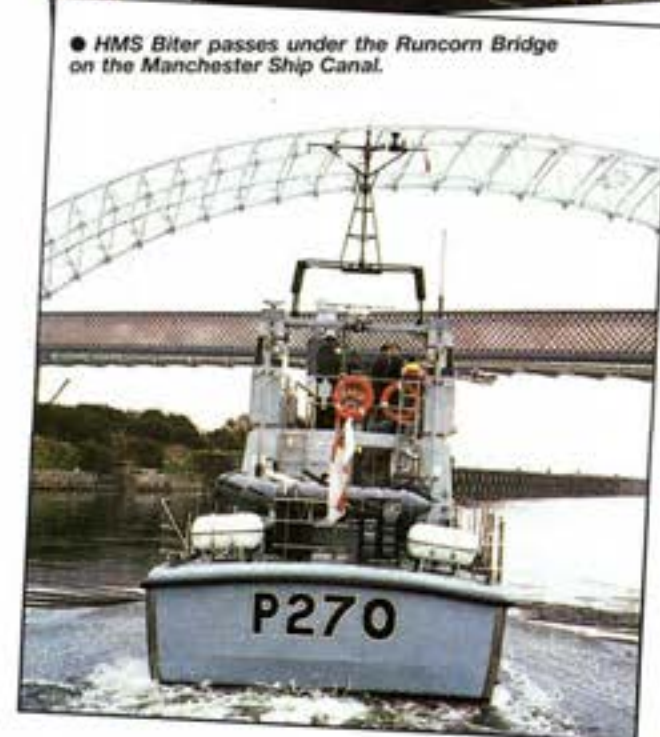
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● HMS Charger at the Lancaster Maritime Festival, with the Shellrock Shanty Singers on the fo'c'sle.



● HMS Biter passes under the Runcorn Bridge on the Manchester Ship Canal.

URNU shares spoils

ALTHOUGH primarily tasked with ensuring future key members of society are aware of the importance of the Royal Navy in the modern world, by giving undergraduates a taste of life in a Navy vessel, University RN Units and their associated ships have a number of other responsibilities.

One is to visit ports and places which do not usually see an RN presence – the size of the ships, which displace only 49 tons, means they can navigate into ports which are out-of-bounds to their larger sisters.

There is also a community role, as demonstrated by Northumbrian URNU's involve-

ment in the North-Eastern branch competition of the Nautical Institute.

Lt Jason Clay, Commanding Officer of HMS Example, hosted the event at HMS Galliope on the Tyne, in which the URNU took on a team of cadets from South Tyneside College.

The event helps develop the relationship between the Royal and Merchant Navy through presentations on aspects of maritime life, follow-up discussions and a post-competition reception.

Judges this year decided that honours were even by declaring the competition a draw, so the prize money of £1,000 was shared.



● HMS Charger navigates past the wreck of a vessel which did not make a successful departure from Fleetwood in Lancashire.

Here, there and everywhere ...

SHIPS of the First Patrol Boat Squadron have been carrying the White Ensign to the far corners of the country and abroad during a busy year of deployments.

All 14 squadron ships were involved in the highlight of the year, the six-week summer deployment which saw more than 400 students take part in a programme which included more than 70 port visits and each ship steaming more than 2,000 miles on average.

Several of the ships had already made high-profile port visits before the summer plan kicked in.

In March, HMS Biter (Manchester University RN Unit) and HMS Charger (Liverpool URNU) went through the Manchester Ship Canal from Ellesmere Port to Salford Quays, taking with them the Lord Mayor of Liverpool and the Mayor of Wirral.

At Easter, Charger visited Glasson Dock in Lancaster for their maritime festival, receiving 600 people on board in two days, meanwhile raising hundreds of pounds for KGFS.

She then went on to visit Barrow-in-Furness, Conwy, Heysham, Pwelli and Fleetwood.

Liverpool URNU and HMS Charger also relocated earlier this year, so the unit now shares accommodation with the RN and RM Reserve at HMS Eagle.

The summer deployment is designed to help training for URNUs and Britannia Royal Naval College, with up to 12 students on board for two-week blocks to experience navigation and general seamanship skills.

The squadron was split into four task units (TUs), each with its own programme, co-ordination and logistical support based around a geographic area.

Three-strong TU1, led by HMS Raider (Cambridge URNU), undertook a ground-breaking visit to the inland sea of the IJsselmeer in the Netherlands.



● HMS Blazer.

Raider, along with HMS Example (Northumbria) and HMS Explorer (Hull), found the former Zuider Zee to be an ideal, sheltered operating environment for modest Archer-class boats.

The ships conducted winching exercises with Lynx helicopters of the Dutch navy, and visited Enkhuizen, Den Oever and Den Helder, the latter for the Royal Netherlands Navy Days.

Task Unit 2 comprised four vessels – HMS Pursuer (Sussex) led, with Puncher (London), Dasher (Bristol) and Blazer (Southampton) completing the group.

This unit focussed on the western half of the English Channel, visiting English and French ports.

The ships exercised with 810 Naval Air Squadron and the students visited RN air station Culdrose, while their call at Caen inspired positive press coverage, including an article in the regional paper *L'Ouest*.

TU2 met up with TU3 in Cherbourg, allowing a seven-ship sea and sports day.

The deployment ended with an appearance at the International Festival of the Sea in Portsmouth.

HMS Tracker (Oxford) led Task Unit 3, which also operated in the

Western Channel.

Tracker, Express (Wales) and Exploit (Birmingham) took part in the Youth Afloat Festival organised by Royal Marines Poole and provided support for Flag Officer Sea Training at Devonport.

The unit made good use of the excellent navigation features around the rugged coastline of the Channel Islands and Brittany, giving undergraduates plenty of navigation and pilotage training. St Helier and St Malo proved popular port visits.

TU4, led by HMS Biter, conducted a clockwise navigation of the United Kingdom mainland.

A transit of the Caledonian Canal allowed the four ships – Smiler (Glasgow), Charger and Archer (Aberdeen) were the others – to conduct Officer of the Watch manoeuvres and station-keeping exercises on Loch Ness.

Although hit by poor weather off the east coast, the ships took part in a search and rescue incident, and exercised with 819 NAS, 772 NAS and 202 Squadron RAF during their trip.

Flag Officer Surface Flotilla Rear Admiral Ian Forbes also joined them for the passage from Poole to Weymouth.

Blazer helps douse fire at marina

THE ANNUAL summer deployment may be the icing on the cake for the URNUs, but training goes on round the year for students – and can provide some memorable experiences.

Take HMS Blazer's three-week autumn deployment to Scotland.

The ship, attached to Southampton URNU, made a five-day passage to the village of Tighnabruaich, on the West Coast of Scotland, where Commanding Officer Lt AJ Wilson grew up.

Members of the ship's company visited a local school, and the ship conducted an air-sea exercise with the local lifeboat and a Sea King from 819 NAS.

On her passage back to Portsmouth, the ship came across HMS Ark Royal embarking her carrier air group, giving students a close-up view of Harriers landing on.

Shortly after Blazer came across a yacht in distress – Gypsy was out of fuel and drifting rapidly, so Blazer provided fuel for her to return to Weymouth.

On returning to the Solent Blazer berthed at Ocean Village Marina in Southampton, where her Executive Officer, CPO Peter McKenzie, saw smoke billowing from a nearby motor cruiser.

Grabbing a fire extinguisher, Peter, helped by CPO Mark Hinton and LMEM Richard Tucker, doused the blaze while Midshipmen Kirsty Coombes, Richard Kemp and Simon Giles carried out text-book firefighting support under the direction of the CO, saving the cruiser.



● HMS Blazer (nearest camera) and HMS Puncher at the International Festival of the Sea in Portsmouth.

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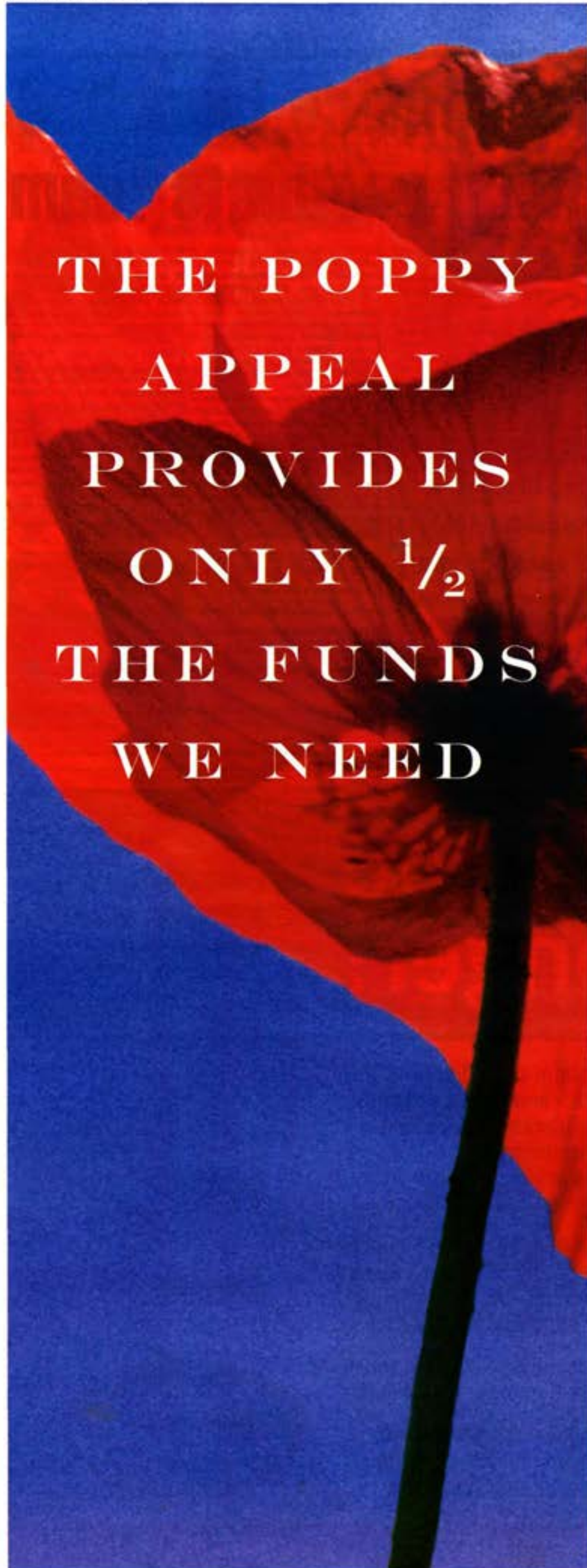
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Careers service launched by financial products team

SPECIALIST financial products provider Affinitas has launched a new careers service which is designed specifically for Service personnel

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retired and reserve members of the Armed Forces, Affinitas Careers will offer comprehensive career guidance to those people in the same categories.

According to Affinitas: "Following a successful Service record, there are enormous career opportunities outside the Forces, but it can sometimes be hard to penetrate the market outside."

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- Advice from experienced and professional career consultants
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Stephen Mansbridge, at Affinitas Careers, said: Affinitas is constantly looking at the unique requirements and lifestyle of the Armed Forces in the development of new products and services.

"Affinitas Careers has been set up with the aim of taking the stress out of searching for a job and, at the same time, showing how you can maximise your earnings potential, as well as ensuring your next career decision is the bright one."

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Could you be entitled to a war pension?

Some members of the Royal Navy and Royal Marines who are about to leave the Service, or a number of those who have served in the past, may be missing out on a tax-free pension, gratuity or allowance.

Despite the phrase 'war pension', you do not need to have served in a war, nor been medically discharged to qualify for a war pension, and if you don't qualify for an actual war pension, you may still be entitled to a gratuity.

The key tests for entitlement to a war pension are that you must have served in the Royal Navy or Royal Marines, or any branch of the Armed Forces, and you must have a disability or form of ill-health caused by service (attributable) or made worse by service (aggravated - and this can include medical conditions that existed before joining up).

If, therefore, you can prove your hearing deteriorated whilst in or as a result of your time in the Naval Service, then you may qualify for a war pension or gratuity.

If you injured a knee, or knees, or back, or neck whilst carrying out physical training or during damage control, firefighting or leadership courses, then similarly you may qualify for a war pension when you leave the service.

Conversely you may have been injured whilst on operation; the list of possibilities is, of course, endless, and I only offer some of the more common examples of typical injuries gained from service in the Royal Navy.

Having therefore established your entitlement, the War Pensions

By Lt Col Andrew Noyes,
RM Corps Secretary

Agency (WPA) will then decide the degree of disablement in terms of a percentage.

Those assessed below 20 per cent receive a gratuity.

Those with more severe conditions receive a monthly pension that varies according to the degree of the condition.

Additional allowances for care and mobility can also be claimed by those receiving a pension, and, if the condition deteriorates, re-assessment of the degree of disablement may be sought to potentially increase the amount they receive.

War pensioners are also entitled to priority treatment by the NHS, subject to clinical need, and can claim help with the cost of travel to medical appointments - but only for their accepted war pension conditions.

Becoming a war pensioner can also improve the Armed Forces pension for men and women who were medically discharged.

An Armed Forces invaliding pension may become tax-free, or replaced by a tax-free attributable pension based on rank and degree of disablement, whichever is the higher amount.

These changes to the Armed Forces service pension are not automatic, but the Ministry of Defence will often review such pensions based on the War Pensions Agency decision.

Currently the War Pensions Agency does not place any time limit on claims.

However, if the claim is made more than seven years after leaving the service, the claimant has to prove that the medical condition was attributable or aggravated by service.

Assistance does exist for those who are concerned about the

process of applying for a war pension.

The War Pensioners' Welfare Service (WPWS) can help with completing claim forms and in finding other sources of help.

The WPWS is a part of the War Pensions Agency (WPA) and exists to provide advice, guidance and practical help to war disablement pensioners and to war widows.

If therefore you want advice on claiming a war pension, contact the War Pensions Agency by one of the following methods:

- Freephone: 0800 1692277
- Text phone: 0800 1693458
- Email: warpensions@gmet.gov.uk
- Or visit the website at:
■ www.dss.gov.uk/wpa/index.htm

Alternatively, you can write to:
The War Pensions Agency,
Norrross,
Blackpool,
FY3 3WP

In addition to the WPA you can also find out more about war pensions from ex-Service organisations such as SSAFA Forces Help and the Royal British Legion, or you can contact your local War pensions Committee, which for the Portsmouth, Exeter and Plymouth areas is:

Clerk to the Committee, South East WPC, Government Buildings, Flowers Hill, Brislington, Bristol BS4 5LA

For those of you who do believe you qualify for a war pension, this article should provide a useful guide.

It may take some time to prove your case, and perseverance is the name of this particular game, but if you never ask or apply, you cannot complain that you did not receive the war pension, or gratuity, which may rightfully be yours.

Exclusion period does not close off insurance market

EXISTING policy holders of personal accident insurance under AIG Europe (UK) are unaffected by a recent decision to apply an exclusion period for new joiners.

The MOD has a comprehensive package of benefits through the Armed Forces Pension Scheme and War Pensions Scheme for injury or death resulting from Armed Forces service.

Some personnel, however, decide that they want additional cover, which may include cover for needs outside the provision of the MOD schemes. If this is the case, they need to go to commercial insurers.

However, since the events of September 11, some commercial insurers have placed geographical exclusions on their policies for Armed Forces personnel, mainly those deploying to Oman and associated area, while others have increased their rates.

While the MOD encourages personnel to take out the level of cover they deem necessary, such policies are commercial undertakings between individuals and the insurers.

The MOD does not carry any of the risk, or gain from any of the premium.

The MOD facilitates a personal accident policy (PAX) most appropriate for Armed Forces personnel; 60,000 Service personnel (more than 25 per cent) have taken out accident policies, while just under half take the optional life cover.

The ability to exclude personnel from only opting to join a commercial insurance scheme (like PAX) when the level of risk is perceived to be higher is normal practice.

The key is that you take out insurance to pro-

vide the cover required over a period, and the level is calculated on that basis.

Therefore, all those already in the scheme will continue to be covered, with the exception of those who enrolled or sought increased units of benefit made during the 30 days immediately before the exclusion period.

In this instance, it has been decided the period of 30 days before the exclusion period will be limited to the period since September 20.

- Therefore:
- All policyholders on September 20 2001 remain fully covered by the terms of the policy (at current premiums)
 - Applications signed by Commanding Officers (or their representatives) on or before September 20 2001 will be accepted
 - Applications dated September 21 2001 or later will not be accepted.

AIG say they are committed to cancelling the exclusion period at the earliest opportunity, and underwriters are currently seeking options for a temporary replacement product, albeit with different terms and higher premiums, to meet current circumstances.

The insurance market is not closed to Service personnel - life cover remains available, including the following options:

Personal accident: NAAFI Financial Services Call Centre Freephone 0800 2122324, or at www.naafi-financial.com

Life assurance: Willis on 0870 607 0037 are handling applications for 'Forces Safeguard', underwritten by Scottish Widows.

Services Insurance and Investment Advisory Panel (SIIAP members: listed in DCI JS 131/00.

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Helping Hands



● In need of another shave, Survey Recorder 'Wiggy' Bennett of HMS Scott with nurses from the Child Development Centre, Scott Hospital: Lisa Brumby, Angie Hawkes, Julie Parker and Jenny Burnett.

Scottish links

BEARDS grown and lost, and races for frogs and whippets are just some of the ways that HMS Scott has raised money to help sick children at the Scott Hospital in Plymouth.

Staff from the Children's Ward were welcomed on board the Devonport-based ocean survey ship recently after her return home from her 377 day deployment to the world's oceans.

Efforts yielded £600 through various fundraising activities. The ship has been a long-standing supporter of the hospital, and collects money on a regular basis.

Families and friends of the crew were also welcomed on board Scott for a rare opportunity for a families' day. A group of 80 toured the ship, and the day ended with a magic show by magician and ex-PO Stoker Emazdad.

Ball change

STARS of first class and international rugby turned out to support RN Rugby Union in a different sporting field.

Rory Underwood was one of the many who turned out to play golf at the RNRU charity golf day in aid of the charity Wooden Spoon.

This charity helps handicapped people, particularly the young, to get involved with sports.

A black tie dinner followed the day's golfing activities.

The whole day raised £3,000.

Row, row, row your boat – day and night

HMS COVENTRY returns home to Plymouth with a record-beater on board. Master at Arms David Harris now holds the 24 hours non-stop rowing world record.

"This doesn't happen to people like me," says David. "It doesn't seem real."

In the mid-Atlantic, David smashed the previous individual heavyweight male world record by 4 miles, rowing 191 miles in total.

His marathon row was in aid of the British Heart Foundation, a charity he has supported since his uncle's death last year.

He describes the support on HMS Coventry as "absolutely overwhelming".

Encouragement was on hand throughout the 24 hours. Members of the ship's company stayed with him at every stage to help cheer him on, and decked the area in flags, balloons and bunting.

Over £2,500 was pledged to David by the ship's company and the money is now pouring in. "But loads of people are now giving me double because of breaking the world record", David adds.

David couldn't even celebrate his achievement with a drink. In dedication to his training, David swore off alcohol. He told his mates that if they caught him drinking any alcohol, he would give £1,000 of his own money to the charity of their choice.

This vow was to be maintained until the ship returned home to Devonport as Navy News went to

press. "I've been training every day since HMS Coventry sailed in July. My wife won't recognise me. None of my clothes fit any more."

The rest of the ship also joined in raising money for the British Heart Foundation. Among other events, Coventry held a village fete in the middle of the Caribbean. OM Jill Spence charged for cutting hair for the charity.

David is particularly proud to have achieved so much on board Coventry before she returns to decommission.

"She's the best ship I've ever been on", he says. "I owe this achievement to Captain Philip Jones and the ship's company."

In addition, David has taken part in 21 full marathons, and countless half marathons around the world.

Bid for beards

ONLY two people were left out of the HMS Ark Royal 6P Petty Officers Mess sponsored beard growing competition – on the grounds of their femininity.

The ship's company bid to shave each PO during a barbecue.

The ship raised £870 for the Williams Syndrome Foundation.

Nuclear aid

THE NUCLEAR Department at HMS Sultan has raised £1,700.

The money was raised this summer through sponsorship of athletic events, and by completing the 'Keswick to Barrow' walk.

The money raised went to local good causes, and the Queens Medical Centre, Nottingham.

Welcome back to Rio

SAILORS from a Royal Navy destroyer have made a return trip to a Brazilian orphanage where they started a trend in 1998.

HMS Edinburgh and Royal Fleet Auxiliary tanker Black Rover were in Rio de Janeiro, and formed up a 24-strong work party to lend a hand at Casa Jimmy.

Armed with various tools, the two dozen volunteers, led by the Commanding Officer of Edinburgh, Capt Joe Gass, did some decorating and cleared wasteland adjacent to the orphanage – filling two skips with rubbish.

Their visit coincided with the third anniversary of the formal opening of the home, and Capt Gass presided over the cutting of the orphanage's birthday cake.

After the British party had finished grafting, they threw a party for the children, with musical chairs and a colouring competition. The delighted winners were

presented with prizes donated by Eddie Stobart Ltd, with which HMS Edinburgh is forging formal links.

Capt Gass also handed over £200, raised from an auction on the destroyer, and from the collection of foreign coins on board.

The item auctioned was a Jimmy Page T-shirt; Led Zeppelin rock star Jimmy Page was instrumental in setting up the home, which has provided a refuge for more than 200 children and pregnant adolescents from the streets of Rio, and the project – part of the London-based Task Brasil Challenge – took his name.

Edinburgh was the first warship to help out at the refuge when it opened in 1998, beating a path which other Royal Navy ships have since followed.

HMS Edinburgh has been on Atlantic Patrol Tasking (South) in the South Atlantic, with RFA Black Rover as the support tanker.

Two wheels for Pudsey

TWO wheels feature heavily in this year's Royal Navy fund-raising efforts for Children in Need.

The RN Motorcycle Club has always been a keen supporter of the appeal since the launch of Children in Need 12 years ago.

In that time, the club has travelled a distance of 23,000 miles to raise a total of £127,000.

This year the bikers began their two-week Round Britain tour in early November, visiting sites and establishments to raise money.

At an early visit to HMS Dryad, the Southern team raised £666.19.

As a result of their motoring endeavours across the country, a cheque for £13,500 was presented to Children in Need on the flight deck of HMS Ark Royal.

Service and civilian cyclists at the Warship Support Agency also took to the highways. A team of ten set off from Abbey Wood at Bristol through the Avon countryside to raise over £1,500 for the charity appeal.

HMS Sultan took a different approach. It decided that the choice of uniform was optional for its early morning Divisions on 13 November.

Cdr Jeremy Betteridge, executive officer at HMS Sultan, inspected a parade including dandies and gorillas, all of whom paid £1 for the privilege to dress up freely. A total of £207 was raised for the appeal.

Even Navy News joined in, raising £213 at a wintry November barbecue at HMS Nelson.

Culdrose cares

RNAS CULDROSE Community Centre organised a children's street party to raise money for local schools and the Baby Care Unit at Triliske hospital in Truro.

After running the London marathon last year, David was invited to Derriford Hospital by the British Heart Foundation to present new equipment.

"It really makes a difference. You see the equipment actually going into hospitals where it is des-

perately needed."

The British Heart Foundation has congratulated David on his tremendous achievement.

HMS Coventry is returning home after five months duty in the Caribbean, where she chased down an £80 million drugs bust.

A thumping good cause

THE PT staff at Devonport naval base have helped provide a local disabled woman with a new electric wheelchair.

The proceeds of a raffle held at the Plymouth Area and Naval Air Force boxing championship have gone to Donna Houghton, a Leigham resident with spina bifida and rheumatoid arthritis.

Donna has lost her independence after years of using a manual chair, and is housebound.

The Plymouth Disabled Scheme has provided almost £1,500 of the £2,300 cost of a new electric chair. So Donna's mother turned to the Royal Navy for help.

Mrs Houghton's plea reached the ears of the PT staff at Devonport naval base who were looking for a local cause to benefit from their upcoming annual boxing championship.

PT officer S/Lt Billy Adams said "When we heard about Donna, we knew we could help her achieve her aim and were delighted to present her with £824 from the proceeds of our raffle."

Mrs Houghton hopes that the chair will arrive by Christmas, and looks forward to the extra freedom that it will give Donna.

● Donna Houghton, Cdre Ric Cheadle and POPT Mark Reynish in the boxing ring at HMS Drake.



● PO Pete Cassar, Lt 'Jack' Craswell, Sgt Bernie Carter (RAF), CPO 'Taff' David, PO 'Drew' Drewery and Megan David from RNAS Yeovilton wash cars in aid of New York fire fighters.

Remembering New York

NAVAL fire fighters from RNAS Yeovilton helped raise money for the families of New York fire fighters lost after the terrorist attacks on America.

Somerset Fire Brigade 'C' division called on their RN colleagues to take part in a charity car wash.

Car washing took place at eight locations across Somerset. 'C' division with their RN helpers raised over £9,000 for the disaster relief fund.

The team from Yeovilton answered the call to help at Yeovil fire station.

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SUBJECT TO TERMS AND CONDITIONS

Charles launches guide for rough sleepers

THE PRINCE of Wales last month launched a new guide to help prevent homeless ex-Service personnel from sleeping rough on the streets.

Model frigate on sea trials

MODEL maker and artist Raymond Hunt has put his latest creation, HMS Diana, through her first sea trials off the beach at Cremyll, Cornwall.

The 7ft model of the 1794 38-gun frigate is being built, he says, "in memory of all who gave their lives in the wars and military campaigns of the 20th century."

When it is finished he plans to sail it, under canvas, in August 2002 from Cremyll to HMS Raleigh at Torpoint, which will then be its permanent home.

Raymond's last model, of the CSS Alabama, was sold at Phillips in New Bond Street in January for £11,000.

The original HMS Diana was sold to the Dutch Navy in 1815.

Visiting the Sir Oswald Stoll Foundation in Fulham with Veterans' Affairs Minister Dr Lewis Moonie and Loise Casey, head of the Government's Rough Sleepers Unit, the Prince heard first-hand accounts of the experiences of ex-Service personnel who have been homeless.

Most people who left the Armed Forces made a stable transition to civilian life, he was told - but around one in four rough sleepers had spent some time in the Armed Forces, mostly as National Servicemen.

