



Navy News

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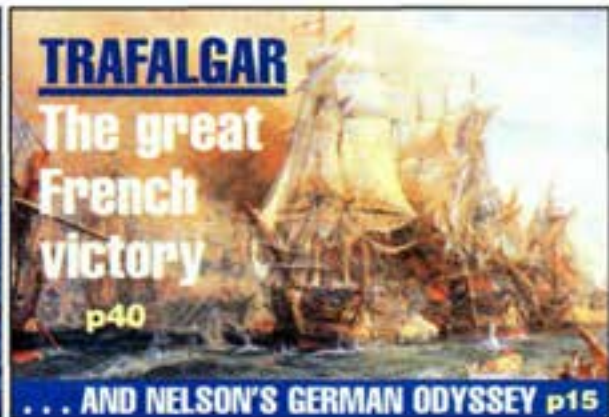
Marines between the Rock and a hard place ...

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The great French victory

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SAILORS SWEEP IN



Illustrious shines in photo contest

THIS atmospheric picture of a Sea Harrier pilot 'mounting up' against the setting sun was among a portfolio of images that won the Royal Navy's premier photographic competition for the aircraft carrier HMS Illustrious – the first time in 25 years that the Peregrine Trophy has been awarded to a sea-going ship. The picture also helped Lt (PHOT) Richie Moss to the title of RN Photographer of the Year. ■ Full results and more pictures in our centre pages.

TO AID STORM ISLAND

HMS CARDIFF came to the rescue when a hurricane smashed into the coast of Belize, flattening homes and cutting off power and water supplies to hundreds of islanders, writes *Dominic Blake*.

Worst hit were the islands of San Pedro and Caye Caulker where Hurricane Keith destroyed a third of all houses and half of the trees before the 130mph winds turned north towards the Gulf of Mexico.

When the severity of the damage became clear the Government of Belize requested help and HMS Cardiff and RFA Black Rover were immediately diverted from operations in the Caribbean.

Soldiers from the Coldstream Guards were already in Belize for jungle training when the hurricane struck, and the ships arrived at Caye Caulker to find a team at

work under the command of Lt Col David Leigh, head of the British Army Training and Support Unit in Belize.

After briefings on board HMS Cardiff with Lt Col Leigh and Guards officer Lt Charles Thurston, a small group from the ship landed at Caye Caulker for a reconnaissance mission led by Lt Cdr Rob Vitali.

The situation was dire. The tidal surge from the hurricane had caused sea water to contaminate the mains supply and people had been forced to drink water from their toilet cisterns.

Although the roads on the island were mostly sandy tracks, they were nearly all blocked by fallen palm trees, telephone poles and pylons carrying heavy cables.

At the height of the storm much of the island was under six feet of water and

■ Turn to page 23

DON'T MISS OUR FAIREY SWORDFISH DOUBLE-PAGE CUTAWAY DRAWING NEXT MONTH

Rescuers in sea disaster test

FLEET tanker RFA Oakleaf is pictured while making a rendezvous with a Sea King rescue helicopter from RN air station Culdrose during a major disaster exercise off Cornwall.

More than 200 people representing more than 25 agencies and

organisations took part in Exercise Kernow which assumed a collision between the a ferry, played by the Scillonian, and a tanker, played by Oakleaf.

The two-day exercise, in heavy seas, fog and mist, was held to practise

casualty and oil-spill procedures and was one of the largest of its kind to be held in British waters.

British warships deal with the real thing – the Greek ferry disaster, page 25.



Short-time sailors to ease stewards' lot

PROMOTION and shore-time problems for Royal Navy stewards are expected to ease with the introduction of a scheme to bolster the branch with recruits on a new-style short engagement.

Those joining as Stewards (Short Engagement) – or STD(SE) – will be taken on for three years and will not be entitled to promotion or minimum time ashore (MTA).

Their recruitment will address manning shortages in a branch which has limited promotion prospects and in which ratings can remain at AB level for a large part of their careers.

The Supply Branch Manager, Cdr Julian Litchfield, told *Navy News*: "This new engagement is excellent news for the Steward specialisation. It will help alleviate MTA for stewards and improve promotion prospects for those of the branch on the open engagement, without diluting the ability of the specialisation to fulfil its responsibilities in supporting the RN's operational role."

Apart from promotion and MTA entitlement, stewards on short engagement will be indistinguishable from the others. They will be fully trained and employable in the full range of STD duties. They will also have to meet the same standards, including a Recruit Test score.

The first STD(SE) trainees are expected to join HMS Raleigh, the new-entry training establishment, next year, and within six years are expected to make up a fifth of the Navy's stewards. After training they will be drafted to sea in General Service billets.

They will not be able to reduce their Regular service by giving notice, and there will be a way in which they may be able to extend their service to five years. Former members of the Armed Forces will be eligible.

Leave and other entitlements, including maternity leave, will be allowed, and they will be granted 14 days terminal leave on completion of their service.

A Defence Council Instruction will be published soon which will provide details of entitlements and allowances.



Merlin's Sea Days outing

THE NAVY'S new Merlin helicopter on the flight deck of HMS Lancaster preparing to show its paces at Staff College Sea Days.

Picture: Henry Steele

Chatham runners jog to £3,000 triumph

THESE relay runners from HMS Chatham raised £3,000 for charity when they jogged from Devonport to Chatham to coincide with the frigate's visit to the Medway.

They are being sent on their way here by their Commanding Officer, Capt George Zambellas.

As reported in our October issue, the ship received the Freedom of Medway during her five-day visit.

The runners were split into two teams of ten, each covering about 80 miles a day, with team members collecting money in buckets along the way. The charities helped were the Children's Wish Foundation, the

Royal Naval Benevolent Trust, St Luke's Hospice and Dreams Come True.

During the ship's visit sporting and social events were held, and despite appalling weather and the fuel crisis, more than 600 people – including Sea Cadets and Scouts – visited the frigate when she was open at the weekend.

Among the VIP visitors was the ship's sponsor, Lady Roni Oswald, wife of the former First Sea Lord, Admiral Sir Julian Oswald. She stirred the ingredients of the ship's Christmas pudding, helped by PO Troy Thomas and the Chatham's youngest rating, OM(C) Leanne Burkady (17).



Ex-senior ratings now welcome in Royal Navy Careers Service

IMPROVEMENTS in the structure of the Naval Careers Service have been made, including a change to make it possible for ex-Regular petty officers and sergeants to join.

Promotion age limit abolished

THE UPPER age limit of 46 for promotion to officer through the Senior Upper Yardmen and Senior Corps Commission schemes is to be abolished on January 1.

Instead, applications for the schemes will be considered provided a rating or a Royal Marines other rank has a minimum of four years to serve.

To encourage more candidates to apply, ratings whose service would have ended later than the retirement date for their officer rank, can now retire as officers on the day their former rating engagement was due to end.

Those who entered the schemes after March 31 last year can apply to have their retirement age reassessed.

Details are published in RN Defence Council Instruction 135.00.

Ex-Regular officers, WOs and senior rates and NCOs will now apply to join on a newly introduced basis – a Full-Time Reserve Service Limited Commitment with associated terms and conditions, and a five per cent X-factor in addition to basic pay.

They will be given the new Careers Adviser grades of CA3, CA2 and CA1, personnel being able to apply to join before leaving the Regular Service.

Officers currently serving with the NCS retain reserved rights to the associated pay and terms and conditions until they retire.

Details appear in RN Defence Council Instruction 134.00.

New doubts over defect in Tireless

THE DEFECT that has kept the nuclear-powered submarine HMS Tireless at Gibraltar is likely to be more complex than originally thought.

A Ministry of Defence spokesman told *Navy News*: "We have now been able to complete preparatory work to gain internal access to the pipework, and we have found that the nature of the defect is different to that which was at first thought."

The repair could turn out to be more complex and time consuming, but it would be at least two weeks before that was definitely established. The spokesman said there were no safety implications.

Daedalus site goes up for sale

SITE OF the former Naval air base HMS Daedalus is being put on the market by the Defence Estates organisation.

The 200-hectare site at Lee-on-Solent, Hampshire, closed down as an RN air station four years ago, but is still used by the area's Coastguard search and rescue helicopter and as a spotter-plane base by the police.

A Defence Estates spokesman told *Navy News* that a range of possible uses for the site was foreseen, including residential, light industrial, commercial, retail and leisure. He said the Ministry of Defence was prepared to continue the facility for the emergency services until the sale, but could not guarantee availability afterwards.

Clipper race started by Glasgow

OLYMPIC gold medal-winning sailor Shirley Robertson was in HMS Glasgow when the Type 42 destroyer led eight clipper vessels out of Portsmouth harbour at the start of an around-the-world race.

The Times Clipper 2000 race will take the identical, 60ft yachts 35,000 miles in 11 months and will involve 120 amateur crews. At any one time each yacht will have a crew of 14 and one professional skipper.

The vessels left in procession and were escorted into the Solent by Glasgow which then took up a position south of Gilkicker Point to act as a marker for the start of the race on October 15.



Taranto under fire

Robert Taylor's painting of Fairey Swordfish aircraft attacking the Italian Fleet at Taranto, November 11, 1940 - from Battleships (Channel 4 Books £20) by Ian Johnston and Rob McAuley. The TV series of the same name will be shown in January 2001.

JACK ET JACQUES

L'Horizon Perdu

(En avion, en route home de l'Extrême-Orient)

'Bonjour mesdames, messieurs! Ici le Capitaine de Vol 1047 de Narita à Christ knows where! C'est votre premier temps en avion, peut-être? Oui, moi aussi! Seulement joking ...'

'Oh great - un grand comique dans le driving seat, Jacques! Calmez-vous, Jack. C'est un vol long et j'ai un aéroport livre très intéressant ici. J'ai cru qu'il était par mon auteur favori, Marcel Proust, mais non! Il est une nouvelle biographie d'Oliver Reed - A la Recherche du Temps Pissed.'

'Stuff votre livre, Jacques - vous comprenez bien que je déteste le flying! Combien de temps dure ce flight maintenant?'

'Cinq minutes moins du dernier temps que vous m'a demandé, Jack. C'est à dire, douze heures et quarante-cinq minutes, par mon calcul. Regardez le movie, pour l'amour de Mike!'

'Yeah - est-ce que vous avez vu le choix, Jacques? Airport, Die Hard II et Le Fantôme de Vol 401! Comme j'ai dit, ce pilote oriental, il a le sens d'humour un peu macabre. Si vous me demandez, il est un croissant short d'un full petit déjeuner.'

'Vous avez choisi cette compagnie aérienne, Jack! C'est de votre faute si vous n'êtes pas satisfait.'

'Le Capitaine de l'Aconit, il l'a recommandé. Et elle était la moins chère!'

'Où! C'est typique! C'est vous all over, Jack! Toujours le choix le moins cher! Nous sommes les seuls passagers - c'est curieux, hein? Merde, mais il est un long temps depuis que je suis allé dans un avion avec deux paires de wings ...'

'L'avion, il est OK, Jacques. Un peu draughty, c'est tout.'

'Un peu draughty? Il est suffisamment froid pour geler les balles d'un singe de cuivre!'

'Vous êtes dead right là, Jacques, cela va sans dire! C'est bleedin' freezin'! Et je crois que nous allons dans la mauvaise direction!'

'Quoi? Mais oui! C'est vrai! Regardez ces montagnes hautes et couvertes de neige, Jack! Elles ont la ressemblance de la frontière de Tibet, en ma expérience ...'



Illustrations par T.B.

UNSEEN IN NEW GUISE

HMS UNSEEN became the first of the four Upholder-class submarines to be handed over to the Canadian Navy last month.

At a ceremony at the BAe Systems shipyard at Barrow-in-Furness - where she was launched in 1989 - the boat was re-named HMCS Victoria.

The Upholders will replace Canada's venerable Oberon-class diesel-electric submarines and will be used in operations abroad under the auspices of the United Nations and NATO, on surveillance duties, supporting fisheries patrols and drug interdiction.

They are to be acquired under an innovative lease-to-buy plan over eight years and the value of the total package for the UK is over £290 million.

There is also the potential for long-term benefits for UK industry in terms of support and future upgrades of equipment.

Commandos fight crime in Kosovo

ROYAL Marines from 45 Cdo have been helping to ensure the safety of all citizens in Pristina by tackling head-on the problem of violent crime in Kosovo's capital.

The Commandos have spent the past two months in Pristina and one of their top priorities has been to crack down on crime in the notorious Dardaniya area in the south west of the city where there were two murders and several shootings within two weeks of their arrival.

It was clear that the Royal Marines would have to take charge

of the situation and the number of patrols in Dardaniya was immediately increased.

On the streets, the Commandos have been working closely with United Nations policemen and the recently formed Kosovo Police Service. A matrix of overt observation posts was established on prominent buildings.

An information campaign helped to reassure the public that every effort was being made to counter the level of crime and to persuade them to help the police and 45 Cdo Group by supplying

vital information.

The Royal Marines have also been continuing with other key duties such as providing protection for vulnerable people, primarily Serbs, and providing a framework that allows civil-military projects to be conducted to improve the standard of life for everyone in Pristina.

Routine searches of vehicles, people and property in the city have allowed the Royal Marines to make many arrests and to seize a large quantity of weapons such as machine guns and grenades.

War graves staff win pay review

A DECISION to cut allowances for British gardeners and other UK staff working overseas for the Commonwealth War Graves Commission is to be reviewed.

The review "by a senior, independent figure" was announced by Defence Secretary Geoff Hoon after a meeting on October 19 between the Commission and the Transport and General Workers Union which represents the gardeners who tend war graves in Europe.

The TGWU says that under the Commission's plan the gardeners' allowances would be cut by up to £6,000 a year. But the Commission says some allowances would rise while others would drop, in large part due to the strength of sterling.

A Commission spokesman said all but nine of the 67 British gardeners earned £20,000 to £29,000 a year with large, additional, tax-free allowances for boarding-school fees and accommodation.



● HMS Unseen on her last voyage under the White Ensign, April 6, 1994.

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Task Group 2000 leaves the mysterious East for the West Coast of the USA



● Navy News reported last month on two sailors in HMS Sutherland who celebrated birthdays twice when they crossed the International Date Line and the ship's clock was put back a day. Well, HMS Cornwall has beaten that – four of her sailors celebrated twice: (from left) Michael Murphy (33), Oscar Wilde (32), Bill Keen (37) and Peter Dunn (36), who were given a birthday cake and balloon by Commanding Officer Capt Tim McClement (centre). The second day was marked by a charity garden fete, which raised £700. Two chose to open their presents on their first birthday; the others waited until 'Groundhog Day'.

● Capt Tim McClement catches up on what is happening around the Fleet in Navy News during hands to bathe, when HMS Cornwall was stopped in mid-Pacific.

Pictures: LA(PHOT) Mark Hipkin.

Flotilla works out en route to California

AS THE Naval Task Group entered Pearl Harbor in Honolulu, she passed the last resting place of the battleship USS Arizona, where 1,177 men died in the Japanese air raid of December 7, 1941 which brought the United States into the Second World War.

As the ships of the Royal Navy and FS Aconit approached the islands they were joined by HMS Sutherland and RFA Bayleaf, which had detached in the Far East in early September to pursue their own programme taking in Australia, New Zealand and various ports in the South Pacific.

Although sailors from the group enjoyed the beaches of Hawaii, including Waikiki, and a few man-

aged to fit in some tandem parachute jumps from 14,000ft, work was never far from their minds.

Cdr Steve Pearson, Commanding Officer of HMS Newcastle, said: "Honolulu felt more like familiar territory after our long period in the Far East.

"We have used the opportunity to prepare for our next busy operational period, and most of my ship's company has had a chance to relax."

On leaving Honolulu, the task group joined the US Navy, the Hawaiian Air National Guard and Canadian Armed Forces in a major four-day anti-submarine exercise, during which several exchanges of personnel were arranged.

The task group then headed for San Diego in California, where

they participated in the local Navy Week, before sailing south to transit the Panama Canal and begin the final leg of their global deployment.

While heading for the Californian base, ships of the task group practised naval gunfire support on the ranges of the San Clemente Islands.

Their arrival in the United States provided an interesting contrast with the bright lights of Tokyo.

The world's largest city offered plenty of opportunity for work and play as HM ships Cornwall and Newcastle, RFA Fort Victoria and French ship FS Aconit called in.

With a population of 17 million, the initial impression for many of

the sailors was of a jungle of neon-lit buildings knitted together by a mass of overhead wires, and streets overflowing with people.

But, said Cornwall's PR Officer, CPO Paul Edis: "Behind this facade were tranquil streets with beautiful temples, wooden houses with neatly-clipped bonsai trees in the gardens, and life was still as it was many generations ago."

One group of sailors from Cornwall pushed themselves to the limit in a two-day climb of 12,640ft Mount Fuji.

Climb organiser and leader POPT Michael Murphy said: "At some stages of the climb it felt as though your legs were actually on fire, and breathing was difficult because of the thin air at altitude."



● S/Lt Paul Agnew, Guard Officer, as HMS Cornwall approaches the jetty in Tokyo. In the background is the Japanese warship JDS Amagiri.

Sport featured high on the list of activities, with Cornwall's rugby team maintaining their unbeaten deployment record with a 12-10 win against a tough Itochu Company side.

HMS Newcastle's football team beat Cornwall's in the final of a mini tournament, and the women of Cornwall also ended up on the losing side against the women netballers of the British Embassy.

A Defence Industry Day was held in the British ships of the Task Group, featuring companies such as BAE Systems, GKN Westland Helicopters and Rolls-Royce.

At the same time HMS Sutherland and RFA Bayleaf were making their way to a Pacific rendezvous via Pitcairn Island, inhab-

ited by 40 or so descendants of the 1790 Bounty mutineers, including Tom and Denis Christian, direct descendants of Fletcher Christian.

The ships anchored offshore, and were met by islanders in steel longboats, who were later invited to a barbecue ashore hosted by the warship's Senior Rates Mess.

Islanders took the opportunity to tour the ships, and sailors had plenty to see on the islands, from majestic lagoons and caves to Fletcher Christian's Bible, kept in a glass case, and the anchor and a cannon from the Bounty.

CPO Steve Butcher, radio maintainer in HMS Sutherland, was able to help out by using his skills to repair one of the islander's VHF radios.

● HMS Cornwall's 4.5in Mk 8 gun is fired at the San Clemente Islands ranges in the Pacific.



● The ships of Naval Task Group 2000 leave Hawaii for four days of exercises in the Pacific. HM ships Cornwall, Sutherland and Newcastle, RFAs Fort Victoria and Bayleaf, and FS Aconit, in company with USS Lake Erie and USS Curtis, were involved in an anti-submarine warfare exercise.

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Triumph launched by lift

ALTHOUGH the records show that HMS Triumph was launched in February 1991, she went into the sea at VSEL's Barrow yard more than two months earlier.

The last of the seven-strong Trafalgar class of submarines was the first to be built in Vickers' towering Devonshire Dock Hall - and in December 1990 she was towed out on a cradle and lowered into the water on the complex shiplift.

Launching by shiplift was easier and safer than the traditional slipway method - but presented a problem over the naming.

That ceremony took place the following February, which is regarded as the point at which Triumph was officially launched.

Triumph sailed on contractors' sea trials under a stormy sky in mid-June, but the 95 RN crew and various 'riders' took advantage later that summer of a rare 'hands to bathe' off the west coast of Scotland. Their hard work paid off when the boat commissioned in October.

T-boats were designed as

hunter-killers, searching out enemy boats and destroying them with torpedoes, as well as covert surveillance. But Triumph is also fitted with Sub Harpoon anti-ship and Tomahawk (TLAM) missiles, making her a useful asset in a much wider range of roles - for example, the TLAM now gives her the ability to strike inland targets.

Triumph stepped in at short notice earlier this year when HMS Tireless developed a fault which put her out of the global Naval Task Group 2000 deployment.

She participated in the Five Powers Defence Arrangement exercise Flying Fish out of Singapore, then left the group to pursue her own programme of exercises to bring her TLAM system to full operational readiness.

As Navy News went to press she was scheduled to start a spell of maintenance, allowing her crew to catch up on some leave.

She is due out on patrol during the first part of next year before a four-month maintenance period at Devonport, home port of the Second Submarine Squadron, of which Triumph is a member.



● HMS Triumph: Last of the T-boats, she was the second UK submarine to be fitted with Tomahawk missiles.

Facts and figures

Class: Trafalgar-class attack submarine
Pennant number: S93
Builder: VSEL, Barrow
Launched: February 16, 1991
Commissioned: October 12, 1991
Displacement: 4,740 tons surfaced, 5,208 tons dived
Length: 85.4 metres
Beam: 9.8 metres
Draught: 9.5 metres
Speed: 32 knots, dived
Complement: 130 (18 officers)
Main machinery: One Rolls-Royce nuclear reactor; two GEC

turbines; One shaft; pump-jet propulsor; two WH Allen turbo generators; Two Paxman diesel alternators; emergency motor
Radar: Kelvin Hughes Type 1007 (navigation)
Sonars include hull-mounted passive low-frequency and passive/active search and attack; passive search towed array; passive intercept and ranging; short-range classification
Weapons: Tomahawk and Sub Harpoon missiles; Spearfish/Tigerfish torpedoes; can carry mines

Ten honours for second of the ten

THE FIRST of the ten Triumphs was a 68-gun vessel built in 1561 and resembling a Spanish galleon, which was heavily engaged in almost every Armada action.

The next Triumph, a 42-gun ship launched at Deptford in 1623, amassed an impressive ten Battle Honours.

She fought in the Dutch Wars, including the Battle of Scheveningen, where she was damaged. Once repaired, she fought the battle off the Texel in 1673, and was scrapped in 1687.

The third of the name, a 90-gun Chatham Second Rate of 1698, served in the Channel Fleet through the French Wars. She was renamed Prince in 1714.

The fourth had a brief career. She was the Triunfo, a prize capture from the Spanish at Puerto Bello in November 1739, which was recommissioned as the 18-gun sloop Triumph. She was wrecked in January 1740 on her way back to England carrying despatches.

Triumph number five, a 74-gun Third Rate, commissioned in 1771, had a prolific and distinguished career, serving as part of Admiral Rodney's fleet in the West Indies, with the Channel Fleet in the French Revolutionary Wars, at the Battle of Camperdown, and with Nelson's Mediterranean Fleet.

She was hulked in 1813 at Millford Haven for use by customs authorities as a quarantine and hospital ship until she was broken up in 1850.

The next Triumph, a 6,640-ton armoured ship with a retractable screw, was commissioned in 1873, and although designed for the Pacific Station, she also served in the Mediterranean and the Channel.

She ended her active career as Irish Station Guardship at Queenstown from 1890, and was later a depot ship in Devonport and boy artificers' training hulk Tenedos at Chatham in 1903.

That same year the Admiralty bought two fast battleships destined for Chile, the Barrow-built Libertad becoming Triumph number seven.

The 12,000-ton ship was refitted in time to see action against German

colonies in World War I, and in 1915 was involved in bombarding the Dardanelles Forts, but was sunk by U-boat with the loss of 73 men.

The next Triumph was a 1,100-ton patrol submarine, one of the original riveted-hull T-class built at Vickers' yard in Barrow. She commissioned in May, 1939, and barely finished work-up before she was on active service.

She was damaged by a mine south of Stavanger in Norway on Boxing Day, 1939, but made it back to Chatham for repairs.

Further repairs were needed in Malta after the boat was hit by a shell from a coastal battery in the Mediterranean, after which she continued to harass Italian shipping. She was lost in the Aegean on a clandestine operation in 1942.

The penultimate Triumph was a light fleet carrier of 13,500 tons, completed in May 1946, which contributed to the campaigns in Malaya in 1949 and Korea in 1950 before returning to the UK to take up duties as a troop transport between Portsmouth and the Middle East.

In 1952 she participated in angled flight deck trials before becoming Dartmouth cadets' training ship in 1953.

After a spell in reserve, she was converted to a heavy repair ship in the early 1960s, and served in the Far East as an escort maintenance vessel until 1971. She left the UK in 1981 to be broken up in Spain.

For the record, there were three other Triumphs; one was renamed Prince Consort before she was launched in 1862 as an armoured frigate, and the others were drifters requisitioned during World War I.

BATTLE HONOURS

Armada	1588	Solebay	1672
Dover	1652	Schooneveld	1673
Portland	1653	Texel	1673
Gabbard	1653	Cornwallis' Retreat	
Scheveningen	1653	1795
Lowestoft	1665	Camperdown	1797
Four Days' Battle		Dardanelles	1915
.....	1666	Malta Convoys	1941
Orfordness	1666	Mediterranean	1941

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Letters



JACK

BY TUBS

*** IF YOU COULD CONCENTRATE MORE ON ADVANCEMENT AND LESS ON RUNS ASHORE AND HAVING A GOOD TIME ***

YES PLEASE!
"1930 - BEING A BOTTLE - PUT ME DOWN!"



Aces set on record

IN YOUR Battle of Britain article (September) you mentioned S/Lt Cork as the second highest scoring ace of the Fleet Air Arm loaned to the RAF Hurricane squadrons.

I'm sure on 808 Sqn we had the top ace with 15 to his name - Lt Taylor. - G.W. Akerman, Aberystwyth.

The Fleet Air Arm Museum has the late Cdr C. L. G. Evans credited with 16½ kills, making him the FAA's top ace. 'Dicky' Cork comes next with 13 - no mention of any Lt Taylor, I'm afraid. - Ed.

THE PICTURE of "a Messerschmitt 109 brought down by fire from a Lewis gun (mounted in the rear cockpit of a Fairey Albacore) during the battle" appears to be a dead ringer for the aircraft flown by Oberflw. Beek of JG51 which force-landed at East Langdon, Kent on August 24, 1940.

The photo showing FAA pilots training with the RAF's No7 OTU at Hawarden included S/Lt A. G. Blake ("Admiral" Blake to his colleagues of No19 Sqn RAF at Fowlmere, Cambs) who was killed when his Spitfire crashed in Chelmsford on October 29, 1940 after combat with a ME109 over South London.

I visited his grave at Langley St Mary churchyard, Slough in 1985 and was dismayed to find it largely overgrown. I wrote to the Commonwealth War Graves Commission suggesting they might consider erecting a FAA headstone over the grave so as to ensure its maintenance in perpetuity.

I have not been able to visit since, so I would be pleased to hear from any of your readers living locally who might have better news to report.

Two more of the FAA pilots in that line-up were also to lose their lives in the Battle. Mid P. J. Patterson was killed on August 20, 1940 when his Hurricane of No242 Sqn at RAF Coltishall went into the sea off the Norfolk coast, whilst S/Lt I. H. Kestin was shot down by return fire from an enemy aircraft off Hastings on August 1, 1940 while flying a Hurricane of 145 Sqn, RAF based at Westhampnett. - D. J. Beynon, Haslingfield, Cambs

Weather got the Castles' measure

THE CLOSE similarity in the length of the current HMS Leeds Castle and the wartime Castles is no coincidence (September issue).

When I began the design of the new Castles I read all the accounts of life at sea in World War escorts that I could find. Life in the Flowers (very similar to today's Islands - 180ft waterline length) was dominated by motions in bad weather whilst weather was hardly mentioned by those serving in the 300ft Rivers.

The Castles at 240ft mentioned weather occasionally so, allowing a margin, I chose 80m for my ship. Then Adrian Lloyd at Haslar came up with a new computer programme which gave me confidence to come down to 75m (waterline).

On commissioning, Adrian and I had a hilarious afternoon in the crew's nest of Leeds Castle in Sea State 6, arguing about the value of each other's ideas on seakeeping. - David K. Brown, Bath.

REGARDING the first HMS Leeds Castle's almost unequalled record of 13 years of continuous service, a number of Bay Class frigates surpassed this figure.

HMS Cardigan Bay had nearly 16 years, as did HMS Bride's Bay and St Austell, while Alert and Surprise and others all exceeded 13 years. - F. C. Pretty, Droitwich Spa, Worcs.



● The first HMS Leeds Castle, dressed overall during her visit to Emden in 1955.

Switched on ships

TO SPEND £19 million to develop electric propulsion technology for a future generation of surface warships is one thing, but to suggest that such technology is new and as significant as the change from sail to steam is ignoring events of the past.

The Royal Navy in World War II operated a considerable number of frigates using electric propulsion - namely the 78 Captain Class ships that commissioned into the RN in 1943-44.

These ships were built in the USA with UK design input - electric propulsion was chosen because it was readily available at that time.

In fact, over 400 ships of that class of destroyer escort were built with electric propulsion. In practice the propulsion units were

reliable and offered remarked facilities in changing speed and direction.

The Captains used either turbo or diesel generators and it is the generating machinery that could most benefit from the development proposed. - R. E. Ayers, Maidenhead.

Solvency solution

TODAY, in inclement weather, the local Sea Cadets have been out rattling their collection tins, something they have to do four times annually to cover expenses.

Apparently many years ago someone decided they wouldn't be regarded as solely a recruiting organisation if they retained some independence. Perhaps that was sustainable in the past, but not in these pricey days. One less computerised warhead would see all units solvent for ever more. - T. Lyness, Bellshill, N. Lanarkshire.

More ghost stories from Mercury and Chatham

REFERENCE Bob Newman's letter about strange happenings at HMS Mercury (August issue), in the early 1970s I was a Sea Cadet being instructed by an ex-RN sparker called Derek Staines who told me of the ghosts of HMS Mercury. He told me of the Wren of Eagle Block.

He was there when it was first constructed and it was surrounded by scaffolding. He and the OOW were doing rounds when they saw someone's face in a window on the second floor.

They entered the block and found all the plugs were still in the sockets in the voice trainer booths. They disconnected them all, but when they returned later the plugs were all put back into the sockets!

He also told me of the Roman Warrior of North Camp - at night he often wandered around there and would disappear into thin air. The ROs who used to do duty watch in a little hut were scared stiff of him appearing.

Then there was the Horseman of Meon Gate. A man on a white horse would ride past the Nissen huts set near to Meon Gate approach to the camp where the church once stood. He would ride past and off into the distance towards Button Hill and Petersfield. - K. Whitehouse, Tipton, West Midlands.

IN THE late 1940s and early 1950s I was a Stoker/Mechanic in Chatham Barracks. The Stokers' accommodation was in St Mary's Block which was alleged to have been used to house French prisoners of war at one time.

Stokers' duties involved day and night watchkeeping on the six or so boiler rooms around the block. A room was set aside for these watchkeepers and complaints were received that they were being woken up at night by someone shaking them.

This eventually led to them being moved and the room sealed up at each end with bricks. When the room was re-opened about a year later there were footprints in the dust all over the floor.

A ghostly figure of a drummer boy had also been seen marching along the top of the dried-up moat at the rear of St Mary's. This moat housed offices and a boiler room. Access was through a wicker gate in the fence and down steps to the bottom.

Stoking that boiler during the night was not a popular pastime. When I was there someone took an Alsatian dog to the top of the steps and it refused to go down into the moat - in fact it bolted with its tail between its legs.

A housing estate now stands where the block and moat were situated and I wonder if any of the residents have had any weird experiences? - S. K. Murray, Portslade, East Sussex.

ONE NIGHT in the 1950s I was Duty Fire Officer in Chatham Barracks and the first watch rounds finished up at the main gate. It was a dark, cold winter's night with a strong wind and we stood around the coke brazier with a hot drink.

The chief of the watch told a sentry to get the keys and go up to the church and lock up. He duly disappeared into the darkness and in a few minutes there was a

clatter of boots and he threw himself into the circle of us, ashen faced and shaken.

After much "pull yourself together" and some banter he managed to explain that having checked that it was empty (it usually was) he switched off the lights and locked the doors and then heard the organ "playing itself" . . . If you don't believe me, go and see for yourself."

On the way up the path that "what if?" thought began to make itself felt. The church, a classic 19th century gothic pile, was surrounded by trees and shrubs bending in the wind, and the moon shone fitfully on one of the stained glass windows. As the chief put the key into the lock - yes, the organ struck up.

We froze. Opening up, all was dark and still - except for the organ music echoing around us.

As we advanced down the aisle to the chancel we could see the light over the organ keyboard - and there, of course, sat the organist, practising.

He stopped and said something like: "Oh hello - I won't be long. My bicycle is in the vestry and I have my own key because I usually get locked in." - J. Cooper, Farnham, Hants.

Request granted

ON BEHALF of my family, I want to say a big thankyou to those who were involved in my father's burial at sea.

Kenneth Raymond Stewart died in November 1996 and his last wish was to have his ashes scattered over the Pacific Ocean - apart from his eight children, his love of the Navy and the sea was his life.

I decided that the best way for his wish to be carried out would be to ask the Navy if they would honour this request.

It all started with a letter to the recruitment office in Birmingham. I was telephoned back almost immediately by Lt D. J. Nickisson who gave information on how to pursue the matter.

I was told it would take time, which it did, but the Navy were absolutely wonderful.

I cannot praise enough all those concerned with this final wish of my father's - carried out by HMS Cornwall, whose people kindly showed us round the frigate and spent time with us.

Thanks also to Miss C. Hawker of the Ministry of Defence - Sally Roche (nee Stewart), Selly Park, Birmingham.

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



No. 556 47th year

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Long link with Scharnhorst



I READ with great interest the account of the reunion on board HMS Victory for the Scharnhorst survivors, but I have to put the record straight – the comradeship between the German Navy ships Bismarck and Scharnhorst and the British Navy has existed since the 1970s.

When HMS Belfast first arrived in the Pool of London in 1971 contact was made with the Bismarck survivors and Hans Zimmerman was one of the first to contact us.

A reunion was arranged on board the Belfast in 1978 and around 25 attended. The following year we were invited to

attend the Bismarck Kameradschaft reunion in Hamburg, where the memorial service was conducted in English and German and wreaths were laid at the memorial stone in the garden of remembrance.

The Scharnhorst survivors arrived on board HMS Belfast in 1980 and the following year I had the privilege of representing HMS Belfast at the Scharnhorst reunion in Labau by Kiel.

This was attended by Vice Admiral Hoffmann, who before being promoted was in command of the Scharnhorst. – W. J. Roper, Weymouth

Letters



SAILORS FIXED BAYONETS

I BELIEVE the magic lantern picture of the Naval Brigade bayonet charge which appeared in the October issue relates to an incident which occurred on January 6, 1900 during the Siege of Ladysmith.

On that date a party of 13 Naval gunners under the command of Gunner Sims was, with the assistance of 95 soldiers, engaged in lowering a 4.7in gun into position at Wagon Hill when they were attacked by the Boers.

A number of the soldiers panicked, but Gunner Sims organised his men into a firing party which by disciplined fire repelled the attackers.

Later, the Boers attacked again and Gunner Sims ordered his 13 men to fix bayonets and charge. The charge was uphill and proved successful. The number of casualties is not known as far as the Naval Brigade was concerned, but the Army suffered heavily. – A. R. Salter, Burey-in-Wharfedale, Ilkley.

'Bonyo' of the Barham

'BONYO' was the mascot of HMS Barham and is seen here in a picture taken by my father Ernest Lee while he was serving in the ship in 1928-30. Does anyone know what happened to him? – N. G. Lee, St Julians, Malta.



Absent without leaving you short.

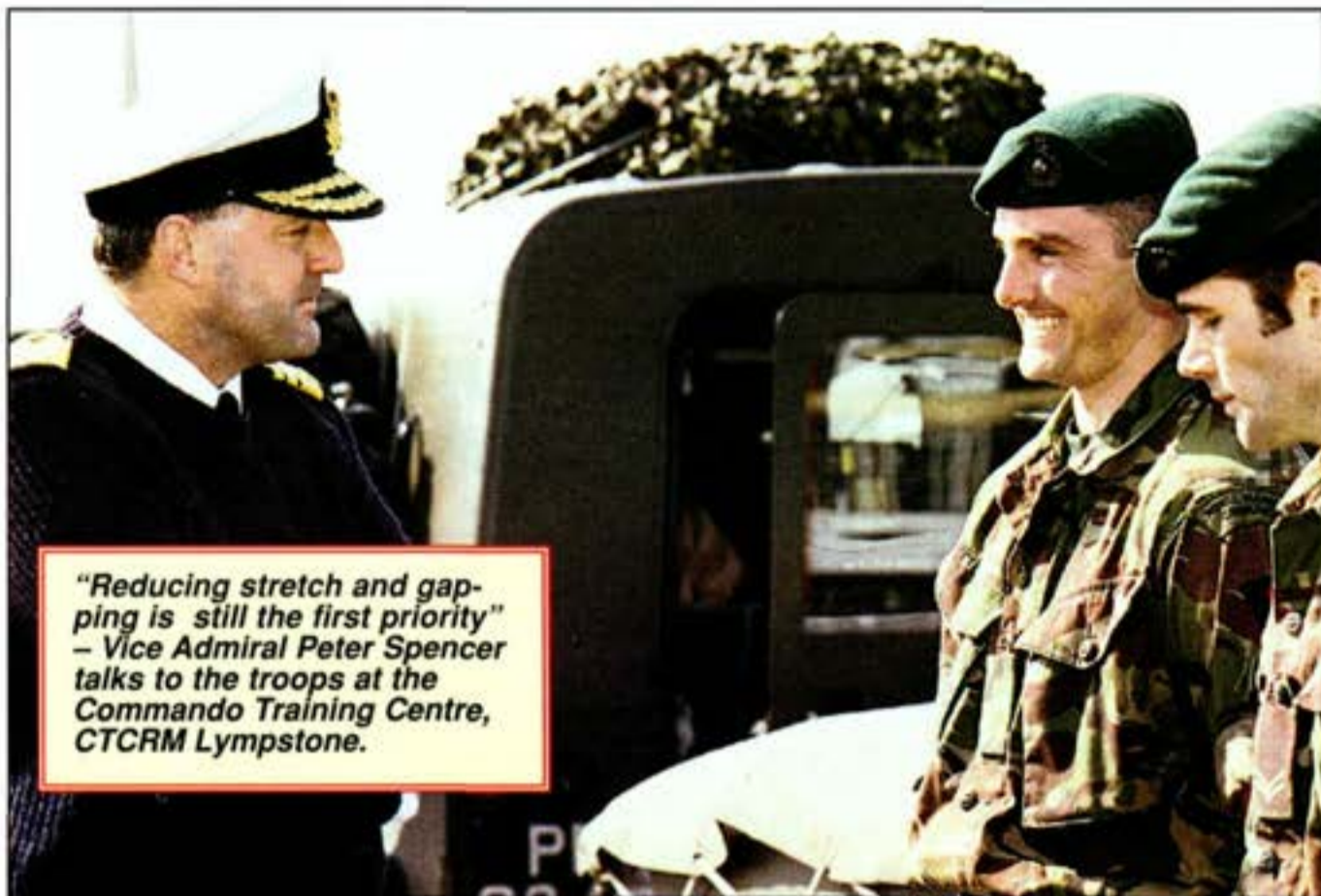
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Conditions of service guide 'essential reading', says 2SL



"Reducing stretch and gapping is still the first priority" – Vice Admiral Peter Spencer talks to the troops at the Commando Training Centre, CTCRM Lympstone.

The whole thing is packed with Tugg cartoons – if anything will get people to read it, they will!"

Second Sea Lord Vice Admiral Peter Spencer was talking about his relaunched Personnel Functional Standards (PFS) document – which neatly compliments the new Naval Personnel Strategy for the first time presenting the Navy's "people policy" under one cover.

First introduced in 1993, PFS sets down key terms and conditions of service and seeks to ensure that the latter are maintained to the highest possible standard.

"So it's essential reading for everybody, you might think – but it's surprising how difficult it is to get that through to people."

"I want to make sure PFS is read by everybody – it's not just for admirals, it's for ABs as well and for everybody in between. That's where Tugg's cartoons come in, as they so often do in Navy publications. We've also done a lot of consultation and tried to get away as much as we can from officialese and use more everyday language."

"There has been a perception among too many people that PFS has never really been honoured. I worried about that and so I've gone into it in great personal detail."

"It has been unchanged since 1993 so it really needed to be updated. We've got a lot of new organisations in defence now and sailors are working in quite large numbers in areas which aren't mainstream Navy – in the Defence Logistics Organisation or Joint Headquarters, for instance. There are a lot of aviators who work in the Joint Helicopter Command and in the future there will be increasing numbers in the Joint Harrier Force."

"These people have got bosses who aren't Captains or

Commodores and we've got to make it clear to them that this is the deal which sailors should be given."

"There is an apprehension for some people that because there is a lot of change going on, is the Navy going to retain its sense of identity? The answer is that of course it will – but we have to reinforce that reassurance. Despite the fact that we now work in all sorts of different organisations, we are still all part of the Naval family."