Said Dr Moonie: "I am delighted to support another excellent initiative which will help vulnerable ex-Service personnel avoid homelessness."

"I am proud of the commitment the MOD has made in tackling this issue and believe that the range of schemes implemented is truly making a difference."

Loise Casey added: "It is a tragedy when people who have served their country end up on the streets. We are determined to make sure that people who leave the Armed Forces are given the right help to make the transition to civilian life."

The new guide, *Resources for Ex-Service Personnel in London*, details where people can get help to find accommodation, training and employment.

The Sir Oswald Stoll Foundation provides support for ex-Service personnel. For more information, tel 020 7385 2110.

The number of people sleeping rough in England has fallen by 62 per cent over the past three years. There are currently estimated to be 703, down from 1,850 in 1998.



● ROYAL TOUCH: The Prince of Wales shakes hands - well, a finger anyway - with six-month-old Chloe Floyd, whose father Jason is currently serving in the Gulf region. Prince Charles was visiting the Crownhill Community Centre in Plymouth to talk to families of Servicemen and women presently engaged in the war against terrorism

Picture: LA(PHOTO) Darren Macdonald, HMS Drake

Rackets flourish as trade set to double

Maritime trade is expected to double by 2012 - encouraging a whole raft of illegal activities on the high seas.

Mark Baynham, Head of Intelligence of the Specialist Intelligence Branch, National Criminal Intelligence Branch, told members of the Parliamentary Maritime Group that new threats demanded new responses.

Hijacking of ships and/or their cargoes was common in South East Asia, the Eastern Mediterranean and certain other areas, now monitored by the International Maritime Bureau in London, with its Reporting Centre in Kuala Lumpur.

Attacks in the South China Sea had led to murder, including some British officers. But owners had been reluctant to delay ships to pursue inquiries, since this was usually more costly than accepting robberies amounting to \$10-20,000 per attack.

Hijacks were much more serious - few ships were recovered, with attendant penalties for insurers.

Since 47 out of the 54 countries in the Commonwealth - and 169 out of 206 member states of the UN - were littoral or archipelagic it followed that most depended on trade by sea, many of them totally.

Somalia and parts of West Africa were other regions of lawlessness and present global instability, aggravated by the attacks in the United States on September 11, only encouraged more criminality.

Ever widening systems of communication by e-mail, mobile phones, satellites and so on only made it easier to assemble ever larger bands of protesters promoting harassment, anarchy, violence and arson.

Governments had obligations to maintain active all the many appropriate national intelligence agencies, ensuring that they co-operate routinely on a 24-hour

basis. Illegal immigration was largely a recent development - but trafficking in people who paid huge fees for the opportunity to seek a better life outside their countries of origin was a growing racket in which gangster organisers, like the slave-runners of old, cared little for the people they transported in sinking rust-buckets with faulty engines.

Charybdis and the spirit of Guernsey recalled

HMS SUTHERLAND was this year's Guardship for Guernsey's Charybdis Memorial Weekend.

The event is held in memory of those who lost their lives when the cruiser HMS Charybdis and the destroyer HMS Limbourne were sunk by German E-boats off the Channel Islands in 1943.

One of the military funeral services organised by the German occupation forces was held at Foulon Cemetery in St Peter Port.

It was attended by a large percentage of the island community and became a symbol of the spirit of the island - and a memorial service has been held there ever since.

The Sutherland, a Type 23 frigate, arrived fresh from an intensive period of Operational Sea Training in Plymouth.

She was open to visitors for four hours and hosted members of the Charybdis Association for an official reception.

She also provided a Parade Marshal - in the guise of CPO Jock Rennie - and a Guard at the Memorial Service.

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At Your Service

Reunions

December

HMS Protector Association reunion and Christmas dinner at the Spice Ship Inn, Preston nr Weymouth, December 8. Contact Bill Bartlett on 01202 480767, email: billb@bartlett73.freeerve.co.uk

January 2002

HMS Spartan Association reunion at the RMA Nautical Club, Edgbaston, Birmingham, on January 26. Contact Jack Gilbert or Ron Ellis, 9A, Romsey Rd, Bartley Green, Birmingham B32 3PR. tel: 0121 423 2826.

February

The 'Channel Dash' the 'V & W' Destroyer Association will hold a memorial service and get-together at 1500 on February 10 at Harwich, the 60th anniversary of the attempt to stop the German Navy breaking out of port. Enquiries to C. Fairweather, Stable Cottage, West Bergholt, Colchester CO6 3JQ. tel: 01206 240614, or email: storm47@talk21.com

HMS Austrel Bay 1945-56 reunion at Cheltenham on February 23. Contact Doug Hughes, 19, Kipling Rd, St Marks, Cheltenham GL51 7DJ. tel: 01242 691259 for full details.

March

HMS Naiaid 1940-42 reunion at Eastbourne, Sussex, from March 8-12. Details: Bill Wilkie, 6, Penhurst, Horsley, Woking GU12 4HP. tel: 01483 772268.
HMS Belfast Association AGA reunion, March 16, 1200 on board HMS Belfast, Pool of London. For more details contact Ted Hill on 01708 341803.

April

Clearance Divers: 50th anniversary of the CD Branch. A reunion dance will be held in the WO & SR Mess, HMS Neptune, on Saturday April 20. Contact Dave Cowling at 3, Simpson Place, Carmouistie, Angus DD7 7PJ, or tel 01241 410420. All serving and ex-serving members (officers and ratings) of the Clearance Diving Branch welcome.

HMS Ganges Association reunion at Porton's Parkfield from April 26-29. Further information from Dickie Doyle, 16, Park Hill

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@navynews.co.uk

Did anyone video 'BATTLE OF CRETE' TV programme earlier this year? Widow very much wants copy. Daughter trying to obtain one before Christmas. Mrs Stirling, 1 Woodhenge, Yeovil BA22 8TT

Crescent, Birmingham B36 9SN. tel: 0121 747 3680, or email: dickie@rangershop.m.u-net.com

May

RN Staff Course 92: It is intended to hold a ten-year reunion of the 1992 RN Staff Course at JSCSC Shivenham in May 2002. For details contact Lt Col Dick Perry at JSCSC on 01793 788226 (JSCSC 8226), or email: dperry@jssc.org. All students, DG and tutors invited.

HMS/M Vandal and HMS/M Untamed, Memorial Weekend on May 3-5 at Duxton and Lochranza. Sponsored by the Submariners Association, Scottish branch. Details from Lt Tony Ford, Son Ops Officer, First Submarine Sqn, Belmore House, HMS Clyde G84 8HL. tel: 01436 674321 ext 7260, email: AFORD44@talk21.com

HMS Cambrian reunion at the Adelphi Hotel, Liverpool, May 3-6. Anyone not yet in contact call Don Macdonald, 01344 774380, email: don@tamcno.freeerve.co.uk

HMS Peacock reunion, May 3-5, at RMA HQ, Royal Leamington Spa. Details from Ted Collier, 8, Aston Lane, Hemmham Hill, Hensley-Or-Thames, Oxon RG9 3EL. tel: 01491 574243.

HMS Fulmar Mountaineering Club reunion May 10-12, Blair Atholl Arms Hotel, Blair Atholl, Perthshire. Contact Stan Evans, Ryoan, Achnacrossmore, North Connel, Oban, PA37 1RD. tel: 01631 710889, email: annie@stevans.freeerve.co.uk

The V & W Destroyer Association reunion is at the Westhill Hotel, Jersey, from May 12-19. Enquiries to C. Fairweather, Stable Cottage, West Bergholt, Colchester CO6 3JQ. tel: 01206 240614, or email: storm47@talk21.com

23rd Destroyer Flotilla Association - Saumarez, Scorpion, Scourge, Savage, Serapis, Swift, Svaner and Sword - reunion in the Senior Rates Mess, HMS Nelson, Portsmouth, at 1800, May 25. Details: Bill Swift, 37, New Rd, Lovedean, Waterlooville, Hants PO6 9RU, or tel: 023 9259 1032.

HMS Antelope's annual reunion takes place on board HMS Warrior in Portsmouth on May 25, 2002. It is open to all ex-Antelopes. For further details, contact Bob Hutton at bobhutton@hotmail.com or 3, Agars Plough, Elton, Windsor SL4 6HR.

HMS Fleetwood reunion at the Northbrook Castle Hotel from May 26-29. Details from Frank Allen on 0116 238 6715 and Keith Rayner on 01842 281382, email: krayner@btworld.com

June

HMS Chinkara/Kaluga/Cochin/Doby: Now includes the Wrens of HMS Nightjar (Snapp), nostalgia gathering June 9-13 at the St Ives Hotel, St Annas-on-Sea, Blackpool. Details: Colin Baker, RPO Office, Malton Cottage, Blackpool Old Rd, Little Eccleston, Preston PR3 0YQ. tel: 01995 670495, email: colin@baker.fsnet.co.uk

HMS Hermione Association reunion at the Royal Fleet Club, Devonport, from June 14-17. As this falls on the 60th anniversary of the loss of the wartime Hermione, a service will be held on the Sunday. Further details

from Steve Brotherton, 37, McCarthy Close, Birchwood, Warrington, Cheshire WA3 6RS. tel: 01925 824504, or visit website at www.HMSHermione.co.uk

July

On the 30th anniversary of **HMS Cavalier** paying off for the last time, the seventh and last (1970-72) commission plan a reunion July 5-7, 2002, in Chatham. Details: David Thompson at dfy@btresting.screaming.net or 01934 520216

September

HMS Alderney: Ex-members of Alderney are invited to attend her paying-off Ship's Company dance in September 2002. For information contact Correspondence Officer, Lt J. Brown, HMS Alderney, BFPO 203.

Ludgershall Medical Equipment Depot (JMED, DMED, MSA): Fifth reunion for former staff and course attendees, September 2002. Details from Charlie Mason on 01691 622300.

Association of Wrens reunion: Ex-Wrens, GARRNS, FN(W), FNR(W) past and present are all welcome, especially 'first-timers', September 6-8, Thames Cruise, Barbican event and Church Services. Further details for booking and suggested accommodation available on 0208 248 2786.

HMS Figgard, Artificer Apprentice 546 entry, September 10, 1992: Hoping to plan a reunion, on September 10, 2002, for anti-air apprentices on this entry, the 40th anniversary. All those who are interested should get in touch, no venue has yet been planned, so all suggestions would be most welcome. Please reply to Tony Atkins, 118, Westfield Lane, St Leonards, East Sussex, TN37 7HQ. tel: 01424 754052 or email: apconcubing@gmail.com Australia and New Zealand, email: ronmarynelson@bigpond.com.au

October

HMS Ajax & River Plate Veterans Association reunion at King Charles Hotel, Gillingham, on October 16-17. All Ajax crews, all commissions welcome. Details from Jack Quintance at 10, George Street, Harwich, Essex CO12 3ND. tel: 01255 502007.

HMS Diamond reunion on October 26. For details, contact Ray Shipley on 01634 267084 as soon as possible.

June 2003

HMS Hampshire 1973: 2003 will be the 30th anniversary of the last commission of Hampshire (D06) - are any shipmates who may be interested in a re-union some time June to October 2003, possibly in the Midlands area? If so, contact Ray Crawford on 01606 77648, ray.crawford@orange.net or write to Ray at 8, The Orchard, Townfield Lane, Bampton, Northwick, Cheshire CW8 4LT, or contact Eddie Seabourne (Seaboots) in Portsmouth on 023 9242 2454.

Over to You

AB Michael Shirley seeks shipmates from HMS Apollo during 1986, who have photos of him showing injuries sustained in Barbados. It seems one of the photos showing him and two others was hanging in the ship's mess. Anyone with info is urged to contact Anita Broxley, Nelsons Solicitors, 8, Starbord St, Nottingham NG1 7BQ. tel: 0115 958 6262.

HMS Foxhound: Erwin Prugel of U-39 wishes to contact anyone who was aboard and remembers the sinking of the first U-boat of WWII. Contact John Masters of the HMS Foxhound Association on 01509 234304.

RAF Lossiemouth: Mike McCourt is responsible for the Station History Room, and there are gaps in its history. If anyone has any info, including photos of the station from 1939 onwards, either as RAF Lossiemouth or the FAA HMS Fulmar, Mike wants to hear from you. Contact him at Training & Readiness Sqn, RAF Lossiemouth, Moray N31 6SD. tel: 01343 542573, email: Mike.McCourt77@hotmail.com

HMS Resolution 1936-39: Scale modeler working to high standard of accuracy seeks to view photos taken on board ship at this period, especially the boat deck, 45ft motor launch named and Swordfish aircraft embarked Sept 39. Write to Mr D. Andrews, 176, Oak Road, Fareham PO15 5HX.

HMS Birmingham 1952-54, Far East Commission: Ex AB, John Blythe is seeking any photos of interest that were taken during this commission. Also group photo taken of the British Consul and his staff along with a few ratings that were invited to his house whilst we were visiting Kure, Japan. All expenses incurred will be repaid. Contact John Blythe, 3 Broadview, Cheriton, Folkestone, Kent CT20 2ES. Tel: 01303 239047.

Operation Outward: For years Miss S. Blywater has been seeking a photograph, picture, card or whatever of twin Lewis guns. Singles she has found, but not a pair on mountings. As when they inherited two sets to defend their site at Sledway, Suffolk, if anyone can help, could they contact Miss Blywater at 61, Munden Street, West Kensington, London W14 0PR.

HMS Kashmir: Seeking information about GS Albert Edward Webster, contact Mrs E. Scofield, 1a, Honeyway Close, Wamock, Poolegate, East Sussex BN26 5NY, tel: 01323 484678.

HMS Coventry: Brian Davis is searching for a book called HMS Coventry, Arm-Aircraft Cruiser; author: George Sims; publisher: London. His father, Stoker 1st class Horace Davis was killed when the ship was sunk in 1942. Contact Brian Davis, 1, Rewley Abbey Court, Rewley Road, Oxford OX1 2DD, or email: kathy-brian@yahoo.co.uk

HMS Cleopatra and Veraluna: Mr R. Demmon seeks photographs of these two vessels; Cleopatra during Malta Convoys 1942-3 and Veraluna during Russian Convoys 1944-5 or operating in North Sea or Indian Ocean. Preferably about 12in by 8in. If

you can help, contact Mr R. Demmon, 167b, Tuckton Road, Bournemouth BH9 3LA.

Stoker 1st class, William Ernest Coleman served in HMS Volunteer and died April 17, 1941, aged 35. Mr C. Merry is seeking information about his grandfather from any serviceman who was in Volunteer during 1939-42. Also seeking pictures of the ship and her company. Contact Mr C. Merry, 75, Blackstones Road, Stockingford, Nuneaton CV10 8AF. tel: 024 7654 1790.

Oath of Allegiance: Brian Lane is hoping that someone is able to tell him why anyone enlisting into the Royal Navy does not have to swear the 'Oath of Allegiance' to Her Majesty as do other members of the Armed Forces, police etc. He has tried many avenues and heard many 'folk lores' but nothing definitive. Any information to Brian Lane, 'Rilcock', 10, Fouthouse Close, College Town, Sandhurst GU14 0XJ. tel: 01344 778255 or email: brian@riscoc.fsnet.co.uk

HMS Pollux: radar training ship, previously a French minelayer. Did you serve on this ship or do you remember her? Mr N. Clark's father was stoker Bill (William) Clark, and he was with the ship up until around 1946-47. He is also looking for a photograph of her or any information relating to her history. Mr N. Clark, Flat 2, 5, Wordsworth Road, West Bridgford, Nottingham NG2 7AN. telephone: 0115 981 6667, email n.clark7@btworld.com

HM ships Tulip, Loch Lomond: Does anyone recall the incident East of Singapore, when a midget boat from Loch Lomond was found in the water by the crew of Tulip? It seemed he had come off watch, had his belt and dinner, went aft to sit on the rails and fell overboard. If you remember the incident, or are that man, contact Jack Walker, 67, Lilybank Terrace, Dundee DD4 6BD.

Peter and Malissa Scott: One of the daughters, Moira, went into the Wrens, Wendy into the Army, but Pat Banks doesn't

know about Angela. Living in Warwick Rd, Southampton 42 years ago. Pat was Pat Shortfield, brother Peter and parents Harry and Kath lived in Malta for three years. Pat wants to hear from the family. Contact Pat Banks, 24, Medway Close, Long Lane, Addiscombe, Croydon CR0 7YQ. tel: 020 8656 5917.

Photographs required of these WWII destroyers, **Acasta (H06), Acheron (H45) Ahdi (H06), Basilisk (H11), Blanche (H47) and Brazen (H80).** Contact Charles V. Godwin, 3121, South Ocean Drive, Apt 213, Hallandale, Florida, 33009-7256, USA.

HMS Colossus: Mrs L. Grant is trying to get information on the previous owner of her walking cane. It is inscribed HMS Colossus - T. W. Bunford. If anyone has any details please contact Mrs L. Grant, 8, Hursley Drive, Langley, Southampton SO45 1ZU.

Mr W.J. Toms lost his RN records in a fire and seeks photos of the following ships: **TS Anethusa at Upnor 1946, HMS Agincourt (D6) 1948, HMT Arctic target towing, HMS Excellent 1957, HMS Bramble fishery protection 1959 and HMS Modeste (F42) 1956.** He can be contacted on mobile 07979 847729 or at Flat 4, Wickham Court, 9 Eastwood Ave, Farnham GU14 9LQ.

HMS Birmingham: Would any of the crew or relatives of HMS Birmingham who have photos of Lord Mountbatten visiting the ship in Madras in 1947 as Viceroy of India please contact Mr Axford on 01963 613904.

MTB 247: Bob Temple seeks info, photos, drawings of this vessel, having acquired a copper lot measure with MTB 247 inscribed on it. Contact Bob at 7, Wheatlands, Southwell, Portland DT5 2ES. tel: 01305 620745.

RN Submarine Service 1901-1920: MA student seeks article, photos and miscellanea relating to service in this branch during the first decades of 20th century. Contact Richard Mackay on 023 9258 9626.

At your Service entries

Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth, PO1 3HH or email: edit@navynews.co.uk. If you are sending your notice in via email, please include your full address and telephone number.

- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
- Please send in Reunions at least three months (preferably four) before the month of the event.
- There may be a delay before items appear, due to the volume of requests.
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- Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

Calling Old Shipmates

HMS Whitby 1960, HMS Ulster 1962: Seeking friends, especially David Turner, John Henry Young, Sharkey Ward, Happy Day, Clive, Lofly, Juddy, Rod Varley, 1, Trent Rd, Kettering NN16 9RH. tel: 01536 516921.

HMS Raleigh, Drake 29 Class 1960: Kevin Robert Clement (Clem), especially John Rowe, for a surprise 50th birthday party at the Labour Club, Portsmouth, on January 4, 2002. Contact Mrs Sheila Clement, 6, Todhurst House, Canal Walk, Landport, Portsmouth PO1 1LQ. mobile: 07890 298513.

HMS St Vincent 1960-61: Members of Duncan 280 seek knowledge of their DTDs and PO Tom Short (went to HMS Messina), also Alan Sydney Clay, Tim Hackney, Colin Hoks, Tony Hochen, Dave Lamelt, Ted Robinson and John Wilson. Contact Ken Sale and Graham Wicks, 5, Old Bakery Close, Pimpere, Dorset DT11 8BS. tel: 01258 450440, email: trickytrou@madadafish.com

Ex-Stoker Mechanic Les Newman seeks ex-ERAs Lee and Endicot and ex-Stoker Mechanic Jimmy Green. Boiler Wear and Waste Test Party, Reserve Fleet, Devonport 1951-52. Contact Les Newman, 3, Coppice Road, Whitnash, Leamington Spa, Wicks CV31 2JE. tel: 01926 831599.

Ainsie, Diana, Fearless, Glamorgan 1963-75: If you served in these ships at the same time as John 'Stan the Man' Stanley and would like to share his 60th birthday party, come along to the WO & SR Mess, HMS Excellent, December 21. Ring Lyn on 01305 981010 as soon as possible.

HMS Anson Training Squadron, Portland 1946-48: Will the ex-trainee who, while under instruction in heaving the lead, was nearly hit in the face by the lead, please contact Mr R. Miles, 20, Bladon Rd, Lewisham SE13 7HL. tel: 020 8690 5160.

John David Jones RN 1961-70: 'Jonah' will be 60 next September and a surprise party is being arranged. He served in the Royal Yacht during the Queen's Tour of Australia, and the frigate Mohawk and other ships. He hailed from Poplar and married Patricia in 1966. If you know him, contact his daughter Trudy Jones, 325, Footscray Rd, New Eltham, London SE19 2EH. tel: 020 7510 0557, email: trudyjones@poplarforce.co.uk

1940-45 HMS Ramsey HMS Ripley HMS Buxton Ex-US (Four Stackers): Also HMS Lawson, Captain-class frigate: Fred (George) Winn wants to hear from you. Tel

0191 3882180, email fredwin@supanet.com

Dunc McPherson: Matt Oxley has lost your phone number. Matt lives near Southampton and should be able to meet up. Contact Matt Oxley, 27, Morris Close, Dibden, Southampton SO45 5UX. tel: 023 8064 0642, email: Matt.Oxley@btinternet.com

HMS Aurora: Seeking info on AB Frank Jennings, who served in HMS Aurora 1937-1942, and was Mentioned in Despatches. In particular, details as to why he received the honour. Anyone who might remember him, or who could help, contact Anthony or Sheila Shraga on 020 9261 5046, or write to 4, Newlands Ave, Gosport PO12 3DX, or email: ashkrag@newland56.freeerve.co.uk. They are seeking info on behalf of a relative of his.

HMS Royal Albert: RN 110, Germany, 1945-47, Robin Rowe was in Minden, Westphalia, then Alsterdorf Barracks, Hamburg. There were other stone frigates in Cuxhaven, Wilhelmshaven and Berlin. Does anyone else remember those unreal times? Contact Robin (ex-RM bugler), tel: 01647 252113, email: rob_rowe@bcjpcpse.co.uk

HMS Danae, Simon Poole: Anyone who knows the whereabouts of 'Bubs' 'Valls' or Pete 'Tug' Wilson, Simon needs to know. They both served on HMS Danae Jan 1990 to May 1991 during her final deployments as LWEM (R). A not-so-young pup seeks his sea daddies to let them know they're now sea granddaddies. Email simon.poole@guardian.com tel: 07773 956651.

HMS Scylla: Richard Nicholson seeks any old shipmates, in particular 'Benny' Benson, who served in HMS Scylla 1974-76 in 3F Mess (Ironies) Electronics mess. Contact (LCEM) Richard Nicholson, 26, Nags Head Lane, Richwood CM14 5NH. 01277 213564 or Rich.Nicholson@aol.com

Thommo, Alexandria, summer 1942: Were you the AB who organised fundraising for dependants of Egyptians killed when a torpedo was accidentally discharged? If so, contact Pete O'Sullivan c/o the Union Jack Club, Waterloo, London as soon as possible, as he returns to Australia soon.

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WILLIAM CHARLES BODDY

Ex-CPO, RN and Royal Malaysian Navy recently passed away.

Served from age 14 in 1932 as boy Sailor continuing to serve in the RN for 35 years died 15th September 83, Royal Sovereign WWII.

His Family would like to give Special Thanks to

"The Boys" at HMS GANGES for their very special and sincere support in the last few years of his life, and also following his death.

And also the Naval Careers Office and Naval Museum in Portsmouth for their kind assistance which enabled us to organise a special floral wreath in the form of the Naval Crown positioned above a Ship's Plaque.

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Coventry comes home for the very last time



● **CARIBBEAN CONCLUSION:** HMS Coventry arrives in Dominica in the last days of her final deployment.

HMS COVENTRY was due to return to Devonport for the last time at the end of November, flying her decommissioning pennant with pride at the end of a highly successful deployment.

Released from counterdrugs operations in the Caribbean – in September she picked up £80m worth of cocaine – she visited Dominica and then spent five days at Nassau in the Bahamas, taking part in the Remembrance Day ceremonies.

On board are several men specially sad to be leaving the ship – those who hail from her namesake adopted city.

Sailors Anthony Clarke, Simon Hamilton and Stephen Friel were delighted to receive news from home when visiting BBC Radio West Midlands reporter Mandy de Souza dropped in a copy of the *Evening Telegraph* as she recorded a feature on the ship's last deployment.

LS Hamilton left the ship early, flying home to attend the city's Remembrance Day ceremony before attending an interview he hopes will allow him to transfer to the Royal Navy's Regulator branch.

Said Simon: "It's been great to be a part of this ship and it's going to be very emotional when we finally have to say goodbye to her. I have a particular loyalty to her having spent two tours of duty on board. We've built up a great team professionally and have had a lot of fun socially. Some of the other lads on board have also completed second tours with this popular ship."

HMS Coventry has enjoyed visits to several islands in the Caribbean, including Barbados, St Vincent, Key West and mainland Belize. She also took part in Independence Day celebrations in Roseau, the capital of the Commonwealth of Dominica, providing an 18-man armed guard for the parade while the ship's Lynx helicopter conducted a flypast for President Vernon Shaw and Prime Minister Pierre Charles.

Several HMS Coventry ship's crests were presented to the island's leaders and visits were

arranged for groups including the island's coastal defence police, who have been working closely with the ship and other units in counter-drugs operations.

Said Superintendent George: "The ship helps Dominica in a variety of ways. Not only do they provide a valuable asset to the whole team of units and organisations blocking the illegal transportation of drugs, they also provide disaster relief assistance when requested and contribute to the local economy when they visit ashore."

"Most importantly, it is good to maintain and foster our working relationship with the United Kingdom by welcoming the ship to our shores."

Flying ahead to Nassau from Dominica, an advance party helped build a new roof for a community charity, The Bahamas Youth Camp.

Meanwhile a major gunnery exercise was held to expand the last of the ship's training ammunition. In an explosion of noise, the glowing tracer fire was focused on two large red inflatable targets – nicknamed the "Killer Tomatoes" – launched several thousand metres off the port side.

A major machinery space fire exercise was also held, involving most of the ship's company in a realistic smoke-filled environment complete with gruesomely made up "casualties".

"It's been a very successful final mission which won't be over until we finally come alongside in Devonport," the ship's Commanding Officer Capt Philip Jones told *Navy News*.