"The First Sea Lord holds me personally responsible for monitoring what's going on here and for intervening where breaches are found. But where problems do arise they are often in the most painful areas. And if there are any which can't be sorted out at a

'We've got to make it clear that this is the deal which sailors should be given'

lower level than they eventually come before the Navy Board, which now looks at the score every three months and decides what needs to be done and whether to make more money available to put things right.

"Over the years the vast majority – 115 – out of 122 standards have been met, month in, month out."

"Reducing stretch and gapping is still the first priority. Although recruiting figures are the best for five years – and we have the highest training output for seven years – until we get enough people into the Navy to match the requirement then the pressure is still on in terms of how hard people are working and the impact that has on their ability to get balance in their lives, with wives and partners."

"In all this, PFS was designed to raise awareness of the benefits the Naval Service provide – in things like education, medical

NEW JOINT EFFORT AT SERVICE WITH A SMILE . . .

care, house purchase schemes, security of employment and so on. So it is essential reading – and I hope everyone will come to realise that. With Tugg's help, of course!"

● Below: 'The working environment to be free from bullying, intimidation, humiliation, harassment or abuse' Bottom: 'To have regular access to Troop/Company Commander'. Two of the tenets of the Navy's relaunched Personnel Functional Standards document, as interpreted by Tugg.



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NON Military male mid 40's vgsob seeks female with Naval background for correspondence/friendship. **Box Nov 1**

SANDRA 39 seeks penpal for friendship/relationship. Photo appreciated, a.l.a. **Box Nov 2**

JULES, bubbly redundant mum 41 seeking forces personnel for friendship/romance. Love of life essential. **Box Nov 3**

FEMALE seeks male 29+. Honest thoughtful, caring, openminded, shy, quiet. **Box Nov 4**

ATTRACTIVE male 33, Tall, gsoh, seeks female for friendship/relationship. **Box Nov 5**

STUNNING student nurse 23 Blue, Blonde, extremely broadminded seeks male for correspondence, possible meeting. **Box Nov 6**

BLONDE BABE 29, fit'n'feisty, v.g.s.o.h. seeks v.attractive Naval male 28-35, no ties, photo appreciated. a.l.a. **Box Nov 7**

BORED? Lonely? Need someone to write to? Try Caz 38. **Box Nov 8**

IPSWICH based attractive brunette, 48, wlm male penpals similar, photo. **Box Nov 9**

CPO 42 tall, fit and fun loving, enjoys countryside, seeks female correspondence. Anywhere. **Box Nov 10**

PETTY officer 38 seeks attractive 30ish fun mermaid. Photo a must. **Box Nov 11**

LONELY single mum 33 seeks sailor/penpal for friendship/relationship. **Box Nov 12**

LINDA 45 Nurse tutor, seeks genuine male penpal 45-55 with g.s.o.h. for possible friendship/relationship. **Box Nov 13**

FUN LOVING lass 34 seeks fun loving sailor penpal. a.l.a. **Box Nov 14**

LADY 32, brunette, seeking male penpals 27-37. Photo appreciated a.l.a. **Box Nov 15**

LADY 26, slim executive, into running, exploring and cuddles. Wlm officers/marine for friendship/romance. **Box Nov 16**

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Please note: We can take no responsibility for the nature or source of the replies received.

You must be over 18 to advertise in this column.

People in the News

Bev has become NAAFI's first lady



SOMETHING TO SMILE ABOUT: Bev Parkinson, NAAFI's first female Naval Canteen Manager, at work in HMS Liverpool.

NAAFI employee Bev Parkinson became the first ever female Naval Canteen Manager when she took up the post at the start of a deployment on board Type 42 destroyer HMS Liverpool.

Bev has spent three years in the Naval Canteen Service (NCS) and one of her major responsibilities will be to groom trainee managers Charlotte Stansfield and Alison Schar, who became the first female canteen assistants to serve in HM ships back in 1995.

HMS Liverpool is escorting HMS Invincible while the ship provides aircraft carrier cover in the Mediterranean and beyond during a crucial round of elections in the Balkans.

Before leaving with HMS Liverpool, Bev said: "I am delighted to be a 'first' for NAAFI and I hope that this will encourage more women to aim for management positions, particularly in the NCS. I am looking forward to getting back to work and tackling the challenges that go hand-in-hand with life at sea."

Aid team is at work in Nepal

ROYAL NAVY medical staff are helping to improve the health of villagers in a remote and mountainous area of Nepal.

Navy doctors Surg Lt Cdr Lee Wallis and Surg Lt John Matthews from Derriford Hospital, CPOMA Kevin Shore from RM Poole and CPO Pete Jones from HMS Excellent flew out to the country at the start of October.

They are part of a ten-strong RN/RAF team which will be visiting a clinic in the Meghauri area of Chitwan which was established by CPOMA Kevin Shore's parents many years ago.

Successive Service expeditions have helped to improve the medical facilities there and the Friendship Clinic at Meghauri now treats more than 6,000 people a year.

Many infections there are caused by the lack of clean water but worms, malaria, TB and leprosy have also been encountered.

And the staff have also been called on to treat rare but serious injuries caused in attacks by tigers and rhinos!

The clinic provides medical cover for a region which contains 22,000 people and its running costs of £8,000 a year are provided entirely by charity fundraisers.

While the RN/RAF expedition members are in Nepal they will be helping with humanitarian aid work and assisting with the maintenance of the clinic.

Before returning to the UK in November, the team will also engage in adventurous training by attempting to reach the 6,119-metre summit of Lobsache East, six miles from Mount Everest.

In December and January, two more Royal Navy doctors will be working at the clinic with RAMC Major Louise Woolrich, who is on loan from the Army for six months.



CPOMA Kevin Shore who is working in Nepal at the clinic founded by his parents.



CLINIC: The Friendship Clinic in Nepal which provides medical cover for 22,000 people. Over 6,000 patients were treated last year.



Medals awarded for Service in Kosovo

NATO medals have been awarded to seven Naval Ratings who spent six months on duty in Kosovo.

The naval party were all attached to the Armoured HQ & Signal Squadron at the Multi-national Brigade's centre in Pristina, the country's capital.

Their duties ranged from Theatre Field Administration and assistance with Civil and Military Operations to welfare support and driving duties.

The team (pictured with their medals below) are NA Marty Pine, WWTR Louise Payne, WWTR Noddy Tariq, WWTR Rachel Charlton, LWTR Diane Hastings, POSA Harry Horne and LSEA Nobby Clarke.

Ray's qualification is the first of its kind

CAREERS Advisor Ray Perry has boosted his own prospects by earning a degree-level qualification in Management.

CPO Perry is the first RN Careers Advisor to gain the Level 4 NVQ through a new partnership between the Royal Navy School of Recruiting at Bovington and Salisbury College.

Ray's qualification, and a certificate in management, was achieved through the Careers Advisor's

Personal Development Programme which made excellent use of the Standard Learning Credits Scheme.

CPO Perry, who works in the Redruth Armed Forces Careers Office, is pictured receiving his qualifications from the outgoing Director Naval Recruiting, Commodore Anthony Chilton.



People in the News



● **WINNER:** Cdr Ben Key presents OM(AW) Jody Allen with a cheque for £3,000 from the Sports Lottery.

Iron Duke's Jody strikes it lucky!

HMS IRON Duke's OM(AW) Jody Allen will have plenty of cash for runs ashore during his ship's six-month Atlantic deployment – he's just won £3,000 on the Sports Lottery!

It was Jody's first win on the Sports Lottery and the cheque was presented to him by his CO, Cdr Ben Key, during the voyage to Africa where the ship is supporting British and United Nations forces in Sierra Leone.

The Sports Lottery raises funds to provide sailors with better sport and recreational facilities and it

has paid out prize money of £2.4 million in the last eight years, with average yearly payments of almost £300,000.

The Sports Lottery is open to all RM/RM personnel. Tickets cost £3 per month and the money is debited directly from pay. Details and application forms may be obtained from UPOs.



● **BROTHERS:** Steve Rule from HMS Fearless and Kevin Rule from HMS Northumberland. The Amphibious Task Group deployment Argonaut 2000 gave them their first chance to meet up at sea in 19 years.

Steve and Kevin Rule the waves

AMPHIBIOUS Task Group deployment Argonaut 2000 gave brothers Steve and Kevin Rule their first chance to meet up at sea after more than 19 years in the Royal Navy.

Steve Rule is serving as a CPOWEM(O) on board HMS Fearless, the command ship of the Amphibious Task Group, and his brother Kevin is a CPOWEA on board the Type 23 frigate HMS Northumberland.

The brothers, who were brought up in Bath, Somerset, finally got together when the Amphibious Task Group made its way through the Mediterranean for a series of major exercises.

Despite their long service to the Royal Navy in which they have both seen action in the Falklands and in the Gulf, it was the first time that their paths had crossed at sea.

Steve said: "It is a bit strange that we have been in the Navy so long yet had never met while serving. We may well have a drink to celebrate!"

The Naval influence is strong in the Rule family. Their father was a sailor and their grandfather saw action in World War II, and the Naval tradition is continuing with one of Steve's sons who is joining the Royal Marines.



● **LORD MAYOR:** Cllr Barry Maine, who is a former Chief Petty Officer.

Mayor of Pompey is Ex-RN

PORTSMOUTH'S Lord Mayor has a special reason to be proud of his appointment.

The top civic job in the famous Naval city is held by a former Chief Petty Officer who spent many years based there during his time in the Senior Service.

Cllr Barry Maine, who took on the job in May, was a submariner and Chief Weapons Electrical Artificer who was in the Royal Navy for 22 years.

His ships and submarines included HMS Ulysses, HMS Decoy, HMS Fearless, HMS Tenby, and HMS Naiad.

And he also served in HMS Excellent, HMS Vernon, HMS Collingwood, HMS Osprey and at HMNB Devonport.

Cllr Maine says his Naval training has given him a sense of duty and leadership and a knowledge of Naval protocol which is very useful when dealing with events linked to the Navy.

And he keeps in touch with what the Navy is doing today by reading *Navy News*!

Whirlwind hits Plymouth

SNOOKER fans at Devonport were 'stunned' to see Jimmy White when the popular professional paid a courtesy call to the Plymouth naval base.

Jimmy 'Whirlwind' White was in the city for the British Open Snooker Championships at the Plymouth Pavilions but he took time out from his hectic schedule to visit the Naval Base and the Type 22 frigate HMS Sheffield.

Sheffield's Commanding Officer, Cdr Tim Lowe, said: "It was a great pleasure to welcome Jimmy on board."

"The Royal Navy is proud of its links with Plymouth and hosting special guests is just one way we can strengthen this important bond."

Afterwards, Jimmy called at the Senior Rates Mess at HMS Drake where he was welcomed by the Commander of the Naval Base, Commodore Ric Cheadle, who drew a name from a hat to decide who

would get the honour of challenging Jimmy to a frame of snooker.

Petty Officer William Crane was the winner of the draw and his reward was a match against one of the most popular players on the professional circuit.

Commodore Cheadle said: "It was an honour to have a player of Jimmy's stature visiting the Naval Base and a fantastic opportunity for the lucky person who was drawn against him".



● **WHIRLWIND:** Snooker star Jimmy 'Whirlwind' White on board HMS Sheffield.



● **LUCKY BREAK:** Petty Officer William Crane, who won a draw for the honour of taking on Jimmy White at the Senior Rates Mess at HMS Drake.

Scary rocks in the docks



● **SPICE GIRL:** Mel B braved a cold and windy night in Portsmouth to film her new song 'Tell Me' on board the iron-clad warship Warrior.

MILLIONS of TV viewers tuned in to see a live performance by Mel B during a concert on the iron-clad warship Warrior in Portsmouth's Historic Dockyard.

Scary Spice was performing her latest song 'Tell Me' on a stage which had been erected on the deck of the vessel for a special edition of Top of The Pops 2.

Mel braved cold and windy conditions for the gig in Portsmouth but said that she was grateful that the threat of rain washing out the evening shoot did not materialise.

The show was organised by TOTP2 director Lee Lodge who was attracted to the Historic Dockyard where the BBC and BT are hosting the 'FutureWorld' exhibition of state-of-the-art technologies.

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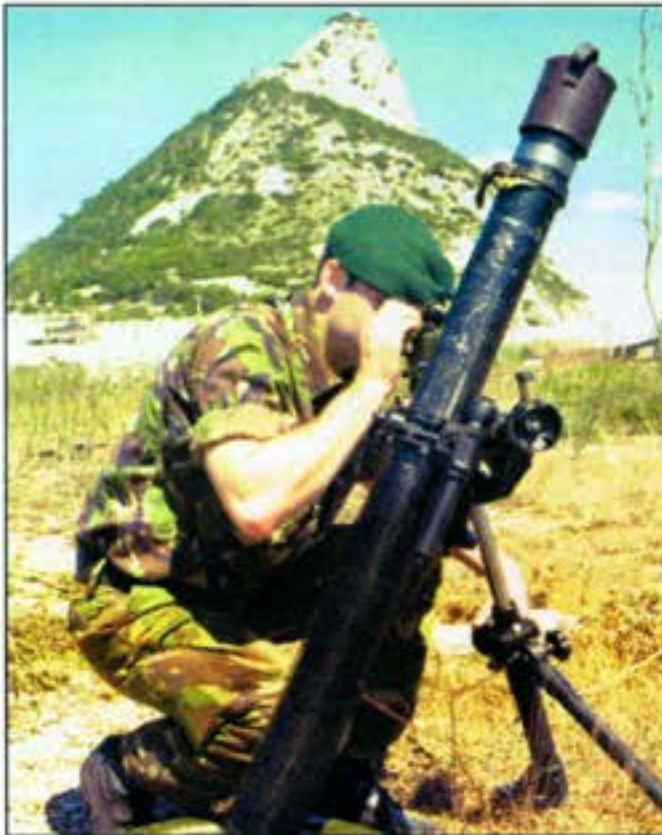
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● GUNS: A Sea King helicopter from HMS Ocean transporting 105mm light guns ashore during Exercise Rock Wader.



● GIBRALTAR: A Marine from Support Company sets up a mortar line on the Buffadero training area. Picture: LA/PHOT/Rob Harding.



● HMS Ocean (top) HNLMS Rotterdam, HMS Fearless, RFA Brambleleaf, Fort Austin and Sir Bedivere and HMS Northumberland.

Amphibious group hits the Rock!

GIBRALTAR provided the perfect location for a spot of rest and relaxation when the Royal Navy's Amphibious Task Group completed a five-day exercise.

The visitors, who arrived in HMS Fearless, HMS Ocean, HMS Northumberland and RFA Sir Bedivere, spent three days relaxing in Gibraltar at the end of Exercise Rock Wader.

Gibraltar has particularly strong links with the Royal Marines, who wear the name of Gibraltar with pride on their regimental cap badge, so the three-day stopover was a big hit with the men of 42 Commando, the group's embarked military force.

The visit was designed to give the Royal Navy and Royal Marines personnel a short break before pressing on with exercises further into the Mediterranean and the Black Sea.

The Amphibious Task Group's Commander is Commodore Niall Kilgour.

He said: "After a very busy and successful Exercise Rock Wader we were delighted to be alongside in Gibraltar once more, renewing old friendships and making many new friends."

The group is completed by the minesweepers HMS Sandown, HMS Penzance, HMS Middleton and HMS Pembroke, RFA Fort Austin, Brambleleaf and Sir Galahad, survey ship HMS Scott and the Dutch amphibious assault ship Rotterdam.

More than 3,200 British and Dutch Naval personnel are



● LANDING CRAFT: An LCVP leaves the dock of HMS Fearless with Dutch Marines embarked.

involved in the deployment, known as Exercise Argonaut, which involves multi-national training exercises with friends and allies and visits to over ten countries.

It aims to underline the UK's commitment to stability in the region, and prove the Royal

Navy's ability to provide an effective, flexible, readily deployable force based around a Commando Group at sea.

Their next assignment was Exercise Destined Glory, a major NATO exercise off Turkey which involves up to 70 warships and five battalions of landing forces.

Historic landing in the Crimea

ROYAL MARINES from K Company 42 Commando became the first British troops to land in the Crimea for more than 80 years when they stormed ashore during an exercise with the Ukrainian and Polish forces.

Over 200 Marines were embarked in RFA Sir Galahad for the exercise which saw them following in the footsteps of 3rd Battalion Royal Marines, the last unit to land in the Crimea.

The 3rd Battalion Royal Marines was sent to the Crimea to prevent German equipment falling into the hands of the Bolsheviks.

After a voyage in HMAS Brisbane, they landed to the west of Sevastopol on December 1, 1918 and stayed there for more than a year until they were finally relieved by 3,500 French troops.

Their modern-day counterparts were in the region to take part in a two-week Partnership For Peace exercise known as Cossack Steppe, and K Company conducted extensive training with Ukrainian Naval Infantry and Polish troops.

It culminated in a full-scale amphibious landing with RFA Sir Galahad, a Ukrainian landing ship and helicopters and a mass parachute drop from three transport aircraft by the Polish paratroopers.

VIPs who witnessed the exercise included the defence ministers of both Poland and the Ukraine, the Ukrainian Commander-in-Chief and the British Ambassador.

When the Marines returned to Sir Galahad in their assault craft the weather was too rough to recover vehicles by Mexeflote so they were driven to Sevastopol.



● STORMING ASHORE: Royal Marines of K Coy 42 Cdo make the first British landing in the Crimea for more than 80 years.

A three-day visit there gave the RM and RFA personnel the chance to visit Crimea battle-grounds such as the 'Valley of Death' where the Light Brigade made its famous cavalry charge.

Meanwhile, more than 700 people took the chance to visit Sir Galahad at Sevastopol before she set sail to rejoin the Amphibious Task Group in the Mediterranean.



● SEVASTOPOL: RFA Sir Galahad moored alongside the Russian destroyer Sderzhanny and a Ropucha-class landing ship.

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ARNO is both an officers charity and a membership association which is open to serving and retired commissioned officers of the RN, RM, QARNNS, WRNS, and their Reserves. Formed in 1925, ARNO's primary purpose is to assist officers and their dependants in need with grants and bursaries from the proceeds of its assets, which exceed £3 million.

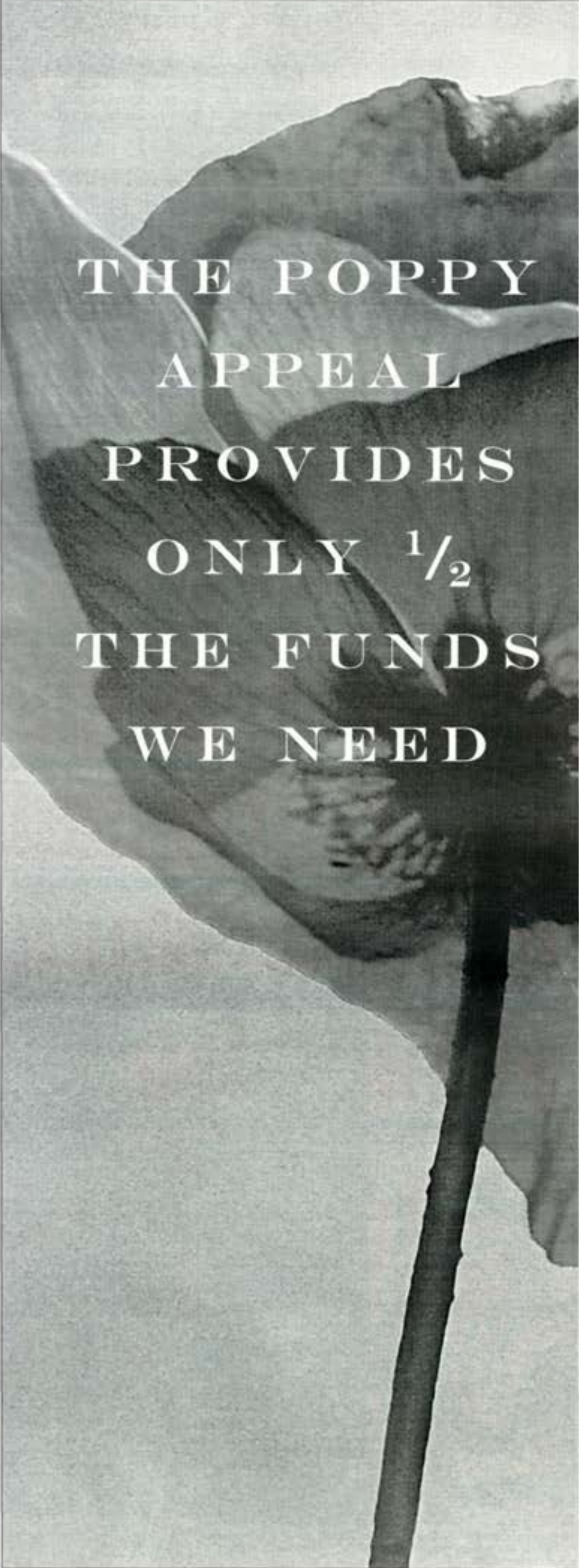
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● The last word in Naval tankers – RFA Wave Knight is sent down the slipway, the largest ship to be launched at Barrow-in-Furness for almost a quarter of a century.

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WHEN the first of the heavyweight Wave-class tankers moved slowly, with the accompanying cacophony, into her element at Barrow-in-Furness, it marked a new step forward in the technology that is keeping Britain's warships fuelled at sea.

RFA Wave Knight – the largest ship to be launched at Barrow since HMS Invincible in 1977 – will be the first British Naval vessel to have fully diesel-electric propulsion using the latest developments.

Five large diesel generators will provide power for two huge electric motors driving one shaft and producing 19,040hp. The ship will also have bow and stern thrusters for greater manoeuvrability.

With a loaded displacement of 35,000 tonnes – including up to 15,000 tonnes of fuel – Wave Knight is double-hulled to prevent pollution should her outer hull be damaged.

She will also have the capability for better self-protection than any other fleet tanker, as she is fitted to carry two Phalanx close-in weapon systems.

Her large flight deck and hangar have been designed to operate the Navy's new Merlin helicopter, for which up to 22 RN personnel can be accommodated as well as her 80 RFA ship's company.

The contract for two of the new tankers was placed with VSEL three years ago, before the company became part of BAe Systems. Wave Knight is expected to be ready to start full sea trials in about a year's time and is due to enter service early in 2002.

The second ship, RFA Wave Ruler, is being built at BAe Systems' Govan yard and is due to be launched in March.

Wave Knight's naming ceremony was performed by Lady Guthrie, wife of the Chief of the Defence Staff, General Sir Charles Guthrie – but it had to take place on September 28, the day before the ship was actually launched. She should have been sent down the slipway on the 28th, but strong crosswinds delayed the event for 24 hours.

Among the guests at the naming were General Guthrie; the First Sea Lord, Admiral Sir Michael Boyce, who is due to take over as

Our warships will be fuelled by New Wave of technology



● Chief of the Defence Staff, General Guthrie, has a youthful word with one of the Sea Cadets on parade for the naming ceremony of RFA Wave Knight.

Chief of the Defence Staff in February; and the Commodore RFA, Commodore Peter Lannin.

Meanwhile, the people of Barrow and the shipyard workers who had helped to build the Wave Knight turned out in force to witness the ceremony and, later, the launch.

Defence Procurement Minister Baroness Symons said: "The two new auxiliary oilers will significantly enhance the Royal Navy's ability to carry out worldwide operations."

The new Wave tankers take their names from among the 20 oilers that shared the prefix when they changed their names on transfer from the Ministry of Transport after World War II. The first Wave Knight operated around the world, including service in the Korean War and the first 'Cod War' with Iceland. She decommissioned in 1964 and was broken up in the following year.

Wave Ruler, one of her sister-ships, was sold off in 1975 – the last of the class to go.

The new Wave-class ships will carry mainly petroleum, oil and lubricants and will replace the old O-class tankers RFAs Olna and Olwen which were commissioned in the mid-1960s.

'He is devoted to Emma, thinks her quite an angel . . . and she leads him about like a keeper with a bear'

Strange interlude: how Nelson lost touch with reality

This autumn, a major Nelson exhibition has been mounted at the prestigious Altonaer Museum in Hamburg, Germany. On September 29, Nelson's birthday, an Anglo-German symposium was held at the Royal Naval Museum at which papers were presented on Nelson and Emma Hamilton. Why this sudden German interest in a British naval hero? Colin White, Deputy Director of the RN Museum explains:

TWO hundred years ago this month, on November 6, 1800, Nelson arrived at Great Yarmouth on board the packet boat from Hamburg, accompanied by Sir William and Lady Hamilton.

It was the end of an extraordinary three-month journey home to Britain, overland through Europe, but until recently little was known about this fascinating period in Nelson's life.

However, the intense interest in all things Nelsonian generated by The Nelson Decade - the period 1795-1805 that saw all his great successes - has led German historians to carry out research in their archives.

As a result of their work, we can now reconstruct this remarkable journey during which a British admiral was acclaimed as a hero and saviour in every country through which he had passed.

Nelson was returning on leave

after more than two years of continuous active service in the Mediterranean. The reason he gave for his return was ill-health and, certainly, it is clear from his letters and other evidence that he was at a low ebb, physically and psychologically.

But he had been complaining about his health for some time, so it is clear that other factors influenced his decision to go when he did - chiefly, the news that Sir William had been replaced as the British Minister in Naples and was returning home with his wife. The relationship between Nelson and Emma Hamilton was then at its passionate height - Emma was already pregnant by him - and so a separation was unthinkable.

Nelson had hoped that he and his friends would be allowed to return in his flagship HMS Foudroyant. But the situation in the Mediterranean was difficult, with constant threats from the French and Spanish fleets, and so the Commander-in-Chief Lord Keith, reluctant to lose the services of a fine new battleship, offered Nelson and his party a frigate instead. This was considered beneath their dignity, and an alternative route was considered - over-

land, via Austria and the other German states.

Such a journey was not to be undertaken lightly. The terrain through which they were to travel was extremely hazardous in places, with high mountain passes and primitive roads. Additionally, in the early stages they had to pass dangerously close to the victorious French armies in northern Italy. In the end, it took them three and a half months to reach Hamburg in northern Germany. But, by then, the private journey home had become a very triumphal progress.

At this time, the war was going very badly for the opponents of Revolutionary France. Nelson's victory at the Battle of the Nile (August 1, 1798) had been celebrated throughout Europe and so his name and deeds were well-known. As a result, wherever he went, he was acclaimed as a hero with official receptions, fireworks and excited crowds.

After crossing northern Italy from Leghorn to Ancona, Nelson and the Hamiltons sailed to Trieste. From there they crossed the Karawanken mountain range, arriving in Vienna on August 18, 1800.

There they stayed for almost five and a half weeks, enjoying the adulation of the crowds and the patronage of the Emperor and the influential Prince Nicholas Esterhazy. They met the famous Austrian composer Franz Joseph Haydn, who organised concerts for them, including a performance of his 'Nelson Mass'.

Nelson sat to the court portraitist, Heinrich Füger, and even found time to have a mask made of his face by the sculptor Franz Thaller. Both the portrait and the mask are now in the splendid new Nelson exhibition at the Royal Naval Museum.

Everywhere Nelson went, Emma was at his side, sometimes wearing a dress with his name embroidered around the hem. Lady Minto, wife of the British Ambassador, one of Nelson's closest civilian friends, wrote: "He is devoted to Emma, thinks her quite an angel . . . and she leads him about like a keeper with a bear."

Eventually the three friends continued on their journey, passing through Prague and Dresden where they stayed a week. They then sailed down the Elbe in specially-converted barges, going ashore each night to sleep and to visit places of interest, and reached Hamburg just 11 days later - a fast journey for those times.

They had expected to find a frigate waiting in Hamburg to transport them to Britain, but once again they were disappointed. So Nelson hired a mail packet, the *King George*, at his own expense and, having left Hamburg on November 1, they arrived at Great

Yarmouth on November 6 after a very stormy passage.

It was an extraordinary interlude in Nelson's life and shows how, at least in the early stages, his relationship with Emma affected his professional judgement. Elsewhere, the war was still raging furiously. As they stated their journey, Napoleon was sweeping all before him in Italy, following his remarkable victory at the Battle of Marengo in June.

On September 6, while Nelson and his friends were enjoying the hospitality of the Emperor in Vienna, the French forces in Malta



● Nelson, as seen by the Austrian court portraitist Heinrich Füger - said to be unique in showing the hero's ruthless streak.

finally surrendered to the British besiegers and on October 5, when they were in Dresden, the British mounted an abortive amphibious attack on the Spanish naval base at Cadiz.

Against such a background, Nelson's long, leisurely progress through Germany did him much harm with the authorities in Britain - especially since most reports of their activities highlighted his very obvious infatuation with Emma.

However, the journey also demonstrated very dramatically how, even in his lifetime, Nelson

was an international hero. As the Nelson Decade reaches its midpoint, that insight is being very strongly reinforced 200 years later. Each major event of the Decade has had an international element to it: the Spanish, the French and now the Germans have all joined in paying tribute to Nelson, and to the men who fought with him and against him.

Nelson is no longer a hero for the British: he is becoming a hero for all.

□ See also page 40 - the first French version of Trafalgar.



● Viscount Keith, Admiral of the Red (1746-1823). Taking over from Nelson as senior officer in the Mediterranean in 1800, he disapproved of his behaviour with Lady Hamilton.

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Wheels on the Way

FOUR members of the Directorate of Naval Recruiting completed a 100-mile sponsored mountain bike ride of the South Downs Way in support of the RN/RM Children's Fund.

The quartet, based at Ladywood House in Birmingham, rode from Eastbourne to Winchester in 14 hours and 15 minutes, despite encountering 40mph headwinds.

Lt Cdr Mark Gregory, WO Phil Tinsley, CPOWTR Steve Pugh and Sgt Brian Dunn raised £630 through their efforts.

Landlocked deck racing

THE NAVAL contingent of the British High Commission in Pakistan gave the rest of the staff a taste of flight deck horse-racing – despite the fact they were more than 1,000 miles from the sea.

Capt Andrew Welch and POWTR Dave Hatfield organised the event in Islamabad as part of the Queen Mother's birthday celebrations, and raised £520 for the Royal British Legion Women's Association and the Women's Royal Voluntary Service.

Submariner nets a grand

A SUBMARINER who ran in the Plymouth Half-Marathon persuaded all his shipmates to sponsor him, raising more than £1,000.

PO Robbie Felwick, backed by the crew of HMS Turbulent as well as families and friends, raised the money for Scott Hospital's child development centre and physiotherapy unit, catering for children with special needs.

New York start for Officer

A NAVAL officer is aiming big for his first marathon – S/Lt Steve Holford's debut will be in this month's New York race.

Steve needs to raise a minimum of £900, which will be donated to the 'Get Kids Going' charity, which gets disabled children involved in all levels of sport.

Anyone wishing to support Steve's run can contact him at the Wardroom, HMS Sultan.

Sailors run to meet their ship

A TEAM of runners from destroyer HMS Gloucester took the direct route to the ship's namesake city, arriving in time to join in with the ship's official visit.

The arrival of the 11 runners coincided with the warship's arrival in Avonmouth Docks.

Money was raised through sponsorship and a mail drop to local businesses in the Gloucester area, netting more than £1,300 for the Mayor's charity, the ME Society and the Spring Centre for pre-school children with disabilities.

Eric kept in stitches

A FORMER Naval regulator has revived a skill he learnt during training, and has turned it into a money-spinner for charities.

Eric Ashby, a former Fleet Master at Arms, joined Kent Police on leaving the Navy, but suffered several heart attacks on retirement.

Being restricted in what he could do, he told *Navy News*: "My grand-daughter brought out my Ganges training, helping her with some cross-stitch cards."

"My new craft took over, and soon I was taking photographs, having them turned into patterns by DMC, a stitchcraft company.

"A friend mounted and framed the finished work, and I raffled them for charity."

Mr Ashby, who lives in Whitstable, Kent, pays for all materials himself, so all money goes to charity, and he said that

the stitching keeps him occupied.

Among the subjects he has depicted, and the money raised, have been the Whitstable lifeboat (raised £355 for the RNLI); Kent Air Ambulance (raised £758); Sheerness lifeboat (raised £238).

He stitched a picture of the Whitstable, Margate and Sheerness lifeboats, which was raffled for the RNLI at a regatta.

A partly-stitched picture was also donated for a Lions regatta fund.



● Eric Ashby with cross-stitch pictures of the Kent Air Ambulance and a lifeboat.

Fund-raisers defy the odds to deliver

TWO initiatives by personnel at RN air station Culdrose raised a total of £1,700 for King George's Fund for Sailors over the summer – though neither ran smoothly.

AEM John Walsh, of 700M Squadron, rallied fellow athletes to run in the Plymouth Half-Marathon, and they made light of the torrential downpours to complete the course and amass £700.

Another member of NAS 700M, CPO Scott Hislop, skippered the yacht Storm Cruiser in the Three Peaks race.

The challenge requires yachts to be sailed up the west coast of Britain, with selected crew members climbing Snowdon, Scafell Pike and Ben Nevis en route.

Sadly, their race was over only

16 miles in, when the mast failed and the boat was withdrawn for safety reasons.

However, the team's sponsors were happy to honour their original commitment to the team – and £1,000 was raised.

Frigate team plants an oak

HMS SOMERSET has paid a visit to her affiliated county and taken the opportunity to renew links with her affiliated charity.

The Duke-class frigate chose to support Bay Tree School, a special needs school in Weston-super-Mare, and members of the ship's company presented the school with a cheque for £1,100, which was raised during the ship's deployment to the South Atlantic.

Members of the team also presented and planted a commemorative oak tree to mark the visit.

Navy puts on the kettle

THE ROYAL Navy has been putting on the kettle for this year's Big Brew Up.

The event, in aid of SSAFA Forces Help is a week-long series of tea parties held around the world – last year more than 1,120 parties were staged, and organisers hope to have beaten that total this time.

As well as raising cash, the week helps raise the profile of the military charity, which works with both the serving and ex-Service communities.

There was also an attempt to increase the number of blood donors for the National Blood Service, strengthening links between SSAFA and blood donor

organisations that go back to World War II.

One of the Navy units to brew up for "T Day" was HMS York. The destroyer's Supply Department organised tea and cakes, and 60 of the ship's company joined in to raise £90 for SSAFA, which has set itself a target of £100,000 this year.

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Sea Cadets



Walton wedding a family affair

IT WAS very much a Sea Cadet family affair when the Commanding Officer of Walton-on-the-Naze unit got himself hitched at Frinton Methodist Church last month.

Lt John Garrett's bride Judy Long is a Petty Officer in TS *Illustrious*. She was attended by Laura-Jo Long and Victoria Long - who is currently serving in HMS *Ocean*. Page boy was James Goldsmith.

After the ceremony, the guard of honour was formed by unit and District staff.

Picture: Pubmans of Walton



● Above: Canoeists gather for the Eastern Area Regatta. Left: The National Championship-winning Reigate Sea Cadet Band



Serious fun for free . . .

TWO major events have seen cadets take to the water in force.

The Eastern Area combined regatta saw Cadet POs Kathryn Ford and Jamie Buckley of Fens District accept the winning trophy from Cdr Graham Niven - making his last official appearance before his retirement.

Meanwhile the millennium celebrations mounted by Reigate unit (TS *Ark Royal*) at Mercers Park, Merstham, Surrey encouraged over 500 young visitors to try their hand at sailing, canoeing, windsurfing and pulling - all free of charge.

Costs for their Youth Afloat 2000 initiative were partly covered by a grant from 'Millennium Festivals For All'.

Catering for the crowds was provided by the local Air Training Corps, while Army cadets, St John Ambulance, the Royal National Lifeboat Institution and Fire Brigade were all in attendance.

TS *Ark Royal* performed a field

gun run and at intervals on both days of the event their band showed off the musical talent that had made them national champions only two weeks before.

Marines in skirts

NOTHING new about girl Marines, apparently - this postcard of Royal Marine Light Infantry Cadets at Forton Barracks in 1923 was sent to us by Bob Swarbrick of Melton Mowbray. If anyone recognises a relative in the line-up, we will be pleased to hear from them.

Portland ties the knot with Winsford

Shipmates from Northwich and Crewe branches of the Royal Naval Association attended the affiliation ceremony of the Winsford and Middlewich unit with HMS *Portland*.

The ceremony was conducted by the Commanding Officer of the new Type 23 frigate, Cdr Kenneth Enticknap, with prayers and a blessing led by the Rev Roy Coles.

Scrolls were exchanged and the unit is now formally listed as TS *Portland*.

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Sea Cadets



Offshore power players



TS CAMBERLEY cadets spent a week on board the offshore power vessel TS Earl of Romney (left) sailing from Southampton to Chatham via Dieppe and Boulogne.

They stood watches on the bridge, acting as navigators and helmsmen/lookouts, and also in the galley and engineering spaces.

To gain their badges they had to show they understood ship safety, navigation, fire fighting and boatwork procedures – and they were duly acquired by L/C S. Palmer (Offshore Power Watch Leader); I/C G. Palmer (Offshore Power Seaman); A/Cs J. Gunton, M. Palmer and T. Cook (Offshore Power Level 2); and o/Cs D. Hood and J. Cocks (Offshore Power Level 1).



● Above: A/C Gunton studies the Channel charts. Right: L/C Palmer and O/C Cocks work out how to handle the lifting gear . . .

Steadfast rescue dragon's crew

TS STEADFAST's power boat 'Quail' was first on the scene when all 22 crew of a dragon boat were swept into the River Thames after being struck by a pleasure cruiser.

The incident happened in the latter stages of the 13th annual Great River Race. The dragon boat's crew were all rescued unharmed from the water and, once their boat had been bailed out, were able to complete the race.

Steadfast's power boat was staffed by PO Phil O'Callaghan, PO James Duffy and PPO Tony Gurren.

The Kingston unit had two cadet – junior and intermediate – and two Parents and Supporters Association crews finish the race, encouraged by other international entrants and many spectators lining the banks and bridges along the route.

All four crews were sponsored to raise funds for the

unit. A fifth TS Steadfast ASC was manned by a crew entered by Shell UK Ltd.

In addition, three power boats were on hand to provide safety cover and to tow all five ASCs to the start at Ham and then back from Greenwich at the end of the race – along with four gigs used by Shell UK and the local Rotary Club who found themselves without towing facilities for the return journey.

● TS Steadfast's senior boat crew (L-R) are Glen Drakeford, Oliver Baldesare, Adam Greeves, Carley Chatfield, James Jeffcoate and Tony Sheen.



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Drafty: Submarine Engineering

Are you looking for answers?

SUBMARINE Marine and Nuclear engineers are never short of questions for the Submarine ME Drafting Officer when he visits their boats or shore establishments.

What about the manpower situation? Is it all getting better, or is it getting worse? How does it affect me? Where are the Shore Billets for my Rate? Will I complete the continuity designated to the shore billet that I am drafted into?

Some want to know what their Sea Availability Date (SAVDATE) is and how it's worked out and others ask how many people have actually taken up Second Open Engagement (2OE).

These are common questions and the Submarine ME Drafting Officer, Lt Cdr Dave Hubbard, hears them all the time.

His answers are set out in this month's Drafty, but if you would like more detailed information on any of the subjects covered you are welcome to contact him at NMA Gosport on Military (93844) 2042 or BT 023 9270 2042.

The trained strength versus the requirements

The table (right) is just a snapshot but it shows Strength Vs Requirement.

The number of trained ratings who can be deployed in order to satisfy the Requirement is known as The Strength. In basic terms the Requirement consists of the summation of all authorised Schemes of Complement Billets at Sea and Ashore plus allowances (called

Margins) because, for a variety of reasons, the Strength will always include some ratings who are not available for deployment to Complement Billets.

The two Margins are the Training Margin, more commonly

called the Higher Training Quotient (HTQ), and the Manning Margin.

The Training Margin is used to compensate for those who are removed from complement billets in order to undergo career train-

ing, pre-joining training over ten days in duration and Artificer Candidate training.

The Manning Margin is to provide reliefs for those unable to fill complement billets for reasons such as long term sickness, welfare,

Leave After Sea Service (LASS), terminal leave and extended turnovers.

In some cases the Margins are quite small and can result in decimal parts of a person!

The table shows for each Rate the Strength, Requirement, numbers of 2OE offered and accepted, whether the category is at Minimum Time Ashore (MTA) or in excess and the number of shore jobs in each geographical area.

How to work out your sea availability date

You are due sea service on your SAVDATE, which is the date on completion of all LASS and MTA. Working out your Sea Availability Date (SAVDATE) is quite easy and will give you a basic date to work to.