"I fully intend to be the first Captain to bring an HMS Coventry home safely – all the previous ships bearing this name have fought honourable battles far from home and unfortunately have been lost at sea either through enemy action or other misfortune."

"I hope that, one day, another fine ship will bear the name – there seems to have been one at least every 50 years over the past three centuries."

£41,100 for last memo

A MEMORANDUM outlining Nelson's tactics for the Battle of Trafalgar was sold to a private bidder at auction by Phillips for £41,100 – just above the estimate.

The memo is a renowned document, as copies were sent to every ship in Nelson's fleet.

This particular one sparked interest because it was sent to Capt Eliab Harvey, Captain of HMS *Temeraire*, which supported *Victory* as she broke the enemy line.

Nelson's memo outlines his battle plan to divide his fleet into three squadrons. Two of these, sailing in parallel columns, would break the enemy line at two points along its length. Nelson planned that the centre and rear of the line would be overcome in full battle.

The smaller third squadron was planned as a reserve to engage any enemy ships that turned from the front of the line to join the battle.

Broadly, he advised that: "No Captain can do very wrong if he places his Ship alongside that of the Enemy."

Doomed cruiser duo rescued yards from the rocks

TWO men were plucked from their doomed motor cruiser by sailors from fishery protection vessel HMS *Anglesey*.

The 30ft motor cruiser *Andiano* was close to Little Mew Stone off Plymouth when its engine failed, leaving it drifting towards rocks.

The two-man crew of the cruiser sent out a Mayday call, answered by HMS *Anglesey*, Royal Fleet Auxiliary fleet tanker *Grey Rover* and MOD Police launch *Excalibur*. The Plymouth lifeboat was also launched.

On arrival at the scene, rigid inflatable boats (RIBs) were launched, and *Anglesey's* boat, with LS Joe Challen and SES Naomi March on board, negotiated the confused and difficult sea to rescue the cruiser's crew.

As the men climbed aboard the RIB, their cruiser was around 20m from the Mew Stone, and by the time they were aboard *Anglesey*, *Andiano* was being pounded against the rocks and sank shortly after.

Anglesey brought the men, who were cold and shaken but unharmed, into Plymouth Sound,

where they were transferred to *Excalibur* and brought ashore.

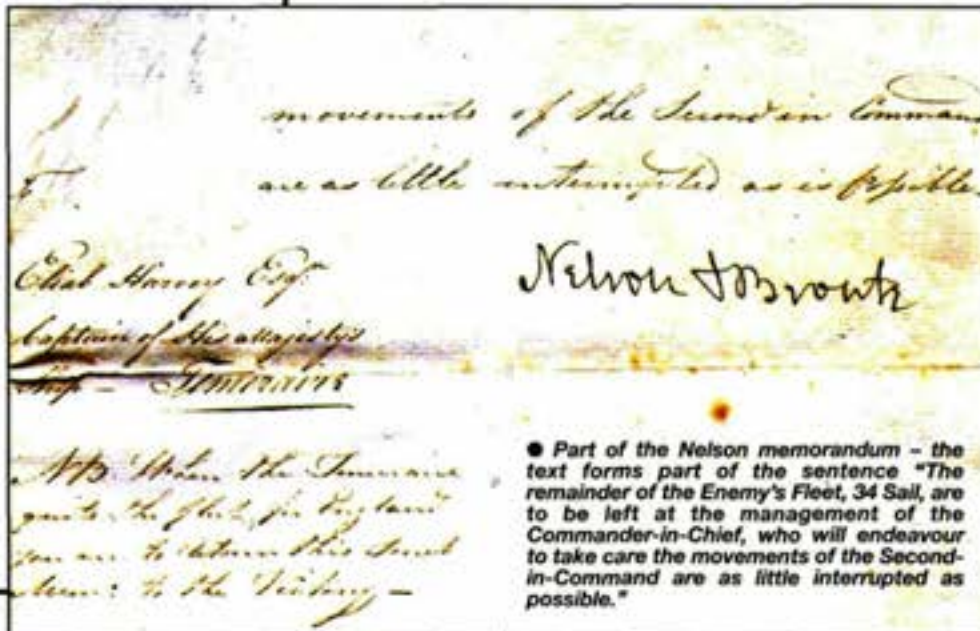
The Commanding Officer of HMS *Anglesey*, Lt Cdr David Wyatt, said: "It was an outstanding piece of seamanship by the boat crew to get through the rocks and surf to the motor cruiser before it sank."

HMS *Anglesey*, which is based in Portsmouth, is currently on a series of patrols in the Western Channel.

KWIV amended

The Charity Commission has made a Scheme to amend the trusts of the King William IV Naval Foundation.

A copy can be seen this month at 4 Swanmore Park, Upper Swanmore, Southampton or by sending an s.a.e. to The Charity Commission, Woodfield House, Tangier, Taunton, Somerset TA1 4BL quoting ref FMB/215897/AFC



● Part of the Nelson memorandum – the text forms part of the sentence "The remainder of the Enemy's Fleet, 34 Sail, are to be left at the management of the Commander-in-Chief, who will endeavour to take care the movements of the Second-in-Command are as little interrupted as possible."

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NEWSVIEW

Burke's Law for playing Patience*

The war against terrorism is not as other wars, we are constantly being advised – so it is impossible to put a realistic timescale on it. As the Chief of the Defence Staff, Admiral Sir Michael Boyce, is reported as saying, we are 'fighting an idea'.

Well, that may not be what anyone of us wants to hear, but it is a cool, sane assessment of the reality of what we are up against. Military might – and we have plenty of that, infinitely more than all the world's terrorists combined can mount – will not alone win the war against terrorism, which is today the preferred weapon of the weaker power.

Admiral Boyce is a submariner, and a century ago submarines were viewed in the same light: they were introduced into the British Fleet, with great reluctance, purely in order to find ways of combating the threat they posed. Submarines were then a 'damned un-English' means of waging war. Not playing the game at all.

That was also an idea it took many years to combat – though the effectiveness of the submarine arm was swiftly evident. At one point in World War I German U-boats were wreaking havoc upon the supply routes across the Atlantic and, generally, around the coast of the UK. Then as later – and as now – our survival depended on the safe passage of every kind of provision; at one point food stocks alone were expected to run out in six weeks, and only the late introduction of the convoy system averted catastrophe.

Between the two world wars, the lessons of the first one were pretty much forgotten by the Royal Navy, which wasted much valuable time in experimenting with huge, unwieldy submarine cruisers capable of high surface speeds to enable them to keep up with units of the surface fleet – the negation of the clear example of Germany's lone wolf operators.

Karl Dönitz had other ideas. He would further develop the concept to allow U-boats to operate in 'wolf packs', and asked Hitler for 300. On September 3, 1939 he had just 46 – and of these only 22 were suited to operations in the North Atlantic.

Even so, for a while they enjoyed spectacular success – and if Dönitz had had his way World War II might easily have been lost for Britain when she stood alone. Winston Churchill himself would one day declare that the submarine menace had been 'the only thing' that really scared him.

Meanwhile our own submarines' effort in starving Rommel's supply lines across the Mediterranean to North Africa was one of the most telling factors in the Allies' victory in the Western Desert – what Churchill famously called 'the end of the beginning' of the progress towards the total destruction of the Third Reich.

The submarines of the Tenth Flotilla, operating out of Malta – 'the most bombed place on Earth' – under appalling conditions during the second great siege of the island that would, uniquely as a single community, be awarded the George Cross on the personal recommendation of King George VI, comprise the RN Submarine Service's single most celebrated pantheon; at the close of its centenary year, they deserve special mention here.

Soon after, with the onset of the Cold War, the idea of the nuclear-powered submarine was the prime means of delivering – as well as countering – the threat.

So the idea of terrorism as a mode of warfare may well take a very long time to counter – and so we must have the virtue of patience.

The Oxford English Dictionary's first definition of patience is 'calm endurance of pain or of any provocation'. The second one is of a 'game of cards, usu. for one player, in which cards are to be brought into specified arrangement.'

Both apply in the present situation – although Poker is obviously more Osama Bin Laden's game, one that Hitler was, early on, very adept at, as he imposed a terrorist regime upon one of the most civilised countries in Europe.

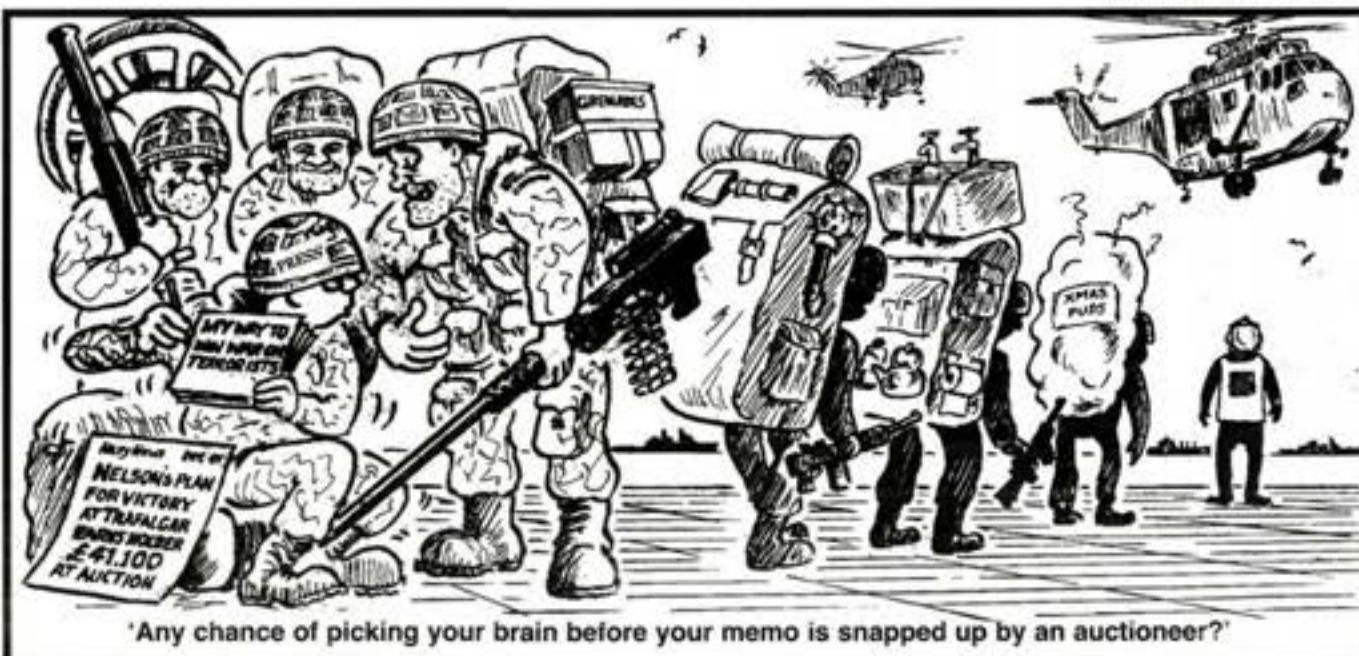
'Bluffing others into ceasing to compete' is how the OED defines it. That is the result the likes of Bin Laden and Saddam Hussein most desire – and one they must never be allowed to accomplish.

Not least because both men share with Hitler a warped and perverted sense of mission and idealism – and an indifference to the fate of whole nations they have cynically sought to mobilise to achieve their personal agenda of self-aggrandisement.

'Our patience will achieve more than our force.'
– Edmund Burke(1729-97)



new approach, better deal



'OUTSTANDING COMMITMENT AND INGENUITY'

In a quiet Scottish glen – far removed from the hectic, hot and humid conditions she laboured under in flood-ravaged Mozambique last year – RFA Fort George received the Wilkinson Sword of Peace.

As reported in our September issue, the Royal Fleet Auxiliary Tanker/Replenishment Ship was judged, by her efforts in East Africa, to have made 'the most valuable contribution towards establishing good and friendly relations with the inhabitants of a territory inside or outside the United Kingdom'.

During a two-week period in March 2000, the ship's company, along with embarked personnel of 820 Naval Air Squadron, brought desperately needed supplies to the people of Central and Northern Mozambique, caught in the region's devastating floods.

John Coles, Chief Executive of the Warships Support Agency, made the presentation on board at Glen Mallen to the Fort George's Commanding Officer, Capt Les Coupland. He was CO at the time of the operation and received the OBE in the 2001 New Year's Honours List.

Attending the ceremony were representatives of 820 Naval Air Squadron and the Naval Stores organisation who, with the RFA ship's company, carried out the relief work.

The citation said they 'displayed an outstanding level of commitment and ingenuity in the task of providing aid to the people of Mozambique'.

'Regardless of rank or rate, they all did their utmost to ensure the valuable assets of the Supply Ship and its aircraft worked to maximum efficiency.'

'In an inhospitable climate of high temperatures and humidity levels, personnel willingly worked in their off-duty time to load and discharge up to 400 tonnes of aid. Many of them only ceased labour when ordered to do so on advice of the Medical Officer.'

'The work was physically demanding and backbreaking, but it was performed with verve and good humour. This stupendous effort was instrumental in the overall success of the operation.'

'The endeavour was not limited to the confines of the ship. Specialist personnel were loaned to other international agencies. The professionalism and dedication of these people, particularly in the dispatch area of Beira Airport, considerably increased the efficiency of the international preparations.'

'It also brought high praise from the American and German military relief organisations. 820 Squadron's exceptional effort maintained maximum availability of the aircraft, a particularly fragile and valuable asset.'

'This extraordinary level of ser-

Sword award for 'stupendous' relief effort

viceability ensured the delivery of aid to the most remote and inaccessible areas. The enthusiasm and skill of the pilots and crew in operating their aircraft in an unfamiliar and difficult environment was vital to the relief effort.

'The ship's boats crews' exceptional determination to find navigable channels to riverside settlements was not always successful, but their tenacity did allow closer contact with the local population, crucially building confidence with the people.'

RFA Fort George provided a mix of personnel from three different Services – the Royal Fleet Auxiliary, the Royal Navy and the Supply and Transport Officer (Navy). This group of people gelled into an exceedingly efficient team using their skills and

expertise on a concerted effort to provide the maximum aid and support to the population of Mozambique. This combination played a unique role in the international response. The brilliant reaction and dogged hard work by all on board ensured the delivery of hundreds of tonnes of aid to the people of the Save River area. A United Nations representative later stated that this had been the

most efficient operation he had seen in 15 years of relief work.

'The fortitude displayed by all involved in this task helped relieve the suffering of people devastated by a natural disaster of monumental scale. Their valuable effort was a credit to the Service and the United Kingdom and is truly worthy of the award of the Wilkinson Sword of Peace.'



● FLOOD FLASHBACK: Children of Iiha Chiloane village in Mozambique welcome a delivery of aid by an 820 NAS Sea King embarked in RFA Fort George. Inset: Capt Les Coupland receives the Wilkinson Sword of Peace from Warships Support Agency Chief Executive John Coles

A taste of the high life

A GROUP of eight RN men and women took part in the Joint Services Adventurous Training expedition, the Calpe Run in Morocco.

They hiked in the High Atlas mountains for five days, climbing various peaks in excess of 3,000m. The expedition also allowed a taste of Moroccan life, working with soldiers from the Gendarmerie Royal and experiencing an overnight stay in a Berber village.

The team brought gifts to the village school from the Service community in Gibraltar.

Talking convoys

World War II convoys are the subject for the Royal Naval Museum's latest seminar on December 8 from 10.30-4.30p.m. To book places, contact Trevor Carpenter on 023 92 727583.

Fancy bridge work

HMS LINDISFARNE became the largest warship to pass under the new Gateshead Millennium Bridge when she took time out from her busy Fishery Patrol to visit her affiliated town of Alnwick.

The ship's company enjoyed five days alongside in Newcastle, with a programme of formal functions, sport and time for rest and recreation.

They enjoyed a tour of Alnwick Castle Gardens and Barter Brooks before hosting them at a reception.

On the same day Lindisfarne fielded a soccer team in a close match against senior students and staff of Coquet High School.

The ship's team played well, but the fitness and skill of the opposition – some of whom were already signed up to Sunderland and Newcastle football clubs – eventually told.



Sunken ship's bell stolen

THE BELL from the captured German ship Rostock has been stolen from Portsmouth Historic Dockyard, where it was last seen during the International Festival of the Sea.

Built in 1901, the Rostock was impounded by the Allies at Port Said, Egypt in 1915 and later requisitioned by the Admiralty and re-named Huntsmoor, being used for general cargo.

On February 20, 1918, while on passage in ballast between Le Havre and Southampton, she was torpedoed without warning by the

German submarine UB40. Of the 59 crew 21, including the Master, Capt B. D. Bates, were lost.

The bell was recovered from the wreck in August 1991 and seized by HM Customs. It was later passed on to HM Naval Base, Portsmouth.

The bell is made of brass and is 14in high. It has no clapper and the estimated weight is 49 kilograms.

A Red Ensign and three decorative tables are also reported missing. Anyone with any information should contact DS McKay on 023 92 722417.

Montrose spreads goodwill in Africa

RE-ROOFING a youth hostel, re-flooring an orphanage and serving lunch to elderly residents are some of the highlights of community work sailors from HMS Montrose have carried out in Sierra Leone.

Commanding Officer Capt Tony Johnstone-Burt told *Navy News*: "Meeting a population who are subjected to such poverty while remaining so upbeat and cheerful has made each individual of the ship's company realise how well off we are. These activities have had a large impact on those who took part."

"Our arrival in Freetown created great interest among the local population, with many trying to sell their goods, including small dugout canoes, to the ship's company."

The Type 23 frigate also showed off its capabilities when it hosted a VIP Sea Day for the Sierra Leone Navy.

Later on the ship made a swift passage to Sassandra on the Ivory Coast, to pay respects at a memorial service for 22 sailors who lost their lives when the SS Dumana

was torpedoed on Christmas Eve, 1943. Capt Johnstone-Burt, the British Ambassador Mr J. F. Gordon and Father Mark Catherall, RN were transferred by Lynx helicopter to the remote fishing village where they received a warm welcome.

Father Catherall led the local dignitaries and a police guard of honour in a short act of remembrance in which a wreath was laid at the foot of the monument.

A second wreath was laid at the grave, maintained by the Commonwealth War Graves Commission, of six unidentified Merchant Navy seamen whose bodies were washed ashore.

The first half of HMS Montrose's deployment is being spent in West Africa. After Christmas she will take part in Exercise Purple Albatross, a joint exercise with the Army and Royal Air Force, in the cooler climate of the Falkland Islands.



● LOM(AWT) Sarah Parry hands out cookies to children living in an orphanage in Freetown, Sierra Leone.

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● One of the mines cleared by the minehunters HMS Brocklesby, Brecon and Bicester after the Gulf War in June 1991.

port.

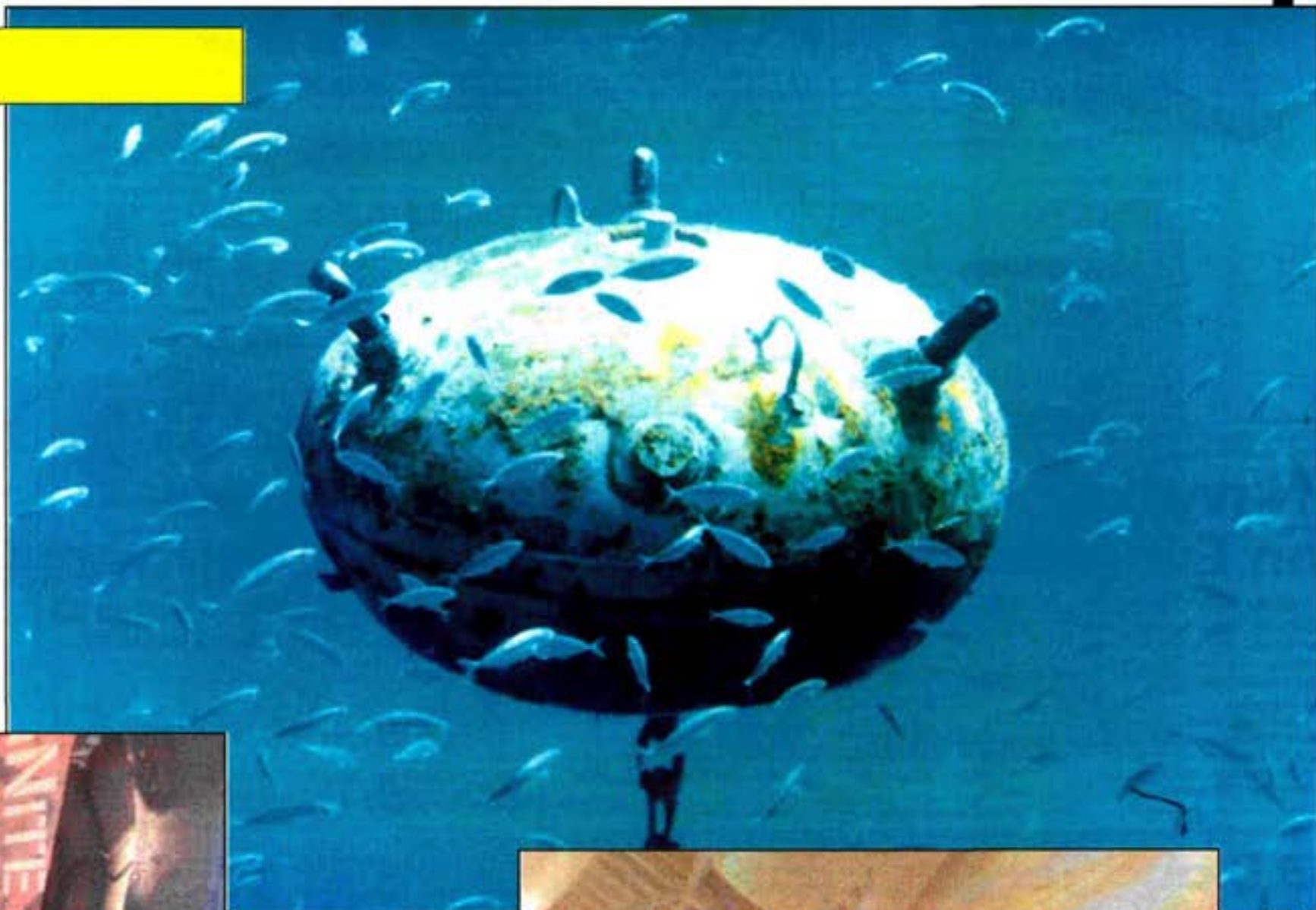
dark. Its sole occupant is the WE177 Type A atom bomb. Projected onto material above your head plays in silence a perpetual loop of an atom bomb explosion.

Guided missiles feature in the next room. Meet at close quarters the Sidewinder 9B, its younger cousin the 9L, proved invaluable in the Falklands War shooting down Argentinian aircraft. The Sea Slug was developed after World War II as protection against enemy aircraft – its primary combat action was destroying Stanley airfield in the same conflict.

Explosion! has achieved a difficult feat – it contains the guns, missiles and torpedoes of the Royal Navy, but makes you think about the men and women that designed, built and used those armaments over the course of 200 years. Voices and images of those involved greet you in every room. This is a very personal experience.

Full entry price is £10, and for senior citizens the cost is £4. Children and disabled visitors are charged £3. Members of the Armed Services receive a 10% discount on entry. In addition, there are family and single parent tickets.

For further information, contact Explosion! on 023 9250 5600, or visit their website on: www.explosion.org.uk.



● Twisted metal and broken walls welcome the visitor to Explosion!

CHRISTMAS FOR CHILDREN

A special time-travelling show featuring a sea battle will be taking place on Saturday 29 December 2001 at Explosion!, the museum of naval firepower, at Priddy's Hard in Gosport.

Deefer the Dog and the Bone Idol will be performed by the Cardboard and String Theatre at the museum at 11.00am and 2.00pm. Children aged 4 upwards will enjoy the show.

Tickets are free with a valid entrance ticket or cost £2, please contact Explosion! on 023 9250 5600, or visit their website on: www.explosion.org.uk.

ance, a post WWII submarine, first submarine, Holland I. Ticket scheme with 0252 9217

erience life at sea with the Royal Navy. A new attraction

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of Henry VIII's favourite war-ship. Located in Portsmouth Historic Dockyard.

ip of Nelson's fleet and central to the Battle of Trafalgar. Located in Portsmouth Historic Dockyard. Contact: 023 9283

The Royal Navy's first iron-clad battleship. Located in Portsmouth Historic Dockyard. Contact: 023 9283

Dockyard. Contact: 023 9283 9766

Royal Naval Museum – In-depth exhibitions on the Royal Navy, with three new interactive galleries: Horatio Nelson, the Hero and the Man; The Sailing Navy; the Victory Gallery. Located in Portsmouth Historic Dockyard. Contact: 023 9283 9766

D-Day Museum – Experience the world's largest ever seaborne invasion. Features the 'Overlord Embroidery' with commentary. Located in Southsea. Contact: 023 9229 6905

Portsmouth fortifications – The Round Tower guards the entrance to the harbour, with the Square Tower at the end of Portsmouth High Street. Contact: 023 9283 4086.

Royal Marines Museum – An award winning museum which tells the exciting 330-year story of the Royal Marines. Located in Southsea. Contact: 023 9281 9385.



● In the mines room, touch-screen technology tells the tales of the men and women who built, designed, or used the ordnance.

Manning trial for destroyer

A TRIAL for a new manning system within the Navy is to be run in a single Type 42 destroyer next spring.

The Navy Board, meeting to review progress on the TOPMAST programme has agreed to implement the TOPMAST squad system involving Warfare Department ABs in one ship from April.

This will allow lessons to be learned and built into the programme before a fully implemented scheme involving Warfare Department ABs begins in October.

The plan is to then extend the programme to take in Engineering and Supply ABs from April 2003.

In the longer term other groups will be brought into the remit of TOPMAST, one example being all leading hands from early 2004.

TOPMAST is the Admiralty's strategic review of the Navy's

future manpower needs, and the Navy Board regards it as a top priority, second only to operations.

The Navy Board has also considered a proposal to appoint a warrant officer in each destroyer and frigate in a new role to manage the squad system - the feasibility is being investigated, and detailed job description and terms of reference being developed.