Once you have completed your Red Crossed Drafting Preference Form (RXDPF) you will have two dates, one of them will be the date that you leave your Submarine and the other is your Availability Date (AVDATE). The difference

Situations vacant

THREE seagoing MEM jobs on Portsmouth-based ships are on offer this month, and they all require a MEMOC.

The first is on ice patrol ship HMS Endurance and it is for two years, starting from May 2001.

The others are in the MCMV HMS Chiddingfold, 30 months from April 2001, and in HMS Sandown, 30 months from April.

C240s are requested to help fill a gap for a LWTR in the two-person UPO at 815 Naval Air Squadron at Yeovilton. Call Lt John May on Yeovilton 5604 for details.



"And the short answer is ...!"

Rate	Strength	Requirement	2OE	at MTA	Faslane	London	Devonport	Torpoint	Bath	Gosport	Portsmouth
MEM	305	349.48	N/A	NO	15	3	22	1	0	2	
LMEM(L)	76	99.7	N/A	YES	6	1	2	0	0	2	
LMEM(M)	107	138.56	N/A	YES	16	1	11	0	0	2	
POMEM(L)	57	55.7	N/A	NO	9	0	4	1	0	4	
POMEM(M)	92	99.4	6/7	NO	13	1	17	8	1	6	
CPOMEM(M)	39	43.98	N/A	NO	14	0	5	2	0	3	
CPOMEM(L)	15	9.85	N/A	NO	2	0	1	1	0	0	
CAT(ML)	75	62.7	N/A	YES	0	0	0	0	0	0	
CATB(EL)	161	157.15	4/12	YES	16	0	11	0	1	15	
CATB(ML)	242	242.10	11/21	NO	44	0	28	0	1	15	
CATA2(ML)	83	103.36	10/13	YES	16	1	16	0	2	9	
CATA2(EL)	75	91.2	4/8	YES	9	0	10	1	5	7	

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Hawker Sea Hurricane

THE SEA HURRICANE was something of a stop-gap for the Royal Navy, desperate to acquire an aircraft to match the performance of land-based fighters.

Although an estimated 800 served in front-line FAA squadrons between 1941-43, all were conversions of land fighters and no Sea Hurricanes were built from the ground-up. Many of the early ones were RAF cast-offs, well-worn veterans of the Battle of Britain. But they were still the fastest aircraft operated by the Navy in 1941-42, and the first British single-seat, monoplane fighter to fly from an aircraft carrier.

First use of the Sea Hurricane was in the unlikely but successful role of 'Catapulted'. Flown by volunteer Naval pilots, and later RAF men, they were catapulted from the bows of merchant ships to counter the Germans' long-range Condor reconnaissance bombers that were helping the U-boats to wreak havoc among Atlantic convoys.

Once launched, the Catapulted couldn't be recovered, and the pilot had to parachute into the sea in the hope of rescue.

The Hurricane's sturdy structure and wide-gauge undercarriage were suitable for carrier operations, but it never carried catapult points and its wings could not be folded.

Nevertheless the Hurricane conversions saw sterling service with the next, and more practical method of convoy air escort – MAC

ships (Merchant Aircraft Carriers). As their name suggested, they were merchant-vessel hulls fitted with flight decks, allowing for the launch and recovery of aircraft.

Sea Hurricanes proved particularly valuable on board escort carriers with Arctic convoys which were vulnerable to attack by enemy land aircraft based in northern Norway.

But it wasn't only in escort carriers that Sea Hurricanes showed their paces. With Fulmars and Martlets they formed the 70-strong fighter protection for the Operation Pedestal convoy to Malta. Flying from three carriers – HM ships Victorious, Indomitable and Eagle, the total force shot down 39 enemy aircraft for the loss of eight of their own, even though Eagle was sunk early in the battle.

It was one of the last major actions for Sea Hurricanes embarked in fleet carriers, although flying from HMS Dasher they did take part in Operation Torch – the North African landings in the following November, before, in 1943 being largely supplanted in front-line units by Seafires, Hellcats and Wildcats.

Five marks of Sea Hurricanes were operated by the FAA. The IIC variant, the first to be equipped with the 1,460hp Rolls-Royce Merlin XX engine, had a maximum speed of 342mph at 22,000ft, climbed to 20,000ft in 9.1mins, had a range of 970 miles with auxiliary tanks and a service ceiling of 35,600ft. It was armed with four 20mm guns in the wings.

Scottish concrete 'iceberg' handles Royal Navy's Trident nuclear missiles

The Loch Long leviathan

THE MAN in charge of the Royal Navy's largest asset afloat is not a high-flying officer – in fact, he is a civilian.

Craig Ritchie is the Operations Manager of the Explosives Handling Jetty – a concrete and steel complex, four times the displacement of the Navy's aircraft carriers, which hugs the steep side of Loch Long at Coulport, near Faslane.

The jetty, which is anchored by four huge pivoting booms, handles the loading and unloading of weapons for the Navy's submarines, principally the Trident missiles of the four Vanguard-class boats, although cruise missile and torpedo handling is also part of the facility's remit.

And not only was it floated in from Hunterstown, where it was built, but it also rocks gently in stormy weather – proof that the facility, which measures 200 metres in length by 80 metres across, is indeed a floating asset.

"One of the biggest advantages is that when there's a boat in, we don't have tidal problems – so for delicate operations there is no differential between the boat and us," said Craig.

"It is 85,000 tonnes in total, a bonnycomb of concrete dry cells, and it's like an iceberg. There are four levels below the water, and it goes down 8.5 metres from the waterline, including switchrooms and plant rooms."

The jetty, which was commissioned in 1994, has a number of systems to support a submarine, including ballast, bilge, firefighting circuits and sewage, and all systems are duplicated for safety's sake – a paramount concern when handling explosives and nuclear submarines.

Power supplies are also laid on, allowing a submarine to shut down her reactor.

As its name suggests, the leviathan is designed to safely handle the loading and unloading of missiles and torpedoes, using two integral cranes.

The jetty is on 48 hours notice, and there are stringent procedures when dealing with submarines.

All systems are checked before the boat arrives with its attendant tugs.

The enormous vessel access door at one end of the jetty is lifted and locked into place, and a gate which completes the four sides of the dock is deballasted and floated out by tug.

At this point the Dockmaster takes control, and the submarine is winched gently and precisely into position and moored using 20-tonne capstans.

Responsibility now lies with the Operations Manager, and services are connected to the vessel, including telephone links. Once completed, the painstaking task of handling weapons can begin.

Apart from weapons, the jetty has also helped with ballasting submarines, and if required could load a Deep Submergence Rescue Vehicle (DSRV) on to the mother ship.

The jetty is manned

by civilian and military staff – there are more than 20 Navy personnel, from various branches, including Fleet Air Arm.

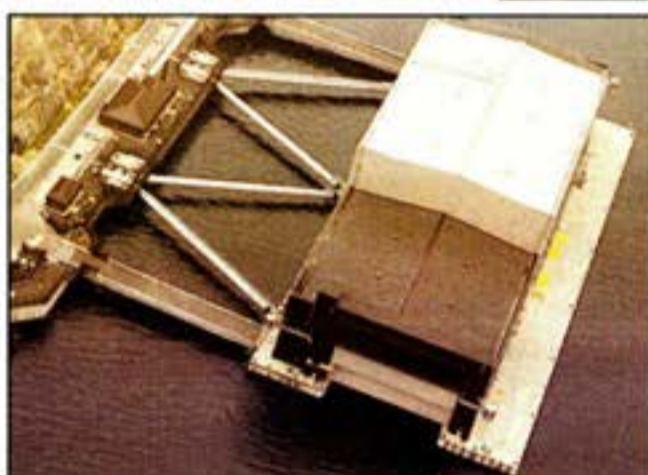
There is always a need to fill billets for Naval staff to operate cranes and systems, from MEMs to chiefs, and they work a TOIL time system – accruing time off in lieu, which is ideal for travellers.

Craig, a Higher Professional and Technical Officer (HPTO), took over from a lieutenant commander, picking up his divisional duties as well.

Between boats the jetty often welcomes other visitors – a seal is sometimes spotted in the dock, and the water is often teeming with jellyfish.



● ABOVE: A Royal Navy Vanguard-class Trident missile submarine sits in the cavernous Explosives Handling Jetty at the Coulport complex in Scotland.



● LEFT: Four massive pivoting arms connect the 85,000-tonne floating Explosives Handling Jetty facility to the side of Loch Long. The jetty was built at Hunterstown and towed into position using tugs.

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● **FLIGHT DECK:** The film shows the ship at work and at play and they used a helicopter to capture the action during a football match on the flight deck.



● **REFUGEES:** POMEA Richie Randon (left) plays the part of a refugee. The bearded face of POMEA Willie Thornewill can just be seen inside the helicopter.

Somerset to star in new recruiting film



● **MEDIC:** Leading Medical Assistant Tracey Barnett and WTR Ray Duffley attend to a refugee extra.

HMS SOMERSET is the star of a new Royal Navy recruiting commercial which will be seen on TV and cinema screens early next year.

The Type 23 frigate is already famous for her appearance, with HMS Westminster, in Bond movie *Tomorrow Never Dies*.

**Pictures: LA(PHOT)
Gary Davies**

And she has been pushed to the fore again with the new film which will replace the current advert which shows HMS Sheffield engaged in anti-drugs smuggling operations.

Copies of the Sheffield commercial are starting to wear out and an updated version is needed while the original is rested and digitally-remastered.

In the new film, HMS Somerset evacuates people from a hostile country in an operation which highlights the teamwork on board and shows how people rely on each other in Service life.

During a hectic week of filming more than 50 additional people from the film company and DNR's staff were on board the ship as well as six film extras from the Plymouth



● **FILM STAR:** HMS Somerset. The ship is the star of a recruiting film which will be shown on TV and cinema screens in the New Year.

area who were asked to play the part of evacuees.

The ship's company did everything possible to help the film crew to get the shots they needed. LSA Brian Davies, for example, was asked to run up and down a particular ladder for nearly an hour as lenses and lighting were switched around.

He said: "I don't think I've ever run up and down so many ladders. It was a bit unusual, but quite fun to be part of something so out of the ordinary."

The CO of HMS Somerset, Cdr Paddy McAlpine, said: "It was a great privilege to be selected to take part in this filming."

"Whilst the demands of the film crew were many and varied, I am proud of the way in which my ship's company rose to the challenge and worked hard to make the filming as successful as possible."

Afterwards, HMS Somerset sailed for PWO firings off Gibraltar and she was due to take part in North Atlantic Council Sea Days off Den Helder as Navy News went to press.



● **BRIEFING:** The ship's company of HMS Somerset (below) worked closely with the film crew, often repeating the same tasks time and again to ensure that they got the shots which were needed. Their co-operation won high praise from their Commanding Officer.



● **CAMERAMAN:** The film crew (left) at work in HMS Somerset. LSA Brian Davies was asked to run up and down a particular ladder for nearly an hour as lenses and lighting were switched around. Many hours of filming were required to produce the one minute commercial.



Pictures: Sgt Brian Gamble

Cardiff arrives in hurricane's wake

From front page

debris, including the remains of several boats and huge piles of seaweed, were deposited all over Caye Caulker.

Reefs and wreckage surrounding the island made it impossible for the ships to come in close so HMS Cardiff's helicopter and an Army Air Corps Lynx from 25 Flight based at Belmopan, Belize, set up a continuous airlift to bring personnel and supplies ashore.

Almost 50 sailors from HMS Cardiff landed on the island and their first priority was to cut down trees and telegraph poles which were threatening to fall and to deal with the dangers posed by large overhead transformers.

As the soldiers turned their attention to San Pedro to the North of Caye Caulker, the team from HMS Cardiff set about clearing the roads.

With no machinery and sweltering temperatures of over 100 degrees, the work was exhausting.

Eventually, a JCB and a dumper truck reached the island on a barge, and when the RN team had changed a wheel using some innovative jacking methods, work started to proceed apace.

Two buildings were taken over for use as a shore HQ and the ingenuity of the technical crew, CMEA Jumper Collins, CMEA Rob Price and CMEA Brigham Young, ensured that lighting was available after sunset.

And a combined stores and radio office established by CPOSA Steve Legge and LRO Dickie Bird kept communications and supply



● **SUNSET:** HMS Cardiff's Lynx crew are still airborne after almost seven hours of continuous flying to bring personnel and supplies to Caye Caulker

lines between HMS Cardiff, RFA Black Rover and the island open.

Once the roads were clear, more of the islanders were able to help and their efforts were co-ordinated by Lt Cdr Vitali and Lt Kevin White who met regularly with the local MP, members of the Belize Defence Force and local administrators.

By the end of the third day, the main streets on the island and the road to the airport were clear and work had begun on two large shelters for people made homeless by the hurricane and by the fourth day the islanders took charge of the remaining work.

As the Navy and Army helicopters ferried personnel back to their ships, Lt Cdr Vitali said: "Overall, the Royal Naval pres-

ence in Caye Caulker made a very considerable difference to a community devastated by Hurricane Keith. We completed the task which we were set and the team did well. It was hard work, but rewarding too, and I was impressed with the team's resourcefulness and enthusiasm throughout the operation."

When the ships left the island they set sail for the American Roosevelt Roads Naval Base where they were preparing to take part in the Joint Task Force Exercise Unified Spirit as Navy News went to press.

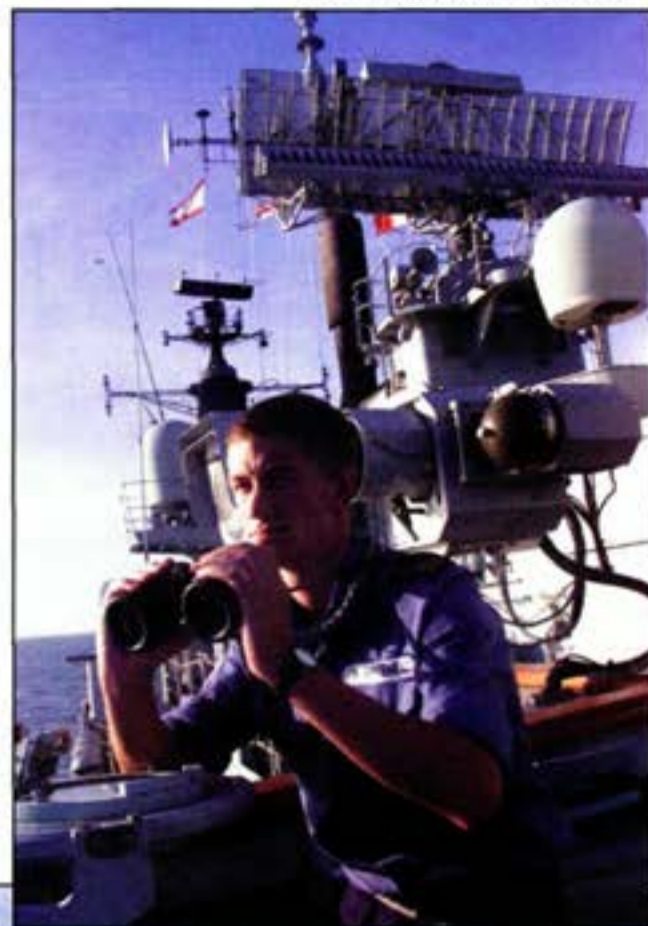
HMS Cardiff and RFA Black Rover are due back in the UK at the end of November after stops at St Croix, St Lucia, Antigua and Bermuda.



● **REASSURANCE:** A young girl cuddles her baby brother at a feeding station which was set up on the island of San Pedro with the help of HMS Cardiff's Lynx helicopter.



● **POWER LINES:** CPO Rob Price and LS Rats Rattenbury begin to clear power and telephone lines which were brought down by Hurricane Keith.



● **DEVASTATION:** HMS Cardiff's Lynx prepares to land at Caye Caulker.

● **ON WATCH:** OM Matthew Whitehead scans the horizon. One body was recovered after it was spotted in the water.

● **HMS CARDIFF:** The destroyer (below) is due back in the UK at the end November.



THE MARITIME SALE

Wednesday 17TH January 2001



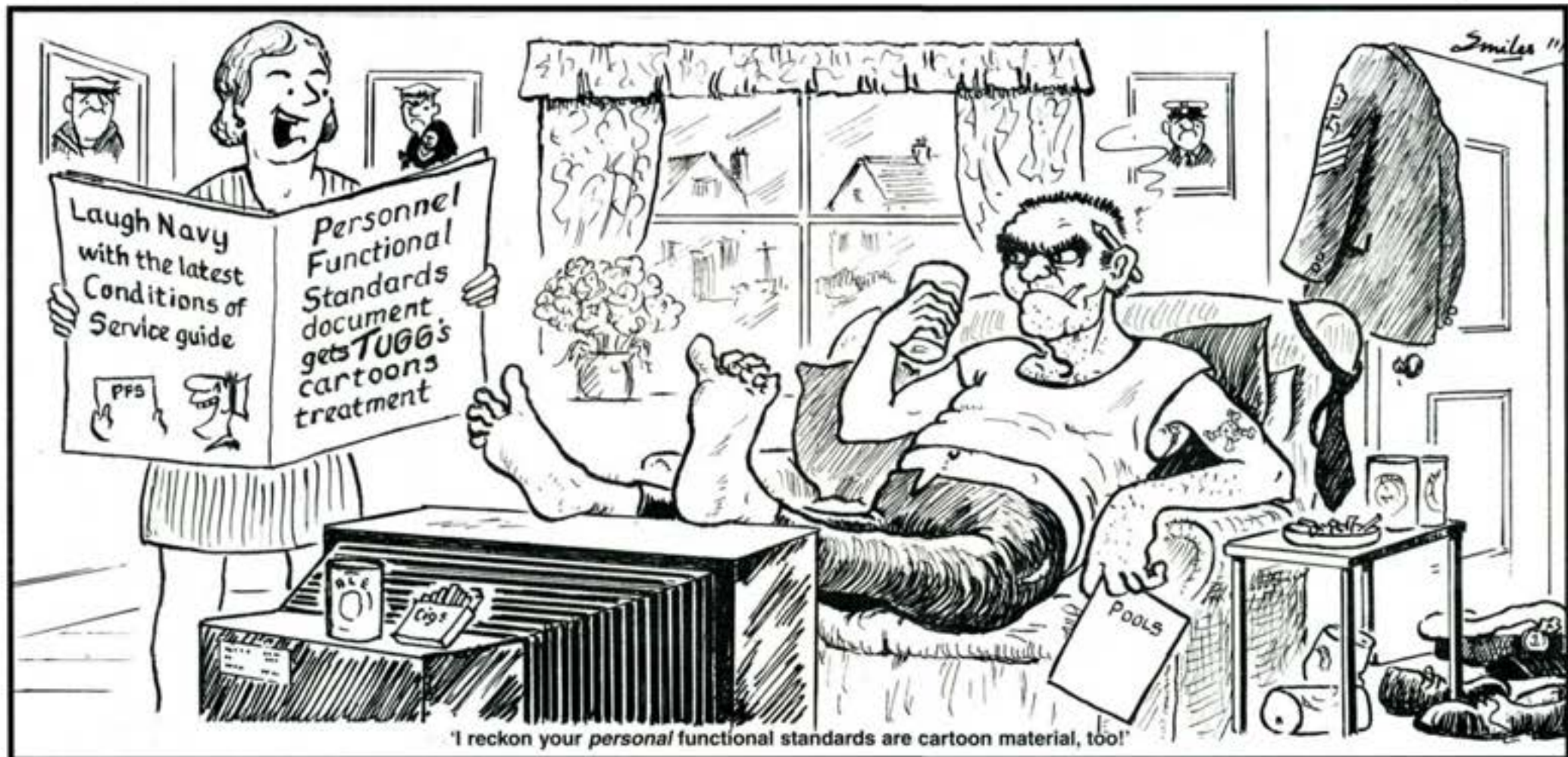
This auction will cover all aspects of maritime art and antiques, including pictures, models, instruments and ephemera, covering both the Royal and Merchant Navies, recreational boating, marine industry and fine examples of mariner's craftsmanship.

Closing date for entries 20TH November 2000.

For information or a free valuation, please contact André Zlattinger/Sophie Money (pictures) on 020 7468 8201 or Lionel Willis /Biba Woodall (works of art and ephemera) on 020 7468 8221. woodall@philmail.demon.co.uk

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NEWSVIEW

Taken with a pinch of salt

THE SECOND Sea Lord apparently goes along with the old adage that a picture is worth a thousand words. In offering the latest edition of his guide to terms and conditions of life in a blue suit, he had several pictures in mind – all of them by Tugg Wilson.

Of no one, surely, is that old saw better said. Tugg is a cartoonist, and so few people, perhaps, would consider him a serious artist. Perish the thought, Tugg himself would say.

Yet some of the most memorable images of the wars of the past century have been supplied by cartoonists – think of Bruce Bairnsfather's veteran of the trenches 'Old Bill', or David Low's many characterisations of Churchill as the British bulldog.

Going further back, it's hard to top Rowlandson's sailor's prayer before the Battle of Trafalgar "... that the enemy's shot may be distributed in the same proportion as the prize money, the greatest part among the officers."

The Navy, to its great credit, has always had the ability to take a joke against itself. And in fact all the Tugg cartoons that illustrate the tenets of 2SL's relaunched Personnel Functional Standards document actually turn them on their heads, suggesting that, in practice, the opposite might be true...

When Charles Schulz, the creator of *Peanuts*, died earlier this year, Alistair Cooke said he had created "an immortal family" of characters – and that while "95 cartoonists in 100 employ writers to invent their captions, throughout 50 years Charles Schulz did everything – every idea, every drawing, every line of dialogue."

This is also true of Tugg Wilson's work over much the same period. Another central parallel is the fact that both Tugg's and Schulz's families are headed up by a single character. For 'Charlie Brown' read 'Jack' – each of them cast as the eternal loser.

Jack, just like Charlie Brown, is faced by a crowd of enemies who frustrate his every move. We all know who they are – to name just a few, we have the crusty, hawk-faced Admiral; the Dental Wren he hasn't a hope in hell of pulling; the naive young Divisional Officer who really wants to find something in his favour, but is dissuaded by the stone-faced, seen-it-all Chief who stands discretely at his elbow and whispers the terrible truth in his ear.

Today cartoon characters capture the popular imagination as never before – viz the huge success of *The Simpsons*. With the denizens of Springfield, Matt Groening has created perhaps the biggest 'family' yet, providing a cynical but often oddly reassuring mirror for our age.

Tugg Wilson has been doing the same for the Navy for as long as most of us can remember. In these days of ever more desperate spin, it is supremely refreshing that, in setting out its "people" manifesto, the Navy still allows someone like Tugg the opportunity to take a few potshots at it. Before anyone else does, maybe – or is that being too cynical?

Whatever, the Jack of Tugg's imagination has always been his own man, as has the real-life Jack whose one-liner verdicts on matters Naval have so often been, if not always the right ones, certainly the ones most will remember.



Single RN benevolent fund urged

Charities debate: Army man points way to change

AN INDEPENDENT study into how ex-Service organisations and charities are likely to change over the next 20 years has been urged by a senior Army officer.

Speaking at the annual meeting of the Royal Naval Benevolent Trust in London's Clothworkers Hall, Maj Gen Nigel Richards praised Vice Admiral Sir Roy Newman's plea for greater unity, as reported in last month's *Navy News*.

"It is significant, I think, that this is the first time that a senior admiral has expressed his concerns so publicly and so firmly," said General Richards, who is Chairman of the Confederation of British Service and ex-Service Organisations.

"But, as Admiral Newman himself recognises, change – particularly in the ex-Service charity world – is bound to be resisted and will come neither quickly nor easily.

"Each of our charities and organisations – no matter how big or small – is justifiably proud of its history, its identity and of the work

overcome all the many obstacles that will inevitably arise. But shouldn't we at least have a go and won't our ex-Service community expect it of us?"

Gen Richards – perhaps also significantly the first Army officer to address the RNBT in all its 78 years – said his Executive Committee had been turning towards the idea of commissioning a major independent study into how ex-Service organisations should respond to change.

"Together, across all three

charities: 'There are 49 ex-Service organisations in this county, each working brilliantly on their own, but doing virtually nothing to help each other.'

"And surely, the biggest question of all – will we be able to continue to catch the public eye sufficiently in the coming years to raise enough funds to allow all our important activities to continue?"

"As memories of the wars of the last century recede, as the number of people in the community who understand the Services declines and as the visible presence of our heavily committed regular Armed Forces seems to get smaller by the day, will we be able to hold our own in competition with the heart-catching kids and cancer charities? And for how long?"

"I expect that the answer to the latter question is not as long as we would like."

Gen Richards advised examining options including closer association between charities, co-location and, in some cases, mergers in order to increase efficiency and secure financial viability for the longer term.

He cited the 'Royal British Legion and SSAFA Forces Help's recent "courageous" statement of intent that talked about a clear possibility of amalgamation within ten years.

"I know, too, that amongst the many seafaring charities, King George's Fund for Sailors is leading a major effort in the direction of rationalisation. If this were to result in a single benevolent fund for the RN, that would be a great step forward.

"I read a report in the *Charity Times* that claimed that one in

every five charities is seeking a merger. Why? Because people are realising that, if you work together, you can speak with a much louder voice on behalf of your members and you can command greater authority when it comes to fundraising.

"Not only that, but it is more effective for beneficiaries and you please grant-makers by spending a lot less on administration.

"And perhaps, if we can get our act together more effectively in the ex-Service community, we could do more to help to promote our Armed Forces and even to assist the overall recruiting effort."

For the second year running, the RNBT had given over £2m in grants and annuities, reported WO(O)R) P. R. Phillips, Chairman of the Grants Committee.

"We help people when they really need help and we do so without moral judgement," he said.

He made it clear, however, that all requests were carefully scrutinised.

For example, when a lady was told that her 1952 gas oven was unsafe and she had been unable to meet the cost of a new one, the RNBT had been happy to oblige.

It was not so understanding when a man asked for a second TV set so he would not miss programmes when he was in the kitchen...

RNBT President Rear Admiral Tony Norman said some 531 grants were last year made to serving ratings and their dependants. Over the past five years they had received over £850,000.

He welcomed the Voluntary Deductions from Pay scheme introduced in January but said that the uptake to date had been disappointing.

'If we can get our act together more effectively in the ex-Service community, we could do more to help to promote our Armed Forces and even to assist the overall recruiting effort.'

that it is doing. All have trust deeds and trustees, and this is bound to limit both the scope and rate at which change can take place. And there will be those that will say that 'big' is not always 'beautiful' and they do have a point.

"Change will only come about, therefore, if we can preserve the essential work and ethos of all our individual organisations, but in a vastly more effective structure. And to do that we are going to need a shared vision of where we want to end up and how to get there.

"Then we will need lots of courage and determination to

Services, we look after hundreds of thousands of people every year. We also know that our membership-based associations will face problems as the number of ex-Servicemen in the community drops from some six to three million over the next ten years.

"In addition, we know about the increasing problems of being able to recruit the right number of suitable volunteers for casework.

"We know that there is a degree of overlap and duplication in the work done by our various charities. And there is a perception 'out there' that was graphically put to me on a recent visit to one of our

Warships save twelve after ferry disaster

ROYAL NAVY helicopters saved the lives of a dozen people after a Greek ferry struck rocks in rough weather and sank within minutes writes *Dominic Blake*.

More than 500 people were forced to jump into the water on a dark and stormy night when the ferry Express Samina foundered on Portes rocks, about two miles from the Greek island of Paros.

The Royal Navy Carrier Task Group, made up of HMS Invincible, HMS Liverpool and RFA Fort George, was on exercise less than 60 miles from the island when disaster struck.

HMS Liverpool picked up a mayday from the stricken ferry and passed it on to Capt Rory McLean, CO of HMS Invincible, and Sea King helicopters from 814 Naval Air Squadron in HMS Invincible and RFA Fort George were launched.

They were supported by Sea Kings from 849A NAS in HMS Invincible, the Lynx helicopter

from HMS Liverpool and aircrew from 1(F) Squadron who used their night vision goggles to help spot survivors who were struggling to stay afloat.

Strong currents swept many of the passengers onto the beach at Paros but many more were missing.

Lt Gary Milton, commander of Rescue Helicopter 66, picks up the story: "We launched with 38 nautical miles to transit to the scene. It was a particularly dark night with no visual horizon.

"The wind was 30 knots, gusting to 40 knots, and a sea-state of five was short and vicious making it unpredictable.

"The surface picture was extremely confused with a dozen passenger ferries and more than 40 small fishing vessels within a ten-mile radius.

"Comms were established with HMS Liverpool who co-ordinated the UK airborne assets and we were tasked to investigate an approximate position where survivors were clinging to a rock.

"My main concern with the search was the unfamiliar coastline



● **RESCUED:** Two British girls were among the 12 people who were saved by a helicopter from HMS Invincible after the Express Samina sank. Niki Gibson-Hosking (left) and Katrina Wallace (right) are pictured with Lt Gary Milton, commander of the aircraft which winched them to safety.

that was made up of cliffs up to 400ft high, and the reported position was close to the shoreline.

"After nearly an hour of flying we were less than 100 yards from the cliffs when we spotted a small ship that was illuminating the survivors.

"The rock was just four-metres square and one metre high. The tide was rising and the sea-state meant that waves were repeatedly breaking over their heads.

"The heavy sea spray and poor visibility was so bad that we couldn't initially assess how many people there were.

"A difficult hover was established and LACMN Hipkin was lowered down for the first transfer. Once there the winchman battled against the crashing waves and quickly calmed down the panicking survivors.

"He prioritised the order with which people had to be winched and we began the arduous task of bringing survivors to the aircraft.

"During two of the lifts he was swept off the rocks but he continued with the recovery. Throughout the operation the wind and sea-state was increasing in strength and as each survivor was brought to the aircraft they were suffering from cuts and bruises and varying degrees of shock.

"A couple were suffering from hypothermia and another man had an injured leg. Time was running out for the survivors so I decided to recover all 12 from the rocks to the aircraft in one go, even though this



● **COLD AND WET:** Survivors of the ferry disaster needed treatment for hypothermia after their ordeal.

was considerably more than a Seaking Mk 6 would normally carry."

By the time all the survivors has been winched on board, HMS Invincible was 18 miles away and closing at 25 knots.

Lt Milton said: "During the transit back we monitored the state of the survivors and passed the information back to Mother for the benefit of the ship's medical team.

"The pilot had to land on 3 spot and the darkness, marginal weather and high nose-up attitude of the helicopter made it very difficult. Once on deck, the survivors were

taken away for examination.

"The crew were all fit and prepared to continue, so we returned to the scene for a further two hours and 40 minutes, searching the coastline for any further survivors, but unfortunately no more could be found."

At first light, the task group assisted the Greek authorities in the grim task of recovering bodies before returning to exercises in the area.

As Navy News went to press HMS Invincible was making a port visit to Malta.

The group will be calling at Cagliari, Palma, Gibraltar and Lisbon before returning to Portsmouth.



● **CASUALTY:** The medical team in HMS Invincible treats a survivors who was injured when the Express Samina sank. Others sustained cuts and bruises as they clung to rocks in heavy seas.



● **8,999 MILES TO GO:** Capt McLean pedals the first of 9,000 miles at the start of the charity cycle

Pedal power boosts hospital's appeal

FORTY TWO volunteers from the Weapons Engineering department of HMS Invincible have begun a 9,000-mile stationary bicycle ride to raise money for Alder Hey Children's Hospital in Liverpool.

Capt Rory McLean, the CO of HMS Invincible, started the challenge by completing the first mile.

He said: "I am constantly surprised by the ingenuity of my people as they work to help

others less fortunate than ourselves.

"I am delighted to start this event which we hope will raise a great deal of much needed money."

The distance equates to that which will be covered by Invincible as she completes her circuit of the Mediterranean this autumn.

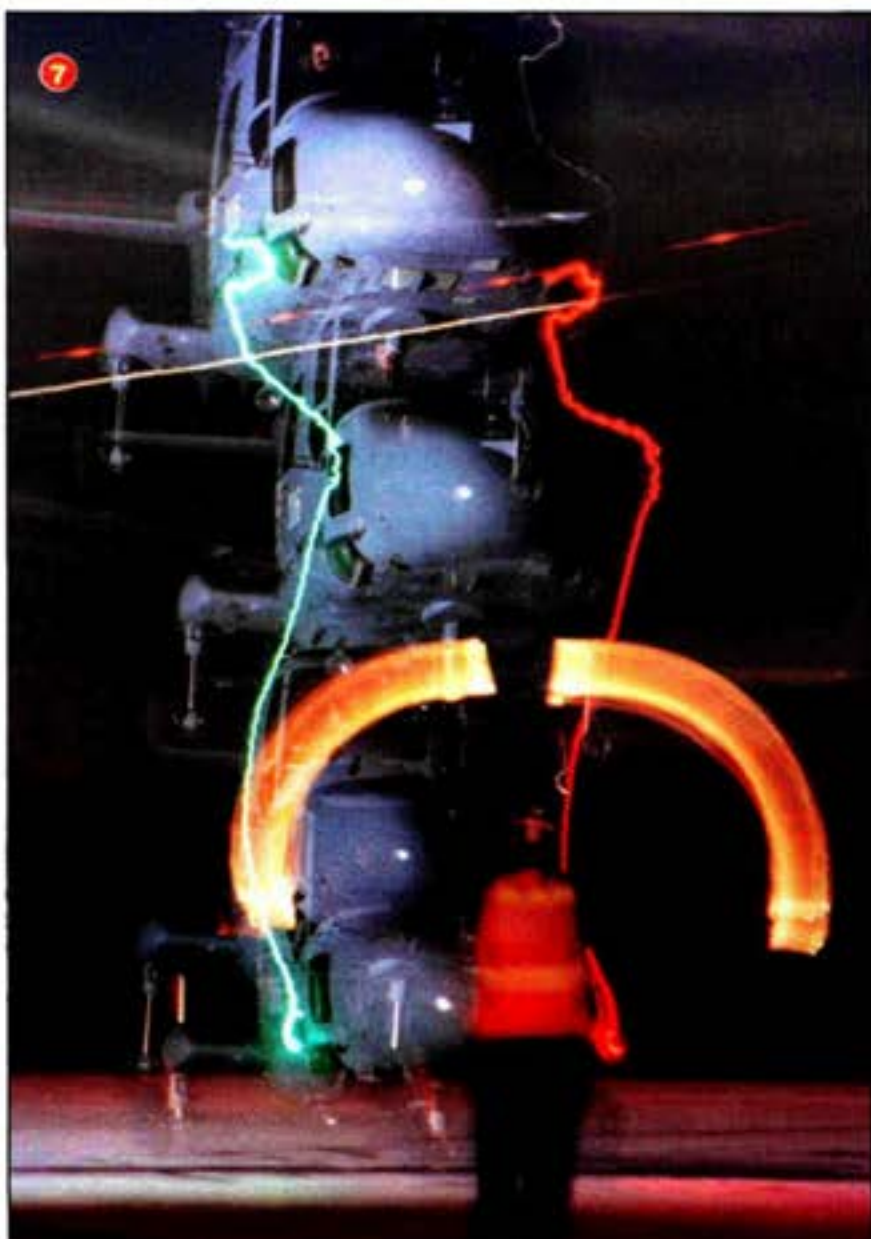
And the cycle team hope to complete the distance in 15 days at sea, pedalling 24 hours a day, non stop.

Capitol Radio has donated £1,000 to the hospital and the station has promoted the appeal throughout London by running a prize draw for the chance to fly to Lisbon for a VIP trip in HMS Invincible as she returns to Portsmouth.

Invincible (below) became involved in Alder Hey Hospital's appeal when she visited Liverpool in June. The hospital is trying to raise £10 million to build a new 28-bed oncology ward.



LUSTY'S CAMERA CREW IS TOP OF THE SHOTS



Illustrious first ship to win Peregrine Trophy in 25 years

HMS ILLUSTRIOUS has become the first sea-going ship in a quarter of a century to win the Navy's top prize for photography.

The Service's Peregrine Trophy was scooped by the ship's three-man photographic section, one member of which - LA(PHOT) Richie Moss - took the title of Royal Navy Photographer of the Year.

The last warship to win the Trophy was the old HMS Ark Royal for her photographic section's work in 1975. Since then the competition for the Trophy - presented to a unit rather than an individual - has been dominated by shore-based units from which most of the Navy's Photographic Branch members operate.

Illustrious's cameramen are led by PO(PHOT) Colin Burden, the remaining member being LA(PHOT) Terry Seward, an individual winner in previous Peregrine Trophy competitions.

The ship's Commanding Officer, Capt Charles Style told *Navy News*: "I am absolutely delighted that the work of my highly professional photographic team has been recognised by the award of this prestigious trophy.

"It is a testament both to the ship's invaluable contribution to the Gulf, Mozambique and Sierra Leone and to the enthusiasm and hard work of my ship's company.

"We are all very proud of this award." This year was the 38th in which the competition has been held, and the 270-plus entries were judged by top profes-

sionals in the field - Arthur Edwards, Picture Editor of the Sun, freelance photographer Jane Fincher and John Rose of the British Institute of Professional Photographers.

As well as being in the winning team for the Peregrine Trophy, Richie Moss also won the Maritime Air Prize sponsored by GKN-Westland and a new prize in the competition - Digital Imaging Award sponsored by Ilford.

Winner of the *Navy News* LA Paul Smith, repeating his 1998.

Winners in the Royal Portfolio class were the team working for the Corporate Communications while the award in the Personal section went to PO Dave familiar name among the winners in previous years.

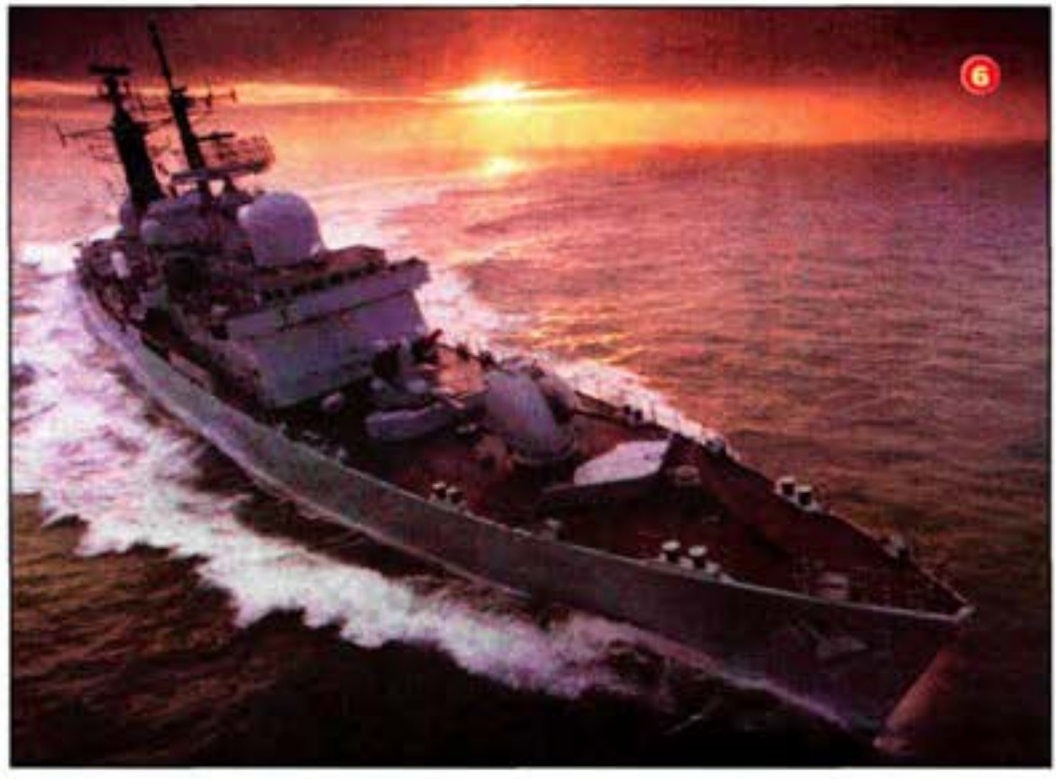
He also took the award for Gretag Imaging for the best technical picture.

The prize for technical went to LW(PHOT) Sue Robinson. Navy 2000 Award to LA John Storey, the Maritime Books Award.

All the prizes were being presented in London by the First Sea Lord Sir Michael Boyce, on Octo-



● HMS Illustrious's A-team: (l-r) LA Richie Moss - also RN Photographer of the Year, PO Colin Burden and LA(PHOT) Terry Seward.