The New Year will see detailed work commence on the rationalisation of all RN rating specialisations

and sub-specialisations with a view to improving employment flexibility in the Navy of the future.

In February next year it is planned that each member of the Royal Navy and Royal Marines should get a business card CD-ROM giving details of the implementation, rationale and benefits of the Squad system.

An internet site will also be created to allow personnel and their families to access information about TOPMAST.

Safety is key in disposal of boats

DEFENCE minister Dr Lewis Moonie has reassured the public that safety, not cost, will be the overriding factor in the future disposal of redundant nuclear submarines.

Such vessels are currently stored afloat, at Devonport and Rosyth, but an MOD study last year concluded that, while the practice remained safe, lack of alternative sites meant storing the radioactive components on land was the best long-term option.

An independent report by Lancaster University has identified the key issues which the public wants to be taken into account - and it makes more than 60 recommendations.

Dr Moonie said the wish of some that a halt be called to the building of new nuclear submarines did not fit in with the defence strategy.

But he sought to reassure people over priorities.

"I can put to rest any concern raised by the public that profit will be the driving force for the involvement of industry in this project," he said, adding: "Safety is the driver, not cost."

He said the inclusion of private industry was logical - they have relevant expertise in the building and maintenance of the Royal Navy's nuclear submarine fleet.

No land sites have yet been identified, and potential sites will not emerge until after industry comes up with proposals, probably later next year.

The full report can be seen at www.nucsubs.org.uk

Capital event

A DINNER has been held on board HMS Belfast to mark the 30th anniversary of her arriving in the Pool of London.

The 45 guests who dined in the Wardroom were all connected with the ship in some way.

Admiral Sir Jock Slater and Rear Admiral Sir Morgan Morgan-Giles delivered after-dinner speeches.



● The Escort car is lifted from the gully by a Sea King helicopter of 846 Naval Air Squadron.

Navy helicopter on Escort duties

A ROYAL Navy Sea King helicopter was invited to participate in escort duties recently - in this instance, Ford Escort duties.

The aircraft, from 846 Naval Air Squadron, based at RN air station Yeovilton, was asked to help remove an abandoned car from a remote gully in the Dartmoor training area.

The car was prepared for a helicopter lift by the Yeovilton-based Mobile Air Operations Team, and a Sea King Mk 4 crewed by Lt Dave Rawlingson, Lt Ian McTeer and C/Sgt Paul Woldridge completed the unusual task without incident.

The flight crew believes it must be one of the few flights - if not the first - logged by a Ford Escort.

Danny remembered

A SERVICE of Remembrance has been held for the life of Danny Boon, honorary secretary of the Aircrew Association for the past 21 years.

Air Commodore Jack Broughton, chairman of the association, read the lesson at the service, which was held at St Clement Dunes in The Strand, London.

Col Kenneth Cordier USAF (ret'd) read the poem *The Empty Cockpit*.



● OM(W) Steve Davison, the youngest member of HMS Cromer's ship's company, lowers the White Ensign for the last time.

Farewell to Cromer

HMS CROMER has decommissioned following a tour of affiliated ports.

The Sandown-class minehunter, the third of her type to be built, is a victim of the Strategic Defence Review, and has sailed to Portsmouth to await final disposal.

She bade farewell to her

home port, Faslane, in August, and has called in at Tarbert and Great Yarmouth.

She was commissioned in Great Yarmouth in 1992, and since then has steamed almost 110,000 miles and visited 81 ports in 14 countries - as far west as the United States and north of the Arctic Circle in Norway.

Frigate aids UK industry

DEVONPORT frigate HMS Northumberland welcomed more than 100 guests on board during a Defence Industry Day in Bangkok at which British firms displayed their wares.

The Type 23 frigate's visit to Thailand had already been eventful - on arrival, a particularly high tide flooded the jetty with more than a foot of water.

Northumberland sailed from Plymouth at the end of May, and is approaching the end of a seven-month deployment which has taken her as far as Australia.

Having proved a popular attraction at the scaled-down Fleet Review in Sydney, the frigate sailed on to Cairns, from where she spent two weeks exercising with the Royal Australian Navy.

She also called in at Lumut in Malaysia, the final port on the Far East leg of her deployment, where a Service of Remembrance was held.

Concerts of note

THE ROYAL Marines Band from the RM School of Music is staging a concert at St Mary's Church in Portsmouth, on December 13, at 1930. Tickets (£5; £4 concessions) are available from the RMSM Concert Secretary on 023 9272 6182.

Further concerts are planned for January 17, March 14 and April 11.

■ The RM Band, Portsmouth, will accompany the Milton Glee Club at the Christmas concerts in the city's Guildhall on December 15 and 16.

Tickets are available on 01329 287859.



● 819 Squadron lines up for the last time at HMS Gannet.

Squadron disbands

In 1940, the year 819 Naval Air Squadron was formed, its Swordfish aircraft took part in the devastating raid on the Italian fleet at Taranto.

The much-loved 'Stringbags' flew at around 90 knots and each aircraft carried a single torpedo.

More than 60 years later, as the squadron decommissioned, one of the aircraft it operated was the Mk VI Sea King - which operates at around 90 knots and can carry a single torpedo.

The squadron has moved on in six decades rather more than the bald facts indicate, but the name has now been shelved as preparations continue to bring the new Merlin helicopter into service.

The ceremonial decommissioning of 819 Squadron took place at HMS Gannet, its home in Scotland for the last 30 years.

Guest of honour Admiral of the

Fleet Sir Benjamin Bathurst inspected the Guard, 819 officers, senior rates and junior rates, and the Sea Cadet band in Swordfish Hanger at HMS Gannet, part of the Prestwick airport complex on the west coast near Ayr.

The majority of the 450 personnel will be absorbed into other squadrons, retraining to operate Merlins at Culdrose.

That will leave around 100 people at RN air station Prestwick to operate the Search and Rescue (SAR) cell, which last year proved the busiest in the country - and is well in contention for the same honour this year, with more than 210 call-outs to date.

The operation will be known as HMS Gannet SAR Flight, and will operate three Mk V Sea Kings, which are specially adapted for rescue work.

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China fleet club offers timeshare holidays

CHINA Fleet Club is offering great Timeshare Holidays in 2002.

Top class, luxury accommodation sleeps up to six with on-site facilities to keep the whole family occupied. Locations are available in the U.K., France and Florida.

At only £425 per week everybody should start planning their 2002 family holiday.

For an application pack or further information contact Shirley Furse on (01752) 848447.

Closing date for applicants is Monday 18th February 2002 and successful applicants will be chosen by means of a draw.

Learning centres come up to date

EDUCATION and Resettlement Services at HMS Raleigh have now opened an updated and modernised learning facility.

Both civilian and Service personnel working in the Torpoint establishment now have the opportunity to enhance their personal development.

Facilities at the centre include the traditional Education and Resettlement services, key skills and NVO cells, library and quiet study area as well as an Interactive Learning Centre.

Flagship Learning Centre staff are eager for all personnel to have the chance to further their naval careers or prepare for resettlement.

In the last 12 months alone Raleigh's Learning Centre, has enabled over 800 personnel to achieve more than 1600 nationally recognised qualifications.

HMS Nelson is also home to the Navy's first learndirect centre offering learning opportunities via the internet.

● **GRAND OPENING:** Commodore Laurie Brokenshire with SGT Danny Dunnon and PCT Melanie Benson at the Raleigh Learning Centre



'Lucky to be alive'

'LUCKY to be alive' were Dutch sailor Walther Van den Biggelaar's first words after he was winched to safety by a Royal Naval Search and Rescue helicopter.

A Sea King based at RNAS Cudrose was scrambled following May Day calls and flares seen 20 miles off Falmouth, Cornwall.

The helicopter arrived at the scene to find a freighter, MV Parma, alongside a sinking yacht recovering the survivor. Then he was winched to safety by diver Leading Aircrewman Nick Braithwaite.

After thanking the crew, Mr Van Den Biggelaar left RNAS Cudrose as arrangements were made for him to return to his home in Breda, Netherlands.

● Dutch sailor Walther Van Den Biggelaar, with his rescuer, Royal Navy search and rescue diver Leading Aircrewman Nick Braithwaite.



Volunteers wanted by WRVS -

THE WOMEN'S Royal Voluntary Service is seeking volunteers in England and Wales.

It is looking for serving or former Royal Navy personnel with a health and safety background, or similar, who would be willing to use their experience and training to serve the community. Being able to drink copious cups of tea is seen as a must!

New volunteers would be expected to commit one or two mornings or afternoons a week, they should be reasonably fit, with use of a vehicle and a basic knowledge of health and safety.

Regular meetings are held and each H&S volunteer will be asked to carry out about 25-30 visits a year.

Anybody who is interested can either contact the local WRVS activity Project manager or the H&S Co-ordinator at the WRVS Head Office.

Tel 01235 44297 for further details.

- and for firepower museum

EXPLOSION!, the Museum of Naval Firepower in Gosport, is also looking for people with an interest in Naval Ordnance to join a new Friends organisation or get involved by becoming a volunteer.

As a Friend you will receive a range of benefits, including a free annual pass allowing unlimited entry, shop discounts and money off other Portsmouth Harbour attractions.

The already established small group of volunteers is looking for people to act as visitor guides or to get involved in the organisation of special events.

Call 023 9250 5600 for an application form.

Museum plans for Nelson's finest hour

THE NATIONAL Maritime Museum has begun work on a series of projects to mark the 200th anniversary of the Battle of Trafalgar which will culminate in public events across the country in 2005.

The Museum has appointed a renowned Nelson expert to devise and co-ordinate the national and international commemorations of the bicentenary of Nelson's greatest victory.

Colin White, formerly Curator of the RN Museum at Portsmouth, has joined the Greenwich museum on a four year secondment.

Plans for 2005 will be announced during his time there. They will include regional public events across the country and Europe, with a possible large-scale public event scheduled for London in the summer.

The National Maritime Museum will enhance its current major Nelson gallery, which displays the bloodstained uniform worn by him when he was killed by a sniper at Trafalgar, with previously unseen letters written by Nelson which give new insights into his life and career.

Director Rear Admiral Roy Clare said: "The Museum aims to create a legacy for future generations, with schools projects, maritime scholarships, youth sailing and adventures at sea being offered as inspirational ways for younger people to explore Britain's maritime heritage."

"Other possible events include concerts, television features and conferences devoted to the great British admiral."

"We are delighted to have

secured Colin White to assist us in engaging new audiences in this exciting story."

Further events will be staged between now and the anniversary in 2005. Colin White has published widely on the subject - his forthcoming book, *The Nelson Encyclopedia*, will be published in summer 2002. Colin has also creat-

ed an interactive Nelson website at www.admiralnelson.org.

He told *Navy News*: "From a personal point of view, I am delighted to be devoting the next four years to examining Nelson more closely than ever before and fuelling national interest in a man who remains a great British hero."

Make your mark in history

"THE ODYSSEY project" is a unique opportunity to make your mark in history.

The Royal Star and Garter Home has come up with a bright idea which means that for only a small fee of £10 anyone who has ever served in the Armed Forces can secure their place in history.

Your story and photograph can be stored in an unique time capsule which will be opened by the Imperial War Museum one hundred years later, giving future generations an insight into what Forces life was like for you.

All proceeds go to the continued work of the Royal Star and Garter Home, providing residential and nursing care for disabled and incapacitated ex-service personnel.

For a postal application form or further information on the project phone Tony Maher on 020 8439 8114 or log on to the Odyssey website www.OdysseyTimeship.com

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Bird's eye view

Deck colour scheme of the Imperial Japanese Navy's light carrier *Chitose* – from *Naval Camouflage 1914-1945* by David Williams (Chatham £40). It was designed to give the impression of a heavily armed escort with deck structures and gun turrets rather than a flat top – the main target for Allied aircraft.

Old wars point the way to new kinds of conflict

GIVEN that, for much of its duration, submarines on both sides provided the key technology and arsenal of the Cold War, one would have expected them to figure strongly in any history of the subject.

In his own study of *The Cold War* (Cassell £25) Lawrence Freedman concentrates more on the impact of the limited wars in which the super powers were involved, such as Korea and Vietnam, and on the conflicts that helped to shape views on the nature of contemporary warfare, such as the Arab-Israeli wars.

The book ends with the Gulf campaign and the revival of conventional strategy, raising the possibility of a revolution in military affairs.

The author notes that the only conclusion to be drawn from the Gulf War was that there was an unbridgeable gap between advanced military powers and those merely aspiring to this status so long as a war was fought on a wholly conventional basis.

"This gap had been hidden because engagements between advanced military powers and Third World countries would often take the form of guerrilla warfare. Superpowers could be humbled, as were the Americans in Vietnam or the Russians in Afghanistan, by an irregular enemy refusing to engage regular forces on their own terms... They would either threaten the civil societies of the West by using weapons of mass destruction or terrorism or, equally likely, would seek to bog them down in prolonged irregular campaigns, imposing unacceptable casualties until Western public opinion argued for retreat."

First-hand tales of Jutland recycled

AT THE end of World War I there was a widespread feeling in the British Fleet that the public's disappointment with the results of the Battle of Jutland was based on misunderstanding.

Wanting to help set the record straight, a pair of Naval officers who had themselves been present at the battle collected together some 60 personal accounts on the biggest ever clash between dread-

nought battleships.

These came from men of all ranks, widely distributed throughout the Fleet, each only writing of what he had seen and how the experience affected him.

These were edited and arranged to follow the chronology of the battle – but political sensitivities made it a difficult book to publish and eventually the authors had to produce it privately.

An edited – and expurgated – version was commercially published later, but it contained less than half of the material in the first edition, which despite its great rarity has always been the choice of scholars and enthusiasts alike.

Now a new edition of *The Fighting at Jutland* (Chatham £25) by H. W. Fawcett and G. Hooper has been completely reset to make it more readable – while retaining not only all the original text, but also the photographs, sketches and charts which contributed so much to the value of the first edition.

In a new introduction, John Roberts describes it as a unique record of the greatest naval battle of the war.

"There are many books that contain individual memories of past naval battles, but few can match *The Fighting at Jutland* for its completeness in giving a broad picture of a lengthy and complex fight.

"It starts with an officer from the cruiser *Falmouth* recalling an afternoon tea at Dunfermline before returning to his ship to find her preparing for sea and ends, two days later, with a description of the torpedo attack by the 12th Destroyer Flotilla on the retiring German Fleet early in the morning of June 1.

"Perhaps the most important aspect of these narratives is the fact that they were set down very soon after the battle when the recollection was clear and not clouded by the passage of time.

"About two thirds of the entries were either generated from notes made during or shortly after the battle while the remainder were obviously produced within the period of four years between the date of the action and the publication of the book.

"Such detailed accounts can only be matched by official documents, but these seldom provide insights into the feelings and detailed observations of those who were there – concentrating on the strict order of events, their importance to the eventual outcome and the lessons to be learnt.

"The book makes no claims to historical exactness for time or position... such detail remained to be added with the publication of the official histories and much later by historians researching the official records.

Despite this qualification, and the fact that the individuals involved could only recall the events within their own field of view, *The Fighting at Jutland* is remarkably clear in relating the sequence of events and is quite capable of standing alone as a history of the battle.

Some of the flavour is captured in the description of the night action provided in the narrative from HMS *Sparrowhawk* describing the rescue of survivors from HMS *Tipperary*. Both were destroyers of the 4th Flotilla. *Sparrowhawk* was herself disabled, her rudder jammed hard

over and unable to do more than steam in circles, dead slow, stern first.

"... somebody reported a submarine in sight, and once more the after-gun was manned at the run. Luckily the 1st lieutenant with his glasses made out the supposed submarine to be a carley life-saving raft full of men, for though they were only about half a mile away, the sea was so confused that we could only catch a glimpse of them now and again.

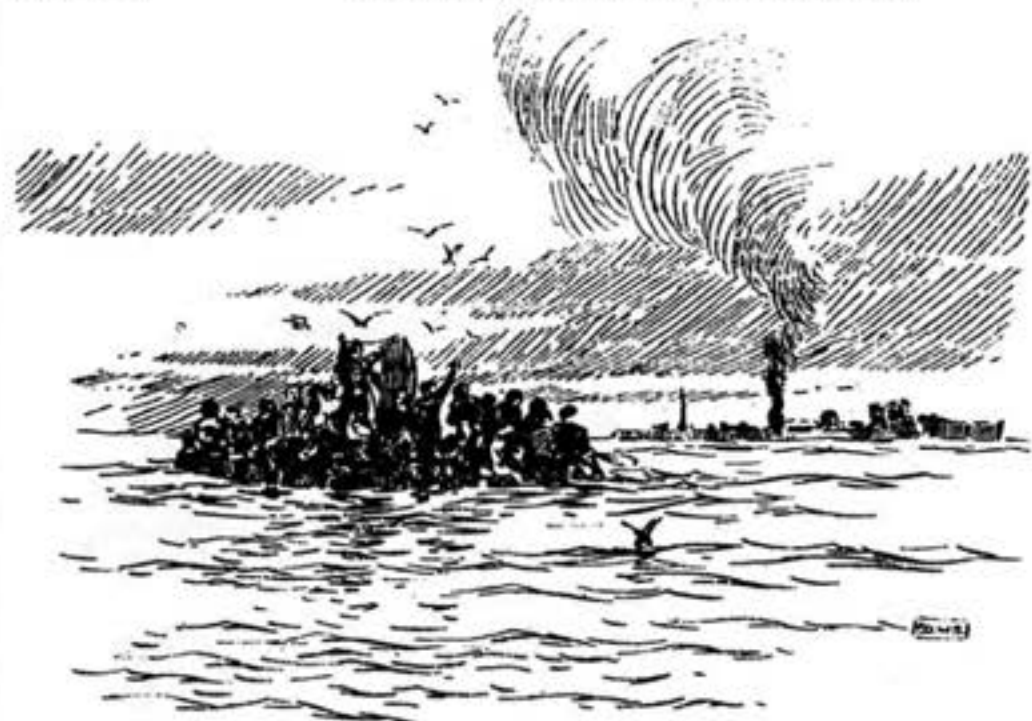
"They saw us and put up a sheet as a sail. We tried to work the engines to steam towards them, but without much success. As they managed to paddle nearer we heard them singing 'It's a long, long way to Tipperary', so we knew who they were, and incidentally jolly well agreed with them. It was a long way!

"After about an hour and a half they finally managed to get alongside, but 16 out of the 23 collapsed. Poor fellows, they were absolutely done. We managed to get them all on board with the exception of three, who were already dead, but five more died on our quarterdeck.

"The rest, amongst whom was one officer, the sub-lieutenant of the *Tipperary*, we dosed with brandy, and they soon recovered. They were all tremendously pleased to have reached something more substantial than their carley raft at last, but we thought that it was a case of 'out of the frying pan into the fire'.

"I remember the most cheery man of the lot was a fellow who had a hole quite as large as a half-crown right through one of his legs, but it didn't seem to worry him in the least..."

● *'It's a long way to Tipperary' – survivors signal HMS Sparrowhawk*



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AIM

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HOW HELP IS ORGANISED

The Trustees are mainly serving officers or other naval personnel together with civilian Trustees who bring experience in other fields to the problems encountered.

consideration of every circumstance is therefore given swift and sympathetic attention by people who understand the difficulties of service and seafaring life.

The RN & RM Children's Fund works closely with many charities dedicated to providing help to children. If the type of assistance falls outside the objects of the Fund, then the applicant will be referred to other charities with the object of creating a care package.

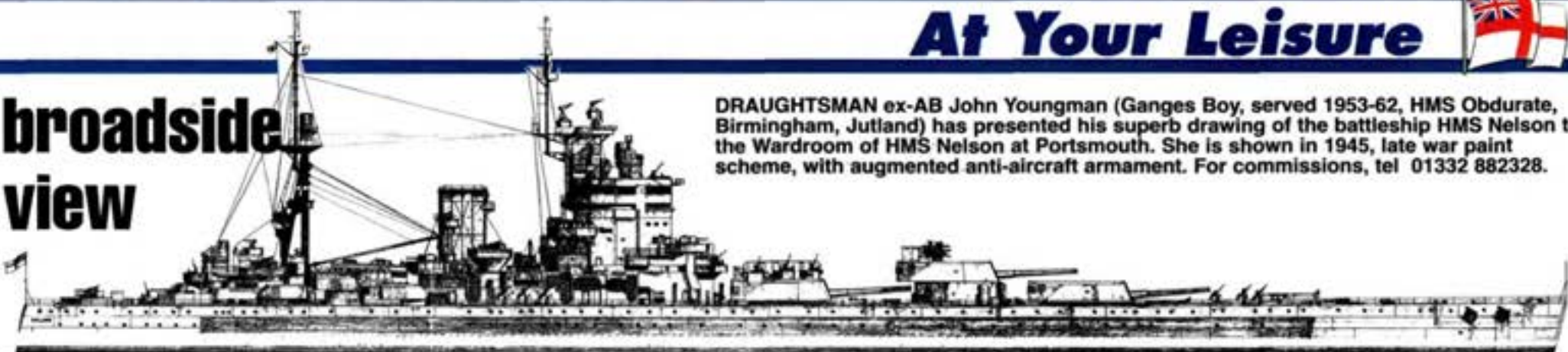
Applications can be made at any time. Those seeking assistance can contact the office direct for an application form.

Applications are also received from a number of sources such as the Naval Personnel and Family Service (NPPFS), SSAFA/Forces Help, the Royal Naval Benevolent Trust (RNBT), the British Legion, as well as schools, Local Authorities, Health Visitors and many others.

At Your Leisure



broadside view



DRAUGHTSMAN ex-AB John Youngman (Ganges Boy, served 1953-62, HMS Obdurate, Birmingham, Jutland) has presented his superb drawing of the battleship HMS Nelson to the Wardroom of HMS Nelson at Portsmouth. She is shown in 1945, late war paint scheme, with augmented anti-aircraft armament. For commissions, tel 01332 882328.



ScreenScene – by Bob Baker

Man who never was survives on the box

The Man Who Never Was, a 1955 production but a frequent visitor subsequently to the nation's TV screens, told the story of one of Naval Intelligence's more celebrated wartime coups.

The aim was to convince the enemy that the big Mediterranean invasion would take place in Greece, as opposed to Sicily, which was where the Allies actually intended to strike.

The scheme involved transporting a dead body, ostensibly that of an English officer, by submarine to the Spanish coast and letting it drift ashore. On the corpse were fake Top Secret documents full of the required misinformation which, it was anticipated, would be passed on to the Germans.

Obviously this very simple subterfuge would stand or fall by the plausibility of the background story which the body seemed to tell, and the film's first half is an enthralling account of the creation of a fictional character: his expensive shirt, the personal letters he has on him, the bits and bobs of ticket stubs and old receipts in his pockets.

At the same time – and here the film shows its age – a search for a suitable body is going on. (Must be fairly young, must have died of pneumonia – compatible with drowning – and so on).

It's impossible to imagine a contemporary film which wouldn't find elements of black comedy in all this. But **The Man Who Never Was** scorns any hint of humour; and the scene where the officer who's running the operation persuades a bereaved Scotsman to

part with the body of his dead son is handled with enormous dignity.

This section of the film closes with its most memorable passage, in which the corpse is finally made ready in a basement mortuary at dead of night during an air-raid. "Underpants" – "Correct", "Bunch of keys" – "Correct", "Socks" (Ka-BOOM) "Correct".

What follows might be from another, equally off-beat war movie. The fake papers duly find their way to German Intelligence, who immediately smell a rat and detail one of their agents, an IRA man from Dublin, to confirm the authenticity of 'Major Martin'.

And so the Irishman tramps around wartime London, the cops on his tail, trying to pick up traces of a man who never existed... And the novelty is that for the plot to work the enemy agent must succeed in his mission, or believe that he has, and make his way safely out of the country. So for once we find ourselves rooting for the police *not* to catch the villain.

The scheme was the brainchild of Cdr Ewen Montagu, who must have been nonplussed to learn that he would be played in the movie by Clifton Webb, an American dancer whose status was famously that of a "confirmed bachelor", as they used to say back then.

Whether Montagu's brainchild actually resulted in enemy troops being transferred uselessly to Greece isn't known. The film says so, but it would be instructive to hear the German version.

In any case, it all makes for an interestingly morbid 103 minutes, an impression which is enforced by the realisation that virtually the entire cast of the movie is now as dead as the enigmatic 'Major Martin'.

COOL MILLIONS

HMS EDINBURGH, heavily iced-up on Arctic convoy duty. A sister-ship of HMS Belfast, preserved as a museum on the River Thames, she was sunk on April 30, 1942 by U-456.

On board were 465 gold bars, then valued at £1,547,080 and worth nearly £40 million today.

In 1981 Jessop Marine were given the contract to recover them and brought up 431 from the wreck lying at 300m in sub-zero waters before salvage was suspended owing to bad weather.

Five years later Wharton Willims, using their dive-support vessel Deepwater found the rest – making this not only the deepest salvage with divers but also an extremely rare 100 per cent recovery.

The story is told by Nigel Pickford in *Lost Treasure Ships of the Twentieth Century* (Chrysalis Books £14.99), who gives the locations of no less than 170 of them, including the Titanic and the Lusitania.

He makes the point that the law surrounding salvage is extremely complex: "Issues of ownership and abandonment, archaeology and war graves, combined with conflicting or non-existent legal jurisdictions, all conspire to create a potential legal nightmare."

"In the light of this it is hardly surprising that so many salvage operations have ended up in the courts. What is surprising is that there are still sufficient adventurers prepared to give treasure hunting a go, in what can be a most frustrating business."

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Royal Naval Association

York sends coach to Horseforth Aubretia ceremony

YORK branch once again fulfilled its obligations by sending a full coach to the HMS Aubretia ceremony in the village of Horseforth.

Organised by S/M Mick Gubb, it is one of those events which really brings the Royal Navy into the public eye.

The true story of who really captured the Enigma coding machine was explained in full.

The event was attended by the then First Lieutenant and Navigating Officer of the 1941 Flower-class corvette, Sir Barry Sheen.

Sir Barry was presented with a book of naval narratives of the Second World War, *Soldiers of the Sea*, by S/M Bernard Hallas of the York branch.