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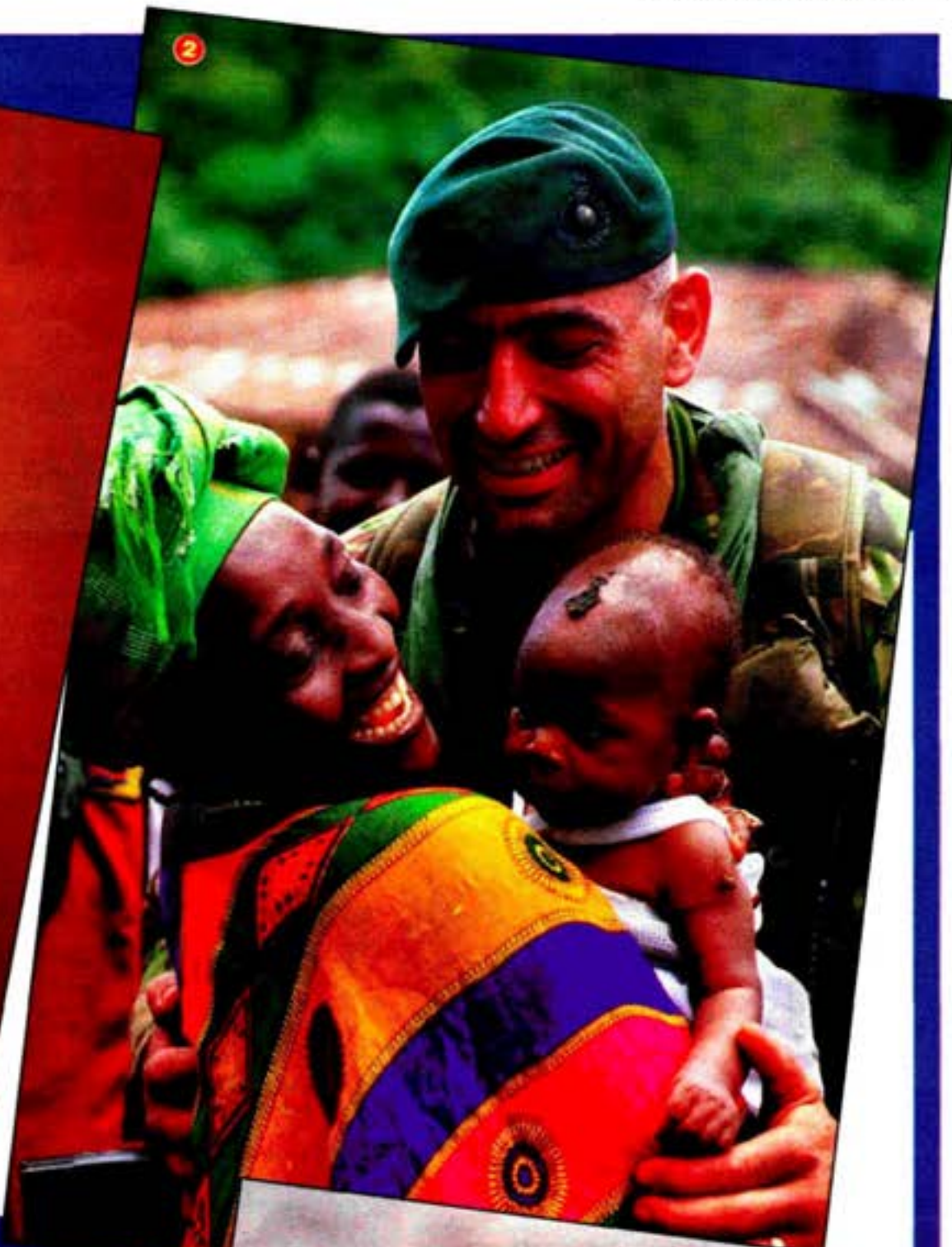
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THE PICTURES

- 1 INTO THE SUN – This Sea Harrier launch captured by LA Richie Moss won for him the Maritime Air Prize.
- 2 'SAFE NOW' – A double winner for PO Dave Coombs. It was included in the successful Royal Marines portfolio entered by the photographers on the staff of the Director of Corporate Communications (Navy) and won the best PR picture award in its own right. It shows Cpl Pete Curly of K Company, 42 Cdo getting to know the locals while on patrol in Sierra Leone during Operation Palliser earlier this year.
- 3 'ALONE IN LEONE' is another of Richie Moss's pictures, a haunting portrait from Sierra Leone which gathered a new award in

- the Peregrine Trophy competition – for digital images.
- 4 ANOTHER FLASHPOINT – East Timor, and this picture of HMS Glasgow by LA Paul Smith was sent to Navy News during the crisis. It wins our prize.
- 5 'MISSILE DIRECTOR' by LW Sue Rose was part of HMS Drake's portfolio and gained the award for technical excellence.
- 6 HMS SOUTHAMPTON taken by PO Mick Storey won the Maritime Books award.
- 7 'LIFT AND SHIFT' by LA John Clews scooped the Kodak award for creativity. It was one of the pictures in RNAS Yeovilton's portfolio.





Cap'n Plank Says

YE STOP PRESS!

Fawkes in Fiendish Foul Up!
Deadly secrets in Parliament Cellar!
Parliament plot foiled!
Blast says Fawkes - found out!

REMEMBER, REMEMBER...



It be getting a little chilly now me hearties. I be talking to me navigator Herbert Higgins to find out some warm places where we be taking me ship. Do ye landlubbers know of any places where we could go?

It be getting dark very early too so just ye be watching out for yourselves. I make sure me crew always wear them bright, light clothes when they be walking on land at night - just ye do the same!

I have just received me letter from Greenland asking me to help out with all the Christmas deliveries again! It's never too soon to write out ye Christmas lists. Why don't ye write to me and let me know your top 3 wishes for Christmas? Ye never know I might be able to pass them on to the right place!

It will soon be 5 November, Fireworks Night. Captain Plank and the crew love fireworks but are very careful with them. Make sure you know the firework code!

They know all about the GUNPOWDER PLOT... Do you?

It's such an exciting story it would have made the front page of the newspapers in 1605!

If you know the story behind Fireworks Night and can think of any more good headlines write to Captain Plank and let him know.

If you don't know the story of Guy Fawkes and the Gunpowder Plot then log on to the Gang Plank web site and find out more!

It's all in Bert's Big Book. Log on to - www.navynews.co.uk/gangplank

GANGPLANK MEMBERS

TEN BARNEY VIDEO'S & AUDIO TAPES TO GIVE-AWAY

Send your name, address and members no. on a postcard to: The GangPlank Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH. And you could be one of our lucky winners. Closing date for entries 16th November 2000

ARE YOU A STAR WRITER?

Captain Plank just loves getting all your letters! Some of them are so good that each month Captain Plank will be choosing a STAR letter!

The writer of the letter will receive an amazing new card game from Mattel.

If you want to win the new UNO Extreme game then get out your pens and pencils, send your letters to Captain Plank, etc - don't forget to tell us your name, address and age. Good Luck!



WIN! WARNER BROS. FAMILY ENTERTAINMENT WIN!

Send your name, address and members no. on a postcard to: The GangPlank Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH. And you could be a lucky winner of one of our cool video's.

Closing date for entries 16th November 2000

On general release from 16th October 2000. Price £12.99

On general release from 23rd October 2000. Price £15.99

Verse Number Two!

Jack expects everyone knows the traditional Firework night poem which begins "Remember, remember the fifth of November.

But Jack has found out there is a second verse. Here's the whole poem for you to impress your friends with!

Remember, remember the fifth of November
Gunpowder treason and plot
We see no reason
Why Gunpowder treason
Should ever be forgot
This is the day they did contrive
Blow up King and Parliament Alive
Through God's great mercy they were taken
With a slow fuse and a dark lantern
Holler boys, holler boys
God save the Queen
Penny for the guys

Did you spot something strange about this poem? - there's a special Jack prize if you can spot what it is!

BEANO GANGPLANK MEMBERS

Here comes trouble!

Available for you to start collecting from October 2000. Price £14.99 each

We have 3 only to give away to the first members to write in... Send your name, address and members no. on a postcard marked 'Beano Dandies' to: The GangPlank Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

REACH FOR THE SKIES!

Wow, all the crew are impressed by the height of your sunflowers and the great photos you have sent in. The pics are so good we've put them all together in a Sunflower Gallery - catch it on our web site www.navynews.co.uk/gangplank. Just click on fun room.

Here's a sneak preview of Robin Newhouse's sunflower. Keep those pics and sunflower stories coming in. Captain Plank and the crew are going to choose the very best soon.



THE MESS DECK

Thanks for all your letters, do keep writing - we love it!

What a whopping post bag this month. Thanks for all your letters! The crew loved your jokes. Look out for our Christmas Special, you might see your joke in PRINT.

Write on! Nice hand writing Penny Hughes! We like the way you present your letters, keep writing! Thanks for your joke Philip Barnes and give your brother Christopher a big pat on the back for his cool drawing (below left).



Take a peak - a - chuff! Is Pokeman still the most popular thing around? The crew wants to know what you think of the latest craze, and is there something we don't know about? Elizabeth Minns wrote and told us the history of the Pokeman craze - thanks Elizabeth!

Tied in knots: Jennifer Fox sent us some brilliant tongue twisters, try this one **SIX, SICK, SLIM, SYCAMORE SAPLINGS.**

Try saying it 6 times really fast - bet you can't!

What a Menace! Here's Connor Reid and his brother Jack (right) with a cool Dennis at Chessington World of Adventures. Connor won a great day out from Captain Plank.

How's that holiday? Rebecca Jayne Harrison had a fab time in Wales this summer! Have you got any holiday memories or snaps to share with the crew?

Harry Potter Please! Clinton Diets-Spiff is a Gang Plank member from overseas. He lives in Nigeria. He wrote to Captain Plank to ask for his help. He can't get the new Harry Potter book. **CAN YOU HELP?** Captain Plank is trying to help but do you have a spare copy we could send Clinton. Let us know!

Unlucky break! Poor old Emma Weskott - she broke her finger by mistake, hope it's nearly mended now!



WELL DONE! - DOWN UNDER..... Remember we told you to keep an eye on some of the sports people taking part in the Olympic Games in Sydney.

Well we made one very good choice. Here's how Captain Plank's selection did.....

Ben Ainslie: He sailed in the Laser dingy class. He had a really tough time with his long time arch rival from Brazil Robert Scheidt but in the end he took a GOLD medal. Well Done Ben!

Annika Reeder: No medals for Annika but she performed well and no doubt she'll be back for the 2004 Athens Olympics

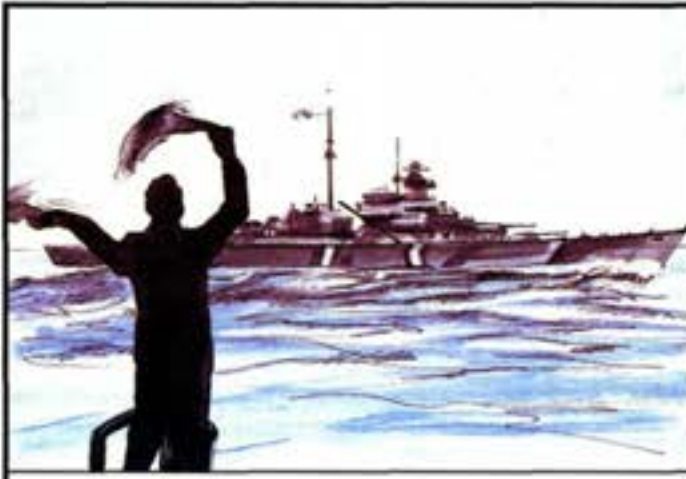
Jamie Baulch: Jamie had a difficult time in Sydney. Whilst some of Britain's athletes were having the time of their lives and picking up lots of medals Jamie missed out on the finals of the men's 400m and in the Men's 4 x 400m relay the British team came 6th, a big disappointment. Still, We're sure Jamie will be back in style soon.

In 1941 British merchant shipping in the Atlantic, already suffering heavy losses from U-boat attacks, was threatened by the most powerful battleship the world had ever seen...

THE BISMARCK



Paris, November 1939. Churchill warns: "The arrival of the Bismarck on the oceans would be disastrous."



Gdynia, May 18, 1941. The German Navy's newest and most powerful battleship sails for the Atlantic with the heavy cruiser Prinz Eugen, bent on destroying British convoys.



Swedish intelligence operatives spot their departure and tip off the Admiralty.



May 21. A Coastal Command Spitfire photographs the two warships refuelling at Grimstad Fjord.



Which route will they take? There are five options. 1: Through the Denmark Strait. 2: Between Iceland and the Faroes. 3: Between the Faroes and the Shetland Isles. 4: Between the Shetlands and the Orkneys. 5: Between the Orkneys and the coast of Scotland.

ROUND THE WORLD RACES

Captain Plank and Bert have both been around the world in a ship, but they have never RACED around the world. So they're really amazed that, soon, there will be no less than FOUR sailing races going around the world.

There's the BT GLOBAL CHALLENGE, THE TIMES CLIPPER 2000 RACE, THE VENDEE GLOBE AND THE RACE.

Captain Plank and Bert sent Technocat and Suzi to find out about them.

Here's the first of their SPECIAL REPORTS.

REPORT ONE

To sail a yacht you need the wind to be either behind the boat or on the beam. This means to the side of the boat. You can also sail with the wind on one side of the bow, this is called close-hauled, but no sailing boat can sail directly into the wind.

In the old days sailing ships planned their journeys so that the wind was "with" them all the way. That meant the wind was behind them or on the side or beam. Of course the wind doesn't always blow in the same direction, but for most places around the world there is a direction from which the winds usually come. That's called the PREVAILING wind.

The ships also made the best use of the tides and currents wherever they were going. Current can make the difference between a slow journey and a fast one. If there's no wind blowing and you haven't got an engine then the ship will go wherever the current takes it, and that could be in just the direction you don't want to go!



The race that Suzi investigated first, is a race that goes around the world AGAINST the prevailing winds and currents.

The race was thought up by a man called Sir Chay Blyth. He was the first man to sail on his own around the world against the winds and current, often called the WRONG way round the world.

Suzi found out that the yachts in this race are already racing! It's called the BT GLOBAL CHALLENGE and it started from Southampton on 10 September. There are 12 yachts in this race,

all made of steel and all 72 ft long. On board are 17 crew and 1 skipper. All the crew are volunteers and they have each paid up to £25,000 to sail in the race.

Check out the map for their route right round the world. When you read this the yachts should have crossed the Atlantic, been to Boston and now be on their way to Buenos Aires in South America. They hope to get there in mid November. After that they have just under 20,000 miles to go! WOW.

If you want to follow the race you can log in to Captain Plank's own web site www.navynews.co.uk/gangplank to find out news of how all the round the world races are doing. (Pictures courtesy of Imagenet).



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'Deplorable nutrition' blamed for British expedition failure

Bad food, not bad weather, did for Scott's polar party

BAD food, even more than the exceptionally bad weather recently shown to have hit the Antarctic early in 1912, cost Capt Scott and his South Pole party their lives.

Amundsen's provisions were better in quantity and nutritional value, as is shown in a special section of *South - the Race to the Pole* (£14.99), published by the National Maritime Museum to accompany its current exhibition on the epic expeditions of the early part of the 20th century.

The Norwegian was also better prepared in terms of clothing, use of dogs, skis and, it must be said, in sheer professionalism. He had made a careful study of the techniques of survival in sub zero conditions and took on board the fact that "primitives" like the Eskimos might have something to teach Europeans.

Robert E. Feeney, Emeritus Professor in the Department of Food Science Technology, University of California at Davis, observes that while Scott deserves much credit for the attention he paid to the rations, the "weakest link" was the food and nutrition.

This failure was not entirely his fault - the state of knowledge at that time was simply not up to formulating the diet properly. Malnutrition clearly did occur and, especially in the case of Evans,

scurvy is also suspected.

An interesting comparison is given of the daily sledging diet enjoyed by Scott and Amundsen and the Royal Marines recent Team Polar 2000 expedition to the North Pole (see below, right).

Apart from the fact that none of the earlier parties' rations would appeal to modern tastes - and the figures are estimates because no contemporary analyses were or could have been made - they indicate "deplorable nutrition", says Prof Feeney.

"Much of this was unavoidable because of the ignorance about vitamins at that time but the caloric deficiency need not have occurred. It is also likely that deteriorative chemical interactions could have greatly reduced the diet's nutritional value. For example, data on the composition of Scott's biscuits shows they contained sodium bicarbonate. This is not surprising in itself but it could have lowered some of the vitamin content on baking, possibly destroying all of the thiamine.

"Because the biscuits were an important source of thiamine, its loss could have been critical, leading to incipient beri-beri, which causes inflammation of the nervous system and paralysis, especially of outer limbs.

"Amundsen's expedition was profoundly different in planning, execution and outcome. He had analysed Shackleton's Nimrod expedition and concluded that larger depots were needed along

the route. Amundsen's idea that fresh, undercooked meat prevented scurvy was a critical point. However, for energy on the long stages he still needed pemmican.

"A perhaps fortunate set-back occurred when the food manufacturer, Armour of Chicago, who believed that Amundsen planned to head for the North Pole and had already supported Peary's successful expedition there in 1908-09, cancelled their promise to give free pemmican.

"From Amundsen's polar work he knew that richer, sugar-based foods might cause problems for some men, including stomach ailments, constipation and diarrhoea, all of which could create great difficulties on a polar trail. So he had pemmican specially prepared, first adding vegetables and later oatmeal for fibre.

"After setting up Framheim, the Norwegian base camp, on 27 January 1911 at the Bay of Whales, 200 seals and the same number of penguins were killed and frozen for food. Served twice daily for lunch and supper, fresh or deep-frozen seal was the main dish at the base. The men also received cloud-berry preserves which were a rich source of vitamins.

"Amundsen directed that the seal meat must be undercooked, thereby saving much of the vitamin C. All through the subsequent winter, Amundsen's group stored up vitamin C, vitamin D and, probably most important of all, the vitamin B complex in their bodies. They ate wholemeal bread fortified with wheat germ and leavened with fresh yeast (both later known as good sources of B vitamins).

"When the party laid their depots southwards, they also did so at good march intervals with plenty of food in each place."

Amundsen also had a plentiful supply of powdered milk. "Milk powder is a comparatively new commodity with us but it deserves to be better known," he wrote in *The South Pole*. "Neither heat nor cold, dryness or wet could hurt it; we had large quantities of it lying out in small linen bags in every possible state of the weather..."

Amundsen had provisioned so prudently that he actually had spare foodstuffs to bring back as souvenirs, Prof Feeney notes.

He also slaughtered dogs en route to feed the others as well as themselves: "... the thought of the fresh dog outlets that awaited us when we got to the top (of the Axel Heiberg Glacier) made our mouths water. In the course of time we had so habituated ourselves to the idea of the approaching slaughter of dogs that this event did not appear to us as horrible as it would otherwise have done."



● At the South Pole: (L-R) Bowers, Evans, Scott, Oates and Wilson. Evans was suffering most from malnutrition - on the trek back he was the first to die.

It appeared particularly horrible to the British press, of course, which set about demonising Amundsen for "not playing the game".

Prof Feeney concludes: "Racing from depot to depot and killing his dogs, Amundsen did not once appear to be short of nutritious food. It is well known that Scott, Wilson and Bowers were almost out of food when they died, only a single bag of rice and one or two biscuits being reclaimed from their tent.

"Explanations of the disaster that overcame Scott's party have tended to dwell on the terrible

weather he encountered and the vital time expended on scientific observation and specimen collection.

"This has rather overlooked the major difference between Scott and Amundsen in the matter of food - both in its quantity and quality - and especially so given Scott's reliance on manhauling rather than on dogs.

"Underlying this, as we now know, is the critical fact that food is metabolised and energy generated by the catalytic fires of vitamins and some trace-metal ions whose retention varies depending on levels of both prior and ongoing

intake, as well as on energy consumption.

"The application of this knowledge and that of other discoveries relating to caloric intake and nutrition during polar journeys, were used in ration planning and development for the two world wars of the 20th century and have also contributed to the development of nutrition programmes for space and modern polar expeditions."