Cdr Wearmouth RN, from HMS Forest Moor, and his American colleague, Cdr Joe Streer of the US Navy, were flanked by a large civic party during the ceremony.

As usual, the standards of all the United Services gave their support, and the people of Horseforth, who adopted the first HMS Aubretia, have set their sights on providing a successor.

Life honour marks stalwart service

EVERY sailor worth their salt celebrates Nelson's famous victory – a tradition stoutly upheld by members of the Royal Naval Association, who held branch dinners, dances, socials, church services and parades to mark the 196th anniversary of the Battle of Trafalgar.

If it's a time for wheeling out the Rum Tub and dishing out the 'Tots', it is also becoming an occasion when a branch says its thanks to individual members for long and loyal service, with its award of life membership of the Association.

This highly-esteemed award, with its special badge and certificate, was presented by four branches during Trafalgar celebrations to the following members: Shipmates Dorothy Cliff of St Austell, Jack Pleasance of Isle of Sheppey, Hugh Turner of Aylesbury and Roy Wood of Hereford.

The DERBY branch celebrated Nelson's victory at a dinner enjoyed by around 100 members, wives and guests, with three smart Sea and Royal Marines cadets from TS Kenya providing Side and

Colour Party.

Grace was said by the branch padre, the Rev Paul Bentley. Cdr John Arthur RN proposed the toast to the Immortal Memory, and Shipmate Tom Smith proposed the Loyal Toast.

The guests included Rear Admiral Sir David Haslam and Shipmate Chris Dove, Secretary of TENBURY WELLS RNA and treasurer of Number 8 Area, and members of allied Naval associations.

The LLANDUDNO branch marked the occasion with a service of remembrance and parade to the war memorial on the promenade, led by the town band, and supported by a large contingent of shipmates, including those from Runcorn branch.

Following the service, conducted by the Rev Philip Cousins, shipmates displaying 24 standards marched back to the RNA club where the order was 'Up Spirits' and the customary dispensing of tots.

The celebration did not end without song, Welsh shipmates making a great vocal contribution to the ensuing joviality.

KENDAL branch celebrated Trafalgar Day with their annual dinner and dance at the Masonic Hall in Kendal.

They were honoured this year with the presence of the chief guest, Shipmate Fred Chambers, National Chairman of the RNA, who travelled down from the North-East to keep a belated promise from the previous year to attend the Kendal dinner.

The shipmates and guests enjoyed an excellent meal, saluted the Immortal Memory in the tradition, and enjoyed dancing and a sing-song.

Shipmate Fred Chambers was presented with an engraved glass decanter which he promised to put to good use.

A church service and parade was also favoured by shipmates of FALMOUTH branch, with the band and Guard of Honour provided by RN air station Culdrose and the standard carried by Shipmate Bill Marshall.

Members also enjoyed a Trafalgar dinner in a local hotel, arranged by social secretary Shipmate Dorothy Giles, with chairman Shipmate Harold Thompson acting as Toastmaster.

As an after-dinner speaker at the DEAL and WALMER celebration, Capt D. Cole RM was a big success.

The last Director of Music aboard the Royal Yacht Britannia, he spoke about life on board and the Yacht's world tours.

The occasion was used to present to the King George's Fund for Sailors a £32,750 cheque, money raised in the area.

The cheque was presented to area organiser of the KGFS, Shipmate Robbie Alexandria, by



Former wartime Wren Mrs Dorothy Cliff, welfare officer of St Austell for more than 20 years, was honoured with life membership at the branch Trafalgar Dinner. With her is Lt Cdr Tony Madge, First Lieutenant of RNAS Culdrose, guest of honour at the dinner, who presented her with her certificate and badge.

Legendary seaman is remembered

THIS year marks the centenary of the birth of a legendary sailor who was never promoted above able rate.

George Parker – the Ancient Mariner – was born on November 16, 1901, in London, and entered the Royal Navy in March, 1918, as a Boy 2nd Class, joining HMS Impregnable.

One of his earliest sea drafts was to HMS Emperor of India, which provided working parties with the Army at Gallipoli, recovering and burying in war graves the thousands of skeletons from the 1915 campaign.

A highlight in his career came when he joined HMS Repulse for a world cruise to Australia and the Caribbean, and later drafts took him to the China Station.

He was in the ship's company of HMS York when she was sunk in Crete, and he had to be evacuated to Alexandria.

Later war service was with the coastal forces.

During a refit of the destroyer HMS St Kitts, George created a legend – he obtained a toilet ballcock, welded it to a spike and persuaded the Dockyard to cover it with gold leaf.

This he mounted on the cap of the foremast to give the ship a striking look. He took the emblem to whichever ship he joined, saying he had Mountbatten's approval.

George finally retired in March 1962, at the age of 60, claiming that he had shot down 13 enemy planes, sunk two U-boats and been shipwrecked several times.

He was given free membership of Bracknell RNA and spent his final years at the RNBT home, Pembroke House, in Gillingham. He died in 1981, aged 79.

For a full biography, as written by Geoff Palmer, see our website at www.navynews.co.uk



A proud moment for Shipmate Jack Pleasance, a founder member of the Isle of Sheppey branch, and his wife Gladys. For outstanding service, Jack was honoured by the branch with life membership, and had his certificate and badge presented to him at the branch Trafalgar Dinner by a guest and serving member of the Navy, MEA Martin Wright.

£50 PRIZE PUZZLE



THE frigate at speed in our October edition was artificer apprentice training ship HMS Eastbourne.

The winner of our £50 prize for identifying this particular floating classroom was Mr G. Craven of Loughborough, Leicestershire.

This month's mystery ship, pictured east of Suez, came to a spectacular end.

Can you name her? The cor-

rect answer wins another £50.

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

Closing date for entries is January 11, 2002. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our February edition. The competition is not open to Navy News employees or their families.

Naval Quirks



MYSTERY PICTURE 82

Name

Address

My answer



Vandals plague Dundee branch

Vesper veterans gather in Skipton

MEMBERS of the Dundee RNA face a dismal Christmas due to the destruction of their premises by mindless vandals – the eighth time they have suffered a damaging break-in during the past year.

In the most recent, early-

morning raid, thieves caused more than £1,000 worth of damage, which has plunged the future of the club into serious doubt and members into despair.

The vandals made off with more than £300 from charity boxes plus nine bottles of spirits. They also burst open a gaming machine, pool

table and payphone, gaining a further £300.

The break-in puts an increased burden on the dwindling finances of the club and dealt a cruel blow to the committee, who have put in many hours of hard work making good previous damage.

Chairman Shipmate Fred Potter has already used £3,000 from his own pocket meeting repair bills.

While he admits the club is in a bad area, he refuses to lose heart.

"I will not abandon the club while there is still life left in the ship" he said.

Tayside Police have not ruled out the possibility that the same gang is responsible for the seven other raids on the club in the past year.

All Shipmate Potter and the committee can hope for is that the police will step up patrols during the night and catch the thieves.

If not, the determination of the members to keep the club afloat may be in vain.

SEA CADETS of TS Dolphin provided a Guard of Honour at the HMS Vesper reunion at Skipton Parish Church.

HMS Vesper was Skipton's adopted World War II warship, and each year the Mayor of the town, and members of Skipton branch of the RNA, welcome the veterans for their reunion.

Meanwhile S/M Sam Bottomley was called on to stand in at short notice as the branch standard-bearer for the annual Battle of Britain parade in Skipton.

Sam is chairman of the HMS Belfast Association, and a member of Skipton and District RNA.

When submitting material to the RNA section of Navy News, please ensure it is legible and, preferably, typewritten.

Photographs will be returned only if specifically requested.

Polish veteran is mourned by comrades

Members of Kidderminster branch are mourning the death of a colleague who had just been awarded one of the highest honours of the Republic of Poland.

Shipmate Josef Malek was recently awarded the Gold Star of the Order of Merit, for wartime service in the Polish Navy and his work for the Polish community in Kidderminster.

Shipmate Malek's left Poland as a young naval cadet in 1939, reached Sweden, and then managed to make his way to Scotland, where he joined the Polish Navy.

He served briefly in submarines, then transferred to destroyers, serving in two of the most famous warships of that fighting force – ORP Blyskawica and ORP Slazak.

He saw service in the North Atlantic, the Mediterranean and on the notorious Murmansk run.

The Blyskawica is preserved to this day as the central Polish naval monument.

British campaign medals held by Joe included the 1939-45 star, the Atlantic Star, and the Italian Campaign Star.

He was also decorated with the Medal Wojska and Medal Polskiej

Marynarki Wojennej.

His award of the Gold Cross was made, as is the usual practice, on the decision of the President of the Republic, and was presented by the Consul General of the Republic of Poland at the Polish Consulate in Kidderminster.

The distinguished award is not given without much detailed investigation, consideration and deliberation.

Joe, whose naval service was from 1939 until 1947, died on October 26 aged 78.



● S/M John Seymour at the Bourne RNA standard dedication service.

Old standard laid up as replacement is paraded

TO MUSIC by the Sheffield Sea Cadet Corps band, the old and new branch standards carried by Shipmate Ted Hayford and John Seymour respectively, accompanied by a large contingent of shipmates and standards, paraded to Bourne Abbey church for the laying-up of the old standard and the dedication of the new.

At the service, conducted by the Vicar of Bourne, Canon John Warwick, the Last Post and Reveille were sounded by Nikki Massam.

At the parade which followed,

the salute was taken by the mayor, Cllr Alan Jones, accompanied by the president Lt Cdr John Kelleher and area chairman Shipmate Keith Crawford.

Later, at a reception, life membership was awarded to Shipmate Tom Gornall for outstanding service to the branch, and an engraved tankard to branch standard bearer Shipmate John Seymour for 21 years service, ten of them as branch chairman.

For his support to the branch, the mayor was presented with an RNA plaque.

Around the Branches

Calne

The branch went to the rescue of its adopted Sea Cadet unit, TS Tiger, when its headquarters were first vandalised in the course of two break-ins, and then flooded, resulting in the loss of many band instruments.

The unit also had to close down for a period during the foot and mouth epidemic because of their location.

Fundraising activities by the branch and donations from the individuals have now provided the unit with a new bass drum and two bugles, as well as boosting morale at the unit.

Thurrock

Roughly 300 shipmates displaying seven standards attended the funeral of Shipmate Andy Finn, former president of the branch.

Shipmate Finn, held in the highest esteem by all who knew him, was serving in the riverboat Sandpiper when the Japanese bombed the Yangtze River.

As bodies floated past he spotted a baby and plucked her from the water.

He was ordered to throw the baby back but refused. She was subsequently revived and Naval personnel paid subs for her upkeep until she died 18 months later.

During his Naval service, 1936-53, he served in 16 ships including aircraft carriers.

Mitcham, Morden and Wimbledon

Members were surprised and disappointed to learn of the closure of the Province of Natal Hotel in Weymouth.

They feel the Trustees, the Charity Commission and the South African government should have come to some amicable agreement and opened the hotel to a wider field of serving and ex-serving seamen and their dependants, especially as all RN personnel serving during the last war have not returned.

They feel it's a shame that those using the hotel are now deprived of the facility.

Paddock Wood

The club held its Trafalgar Night Dinner on October 19, when more than 60 people sat down to enjoy a splendid meal.

Our guest of honour was Cmdr Schroder RN ret'd, who gave an interesting speech on how he came to join the Royal Navy after leaving his native Norway. At the dinner the branch also said goodbye to its 'musical director' Shipmate Bill Skinner, who always kept them entertained on his keyboards at their dinners.

Bill is off to the West Country, and was presented with a tankard and a shield in recognition of all the enjoyment he has given to the branch.

Carshalton

To mark the tenth anniversary of the Carshalton branch, members held a gala social enjoyed by shipmates of Mitcham, Morden and Wimbledon, East Grinstead, Dorking and Whyteleaf and the Royal Hospital Chelsea.

Wakefield

Fundraising by the Wakefield branch raised a total of £750, which was divided equally between two national charities and the local Sea Cadet unit.

Royal Oak Association

All enquiries about the Royal Oak Association should now be addressed to Mr Kenneth H. Toop, 5, Downsland Road, Basingstoke, Hampshire RG2 8TU – Mr Toop is the new Honorary Secretary.

Southern Ontario

Shipmates of the Southern Ontario branch attended the Commemoration Battle of Plattsburgh in the United States just days before the September 11 tragedy.

Colchester

At a very enjoyable social organised by the Colchester branch and attended by members and their families, the new branch president, Shipmate Bill Barker, was formally introduced.

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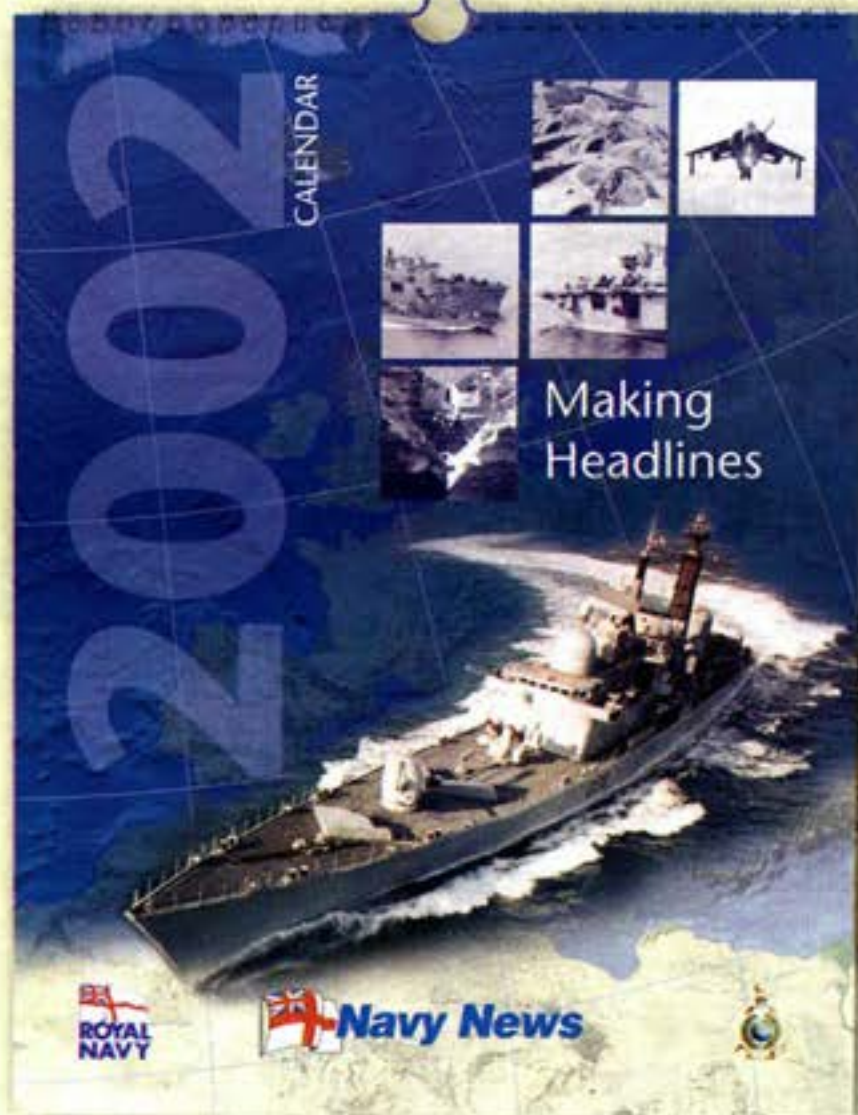
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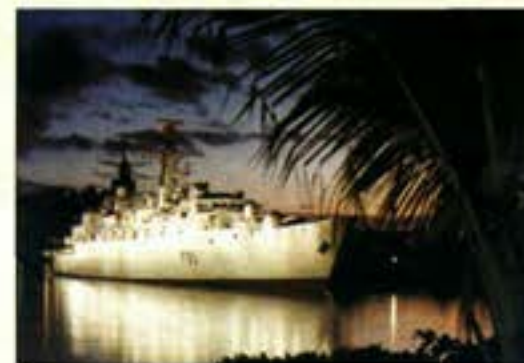


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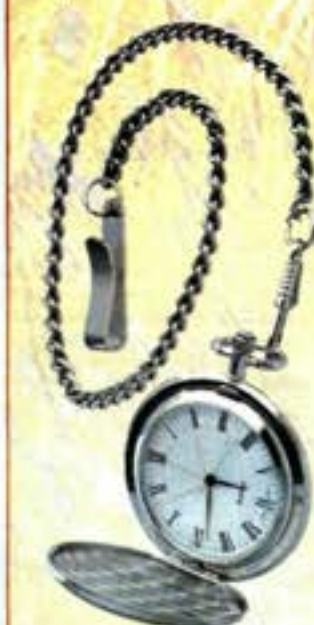
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NoticeBoard

THE TIME OF YOUR LIVES

● HMS Euryalus keeps her distance from the rescued MV Dhahi.



NAVY NEWS looks back through its pages to recall some of the December headlines of past decades . . .

40 years ago

Shortly before Christmas, the then largest moving structure made by man became an effective unit of the US Navy – the USS Enterprise. The 85,350 ton carrier was, and is, powered by eight nuclear reactors.

30 years ago

Wrens stormed another stronghold of all-male society. Thirty women moved into the first female accommodation at HMS Sultan, Gosport.

20 years ago

HMS Euryalus kicked up a major stink while on patrol in the Gulf of Oman by rescuing a cargo of cow dung. MV Dhahi had drifted helplessly with engine failure for 24 hours when the frigate intercepted her radio calls. It took her only an hour to pick up the unmistakable scent of her quarry. When the boarding party returned their close contact with the products of Pakistan's bovine population was immediately obvious – and they had to be hosed down before Euryalus could breathe again.

Appointments

Rear Admiral A. K. Backus to FOSF (Nelson) 11 Feb 2002 as Chief of Staff (Warfare) and Rear Admiral Surface Ships (as Head of Fighting Arm).
Major General R. A. Fry to COMAMPHIBFOR 4 Mar 2002 as Commander UK Amphibious Forces and Commandant General Royal Marines as Head of Service.
Rear Admiral P. D. Greenish to FOSF (Nelson), 2 Feb 2002 as Chief of Staff (Support).
Rear Admiral N. S. R. Kilgour to CinCFLEET (JSU Northwood) 4 Feb 2002 as Commander Operations and Rear Admiral Submarines (as Head of Fighting Arm).
Cdre J. C. Rapp promoted to Rear Admiral 20 Nov 2001.
Cdre R. J. Clapp to RN Gibraltar as Commander British Forces in succession to Cdre A.

M. Willmet.
Rear Admiral R. J. Lippiett to be Commandant Joint Services Command and Staff College in succession to Air Vice-Marshal B. K. Burrige on 28 Jan 2002.
Cdr M. T. G. Durkin to HMS Exeter as CO, 19 Mar 2002.
Lt Cdr J. A. Lawler to 801 Squadron as CO on 2 Apr 2002.
Lt Cdr A. P. Watts to Gannet SAR Flt as OIC on 2 Apr 2002.

Cdr R. A. A. Thomas to HMS Grafton as CO on 14 Nov 2001.
Lt Cdr A. T. Cummings to HMS Walney as CO on 17 Mar 2002.
Capt M. U. Sloan to HMS Campbelltown as CO on 1 Dec 2001.
Lt Col J. A. Getgood to Royal Marine Reserves London as CO on 28 Jan 2002.
Cdr J. A. Morse to HMS Norfolk as CO on 22 Oct 2001.

Cdr R. P. Talbot to HMS Norfolk as CO on 16 Nov 2001.
Lt Cdr T. I. Chrisp to HMS Guernsey as CO on 8 Apr 2002.
Lt Cdr J. C. Masters to HMS Leeds Castle as CO on 26 Mar 2002.
Lt Cdr G. L. Young to HMS Sandown as CO on 16 Oct 2001.
Lt Cdr W. C. Brown to HMS Coventry as CO on 1 April 2002.

Operational Honours

NAVAL recipients of awards in the Operational Honours List:
CBE – Major General Robert Allan Fry RM
CBE – Lt Col Gordon Kenneth Messenger RM
MBE – Mnr Steven Ashenden RM, CSgt Norman Brown RM, Col Jeffrey Sinclair Mason RM, Lt Cdr Stafford Allan Seward RM, MIO – Sgt Marcus Di-Vincenzo RM, Sgt Anthony Blington
Queen's Commendation for Bravery – Sgt Jonathan Lee Potter RM, Cpl Andrew

Stoker RM
Queen's Commendation for Bravery in the Air – Lt Alan Hinchcliffe RN, LA Nicholas Paul Hipkin RN
Queen's Commendation for Valuable Service – WO George Philip Smith RM, Capt Mark Andrew Bowers RM, Maj Jim Marsh RM, Cpl Andrew John Place RM, Sgt Richard James Robson RM, Maj David William Howard Wilson RM, PO (WEM) Matthew Sainserton RN, WO Andrew David Nowell RM, Lt Timothy William Hayden RN, Lt Gary Peter Milton RN

Swop drafts

LMEM(M) Eln, HMS Nottingham, BFPO 346. Long deployment Mar 2002. Will swop for any Portsmouth ship not deploying.
LWSA Elnam, drafted to JSU Northwood on 20 Nov 2001 would consider swop to any shore draft Portsmouth area. Contact: 5060 43115.
LCH Banna, 18 Man Mess, HMS St Albans, BFPO 399. Will swop for any Devonport ship deploying or not.
LMEM Hill, 6F4 Mess, HMS Ark Royal, BFPO 212. Will consider any Type 23 deploying or not.
LWTR Elnon, COMATG until Sept 2003, c/o 4G1 Mess, HMS Fearless, BFPO 283. Will swop for any Devonport sea draft.
STD P. G. Halliwell, RNAS Yeovilton. Drafted to 820 Squadron on 25 Feb 2002. Will swop for any Portsmouth based ship.
Chef Truesdale, HMS Gloucester, BFPO 269. Joins HMS Liverpool 22 Jan 2002. Looking for a ship going on long deployment.
WTR P. J. Smith currently ships office HMS Argus, BFPO 210. Deploying 13 Feb for APTAG. Will swop for any Portsmouth Type 42 not deploying.
WSTDI C Olivia currently HMS Nelson Warden Silver Stone drafted 21 Jan 2002 to 814 Sqdn Culdrose. Will swop for any Portsmouth draft deploying or not.
WCHI Cox currently HMS Ark Royal, BFPO 212. Will swop for any Portsmouth draft deploying or not.
WCHI MacAndrew currently HMS Ark Royal, BFPO 212. Will swop for any Plymouth area draft or Plymouth ship not deploying.

Ratings seeking to swop drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service – sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on Form C240 to NDD, Centurion Building.



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Deaths

LWTR Alan Padbury, Cdre MFP, November 9.
Chef James Lee Thomson, HMS Brecon, October 24.

Capt Brian de Courcy-Ireland, Jutland veteran and Naval Director of Combined Operations. Served 1913 to 1951. After WWII he joined the Fleet Air Arm and helped establish its transfer from RAF to RN, November 11, aged 101.

Capt R. I. A. Sarell DSO, wartime destroyer captain. Served Eppingham, Valant, Brilliant, Exmouth, Broke, Mauritius and President. Two years as Naval Attaché in Moscow led to expertise in the Soviet navy. October 31, aged 92.

Cdr Charles Owen DSC, former naval aviator, survived the sinking of four aircraft carriers in WWII: Ark Royal, Eagle, USS Bunker Hill and Enterprise. Ships include Argus, Victorious, Benbow, Arrow, Walker, York, Courageous, Benwick. Aged 92.

Phil Durham DSC. Ships include Norfolk, Laforey, U-boat Graph and Stoic. Retired from RN due to ill health after receiving command of Sceptre, August 8, aged 80.

Lt Cdr Allan Cheetham, Fleet Air Arm. Captured by Norway in WWII and imprisoned in POW camps including Colditz from which he briefly escaped. Served 1938 to 1964. Aged 83.

Sub Lt Arnold Owen Orders, October 11, aged 76.
Harold G. Beckett. Ships include Rattlesnake, Friendship. Member of Algerines Association, September 30.

Ramon John Beed, ex-CPO Stoker. Submarines include Totem and Cachalot. Served 1959 to 1975. October 22, aged 65.
William Charles Boddy, ex-CPO, ex-Ganges instructor. Served for 25 years from 1937. September 15, aged 83.

Norman Broadfield. Served in Sheffield, Striker. Founder member West Riding Yorkshire Branch of Russian Convoy Club. Aged 79.

C. 'Fred' Burnett. Served in Saintes, Liverpool, Sheffield, Mercury and Curlew. HMS Bruce Association, November 1.

Nick Carter. Survivor HMS Somali torpedoed on Russian convoy duties, 1942. Member of the Tribal Destroyers Association.
Cyril E. Clark, HMS Fly. Member of Algerines Association, September 5.

Morty Courage. HMS Tartar involved in the destruction of Bismarck. Convoys to Russia, Atlantic, Mediterranean. Member of the Tribal Destroyers Association.
Reg Doring, ex-Leading Signaller, HMS Cossack Association.

Samuel Eastley, ex-Stoker. Ships include Plucky and Widemouth Bay. October 16, aged 74.
William 'Bill' Elsmore, ex-Chief Ordnance Artificer. Ships: York, Sheffield, Antheus, Superb, Royalist, Newcastle. Unmarried, October 20, aged 90.

Geoffrey George Farmer, ex-Stoker Mechanic, HMS Belfast Association, served in ship 1945-52 in Korea. November 1.
Andrew G. Finn, Algerines Association. Served in Trulovis, September 28.

Robert Fraser, ex-AB. Served 1951 to 1953. Member HMS Morecambe Bay Association. October 12, aged 70.
Walter William Grace, ex-CPO. Served in many ships of the fleet from 1939 to 1967. November 13, aged 76.

A. C. Hammond, ex-PO Stoker. Ships include Iron Duke and Ilex.
Bryan L. Judd. Ships include Sylvia, Truelove, Welfare, Algerines Association.

Donald M. Marriott, ex-FCPO, Air Engineering, Fleet Air Arm. October 18, aged 72.
Peter Mason, served in the Royal Marines 1941 to 1942. HMS Penelope Ash.

Win A. Mason, HMS Mutine, Marmion. Member of Algerines Association.
Anthony George Ralph, ex-CPO. Served from 1962 to 1986. Ships include Defender, Yamouth, Engadine, Warrior, Intrepid, Achilles. October 19, aged 55.

Eric W. Shawyer, HMS Tanganyika. Member Algerines Association, August 24.
Albert George Simmons, ex-CPO in Fleet Air Arm. October 13, aged 71.

John Peter Standring 'Stan the Man', ex-LSA. Served 1989 to 1998. Ships include 845 Squadron, Culdrose, Cardiff. October

19, aged 38.
Chas. A. Taylor, HMS Providence. Member of Algerines Association, June.

Douglas Walker 'Lefty', ex-POSM. Served 1946-53. Obedient, Zest, Suffolk, Belfast, Glory. November 13, aged 73.

Reginald E. Watkins, ex-Submariner. Submarines include Oberon, Sealion, Statesman. Member London Submariners Association, October 11.
Harry 'Brigham' Young, ex-CPO ERA. Served in Morecambe Bay, 1949 to 1952. October 13, aged 80.

ASSOCIATION OF RN OFFICERS

Cdr J. Baldwin. Served Belfast, Devonshire, When, Atahain, Scorpion, Kent, Temor. President and Nelson.

Li T. N. Blenden. Served St Vincent, Phoenix, Pembroke, Sea Eagle, Victory and Rooke.

Cdr J. H. Boodle. Served Swiftsure, Pembroke, Centaur, Collingwood and Dryad.

Li Cdr D. E. Brook. Served Sparrow, Fagard, Zulu, Diana, Fearless, Excellent and Cambridge.

Li P. E. K. Donaldson. Served Birmingham.

Li Cdr P. Douglas. Served Gambia, Wild Goose, Duke of York, Javelin, Holderness, Dulverton, Derwent, Griffin and Glasgow.

Capt E. H. Fox. Served Hornet, Peniston, Vernon, Vampire, Waspsong, Blackpool, Tartar, Aurora, Warrior, Cochrane.

Capt F. E. Heenan. Served Merlin, Gannet, Sheffield, Saker, Ark Royal, Fagard, Victory, Heron and Daedalus.

Cdr N. W. Hodges RNR.
Capt D. W. W. Hunt RM.
Capt R. G. Lewis-Jones. Served Aril, Albion, Goldcrest, Caesar. Concor, President and Daedalus.

Cdr N. T. McHarg DSO. Served Egret, Garth, Diadem, Glory, Harrier, Mauritius, St Angelo, RNAS Yeovilton and HM Dockyard Chatham.

Cdr T. H. Norman. Served Furios, Sheffield, Volage, Caledonia, President, Gambia, Belderophon, Nelson and Tamar.

Cdr D. C. V. Pelly. Served Renown, Courageous, Eagle, Furious, Exeter, Fenner and Landfall.

Li Cdr A. T. Sangster. Served Vortigern, Lamerton, Antheus, Copra, Swiftsure, Mounts Bay and Theseus.

Li Cdr P. M. D. Thomas. Served Newcastle, Ilustrado, Corunnam, Chaser and Heron.

Capt F. M. A. Torrens-Spence DSO DSC AFC. Served Ilustrado, President, Gannet, Delight, Fulmar and Daedalus.

The Reverend J. C. Verus. Served Daedalus and Collingwood.

Li Cdr G. R. P. Weaver. Served Enard Bay, Vulture, Glory, Ganges, Loch Fyne, Virago, Cambridge, Hermes, Unlaunted, Caprice, Cochrane, Drake and Rooke.

Li Cdr C. J. R. Whittle VRD RNRV. Served Venus.

Li Cdr B. Wilson. Served Backlog, Fulmar, Excellent, Daedalus and Drake.
Capt R. W. Winthrop MBE RM.

ROYAL NAVAL ASSOCIATION
Bill Adams, Peterborough.
Joyce Bird, Associate Member Peterborough.

Frederick John 'Bomber' Brown. Welwyn Garden City and HMS Ganges Association. Ex-PO Tel. Served 24½ years from 1949 to 1964. Ships include Ganges, Loch Fyne, Superb, Sibbury Bay, Arkander, Pelican, Forth, TAG 812, 814, 815, RNA Welwyn Garden City. September 25, aged 67.

George C. Curtis, Ferndown. Served 1936 to 1961. Life member, Welfare Officer and President, November 9.

Dennis Fordham, Peterborough.
Albert Fulker 'Bert the Silver Fox', South Harrow. Served in Atlantic 1942. Operation Pedestal aiding the Ohio into Malta, also Operations Torch and Husky.

Leonard Thomas Futer, Bourne. Past Welfare Officer, November 10, aged 84.
John Leonavicious. Long term associate member Horley from Lithuania. October 2, aged 80.
Barry Lomas, Ferndown.
Josef Malek, Kidderminster. Ex-PO Polish Navy. Last ship ORP Słanick. Served 1939 to 1947. Invested with the Gold Cross of the Order Merit of the Republic of Poland. October 26, aged 78.
Frank Gordon Meneer in Brunswick, Canada, Falmouth. Coastal Forces Veterans Association. Aged 81.
C. Mowbray, Associate member, Londonderry. November 4.
S. Pepper, Peterborough.
A. L. Terry Perryman. Life member of the RNA and foundation member and Social Secretary Cambria Branch. Ex-CY, served RN and RNR 1944 to 1963. Ships include Bellona, Queen Elizabeth, Challenger, Crispin, Sheffield, Concord. HMS Ganges Association. October 25, aged 73.
Edward John 'Ted' Revell, ex-RM. Chairman and founder member Gimby and Cleethorpes RMA, deputy chairman Gimby RNA, August 5, aged 77.
Jack Shearer, Scarborough. Aged 75.
L. Simons, Lewes. Ex-L/Tel. Served 1941 to 1946. Ships include Kipanga, Tana, Bhenunda, Monara, Ceylon, Ganges, St George, Scotia, Mercury and RNAS. October 22.
Bernard Gerald 'Bill' Snook, ex-AB. Served 1946 to 1956. Standard Bearer of Perth (WA) RNA, committee member and Branch representative, October 13.
Thomas Patrick 'Curly' Stack, ex-AB. Kingston upon Thames. Served exclusively in submarines, 1946 to 1964. Aged 75.
David C. Tall, Ex-AB in submarines, 1964-71. Carisle, October 27, aged 64.
Alexander Frederick 'Alec' Taylor, Kingston upon Thames. Served 1942 to 1946. Ships: Duke, Pembroke, Quebec, Copra, Rosneath. Aged 77.
Harry William Thomas, Cwmbran. Ex-DEMS rating. Served 1938 to 1946. June 27, aged 81.
Ken Travis, Scarborough. Served in minesweepers. Member RNFSA. Aged 80.
Alan 'Charlie' Tremlett. Life member and president Cambrian RNA. Founder and Life President HMS Vanguard Association. Ships include Vanguard, Howe, Ocean, Loch Fyne, Hampshire and Puma. August 19, aged 72.
Harry Walsley, ex-L/Tel. Branch member Perth (WA) RNA. Founder member, Standard Bearer and Secretary of Marmion Branch. October 11.

Motoring with Glynn Williams



● The Vauxhall Zafira GSi Turbo (above) and new Vectra hatchback (right).



● Ford Puma Thunder.

Accelerated change

FILL HER up, we used to say, and the petrol station attendant would duly oblige, with a complimentary wipe of the windscreen thrown in.

What can we expect in 2002? Not just the simple choice of petrol – was that 95 octane unleaded, super unleaded or 99.8 octane Shell Optimax, LRP, diesel, or perhaps a splash of liquid petroleum gas?

Perhaps your car needs a charge for its driving batteries, or would we like liquid hydrogen today, sir?

In my youth, this would have been Dan Dare stuff, from the Eagle comic that provided Navy News-style cut-away drawings of futuristic machines like Concorde around 1960.

But these options are either here or imminent, stand-alone or in combination like petrol and LPG.

Harassed by the taxman, the car makers have super-refined diesels with direct injection and turbochargers for super economy and smoothness.

I recently drove 150 miles from Paris to Calais averaging 50mph and 77.3mpg, using less than two gallons of fuel in a new Renault Clio diesel. At French prices that's about £5 worth!

Innovation is all around, although the absence of a British motor show this year means much has passed by generally unseen.

Revolutions continue in both technology and styling, some modest like the new hardtop for the MGF that can be fitted over a soft-top, to the latest Mazda RX-8.

The RX-8 will make the popular MX-5 sports car look like an Austin 7, with a front engine, rear-wheel-drive package packing 250bhp and 220Nm torque from a



● The new Mini Cooper Hydrogen.

non-turbo 1.3-litre rotary plant. Production starts late next year.

What might have been at the other end of the scale is the new Ford Fiesta, but for the fact that this is a complete remake – roomier, safer, even more frugal.

However, as it comes in, out will go the current Fiesta-derived Puma coupe, with a high-value package tagged Thunder.

Of course the choice of car styles has changed bewilderingly too. Not just saloon, hatchback, estate, coupe, convertible, sports, or 4x4, but MPVs, mini-MPVs, sports utility vehicles (SUVs), city cars – you name it.

MPVs were initially capacious but not very nimble or quick, but Vauxhall has launched a turbo-charged version of its seven-seater Zafira that is good for 137mph with 0-60mph in less than eight seconds for less than £20,000.

Vauxhall is also preparing to relaunch the Vectra in the spring, aiming to dislodge Ford's new Mondeo from the top spot in the vital mid-size market sector with

an innovative new chassis system, among other advances, to be unveiled at Geneva in March.

High-riding 4x4s and other wagons for the urban cowboy have been big sellers, and amid the rising competition Land Rover is refreshing the Range Rover with sportier lines.

Honda's strong presence in the market is reflected by the fact that its new CR-V sports utility vehicle, built in Swindon, is now being exported 'home' to Japan.

Meanwhile BMW has been busy, revamping its class-leading 3-series, given a new look in both saloon and Touring guises, and developing the new Mini.

Sports seats, trip computers, smart wheels, air conditioning – these are among dozens of new options for the 1.6-litre Mini One and Mini Cooper.

But the new Cooper S is on its way, and so – a little later – is the Mini Cooper Hydrogen, fuelled by super-cooled liquefied gas, offering comparable performance with major benefits.

There are savings to be made all around, not just in fuel bills but also vehicle excise duties, while what we have traditionally viewed as 'small' cars are now not only much roomier, but far more sophisticated.

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● The Royal Navy rally team's Peugeot 106 takes to the air in Portugal.



Crash landing costs Navy duo

A NAVY team took flight during an international rally – and it cost them dear when their car crossed the finish line.

Cdr Rory McNeile (MOD) and CPO Pete Hopkins (HMS Dryad), both members of the RN Automobile Club, finished the World Cup Rally for near-standard 1400cc cars in 12th place out of 50 finishers – but it could have been so much better.

The Navy duo set the fastest time on the opening tests in France as the 70 crews headed from London to the Sahara and back, a total of more than 6,000 miles.

Despite a puncture in the Atlas Mountains,

hours trapped by flash floods on the edge of the desert and a punctured gearbox in Marrakesh, the Navy team entered the final competitive leg in Portugal in fifth spot, just 30 seconds down on a factory-supported MGZR.

But a heavy landing after going airborne on a mountain track (above) caused a ruptured radiator hose, and significant time penalties as repairs were made.

A new fuel pump was also needed at the Spanish coast, but they finally made it to Brooklands in 12th place.

The effort was supported by the Director Naval Recruiting, the RN and RM Sports Lottery and the RN & RM Motor Sports Association.

Navy News



Sea Cadets



● **SIZE MATTERS:** OC Adebambo Salawu as coxswain of the Jack Petchey

Near disaster in the Upper Pool . . .

THE RIVER Thames from Ham to Greenwich was the venue for a colourful spectacular with the tenth Great River Race organised by the Worshipful Company of Watermen.

The event continues to grow in popularity with about 300 boats converging on Ham, near Richmond, to complete the 22-mile course to Greenwich.

Craft taking part are described as traditional boats, but they range from wherries to war canoes, from gigs to Chinese dragonboats and many other types.

Once again TS City of London Unit were actively involved, having the use of two London Area Rosalind Skiffs, Jack Petchey and Sea Cadet Jolly (the story goes that this was to

have been named Jolly Sea Cadet but someone got it wrong!). Others were to have been manned by visiting members of the US Naval Sea Cadet Corps and the Royal Canadian Sea Cadet Corps, but the exchange was cancelled due to the events of September 11 and is to be re-arranged for August 2002.

The skiff, a wooden clinker-built vessel, was originally designed as a working boat used by fishermen and Thames watermen – but its popularity for racing increased during the late Victorian period and the Great River Race has helped keep this tradition going. London Area is increasing the number available for use at Boat Stations and on the River.

The first crew consisted largely of veterans (including Commanding Officer Lt Mark Macey). However, younger members were also involved,

including the Mayor of Southwark who, four hours, 22 miles and a good soaking later, suggested that the Thames be diverted to miss his London Borough. Luckily, both pulling strongly and also taking the helm at crucial times was AC Victoria Weston.

The Jack Petchey was crewed by LC William McCarthy, LC Dean Payne, AC Duncan McDougall, AC Daniel Gill and OC Adebambo Salawu as coxswain.

All went well until a close encounter with two large River Boats while passing through the Upper Pool resulted in water up to a level just below the coxswain's chin.

However, skilful control and frantic bailing allowed the crew to complete the remaining five miles to Greenwich unaided

Call for help in caring for war graves

CADETS have been helping to maintain the country's war graves and memorials, in response to an appeal by the Commonwealth War Graves Commission.

Deadline for Duchess

TS DUCHESS, the Biggleswade Unit is threatened with the loss, early next year, of their Unit HQ – their much-loved home for 58 years.

Unless they can raise the asking price for an outright purchase of £200,000 it is unlikely they will be able to remain in the premises.

Chairman of the Unit Management Committee Judith Hagger told *Navy News*: "This project is going to be inspiring and challenging to us in the months ahead, but we shall only be able to achieve success with as much support as we can muster."

For further details, call her on 01767 314973.

The Commission's Director of Information, David Parker, told *Navy News* the help has been especially appreciated where cemeteries no longer receive regular maintenance.

"In such circumstances the support of volunteers can be invaluable in ensuring that regular maintenance is continued or, in some cases, carrying out restoration work on previously neglected memorials," he said.

"Such projects can also impart a sense of achievement and pride in having given something back, even in a small way, to those to whom we owe such a debt.

"Today's younger generation owe much to the sacrifices of those who gave their lives in the two world wars, but for many young people these wars are a matter of history. The Commission is keen to engage young people in its work and to carry them with us as we move away from the world wars."

Mr Parker said a recent example involved Stafford and Rugeley Unit with the Millennium Volunteer Scheme. Here the cadets received certificates after completing 100 hours of voluntary service with organisations such as

the Bethany Project and the Prince's Trust and also helped to maintain local German war graves.

Stoke Newington unit had also helped maintain London's Abney Park Cemetery, which has fallen into neglect in recent years and contains some 250 war graves.

"The Commission would like to build on the help it has received, both on the practical level and by entering into a dialogue with cadets.

"As part of this initiative we are currently considering the setting up of a focus group consisting of representatives of appropriate organisations and cadet groups have an important role to play.

"We would, however, wish to see young people directly involved rather than have their views interpreted for them.

"The Commission is therefore eager to hear from anyone who feels able to contribute."

Further information from David Parker at the Commonwealth War Graves Commission, 2 Marlow Road, Maidenhead, Berks SL6 7DX. Tel 01628 634221. Check out the web site at www.cwgc.org.

● **Stoke Newington Unit at the memorial in Abney Park Cemetery**



HOVE hopes for cruise ship link

HOVE and Adur Unit hope to have an affiliation with new P&O cruise ship Aurora following a visit to her in Southampton organised by P&O Cadet Manager John Nell.

The party had a full day included a guided tour and lunch on board. Here P&O Cadet Dan Wood fields a question from PO Kim Sullivan.

'Exceptional ambassador'

FOR HER service with the Sea Cadet Corps, Lt Margaret Wall has received the Lord Lieutenant for Merseyside's Certificate from Col Alan Waterworth.

In the citation, Margaret was praised for her commitment, which dates back to service with the WRNS Volunteer Reserve in 1956, regular service for three years with the WRNS and further service with the Reserve.

After raising her family, she joined the Girls Nautical Training Corps as an Instructor and commanded the Speke unit until it merged with the SCC. She has been District Officer (Training) for Liverpool since 1993.

"She continues to provide superlative advice and support to the nine units of the Sea Cadet Corps in the Liverpool District, and has demonstrated boundless enthusiasm and commitment to youth development within and beyond the District boundaries.

"She is an active member of the Women's Royal Naval Service Association and is an exceptional ambassador for the Naval Service."

● **Lt Wall receives her Certificate from Col Waterworth at Chavasse House, home of 208 Field Hospital of the Territorial Army at Liverpool.**



Sea Cadets



ON SUNDAY October 21 Trafalgar Day parades were being held all over the country – but not in Trafalgar Square, where for the first time in 40 years the biggest parade of them all was washed out by torrential rain.

Over 500 cadets had turned up – and before they pointed their buses homeward the C-in-C Fleet Admiral Sir Alan West told them: "In this changed world since September 11 it is your personal code of teamwork, leadership and self-discipline which will win the day."

Elsewhere, others were a bit luckier with the weather. Liverpool District held their parade at HMS Eaglet, RN Headquarters Merseyside, standing firm in a cold wind on the waterfront – where First Lieutenant Lt Cdr Christine Bradford is seen (below left) talking to the Colour Officer, S/Lt Elizabeth Britto, RNR of Liverpool City Unit.

Lt Cdr Bradford spoke of her pride whenever she saw Sea Cadets in uniform – they were "excellent ambassadors for the Royal Navy", she said.

And at Portsmouth the Southern Area Sea Cadet Colour – donated by Lloyds TSB Registrars and the employees – was consecrated in the Anglican cathedral, after a short service at the Nelson memorial and procession led by the Sea Cadet Band, Guard and Colour Party (left).

In the evening Sea Cadets from Worthing, Portsmouth and Gosport provided the piping party and lined the wardroom entrance as guests arrived for the Trafalgar Night dinner at HMS Nelson.

Guest of Honour was TV inquisitor par excellence Jeremy Paxman (below left).

THE IMMORTAL MEMORY



New wheels for Neptune

MONEY raised by this year's Faslane Fair at HM Naval Base Clyde bought T3 Neptune a new mini-bus.

The keys were handed over to the Helensburgh Unit's Commanding Officer, Lt Ronnie Bell, by the Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Derek Anthony.

The Fair also helped buy a new dinghy for the Challenger Group for Disabled Sailing.

Picture: FOSNRI Photographic Section



Leak-stopping moment

● **WHEN HMS Northumberland visited Sydney 50 Australian Sea Cadets were invited on board to take part in fire-fighting and leak-stopping exercises**



Drafty

An end-of-year message from the Commodore Naval Drafting

It's getting better – so why the gaps?

Since 1998 the Naval Manning Agency, of which Drafty is a large part, has had its performance assessed by its "customers" – that is, all those who employ RN and RM personnel at sea and ashore.

This annual assessment consists of a formal set of questions covering attitude and performance of the Agency's people, their relationships with their customers and the results they achieve in meeting customers' requirements for career management and deployment of personnel.

As you may imagine, it is a good occasion for some frank speaking!

Despite the manpower shortfall that continues to prevent us from meeting our 'targets' in full, our customers rate our performance pretty well.

As far as Drafty's bit is concerned, the relationships of the drafting desks with their customers, and their success in man-

aging the careers of ratings and RM Other Ranks (well done the DCMLOs too) and deploying rating/RMOR manpower have all improved year on year – so far so good.

However, if you the customers think our performance is satisfactory and getting better, why are there still so many gaps?

You have only to look back ten years and compare then with now to realise how much things have changed.

The drafting system is basically inflexible, and our ability to move people about is constrained by things like Minimum Time Ashore (MTA), a strict sea/shore rotation for the majority and the timing and number of P7Ts.

In the bigger Navy of 1991 those constraints were overcome by having a sufficient 'margin' of people that gave us the flexibility to manage; ratings were routinely relieved in a billet before moving on, everyone got well above the minimum shore draft before returning to sea and Emergency Relief Pools were full, so any long term P7Rs at sea were quickly replaced.

By 1996 the 35 per cent downsizing of the Navy and three years of

minimum recruiting had had a major impact.

We emerged a much leaner outfit and, crucially, one that was no longer funded for a comfortable margin.

Therefore all the flexibility we had enjoyed disappeared.

In the five years since then it has become increasingly difficult to relieve ratings in billets without leaving a gap; over half junior rating categories and about one quarter of senior rate categories are on MTA; and ERPs are dry in most branches, so providing an early relief for a long term 'sickie' is hardly ever possible.

And MTA is a double whammy, because not only does it make gapping at sea worse when I tell COs that they cannot have Rating X for another few weeks because of his/her guaranteed shore time and there is nobody else; but also MTA creates 'churn', or rapid turnover, in shore jobs because of the need to send those ratings back to sea after their minimum period.

So shortages are a problem, but

at least there is an understanding that, with more than fifteen hundred ratings and Marines short, the Agency does all it can with the people available.

And that is why its performance is assessed as satisfactory, despite all the strains on the system.

Gapping is acknowledged, and in critical areas, chief among which are LOMs (GS and SM), GD Royal Marines, WEAs (GS and SM), MEAs(SM), Lynx AEMs, WSMs and Chefs, it damages operational capability and adds to drafting constraints.

But it's not all gloom.

Recruiting has been pretty good in the last three years and ratings are joining the Fleet for their first sea draft in good numbers.

The problem, as all of you in ships will know, is further up, and that is the critical shortage of Leading Hands across the board, caused obviously by the recruiting turnoff of the early 1990s.

All those who would have joined then would now be Killicks or junior Petty Officers.

The solution to that bit of the problem is clear – today's Able Rates need to get themselves qualified as soon as possible, get select-



ed for Leading Hand and get on up the ladder.

The solution for other areas of shortage such as WEAs (GS and SM) and MEAs (SM) is more complex, and the subject of separate study.

As you all know, TOPMAST will be with us in less than a year.

It will not solve every problem; it won't even guarantee to fill every gap; but it will restore a measure of flexibility to an under-strength system by removing a lot of the constraints that currently prevent more efficient use of manpower.

My intention through the period of transition to TOPMAST is to

ensure that the current drafting system continues to deliver, that it meets the expectations of all our ratings ashore and at sea, and that the move into the new manning regime is as smooth as possible.

There is a great deal to do and Drafty is working close alongside the TOPMAST team.

Wherever you are, have a very Happy Christmas and New Year.

Whatever else, 2002 will be an interesting year on the manpower front.

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Please write with full CV and cover letter to: Debbie McCullough, Devonport
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E-mail: debbie.mccullough@devonport.co.uk
Fax: 01752 325082.

Plymouth

Museum launches new war memorial database

A NEW archive of the nation's war memorials has been opened by the Imperial War Museum.

The UK National Inventory of War Memorials (UKNIWM) database was begun in 1989.

Since then its 500 volunteers have carried out thousands of detailed site surveys, taking photographs and delving into their local archives to build a comprehensive picture of how local communities remember their war dead.

The archive now records over 45,000 memorials, everything from the conventional community crosses to less obvious memorials such as gardens and hospitals. It will prove useful to anyone interested in military history or tracing a family tree.

A great number of memorials were built after World War I, a period of growth that has been described as the biggest public art project in history.

Anyone interested in accessing these records can use a computer database in the museum's reading rooms. There is also a supporting archive that includes 50,000 completed survey forms, photographs, postcards and other memorabilia – a wealth of material that will appeal to a wide range of researchers.

At the same time, The War Memorials Handbook has been published to provide advice on how to use the UKNIWM and guidance on the conservation of war memorials.

This is available from the IWM shop at £4.99.

For more information call Rebecca Stephens on 020 7416 5316.

After many years at the Old War Office, Whitehall, the bronze statue of Mars, the Roman god of war, by Basil Gotto, has returned to its rightful home, the Army and Navy Club on Pall Mall.

Now visible to the public for the first time, the statue was unveiled there by the club's Patron, the Duke of Kent and rededicated by

the Rt Rev Noel Jones, Lord Bishop of Sodor and Man.

The statue was commissioned by the club in 1924 as a memorial to members and staff who died in World War I.

Meanwhile the Commonwealth War Graves Commission has noted that visitors to its cemeteries and memorials are increasing. New Director General Richard Kellaway told *Navy News*: "I and my fellow Commissioners are conscious of the growing interest in remembrance. From the most official Royal pilgrimage to the casual passer-by, all are welcome and play their part in remembering the price paid for the freedoms we enjoy."



New home for Jervis Bay painting

A PAINTING that celebrates one of the most courageous actions of World War II has been unveiled at The Historic Dockyard, Chatham.

The armed merchant cruiser HMS Jervis Bay sank with the loss of 198 crewmen, 84 from the Chatham Manning Division. Her final moments amounted to such an act of bravery that her captain was awarded the VC.

Relatives of those lost in her attended an unveiling of the painting *The Convoy Got Through* by Montague Dawson that has been loaned to The Historic Dockyard by the shipping group Furness, Withy & Co.

On the 5th of November 1940 a convoy of merchant ships were sailing across the Atlantic from Nova Scotia to the UK. Only one warship, HMS Jervis Bay was escorting them. Shortly after 5pm the German 'pocket battleship' Admiral Sheer discovered the vulnerable convoy and

opened fire. HMS Jervis Bay ordered the ships to scatter before she turned to confront the enemy alone. The German vessel outgunned the British ship by a massive margin and within 20 minutes she was reduced to a wreck, quickly sinking.

But the sacrifice made by Jervis Bay gave the convoy vital time to escape and 31 of the 38 ships reached Britain.

Jervis Bay's Captain, E. S. Fogarty Fegen, was posthumously awarded the Victoria Cross "for valour in challenging hopeless odds and giving his life to save the many ships it was his duty to protect."

Montague Dawson served as a lieutenant in the Royal Naval Volunteer Reserve during World War I and later achieved artistic success with his paintings of large clipper ships under sail. He died in 1973.



For display purposes only

COMMANDING Officer of RNAS Culdrose-based 849 Naval Air Squadron, Lt Cdr Bruce Hutchinson, has taken delivery of a brand new Sea King Mk 2 Airborne Early Warning helicopter.

But this latest model is just that – made by Russell Tranter of Birmingham, cousin of a Chief Aircrewman serving with another Culdrose-based squadron. Said Lt Cdr Hutchinson: "This model is by far the best I've ever seen – it is incredibly accurate in every detail, right down to the ice accretion probe and pilot's rear view mirror."

The model is now on show in 849 Squadron's trophy display cabinet.



ACTION IN DIVERSITY

MUSEJI Takolia, Senior Advisor on Diversity and Equal Opportunities in the Cabinet Office has visited the Royal Navy at Portsmouth.

Aim of the visit was to acquaint him with aspects of life in today's Royal Navy and for him to meet informally officers and ratings to gain a first hand perspective.

Mr Takolia also called on the Second Sea Lord, Vice Admiral Sir Peter Spencer, to have personnel matters placed in context with current operations.

He then went on board HMS Westminster where at an all-ranks buffet lunch in the Wardroom he sampled some spicy delights from a range of diversity catering offered by the chefs. Accompanied throughout by Commander Joe Da Gama, Diversity Policy Officer for the Naval Service, Mr Takolia was

later briefed by a number of Directorates in Victory Building on diversity recruiting, retention and career progression in the Naval Service.

It was made clear to him that the Navy had policies that differed from those of the Civil Service and that, due to the primacy of operational effectiveness, there were some legislative exemptions.

Mr Takolia expressed his delight at being able to visit the Navy. After his visits to all three Services, he will brief the Chief of the Defence Staff, Admiral Sir Michael Boyce, on his findings. Before leaving he told Admiral Spencer he was impressed with achievements to date and suggested some areas where he could be of further assistance.

● **DIVERSITY IN ACTION:** Museji Takolia talks to LMEM Bungy Edwards and MEA Bob Maureemootoo on board HMS Westminster

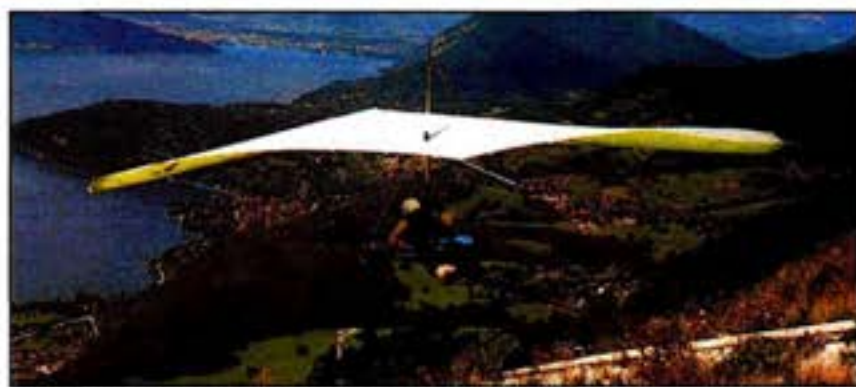
Bronze surfers

A NAVY team came third in the inter-Services kayak and waveski championships, held at Newquay in Cornwall.

Heavy surf conditions of 4-5ft on day one relented to a more manageable 2-3ft on day two, presenting a challenge to the six Navy kayakers and three waveskiers.

Capt Max Shaw finished fifth in the kayak event, CPO Andy Vine finished third in the waveski event, and S/Lt Charlie Briggs was second in the ladies' kayak section.

For details of the sport, contact CPO Andy Vine on 9375 66123.



● CPO Wayne Holmes flies above Lake Annecy in France.

RN pilots compete in Europe

PILOTS from the RN Hang Gliding and Paragliding Club were forced to compete in Europe because UK launch sites were closed by the foot and mouth crisis.

A team of three paraglider pilots made it to the ten-day Alpine Paragliding Championships at Drei Mullen AT Centre in Bavaria, featuring cross-country flying amongst the German and Austrian alps.

Rising star LAEM Jim Howe (HMS Sultan) won the Intermediate class, while CPO Phil Whitelaw and Lt Rory Lynch came 5th and 6th in the Open class.

Two pilots - Lt Cdr Rob Dowdell and CPO Wayne Holmes - joined the Joint Services expedition to the Anney area of

the French Alps for an introduction to mountain flying in wet weather amongst spectacular scenery.

The club hopes for better luck next year, with all flying sites re-opened, and is seeking new members.

Hang gliding and paragliding are sponsored Adventurous Training activities, with basic courses costing as little as £50, with equipment bought with generous grants from the Sailors and Fleet Amenity Funds, the Nuffield Trust and the Sports Lottery.

For further details, contact club secretary Lt Mark Scott, 702 NAS, RNAS Yeovilton, tel Yeovilton ext 6070, or email PTO702 on the NavyNet.

Rowers find rhythm

BOTH the men's and women's rowing squads got off to a good start to the winter racing season, with crews competing in a number of events - including two high-profile national races.

The gruelling Pairs Heads, over a course of more than four miles, with more than 300 entries in total, saw the men finish 7th in their division.

The same crew then excelled themselves by tak-

ing second place in their group at Henley.

November saw the Fours Head over the famous Boat Race course in London, where a women's coxless quad raced well to beat more than 150 other crews.

The next event for Naval rowers is the Plum Puddings regatta at Dartmouth on December 1, followed by the Rowing Association's AGM and annual dinner.

Richmond vs Richmond

IT WAS Richmond vs Richmond when the men of the Type 23 frigate travelled to Yorkshire to take on the rugby players of their namesake town.

The commemorative match, organised by the club's fixture secretary Paul Spencer and the ship's Commanding Officer, Cdr Alistair Adams, saw the civilians win 38-19.

The Naval party had travelled north to take part in the town's Remembrance Sunday parade, and they marched through the town, led by Lt Cdr Steve Sugden, along with the Mayor, Cllr Tom Burrow, the district council chairman Mrs Jane Metcalfe, and representatives of the Royal British Legion.

Navy sneak to winning start

FIELDING a developmental squad in the opening game of the season at Oxford University, the RN football team had to work hard against a well-drilled students' team.

It took some time for the Navy to settle, and they were lucky not to fall behind in early exchanges, having several fine saves by MEM Moir-Young to thank for parity.

After mounting attack after attack, the students broke through in the 37th minute when a shot was only partly blocked by the keeper and the ball trickled over the line.

This gave a wake-up call to the Navy, and it was only a matter of

minutes before LOM Paul Tickle equalised for the Navy by slotting the ball home from close range.

The Navy made several changes to the side in the second half, but the game followed much the same pattern as the first, with Oxford coming close on several occasions.

With minutes remaining, the Navy won a corner and Tickle found himself free at the far post to head home and sneak the win.

Next on the fixture list was a visit to Tiverton to take on the English Fire Service.

The Dark Blues started strongly, with Cpl Lee Weatherall shooting over in the fifth minute and AEM Paul Clapham having a good shot turned aside for a corner.

Yet it was the Fire Service who took the lead following a free kick on the left.

Minutes later NA Si Winnan made an excellent save from a close-range shot, and as the Navy countered, a good cross from the right from POPT Steve Riley was met by POPT Fraser Quirke, who saw his header clear the crossbar.

The Fire Service increased their lead within minutes, and as the

Navy continued to build up neatly but fail to find the net, the Firemen scored a third with a long-range shot, making it 3-0 at half-time.

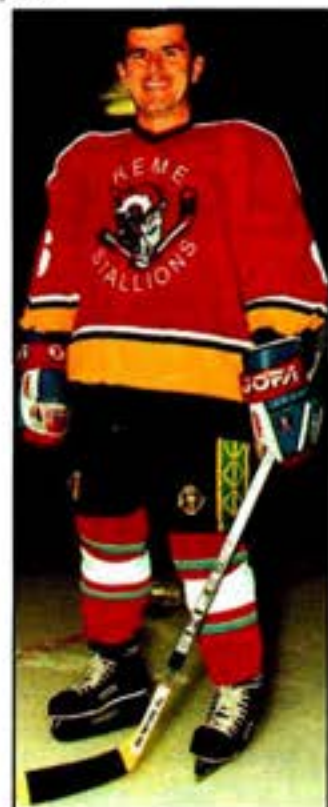
Stand-in coach CCWEA Steve Johnson changed the defensive formation into a flat back four, and the Navy settled into a better rhythm.

Quirke reduced the arrears with a left-foot shot ten minutes from time as the Navy finished strongly.

The much-improved second-half display will have given the Navy confidence in the run-up to matches in the South West Counties Championship against Devon at HMS Drake (as Navy News went to press) and Sussex County FA at Burnaby Road on December 11 at 1930.

■ The RN Youth have made a promising start to the season with a 1-1 draw against London and a 3-1 win against Kent in the Home Counties Championship.

With the inter-Services in February and the Dallas Cup in March, good players born on or after August 1, 1982, who wish to be considered are asked to contact WO Paul Spinks on 93835 5102.



● RPO Andy Leddington.

Sailor joins Army team

A NAVY ice hockey player was due to travel to Canada with the Army as Navy News went to press.

RPO Andy Leddington was approached by the REME Stallions in January to play for the team, but because of his coaching qualifications he ended up coaching the team and was invited to tour Canada with them.

The sport is gaining popularity in the Armed Forces, with the Army fielding at least four teams, the RAF are getting in on the act - and Andy, who has been in the sport more than 20 years, is hoping to resurrect a Navy team to present the possibility of an inter-Services competition - a team called the Sultan Sentinels ran for five years, but no longer exists.

If anyone is interested in playing ice hockey for the Navy, they should contact Andy on HMS Excellent ext 7358.



Scouse lasts the course

NAVY rider PO (D) Scouse Vernon (above) won a bronze award for his performance in the Army's Natterjack enduro motocross event.

This was the only round in the British championship, because of foot and mouth, so almost 400 riders were attracted to the event, which included a motocross and a cross-country test.

After the first day a very tired Scouse, of HMS Pembroke, was lying 114.

The start of the second day saw retirements with mechanical and physical trouble. Scouse had a run in with a tree, but when the final placings were sorted, he found he had achieved a bronze award by finishing 103rd in his class.

Tough tie in cup

THE ROYAL Navy has been drawn at home in the first round of the Rugby League Challenge Cup - but it should prove a tough contest.

Lancashire side Farnworth will head to Burnaby Road in Portsmouth on Sunday December 2, kicking off at 2pm.

Farnworth are currently second in the North West Counties Premier Division.

The Challenge Cup is Rugby League's equivalent of football's FA Cup, and also includes Army and RAF sides.

Although the full Royal Navy team has not played since September, the Senior Service was well represented in the Combined Services squad which took on the BARLA Under 23s team in October.

The challenge match, again sponsored by NAAFI and played at the South Leeds Stadium home of the Hunslet Hawks, was a close affair, but the BARLA side edged home 26-2.

The six Royal Navy and Royal Marines representatives did the Service proud, with Rugby League press singling out the second row pairing of Sgt Chris Richards (CTC) and L/Cpl Jordan James for praise.

OM Martin Johnson (HMS Edinburgh) scored a second-half try to keep the Services in the match, but the BARLA squad proved just too strong.

Other squad members from the RN were LPT Ruby Murray (HMS Newcastle), OM Whisky Walker (HMS Dryad) and MEM Buck Taylor (HMS Anglesey).

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Also available is a 7" x 4" Limited Edition bust of Sir Winston Churchill featuring him dressed in his Royal Yacht Squadron uniform. For more information contact us at the address above.



Caribbean netball tour pays dividends

DESPITE the fact that the RN Women's netball squad only won one of their six matches on a tour to Barbados, the series should pay dividends in the new season.

Netball is a national sport in Barbados – two of the matches were played in the national netball stadium – and the Navy team came up against a number of international players.

All results were very close and the standard of netball within the squad improved greatly – a squad of 16 meant they could experiment with combinations of experienced and development players which will help next season, particularly as teams change because of operational requirements.

The RN Netball Team is in the English Counties League and play in the South West Division. League matches are played from January to March and include the Channels Islands.

Players of all abilities are welcome – contact your local PTI or RNSWO at HMS Temeraire for further details.

Motor man is tops

A PETTY officer has won the Brisca Formula Two national novice stocker championship.

David Moore, of Type 22 frigate HMS Cumberland, was first across the line after a 20-lap race against 15 others on a track at Buxton.

David is sponsored by the Cornwall Engine Company and the RN Motor Sports Association.

Tennis invitation

NAVY volunteers are required for stewarding at the Wimbledon tennis championships in June 2002.

Stewards will be selected from the rank of WO and below of RN, RM and QARNNS, who will show spectators to their seats – including in the new Royal Box building. For details, see RNTM 185/01.

Marathon effort

NAVY officer Lt Graham Wooding was in the ten-strong tri-service team from NATO HQ at Brunssum in the Netherlands which competed in the Berlin Marathon. He completed the flat course in 4h 52m.

Veterans clash

A HOCKEY match between the RN Past Veterans and the RN Serving Veterans will be staged at Burnaby Road in Portsmouth on January 27, 2002, at 1100.

Potential players and spectators should contact Steve Watson on 01293 784133.

Novices earn spurs at boxing contests



● The Combined Services (white strip) make a break against the Barbarians at Burnaby Road.

Visitors too strong for Services side

TWO high-profile games, two defeats – but plenty for the Combined Services rugby squad to be pleased with.

First up at Burnaby Road were the Barbarians, who overcame a bout of seasickness (having accepted an invitation to go to sea for a few hours in HMS Glasgow) to win 50-14.

The Services started with a bang, scoring a try after 16 minutes to go 7-0 up, but the Baa-Baas hauled their way back into the game and some silky back play saw them 24-7 up at the break.

The Services fought back to 42-

14, to the delight of the 2,500 crowd, but with four tries in the final ten minutes, the invitation side proved too strong at the back.

Next into Portsmouth were the Romanians, with a final warm-up before facing the might of England at Twickenham.

The tourists prevailed by 28-15, notching up four tries to nil, but the durable Combined Services team troubled their guests enough to suggest they could struggle against the national side – which proved to be the case, as the Romanians were routed by a record 134-0 at Headquarters later the same week.

Squash double for Royal

WITH six-time champion Jason Youdale having left the Navy, the title was truly up for grabs at the RN Individual Squash Championships.

Damien May (GTCRM) overcame Tony Draper (Yeovilton) in the Men's Open final, while Ward Peers (FDU III) beat John Toon (Yeovilton) in the Challenge Trophy.

Commodore Richard Pelly (DERA Farnborough) won the Veterans event against Martin Jukes (Abbey Wood), then went on to take the Vintage event as well, defeating reigning champion Tim Webb and

taking a title double for what is believed to be the first time.

The Veterans competition brought some relief from his more onerous duties for Chief of the Defence Staff, Admiral Sir Michael Boyce, who partnered Tony Draper to victory.

Damien May went on to add the Combined Services Under-25s title to his personal tally, taking the main prize without dropping a game.

Neal Martin (Sultan) and Simon Backhouse (Excellent) took third and fourth places respectively – but there was no success in other categories.

NAVY novice boxing championships were staged at three venues to accommodate talent of the Royal Marines, Portsmouth Command and Plymouth/Naval Air Command.

The Royals fielded 57 boxers, producing a night of fine contests, after which Portsmouth got in the act.

Following preliminary bouts two days earlier, 11 competitive contests were staged, producing some very hard matches.

The light welterweight category saw two seaborne boxers square up – NA Chiochi (Ark Royal) was stopped in the second round by LMEM Lawson (Grafton).

The welterweight contest went the same way, with OM Caldwell (Dryad) outclassing OM Wheatley (Collingwood) and taking the best boxer title for the night.

The middleweight fight proved the best of the evening, with MEA Chase (Sultan) pushing winner WEA Fish (Collingwood) all the way.

HMS Collingwood picked up the Grangemouth Shield for most successful team.

In the West Country, 700 spectators packed into the Wyvern Centre at HMS Drake to watch the Plymouth/Naval Air event.

A number of closely-contested bouts brought the audience to the

edge of their seats, and it was HMS Raleigh which took the honours by walking away with the establishment title, while Type 22 frigate HMS Sheffield was successful in the ships competition.

OM Birkinshaw, from HMS Drake, was voted best boxer in the event by a panel of Royal Navy Boxing Association representatives.

Navy novices boxing has noticeably benefited from the coaching structure led by Steve Penberthy (HMS Temeraire), and Navy boxing coach POPT Q Shillingford has been more than impressed by the fresh talent showing up.

Full results on the Navy News website: www.navynews.co.uk

Gig club grows

THE RNAS Cudrose Gig Club overcame a constantly changing crew list to record a highly successful season.

Operational commitments were offset by increased membership, allowing the club to form a female crew for next year.

The highlight was the London Great River Race, over 22 miles of the Thames, where Cudrose came 11th out of 250 boats in a time of 2h 27m.

They went on to win the Armed Forces class, and were runners-up in the Cornish Pilot Gig class.



● S/Lt Sacha Brooks RNR.

Silver medal for fencers

RNR fencer Sacha Brooks has returned from a competition in Canada with a team silver medal.

S/Lt Brooks won her medal in the sabre as part of a Combined Services Fencing Union team at the Canadian Royal Military College contest in Ontario.

The men's epee team, featuring Lt Cdr Mark Barton (HMS Sultan), managed tenth place, losing to eventual winners Toronto Fencing Club, but the foil team, including LAEM Mark Needham (RNAS Cudrose) could only finish halfway down the field in 14th.

The ladies got through to the quarter finals, finishing sixth after a close defeat by eventual winners Toronto Fencing Club.

Needham and Barton, in the sabre team, could only finish 11th.

A team including Sacha Brooks (HMS Flying Fox) and Lt Cdr Hilary Budden, of the Canadian Navy – an honorary member of the RN Amateur Fencing Association – took second place after a tense final bout which saw the Britons competing against two members of the Canadian national squad.

The team – led by POWETS Louise Oliver as CSFU captain) performed well enough to receive a return invitation for next year.



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Dream final falls to weather

NAVY golfers finished the season on a high note at Newquay, despite the event being curtailed by atrocious weather conditions, writes Navy golf secretary Cdr Gary Skimms.

In this popular and prestigious event, a team of six from the men's squad took on invitees, drawn mainly from the south west.

An easy passage through the first round saw a tie against The Gloucestermen, frequent event winners and among the favourites – but the Navy prevailed.

The second day saw gale-force winds and heavy rain engulfing the picturesque but exposed course. The semi-final – against the Army – was reduced to nine holes, but the Navy were unperturbed and won through to a 'dream final' against the Bogeymen, a team of

ex-Navy representative players. A Navy vs Bogeymen final had never been achieved.

But the course had by now become unplayable, and the final had to be abandoned, with the finalists declared joint winners.

The Navy team was spearheaded by current Navy champion Lt Cdr Darryl Whitehead (771 NAS) and partner S/Lt Terry Taylor (RNAS Cudrose), with sterling support from the pairings of Cpl Nigel Small (Cdo Logs Regt) and CPO Fred McEvoy (HMS Neptune), and Cdr Ian Yuill (DNPCP) and POWTR Steve Searle (HMS Westminster).

Searle was making his Navy debut, and after a nervous start played some excellent shots.

Thoughts now turn to next season, and the meeting of the Association General Committee

on December 3 will decide the strategy for 2002.

The RN Golf Association is grateful to Fleet Support Ltd (FSL) for their generous support from July onwards.

All involved in Navy golf hope the company will be able to continue their sponsorship into next year. The representative teams are always on the lookout for new talent, particularly ladies.

Any female interested in the game who would like more information should contact the Secretary RGA on Temeraire 27880 or Ladies Secretary, CWDH Pam Jack on Neptune ext 6627.

Male players with handicaps in the vicinity of five who are not known to the management should contact their RGA Command Secretary or the Secretary RGA.

The Crabs are coming ... March 27 ...

Or buy online at www.navynews.co.uk

'Welcome aboard, Ma'am!'

THE QUEEN Mother arrived by helicopter to visit HMS Ark Royal – which she launched 20 years ago – for the carrier's rededication at Portsmouth.

She was met on the flight deck by the Commanding Officer, Capt David Snelson and the C-in-C Fleet, Admiral Sir Alan West.

The ship returned to her home port at the end of August after a two-and-a-half-year £147 million refit at Rosyth, which should provide her with about 15 years' extra lifespan.

Around 1,200 guests attended the rededica-

tion service, including members of the ship's company, their families and former Commanding Officers.

The Queen Mother – speaking without notes – said: "It is wonderful to feel that she (Ark Royal) is going to be at sea and guarding our shores just as in days of yore".

She then invited Capt Snelson – who described her as "the most dedicated and gracious lady sponsor a ship could ever wish for" – to "splice the mainbrace".

● For more pictures by PO(PHOT) Dave Coombs, see website at www.navynews.co.uk



War graves to get greater protection

ROYAL Navy and RFA ships which sank with the loss of thousands of men are to be given greater protection against disturbance by trophy-hunting divers.

Dr Lewis Moonie, Under Secretary of State for Defence, has announced that a two-tier system will be instigated under the Protection of Military Remains Act 1986.

Anyone disturbing or removing items from designated military wrecks could be prosecuted, with convicted offenders possibly losing their diving equipment and boats and being fined up to £5,000.

Initially, 16 wrecks in waters under UK jurisdiction will be designated Controlled Sites. Included in this category are HMS Royal Oak and HMS Affray.

They were chosen as being representative of all other vessels lost, and in these cases diving will be banned without a special licence.

Five other sites, in international waters, will be designated Protected Places, where diving will only be allowed on a "look but don't touch" basis.

These include the battlecruisers HMS Hood and Repulse and the battleship Prince of Wales.

All ships lost in the Falklands have been designated in one of the two categories.

The Ministry of Defence will also begin a rolling programme of assessment of all known British military wrecks, and those that meet certain criteria – such as whether or not the vessel is of such historical significance to warrant designation – will be included in the list of Protected Places.

The announcement follows an extensive public consultation process, with ship associations, veterans groups and diving organisations included.

Dr Moonie said: "I hope that those who have disturbed or plundered the last resting place of those whose lives were lost in the service of their country will now realise that this vile and abhorrent practice will not be tolerated by this Government."

He added the Government would continue the initiative through international and bilateral agreements.

□ For further details, check our website www.navynews.co.uk

'Pinch me, I'm dreaming...'

FAMILY reunion for LStd Ian Binningsley of HMS Edinburgh as his wife Debbie and newest arrival Aaron meet up after six months apart. The destroyer was back in Portsmouth from the South Atlantic after a deployment which saw her visit 19 ports in 12 countries.



Big sweep of mines in the Baltic

THREE Royal Navy mine countermeasures vessels have taken part in the biggest mine clearance operation for 20 years.

They joined 24 ships from ten different nations in a two-week operation to make Tallinn Bay in the Baltic safe for navigation.

Mine warfare played a major part in the various conflicts and confrontations in and around the Baltic Sea during the last century.

It is estimated that as many as 100,000 mines might have been laid over the years in just this area of operations.

Helping in the hunt for these lethal leftovers from the world wars have been HMS Bridport, Pembroke and Penzance.

They are some of the most capable of the ships in the multinational task force, all three being of the Royal Navy's advanced Sandown class – and the Royal Navy is in any case recognised as being a world leader in minecountermeasures.

Other nations taking part were Belgium, Denmark, Estonia, Germany, Latvia, Lithuania, Netherlands, Norway and Sweden. Operations will continue in May.

□ Special feature next month.

Big new carriers shown to be the 'lynchpin'

COMPETING contracts worth £30m each have been awarded to BAE Systems and Thales Naval Ltd for the next stage of the Future Aircraft Carrier Project for the Navy.

Stage Two of the assessment phase will involve further design and risk reduction work, helping to make the choice of the main contractor in early 2003.

Defence Procurement Minister Lord Bach said: "The future carriers are very much the lynchpin of our planned defence capability and will greatly enhance our ability to intervene decisively in the world's trouble spots."

"The value of such large carriers is being underlined on a daily basis by our American allies in operations over Afghanistan."

"That demonstration of power, reach and strategic mobility of carrier-borne air power provides ample confirmation that our commitment to this project is the right way to go."

The MOD intends to award a build contract for two new carriers early in 2004. The in-service date for them remains, as planned, 2012 and 2015.



Bulwark's birth at Barrow

HMS Bulwark, second of the new class of big, powerful assault ships for the Royal Navy under construction by BAE Systems at Barrow-in-Furness, was launched by Lady Walker, wife of Chief of the General Staff Gen Sir Michael Walker.

The 18,500 tonne vessel will carry up to 700 Royal Marine Commandos, eight landing craft and a mix of vehicles including up to 30 of the new Viking vehicles ordered for the Royal Marines. First of class, HMS Albion, is half as big again as HMS Fearless, which Defence Procurement Minister Lord Bach said BAE was working "flat out" to replace her with by early 2003.

ROYAL NAVY  RUGBY UNION

DIARY DATES 2002

WEDNESDAY 27 MARCH

ROYAL NAVY

VS

ROYAL AIR FORCE
UNITED SERVICES GROUND
PORTSMOUTH
KICK OFF 1900

SATURDAY 4 MAY

ROYAL NAVY

VS

ARMY
TWICKENHAM
KICK OFF 1500





The GANG PLANK Club



CHRISTMAS HOLIDAY SPECIAL!

SEA AND SKI FOR BRITISH ARMY ANTARCTIC EXPEDITION

When you're tucking into your Christmas Dinner in a nice warm house, spare a thought for the members of the British Army Antarctic Expedition who will be sailing in some of the coldest waters in the world.

The Expedition has chartered a 72ft yacht called John Laing. She's owned by the Ocean Youth Trust, a charity that takes young people to sea. The yacht set off from Portsmouth in August, during the International Festival of the Sea, bound for the Danco Coast Antarctic Peninsula.

This is way down in the



South, past the Falkland Islands!

Over 100 people will be taking part in the Expedition. It will explore this remote area using sail and ski. Important information about the geography, plant and wildlife of the area will be recorded and brought back by the team.

This part of the world is not visited very often and some parts have never been explored. There may be some interesting new discoveries!

The Expedition has taken almost five years to plan and Prince Charles has taken a keen interest in the work. He has already met many of the team.



CHRISTMAS DAY AT SEA

This year many of our ships will be away from home during the Christmas season.

The good news is that, if they possibly can, all the crew will enjoy a traditional Christmas Day. All of the messes and mess decks are decorated. In fact there's usually hot competition as to which mess is the best!

The ship's cooks work really hard to produce an excellent dinner.

In the early nineteen hundreds it was usual for samples of each of mess deck's Christmas dinner to be offered to the Captain to try. Captain Plank loved this, but he always got a bit full! One of the features of a ship's Christmas Dinner is the Pudding! These are made way in advance. Some are made in a ship's rum barrel and stirred with a paddle. All good ship's puddings contain lots of rum!

Most ships have a carol service, often followed by carols sung around the ship.

In the afternoon there is often a sporting competition and later in the evening some ship's companies perform their

own pantomimes or entertainment.

Wherever the ships and crews are and whatever they do Captain Plank and his crew hope they have a safe and enjoyable Christmas.

STOP PRESS! STOP PRESS! YOUNGEST SAILOR HAS STIRRING HONOUR!

The youngest sailor at HMS Drake has carried on a Royal Navy tradition by stirring the Christmas Pudding.

Commodore Ric Cheadle, Naval Base Commander Devonport and Chef Allan Morris who is 16 years old stirred the mix complete with a few secret ingredients.



VISIT TO HMS NEWCASTLE!

What do Natalie Tatum, James Tatum, Liam Braine, William Short, Jamie Abbott, Cameron Abbott, Jonathan Brown, Christopher Waite, Michaela Robson and Thomas Milburn all have in common?

Well, they are all Gang Plank members and, in September, they were lucky enough to be invited to visit HMS Newcastle in her home port.



They had a brilliant time and the crew looked after them really well.

Captain Plank would like to say a big thank you to the Commanding Officer, Captain Steven Pearson and all his crew.

AROUND THE WORLD

Christmas is a Christian celebration, marking the birth of Jesus Christ. But the actual festivities of Christmas are enjoyed around the world and not only by Christians.

Japan

Only 1% of Japanese people believe in Christ but Japanese people do decorate their shops and homes.

They also have a priest called HOTEIOSHA who acts as their Father Christmas. He brings the presents to the houses for all the children, and children are taught to behave well around Christmas as the priest is said to have eyes in the back of his head.

India

Christians who live in India decorate banana or mango trees. They also fill their churches with red flowers called Poinsettias. In Britain we also decorate with this flower but they grow naturally in India.

They give presents to their family and to the poor.

The Holy Land

It is believed that Christ was born in the Holy Land so Christmas is very special there.

There are three different Christmas Eves celebrated in

the Holy Land. One for the Protestant and Catholic churches. The second for the Greek Orthodox, Egyptian and Syrian churches and the third for the Armenian church.

Many people travel to the Holy Land to celebrate the birth of Christ.

Australia

On December 25 Australia is in the middle of its Summer so it can be very hot. Traditionally people celebrate with a barbeque on the beach!

In Melbourne thousands of people gather on Christmas Eve to sing carols in the open air by candlelight.

Australians also decorate using red flowers, this time from a plant called Christmas Bush.

France

Christmas Day in France is

celebrated much as in Britain with all the family coming together but French children don't hang up their stockings, they put their shoes in front of the fireplace for Pere Noel (Father Christmas) to fill with presents.

Many people attend the Midnight Service in France and this is followed by a meal called "le reveillon".

This means to wake up. The meal can consist of all sorts of food, depending where you are in France. In Paris oysters are the favourite dish, followed by a cake shaped like a Yule log.

In Northern France children are given their presents on Saint Nicholas day, December 6th.

Jamaica

In major towns and the City of Kingston streets are closed off at Christmas. There are then street markets for people to buy their presents.

On Christmas Day families get together for a traditional

Christmas meal and Egg Punch is made to special family recipes.

Although we think of Jamaica as hot it can get cold winds around Christmas.

Germany

It was in Germany that many of today's Christmas traditions developed. The Advent Calendar was originally a German tradition and it is believed that Christmas trees or "Tannenbaum" were first introduced in Germany.

One of the most famous Christmas carols "Stille Nacht" or Silent Night was written in Austria.

Spain

As in France the Spanish people eat their traditional Christmas meal after Midnight mass. After the meal the families gather to sing carols until early in the morning.

There is an old Spanish verse "Esta noche es Noche-Buena, Yno es noche de dormir" - This is the good-night, therefore it is not meant for sleep.

Father Christmas does not visit in Spain, Spanish children get their presents on 6th January when it is believed the Three Wise Men pass, leaving gifts.



GREETINGS AROUND THE WORLD...

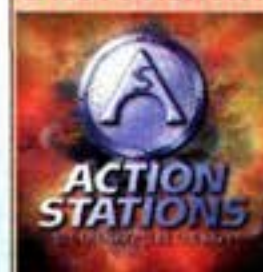


Captain Plank has spent many Christmas's at different places around the world. He's learnt how to say Happy Christmas in lots of languages.

To impress your friends and family why not learn a few of them!

- | | |
|------------------------------------|----------------------------------|
| CHINA - Sheng Tan Kuai Loh | MOROCCO - Mboni Chrismen |
| CZECH REPUBLIC - Vesele Vanoce | NETHERLANDS - Gelukkig Nieuwjaar |
| DENMARK - Glaedeligjul | ROMANIA - Sarbatori Vesele |
| SPAIN - Feliz Navidad | YUGOSLAVIA - Cestitamo Bozic |
| GREECE - Eftihismena Christongenna | FRANCE - Joyeux Noël |
| ITALY - Buon Natalae | GERMANY - Frohe Weihnachten |
| JAPAN - Merii Kurisumasu | WALES - Nadolig Llawen |

CALL TO ACTION FOR ALL JUNIOR READERS



Action Stations is Portsmouth Historic Dockyard's newest attraction and as a member of the Navy News Junior Readers Club you are entitled to - 50% discount on a child ticket on production of your Junior Readers Club membership card. This means the entry price is only £2.50!

So what can you do at Action Stations? Be part of the action in our blockbuster film Command Approved (cert PG) as the Royal Navy defeats modern day pirates. You can fly a Merlin Helicopter on the flight simulator; be the last line of defence and shoot down an exact missile or helicopter gunship using real weapons; experience a 'replenishment at sea' on the Action Stations bridge simulator; be part of the Ops Room Team and challenge the Royal Marines on our moving climbing wall, or at cross country ski-ing or the 'canoe to base' challenge. You can also see if you have got what it takes to join today's Royal Navy on our Team Works interactive games.

Action Stations is open 7 days a week 10.00 a.m. to 5.00 p.m. (last tickets are sold one hour beforehand)
For further information telephone 023 9283 9766 or email hmsmonarch@pnbpt.cix.co.uk or visit our web site www.actionstations.org
All tickets are sold at the Historic Dockyard Visitor Centre. This offer applies to ACTION STATIONS Only tickets. All children under 14 years must be accompanied by a responsible adult.

GUESS THE WORD! - BERT LOVES WORDS.

He's hidden a word that everyone will love! Can you find it? All you have to do is to answer the questions. The first letter of the answer spells out the hidden word. Good luck!!

1. Another word for Christmas Pudding
 2. Little bird with red breast
 3. Santa's Helpers
 4. What makes Christmas White
 5. The day before Christmas
 6. A Christmas play with a manger
 7. You hang decorations on it
 8. Follow this in the sky.
- (Answers on page 4)

TOP OF THE PREZZIE POPS!

Every year the toy and game manufacturers try to bring out something new that will go straight to the top of the Christmas present charts.

There have been some exciting moments!! Do you remember Mums and Dads rushing round to get the talking Telly Tubbies, the long queues for the Toy Story characters and the big disappointment when there weren't enough Tracy Islands to go round?

Can you guess what the top toys will be this year. Susie has been investigating!

There's no prizes for guessing that Harry Potter is somewhere in the charts!!

Giant toy store, Hamleys has Harry Potter Lego at no 2 at the moment. ToysRus has Harry Potter's Levitating Challenge at no. 1! The Harry Potter figure and Snapes Class - Harry Potter both appear in the Top Ten Toy industry list.

Bob the Builder makes it to no 7 in the ToysRus list and appears in the Top Ten Toy industry list.

Thunderbirds is still as popular as ever - in all three lists, but Captain Scarlet is creeping up, appearing in the ToysRus list twice!

We all love games at Christmas and two TV games are battling it out in the toy charts. Can you guess what they are? Yes, the lovely Chris Tarrant's

"Who wants to be a Millionaire?" and the nasty Anne Robinson's "The Weakest Link".

Another TV hit has made it into the Toy list, those fit and mean WWF boys and girls have made it into the charts with their real sound Arena.

And watch out for Hear'say, they've just launched their own singing dolls - will they beat Harry Potter to the top slot?

Finally a toy version of a fairground favourite has reached the charts - you can now buy your very own Candy Floss machine, good fun but watch out for your teeth with all that sugar!

Don't forget to write and tell Susie what you got for Christmas!!

Yummy Chocolate Stars!!

These taste wonderful and look good too!

You'll need:

- ★ 2 bars of good quality chocolate
- ★ A piping bag and small plain nozzle
- ★ Some greaseproof paper
- ★ Your favourite toasted nuts
- ★ Your favourite dried fruit

- ★ A medium sized saucepan
- ★ A heatproof glass bowl
- ★ Wooden spoon

You will need a responsible person to help you melt the chocolate.

1. Draw x stars on the greaseproof paper, they should be about 5cm across.
2. Melt the chocolate by breaking into pieces, putting in the glass bowl and then putting the glass bowl over the saucepan full of simmering hot water.

3. When the chocolate has melted spoon it in to the piping bag.
4. Pipe the chocolate onto the stars
5. Press fruit and nuts in a pretty pattern into the chocolate whilst the chocolate is still warm
6. Cool the stars in the fridge on the paper
7. When they are cold carefully peel the stars off the paper. Serve for tea on Christmas Day or even give them away as presents in a home made box.

Win a family Ticket to Jack AND THE Beanstalk

At the **Wimbledon Theatre**
Starring!

- * SHANE RICHIE as 'Jack'
 - * Allan Stewart as 'Dame Trot'
 - * Casey Lee Jolleys as 'The Princess'
- in 'A GIANT OF A PANTOMIME'

To win a family ticket (4 seats) just answer the following question -

Q: Who does Jack have to outsmart to win the hand of The Princess?

Send your answers on a postcard with your name address and membership number to :- Jack & the Beanstalk. Navy News ,HMS Nelson,

Queen Street Portsmouth PO1 3HH
Closing date for entries 31st December 2001

The editors decision is final- relatives and employees of Navy News are ineligible

SPECIAL TICKET OFFER FOR NAVY NEWS READERS

A free child's ticket with every adult ticket purchased to see Shane Richie in Jack and the Beanstalk at Wimbledon Theatre.
Offer available January 8th to 11th and January 15th to 18th. (Tickets subject to availability)
To claim the above offer please quote Navy News Pantomime Offer
Box Office Tel 020 8540 0362
Wimbledon Theatre
The Broadway, Wimbledon SW19 10G

SMILE PLEASE!

Technocat has found out about a very clever idea from the Royal Mail. You can now send Christmas stamps with your very own photo on them!! You can choose from two stamp designs, a Robin or Father Christmas!



To find out more about this ace idea all you have to do is log on to the royal mail site www.royalmail.com or call 0845 074 2000.

HELP CAPTAIN PLANK WITH HIS CAROLS!

Captain Plank loves carols. He and Bert the Deck Hand always lead the carol singing on board the ship.

This year he has had a bit of a problem! Water got into the ship's library and washed away some of the words in Captain Plank's carol sheets.

Can you help Captain Plank by filling in the missing words in these well-known carols.

1. Little Jesus, sweetly sleep, do not stir,
We will lend you a coat of
2. O, Little town of Bethlehem,
How we see thee lie
3. In the bleak mid-winter, wind made moan
4. Hark the Herald sing,
Glory to the new born King
5. While shepherds watched their by night,
All seated on the ground
6. Away in a
No crib for a bed

1. Another word for Christmas Pudding
2. Little bird with red breast
3. Santa's Helpers
4. What makes Christmas White
5. The day before Christmas
6. A Christmas play with a manger
7. You hang decorations on it
8. Follow this in the sky.

CAPTAIN PLANK'S CHRISTMAS QUIZ

Here's a quick quiz to try on your family on Christmas Day.

1. What is another name for a reindeer?
2. Who wrote the book "A Christmas Carol"?
3. How many gold rings do we sing about in the Twelve Days of Christmas?
4. True or false - Mistletoe is a kind of donkey?
5. How many Wise men

6. True or false - Boxing Day is also called St Stephen's Day
 7. Many children act in a play about Jesus's birth at Christmas, what is it called?
 8. What is the name of the prickly tree whose leaves we use to decorate at Christmas?
 9. What do we call the small, sweet pies we eat at Christmas?
 10. Put in the missing word " Away in a"
- (Answers on page 4)

We have 5 copies

of each of these two recent books from Puffin to give away to the FIRST FIVE members to write in on a postcard with their name, address and membership number and state which book they would prefer to:

↓

'PUFFIN COMP' Navy News,
HMS Nelson, Queen Street,
Portsmouth PO1 3HH
Closing Date 31st January 2002

A VIP VISIT TO HMS WESTMINSTER!

Gang Plank readers have been invited to all sorts of places this year!

The latest visit was by SEAN DALE who went off to spend the day on HMS Westminster.

Here is Sean's report on Saturday 20th October, his very special day on board:

"We arrived at the ship for 9 o'clock. We went on board to meet the supply officer, then we met Cath and Bob who took us on our tour.

We were taken to the bridge where we met some of the crew, we also sat in the Captain's chair and wore Bob's hat. After that we went to see the crew's quarters, we found out that the wrens and the sailors shared rooms between the two (Captain Plank hopes that Sean means the sailors share rooms together and the wrens share rooms together!!!). We also saw the Captain's quarters.



Sean in the Captains Chair

Then we went out to the galley where we met the chef, he told us that he has £2.50 for each member of the crew and a little more for the Captain. We also had a look at the menu.

Next we saw the Control Room where we were told about its computer-assisted sonar, together with advanced

sensors and communications equipment. We were also told about the missiles they kept on board, which were 32 protection missiles and 8 anti-aircraft missiles.

After we left the ship we went to the Tower of London where we met the Captain, his wife and his children. We were taken on a personal tour of the Crown Jewels. Then we were taken to watch the "Paying of the Dues" ceremony.

Me, my sister and parents had a brilliant day. We would like to say a big thank you to everyone who made the day happen".

Sean at the ships helm



BRIGGS - BEHIND "THE SNOWMAN"



"The Snowman" is one of the most famous Christmas books. The man behind the book and the film of the book is Raymond Briggs. He also wrote "Fungus the Bogeyman" and "Father Christmas".

Raymond grew up in Wimbledon, South London. His Dad was a milkman, and

it's thought that Raymond based the Father in "Father Christmas" on his own Dad who had to go out in the snow each day to deliver milk.

Raymond knew from the age of 11 that he wanted to draw. He wanted to be a cartoonist. His Mum and Dad hoped that he would go to university but he decided to go to Art School at the age of 15. His Mum wasn't very pleased!

It's more than 25 years since Raymond Briggs wrote "The Snowman" book. It took him 18 months to complete but it's sold thousands and thousands of copies and will probably live on in children's minds for hundreds of years!

To celebrate the release of the Harry Potter movie here's a whole heap of Wizardy type jokes

What do you get if you cross a conjurer with a writer?

A magic spell!

Knock knock

Who's there?

Harry

Harry who

Harry up and open the door!

Witch: Am I getting better

Doctor?

Doctor: Yes, I think you can

get out for a spell today!

Boy: I think our school must

be haunted

Father: Why?

Boy: The Headmasters

always talking about school

spirit!

Why did the Wizard fail his

exams?

He got in a bit of a muggle!

Did you hear about the witch

who gave birth to identical

twins?

She couldn't tell which was

which!

2. Stick one photo on each oval, probably at the top is best as you will be writing details about the person below.

3. It's up to you what you write about the person but it should be the same details for each person. You might want to get some help from an adult.

4. When you've written in the details you can start to decorate the oval. The more colourful it is the better it will look on the tree, and the more people will want to read them! You could even use glitter and neon colours.

5. Once you're happy with the decorations you need to punch a hole in the top and thread some ribbon through to hang it from the tree.

6. There's no limit to how many decorations you can make - only the size of your tree!

MAKE YOUR TREE ... A FAMILY ONE!

Are you bored with the same old decorations on your Christmas Tree, why not borrow an idea from America?

Children there create special "Family Trees". They decorate the tree with hand made baubles featuring photos of all of their family. Imagine how impressed your Granny would be seeing herself on the tree.

To make the decorations you'll need:

- Photos of your family, relatives or friends (they can be ordinary photos or printed images from your PC)

- Some thin card
- Pencil
- Scissors
- Oval shape

- Red and green ribbon
- A hole punch
- Colouring pens
- Ruler
- Glue

1. Find an oval shape and trace round it on the card. Cut out the shape and use it to cut out more ovals. You will need one oval for every photo.

NOT JUST A RED NOSE!

At this time of the year everyone hears about one very famous reindeer, Rudolph with his red nose. A favourite Christmas question is what are the names of all of Father Christmas's reindeers.

What about real reindeers? What are they really like?

Well, they are very useful animals. In Scandinavia and Russia they are used by the local people for transport, and for their meat and hides. Almost one quarter of the Earth is used for reindeer herding, but most of this is the extreme cold parts of the world such as the Arctic.

So what do real reindeer look like?

Check out our Fact File:

- Reindeer are deer but unlike other deer both the male and the females have antlers.
- They grow a new set of antlers every year.
- They are short-legged animals, ranging from 87-140 cm tall.
- They have a short, brownish coat in the summer and a thick, lighter coat in the winter.
- They have large, spreading hooves that enable them to travel on snow and ice.
- They feed on vegetation such as grasses, leaves, mosses and lichens. They also like edible mushrooms.
- Their calves are born in May and June, and they grow very quickly.
- In North America they are called Caribou.

Now for the good news, Susie and Jack have found out that we have real reindeer in Britain. You can visit them and even adopt one!

The reindeer herd is in Scotland. There are about



130 reindeer roaming free in the Cairngorm Mountains. They are very tame and are looked after by the Reindeer Company.

You can visit the reindeer by going to the Cairngorm Reindeer Centre in the North of Scotland. Daily visits set off to the mountains with trained guides.

The centre is run by the Reindeer Company which was started by the man who re-introduced reindeer to Britain. His name was Mikel Utsi and he was a Swedish Reindeer Herder. Back in the 1950's he looked at the Scottish Mountains and realised they would be perfect feeding places for reindeer. He introduced them slowly over many years and successfully built up a good herd. Sadly he died in 1979 but his wife carried on his work until 1988. The Centre is now run by Alan Smith and his wife Elizabeth. Before taking over Alan had been the herd keeper for 11 years.

If you want to know about our British reindeer log on to www.reindeer-company.demon.co.uk. You can even adopt a reindeer or perhaps adopt one as a



Christmas present for someone!

STOP PRESS

British reindeer normally make lots of celebrity appearances around the country at this time of year but, because of the risk of foot and mouth disease, they are not allowed to travel.

So, this year Father Christmas will have to rely on husky dogs and horses.

Perhaps they'll even have to be a new song - Rudolph the Red-Nosed Fido!

VIDEOS TO WIN!

Warner Home Videos are releasing Tom and Jerry in The Magic Ring - available to buy from the 12th November 2001. Price £12.99 each. This is first full-length animation in more than 10 years of this perennial cartoon favourite.



We have 5 copies to give away to the first 5 members to write in with their name, address and membership number on a postcard marked TOM and JERRY to:

Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

Closing Date For Entries: 31st January 2002



WIN A HARRY POTTER, BARBIE OR BLUE'S CLUES READY BED, COURTESY OF WORLDS APART

These lovely beds inflate & deflate in seconds, are ideal for sleepovers and are completely portable in an overnight shoulder bag, complete with pump.

Just unjumble the following words:-

RYRAH REPTOT : IRAEBB : ESLUB CESLU

Send your answers on a postcard with your name, address and membership number to:

'Ready Bed Comp', Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

Closing date for entries: 31st January 2002

The Editor's decision is final. Relatives and employees of Navy News are ineligible.



For further details on WORLDS APART visit their website at

www.worldsapart.co.uk or call 0800 389 8591

THE MESS DECK

A very Happy Christmas to all Gang Plank members!

The crew wants to wish all Gang Plank members and readers a totally cool Yule! Don't forget, after you've finished unwrapping all those great presents why not write and tell us about them and what you did in your Christmas Holidays.

Thanks for our latest post bag of letters! Santa bought them on board along with our presents!

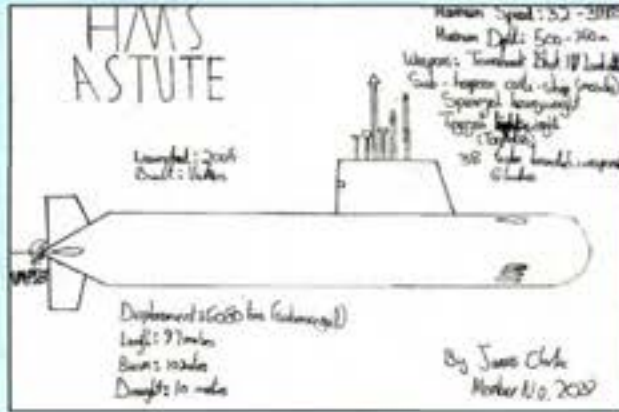
Thanks to Megan Cox, who sounded like she had a great time in Tenby and at the International Festival of the Sea. Matthew Bragg also had a great time watching boats, he saw all those amazing yachts at the America's Cup Jubilee off Cowes in the Isle of Wight. Some of the crew were there too Matthew and we loved it!

How's your room looking Paul? Paul Kitching now

has 23 Airfix models - can anyone beat that?

Veronica Mollitt sent us a great letter with really cool colours! Glad you like our pages, we like you reading them! Loved your Octopus tool

Here's James Clarke's HMS Astute. What a great way to finish this celebration year - 100



years of the Royal Navy Submarine Service!

Richard Wardle obviously loves old trains - this one's called Witherslack Hall. It's nickname is Slack Alice!

Richard with 'Slack Alice'

Hello to Edward West, aged 10 - we're glad you enjoyed your prize-winning day out to Butlins at Bognor Regis. It sounds wicked!

Keep those letters coming, we need lots to keep us busy on the cold, dark nights on board our ship!

James Clarke's drawing of HMS Astute



The Press Gang is a very special band of young people who are sent on reporting assignments for Navy News Young Reader's pages.

Our latest recruit is James Thompson. We sent him off to find out about Karting, a fast growing sport for young people.

In October James went to Castle Combe Karting Junior Racing School in Chippenham, Wiltshire.

Here's an extract from James's Report

"On my arrival I met my instructor, John, and was

issued with red overalls, helmet and the number 4 for the day.

I was placed in a group of five people, who I stayed with all day.

...My personal performance was very good.

...We were called to the pits for the 4th and final run, which I completed and came in first, all the rest finished second.

After arriving back at the pits ready to hand in all my stuff, they told us that as we had all done so well and there was time, everyone would get another session



on the track.

My personal opinion of the day was Fun, whilst learning new skills and meeting new friends, and would recommend it to all my friends.

I would like to thank the Navy News for giving me this opportunity, as I have got half way to gaining my licence, and I am now going to return to Castle Combe to complete the course to gain my licence"

Captain Plank would like to thank Pat Edgar and all at Castle Combe for their help with James's assignment. If you want to try Karting at Castle Combe call 01249 783010 to find out more.

You can read more about James's and other Press Gang assignments by logging on to the Gang Plank pages at www.navynews.co.uk

WIN! THE FORTY-EIGHTH LONDON BOAT SHOW WIN!

Win a Family Ticket to The London Boat Show

January 4th - 13th 2002. At Earls Court
To be one of the lucky winners send your name, age & address on a postcard marked 'Boat Show' to:
The GangPlank Club, Navy News,
HMS Nelson, Queen Street, Portsmouth PO1 3HH
Closing Date For Entries: 31st December 2001
The Editor's decision is final. Employees and relatives of Navy News are ineligible.

VIDEOS TO WIN!

Warner Home Videos are releasing a completely restored edition of the enchanting screen classic **The Wizard Of Oz** with general release from 5th November 2001 Price £14.99



Magical, musical and always memorable **The Wizard of Oz** is better than ever! We have 3 copies to give away to the first 3 members to write in with their name, address and membership number on a postcard marked 'Wizard Of Oz' to:
Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH
Closing Date For Entries: 31st January 2002

AHOY THERE SHIPMATES!

There are lots of exciting changes afoot for 2002

We are introducing a two tier Club from January 2002. Our Younger Readers (10yrs and under) will still belong to 'THE GANGPLANK CLUB' with Captain Plank at the helm - Our Older Readers (11-16yrs) will belong to 'NAVY NEWS CREW' - which will have a more modern high tech image.

All new members enrolled in both Clubs will now have Life Membership that lasts until their 16th Birthday.

Members of both clubs will be able to use their membership cards to obtain discounts on entry to many local attractions and events throughout the Year, both in their own locality and nationwide. Our new style coupon reflects these changes - see below

YOUNG READERS CLUB

Please enroll me as a member of The Young Readers Club. I enclose a PO/cheque (payable to Navy News) for: £17.50 - Life Membership. (Includes a copy of Navy News for 12 months)

Name
Address
Postcode D.O.B Tel No
E-mail address
School attended
Joined by: Parent Grandparent Other
Do you have any Brothers Sisters Ages
Special Interests: Sport Music Film/TV
Friends Reading

Send your completed form, together with a postal order/cheque for £17.50 to:

'Young Readers Club'
Navy News, HMS Nelson, Portsmouth PO1 3HH
call 023 9273 3558 or 023 9282 6040 (24 hr Answerphone)

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Birthday Congratulations!

- | | | |
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Carol Quiz: Answers...

1. fur
2. still
3. frosty
4. angels
5. flocks
6. manger

Christmas Quiz: Answers...

1. Caribou
2. Charles Dickens
3. Five
4. False
5. Three
6. True
7. Nativity
8. Holly
9. Mince
10. Manger