□ *South: the race to the Pole exhibition continues at the National Maritime Museum until September 30, 2001.*

Sledging rations (per day)

Amundsen From 1910-12 (dog-drawing)	Scott Discovery 1901-04 (man-hauling)	Scott Terra Nova 1910-13 (man-hauling; Polar Plateau)	Team Polar 2000 Royal Marines - North Pole (man-hauling; 250lb sledged)
	Wt (g) kCal	Wt (g) kCal	Wt (g) kCal
Breakfast			
-	Cocoa 20 =45	Cocoa =30 73	Chocolate drink (dry wt) 60 228
Oatmeal (in biscuits and pemmican)	Oatmeal 40 163	(Tea/Coffee) -	Hot cereal (dry wt) 90 370
			Apple flakes =50 320
			Energy drinks x1.5 =300 194
Supplements			
Biscuits/Chocolate	Biscuits 340 =1300	Biscuits' x8 (Chocolate) =450 1728	Biscuits x6 55 332
Sugar (in biscuits)	Chocolate 31 =160	Sugar 85 336	Chocolate raisins =100 400
-	Sugar 108 430	Butter & cheese (Milk) 65 452	Energy bar =50 163
Milk powder	Cheese 57 =450		Protein drink =50 189
			Energy drink 200 194
Main Meals			
Pemmican and (vegetables in pemmican)	Pemmican 215 =1000	Boiled Pemmican (curry powder?) (Essence of beef rations - Brand & Col (Rice - 1 large bag found and two smaller, empty)	Pasta carb x2 =350 700
-	Plasmon (meat concentrate) 57 =150		Chicken noodles x2 =350 700
	Pea Flour 43 =130		Chicken balls x2 =350 700
			Beef and potato =350 700
			(NB if these made up from dry, divide by 3: total for this section then =450g)
Puddings			
Biscuits containing oatmeal, sugar & dried milk	Other: Red ration 31 7		Choc chip pud x2 =150 459
Pemmican specially prepared: with added vegetables and later oatmeal	Described by Scott as a nondescript compound of bacon and pea-flour. (Tea, onion powder, pepper, salt)		Apple custard =100 350
			Apple and rice =100 304
			Peach & pineapple =200 320
TOTALS:	Wt (g) kCal	Wt (g) kCal	Wt (g) kCal
"Our provisions consisted of only these 4 kinds, and the combination turned out right enough. We did not suffer from a craving either for fat or sugar, though the want of these substances is very commonly felt on such journeys as ours." (Amundsen)	=3750	4593	(=2.5-3 x UK male intake) 6600
		(Calories required to meet physical exertion: 6000 kCal - a shortfall of over 1000 kCal per day per man - leading to starvation, exhaustion and eventual scurvy)	
	Weights & nutritional breakdown		
	Protein 244g 24%	Protein 257g 24%	Protein 280g 10%
	Fat 124g 12%	Fat 210g 19%	Fat 260g 9%
	Carbohydrate 442g 44%	Carbohydrate 417g 39%	Carbohydrate 870g 31%
	Other 190g 19%	Other =200g 19%	Other 1290g 50%
	Total weight =1000g	Total weight =1080g	Total weight =2800g
	Statistical weight and calorie information unavailable for Fram expedition.		NB For Team Polar 2000, the overall weight depends largely on the extent to which the meals are made up from powdered/dried ingredients.

● *Thomas Clissold, the cook for Scott's last expedition, making bread at Cape Evans, March 25, 1911. Inset: Cadbury's supplied cocoa for both British and Norwegian expeditions.*



At Your Leisure

Too close for comfort

In World War II most British warships relied on multi-barrelled automatic "pom-poms" for close defence against air attack. The quadruple Vickers .5in machine gun had a rate of fire of 700rpm per barrel but the range was lamentably short and the hitting power weak. It was eventually replaced by the 20mm Oerlikon.

— From the Imperial War Museum collection The Second World War in Photographs by Richard Holmes (Carlton £25).

Originals out on video

NEWLY released on video as a double-box set is the acclaimed BBC series 1914-18 (DD Video, £39.99).

The Times said it was "A series it is impossible to praise too highly". It still doesn't have anything like the range of the monumental 1960s BBC production *The Great War*, sadly not available on video.

Also available on one tape are *Find, Fix and Strike* and *Ships With Wings* (DD £10.99), the former being the famous wartime documentary on the training of Fleet Air Arm pilots and the latter the full version of the 1941 Ealing Studios production centred on the battle for Greece.

This was partly shot on board HMS Ark Royal and includes fascinating sequences of Skuas and Swordfish as well as rare footage of the Fulmar and Gladiator aircraft.

Loss of sight prompts Roddy's retrospective

When Vice Admiral Sir Roderick MacDonald suddenly lost his sight on the first day of the new millennium, he decided to fast-forward a retrospective of his work which he had originally planned as a "post-mortem event".

During his years as an artist, he has carried out many commissions for Service institutions as well as for corporations and private individuals.

Just over 100 of these – including, naturally, a number of Naval subjects – are on show at the Malcolm Innes Gallery, 7 Bury Street, St James's, London from October 26 to November 2.

"Well I know how lucky I have been to enjoy the excitement of working in colour, light, shape and line for almost 80 years," Roddy MacDonald told *Navy News*. "Never a professional specialist in subject, style or medium, my nearest contact with art class was painting naked ladies in Bloomsbury on my retired officers' 'bricklaying' course..."



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ScreenScene

— by Bob Baker

Homer's Odyssey played for laughs in the Depression

THEY must be having us on. Of all oddball projects, who'd believe a science-fiction adaptation of Shakespeare's *The Tempest* starring Leslie Nielsen?

And yet it exists – *Forbidden Planet*, a screen classic according to sci-fi fans, though admittedly dating from a time – 1956 – when Leslie was a lot younger and less humorously-inclined than he is today.

And now – how about George Clooney in a comic version of Homer's *The Odyssey* with the story relocated to Depression-era America?

You'd hardly credit it, except *O Brother, Where Art Thou?* (the title's a movie in-joke) is up there on the screen, in all its Homeric and Clooney-esque splendour.

There's an astonishment in every scene, as the ancient myths (the blind soothsayer, the Cyclops, the sirens on the rocks and so on) are re-vamped in correspondence to standard indicators of 1930s Americana: hoboes in every freight car, a bank robber spraying Tommy gun bullets from his getaway sedan, the chain gang, tinny-sounding black and white musicals, the Ku Klux Klan gathered in the clearing for a midnight lynching.

The sheer verve of the picture owes a lot to Clooney's image-denting but charismatic performance as Ulysses, a fast-talking small-time crook with excessive concern for his coiffure. This manifests itself via bedtime hairnets and as an on-going search for a tin of Dapper Dan hair lotion. "I don't want Fop" he indignantly tells a storekeeper trying to palm him off with

an inferior product. "I'm a Dapper Dan man."

The film's classical sub-structure shouldn't put anybody off, since it merely provides a little optional amusement for anyone on nodding terms with Homer. Principally, *OBWAT?* is a non-stop stream of gags, inventiveness both verbal and visual, plus a little off-beat poetry here and there. The musical side comprises a lovingly-assembled collection of redneck and gospel songs from the 1930s – "I'll Fly Away", "In the Highways" and so on – so even if you don't fancy the video you might well relish the CD.

Certainly *OBWAT?* is worth a look if you're fed up with stories where you can foresee each new development at least three moves ahead. Into that category, sorry to say, falls *Billy Elliot*, though it has other virtues. Eleven-year-old Billy is a talented dancer whose teacher kindles in him an ambition to study at the Royal School of Ballet. But he belongs to a mining family in County Durham, where lads just don't do things like that.

And in any case his timing is off: the year is 1984, the big strike is grinding on... and so it seems that the whole world is against poor little Billy.

But that's the film's problem: it's sentimental and it's just not complicated enough – as when, for example, Billy's family is shown changing, literally overnight, from ferocious opposition to self-sacrificing supportiveness.

When all's said and done, though, the film's heart is in the right place, there's nothing mean-spirited about it and young Jamie Bell as Billy certainly dances up a storm.

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'THAT'S MY BABY': PRINCESS PAYS A CALL

P RINCESS Margaret paid a call on HMS Illustrious – the carrier she launched 22 years ago. The ship is currently undergoing routine maintenance at Portsmouth, but the Princess was able to go on board to meet many of her people as they went about their normal duties.

She had lunch with some of the ship's officers before going on to meet members of her air squadrons.

HMS Illustrious was built by Swan Hunter on the Tyne and launched by the Princess in December 1978. Uniquely for a modern warship, she commissioned at sea in June 1982, just two days after being accepted. In the rush to prepare her for service in the South Atlantic during the Falklands Campaign, there was no time to hold a formal commissioning ceremony and she promptly sailed to relieve her sister ship HMS Invincible.

Although nicknamed at the time the "baby" carrier, HMS Illustrious has since deployed all over the world for nearly 20 years and earned her place as one of the most venerable ships of the Fleet.

Earlier this year she left Portsmouth for routine deployment to the Gulf, where she flew her Harrier aircraft over Southern Iraq in support of UN Security Council resolutions.

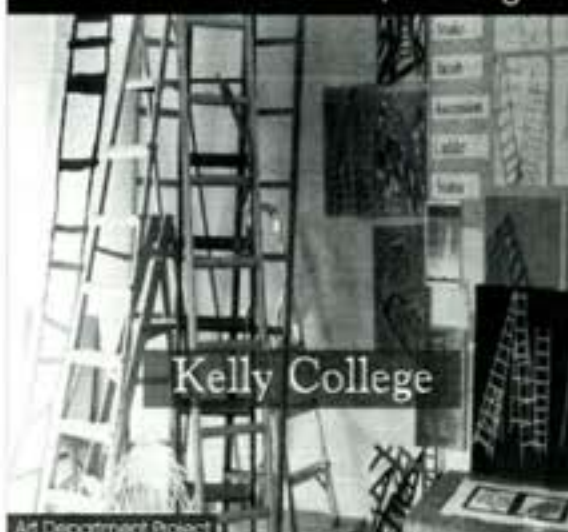
She then became involved in two humanitarian missions. She flew her helicopters to help the flood relief mission in Mozambique and in May was sent to Sierra Leone where she spent 45 days at sea in support of operations off the West Coast of Africa.

● Princess Margaret is welcomed on board HMS Illustrious by her Commanding Officer, Captain Charles Style, and LOM(AWT) Victoria Young.



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Family Matters



Joining Italian style

NEW arrivals in the British military community in Naples now have joining information on a new UK Support Unit internet site.

The family-friendly website at www.ukn-sunaples.com gives information on key personalities, areas to live and the full range of support services in Italy in general.

Association into a whole new scene

Blue and Green Family Scene is the new magazine of the Association for Royal Naval and Royal Marines Families.

Issues covered in the first number include the art of making musters less stressful, handing back of married quarters, adoption, education, domestic violence, divorce rates and the Soldiers, Sailors, Airmen and Families Association. There are also sections on the community centres.

The Plymouth-based Association is moving premises and is on the look-out for quarters suitable to house a team of ten. Call them on 01752 789444.



'Yeovilteenies' impress

COMMODORE Richard Clapp, Commanding Officer of RN air station Yeovilton, called at the 'Yeovilteenies' Day Nursery during the open day to congratulate Manager Samantha March and her team on their OFSTED inspection report. This stated that the children displayed a high degree of self esteem and confidence, fostered well by the interest that the staff showed in them as individuals.

Cdr Bruce Nicolls – The Flag Man – continues his occasional series, bringing up to date the story of a set of designs that were copied around the world

Naval ensigns: the last 300 years

In 1702 a wide red cross was added throughout the previously plain white ensign to distinguish it from the white flag then flown by the French Navy. All three Naval ensigns, red, white and blue, were now broadly similar to those in use today, the main difference being that they had St George's cross in the upper inner quarter, the canton.

When the English and Scottish parliaments were united in 1707, the St George's Cross in the cantons of the ensigns was replaced by the Union Flag of that period, combining the crosses of St George and St Andrew. In the White Ensign, the wide red cross throughout the flag was reduced in width to allow more room in the canton for the Union Flag (fig 1).

The final development in design, producing the ensigns we know today, came in 1801 with the addition of St Patrick's Cross to the Union Flag after the abolition of the Irish parliament. All three ensigns remained in use in the Royal Navy, with the red remaining the senior one, as well as being firmly established as the merchant ensign.

In 1864, to resolve this anomaly and because the squadron system was no longer in use – and to save money – an Order in Council introduced the arrangements which remain in force today. The Red Ensign was allocated to the merchant service and all private vessels; the White Ensign to the Royal Navy; and the Blue Ensign to vessels other than warships in Government service.

The use of special red ensigns with their badge in the fly has in the past been authorised for a number of yacht clubs, but it is now the policy not to extend this privilege, except in the most exceptional circumstances. A recent exception is the Maritime Volunteer Service, founded by private endeavour in 1994 after the Royal Naval Auxiliary Service was abolished and the Royal Naval Reserve severely cut back (fig 2).

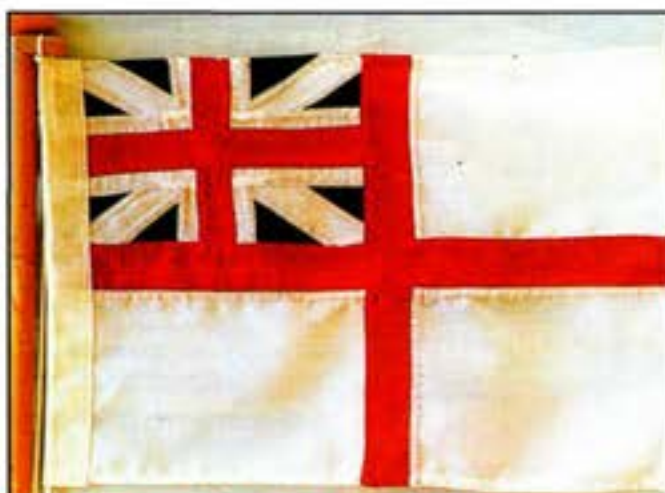
The White Ensign (fig 3) is also worn by vessels of the Royal Yacht Squadron. Founded as The Yacht Club in 1815 and granted Royal patronage in 1820, the Club adopted an unauthorised White Ensign without the large St George's Cross. The Admiralty banned this flag, but later relented and granted the privilege of using the Royal Navy's White Ensign in 1829.

The Blue Ensign worn by Government vessels usually has the badge of the department in the fly (fig 4). The one illustrated is that of the Royal Maritime Auxiliary Service. As a special privilege, some yacht clubs have also been granted use of the Blue Ensign, with or without a badge.

Merchant vessels commanded by officers of the Royal Naval Reserve are, subject to certain conditions, also allowed to wear it. The Blue Ensign is not the ensign of the Royal Naval Reserve as such, as is sometimes stated. Warships and establishments manned by RNR personnel remain Her Majesty's ships, and wear the White Ensign.

The story does not end with the British use of ensigns. Because of Britain's world-wide influence, especially during the 19th century, British ensign-type flags were adopted in most areas where that influence extended. An extensive survey has revealed that well over 500 are or were in use throughout the world, a truly remarkable legacy.

□ Lt Cdr Rob Scott, of Soberton, Hants, writes to suggest that as an Honorary Captain, RNR, Sir Donald Gosling, in his yacht *Leander*, is 'probably one of the few people afloat entitled to fly the Red, White or Blue ensign'. – Ed



● Above (fig 1): the White Ensign of 1707. Below (fig 2): the Red Ensign of the Maritime Volunteer Service.



● Above (fig 3): the White Ensign of 1801. Below (fig 4): the Blue Ensign of the Royal Maritime Auxiliary Service.





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Pension after divorce – dispelling the myths

by Chris Upfield

THERE ARE many myths and rumours surrounding divorce. I have heard most of them many times, and am often told by clients: "My friend says . . . Is it true?"

With the aim of dispelling some of them, in this issue I shall look at pensions, and how new rules on pension sharing that come into force on December 1 will affect divorcing Service personnel.

Here are some questions I have been asked.

What is the present situation?

Under present legislation it is not usually possible to earmark a set sum or percentage of the terminal grant and pension income elements respectively. This means that a percentage of your benefits is paid directly to your spouse at the end of your term of service.

Will this stop after December 1?

No. It will still be possible for your spouse to ask a court to earmark a percentage of your terminal grant and a proportion of the pension income. If your spouse remarries, income from your pension will stop. The lump-sum element is still payable but could be varied by the court.

How will things change?

From December 1 the court can earmark the pension as above, or order that the fund should be split at the time of divorce. For example, if you are in your 15th year of 22 years' service, a court can order that a percentage of the fund which has been built up to that date is given to your spouse.

What will be the effect if that happens?

It will mean that the value of the benefits that

you have earned will reduce by the proportion of the fund given to your spouse. You will still earn full benefits for your remaining service.

Is it possible for both my pension and my terminal grant to be earmarked and split?

No. The court can earmark part of your pension or your terminal grant to be given to your spouse. Alternatively, it can split the fund that theoretically has been accumulated at the time of divorce. But it cannot do both.

Does my spouse receive half?

Not necessarily. How much your spouse receives will depend upon a number of factors, including how long you were married compared to the length of your term of service. For example, if you were married for five years but have been in the Services for 20 years, your spouse's claim on your pension and terminal grant is likely to be much less than if you had been married throughout your 20 years of service.

Will the court always earmark or split my pension?

No. Your spouse is likely to try to receive 'compensation' straight away from other assets – if you have any available – rather than waiting for your pension and terminal grant to be paid.

In a number of circumstances, the court will also prefer to resolve claims against each other now, rather than to earmark part of your pension to be received by your spouse in several years' time.

What claim is my spouse likely to make against my pension and terminal grant?

The terminal grant and pension income is paid earlier in life for Service pensions than for other pensions. Therefore, your spouse may find that earmarking benefits is preferable to splitting the fund.

If the fund is split, then although a spouse will have a pension fund of their own it is likely that they will have to wait longer before the benefits become payable. Equally, if your spouse thinks you are likely to leave the Service before your term is up, they will probably want to split the fund now and guarantee that income – because if you are dismissed or leave voluntarily before completing your term, you will probably lose most, if not all, of your terminal grant.

However, if there are other capital assets in existence at the time of the divorce, which could compensate your spouse in return for not claiming against your terminal grant and pension, they are likely to try to settle the claims at the time of the divorce, rather than waiting for a lump sum to be paid in the future.

Can a court order me to commute part of my pension to produce a bigger lump sum when I leave the Service?

Yes it can, but it doesn't have to, and each case will be different. If the court does order commutation, then although the percentage of the earmarking will remain the same, the amount actually earmarked will be higher.

The question of commutation does not really come into play with 'pension splitting' because the notional value of the fund is exactly the same whether commutation is anticipated or not.

CHRIS UPFIELD is head of the Family Department at Coffin Mew & Clover Solicitors in Fareham, Hampshire.

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Sometimes you can save money by not buying the cheapest policy – because what's on offer may not cover you adequately when you need to make a claim, or because you can save money on other services that you would otherwise have to go out and buy.

The basic price of, say, a comprehensive policy will cover your liability to other road users and the damage to, or loss, of your vehicle following an accident, fire or theft. So far, so good.

Want to travel overseas? Your policy may only provide comprehensive cover while in the UK, and to

extend it to cover the Continent – even for a few days – may cost you an extra £25. Go frequently and you may have to pay that each time you travel. The cost will soon mount up.

Changing your car? Some companies will also charge you an administration fee just for processing the change. Ask about this also when checking out the quote.

But even a comprehensive policy may not be comprehensive enough. Some policies carry an 'Airside Risk' exclusion which could mean that as a Service person you are not adequately covered. That exclusion may state that no cover will apply for your vehicle, if at the time of its use the vehi-

cle is deemed to be Airside – whether in a civilian or military environment.

Once again, check this out when asking for your quote. You could be spending hundreds of pounds for cover and may not even be insured while simply getting to and from work.

Sometimes a higher premium can mean an overall saving for you if the company can provide you with worthwhile freebies. A full package of roadside assistance and mechanical breakdown cover with the AA or RAC will set you back over £100, and even with a Forces Discount can still cost £80 or so. If your insurer automatically includes this as part of the cover provided, it may well be worth paying a bit extra.

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£5,000	Monthly	£88.92	£116.32	£111.84	£137.55	£444.91	12.9%
	Total	£7,468.94	£9,771.27	£6,710.54	£8,253.04	£5,338.82	
£3,000	Monthly	£56.22	£73.54	£69.80	£85.85	£269.42	14.9%
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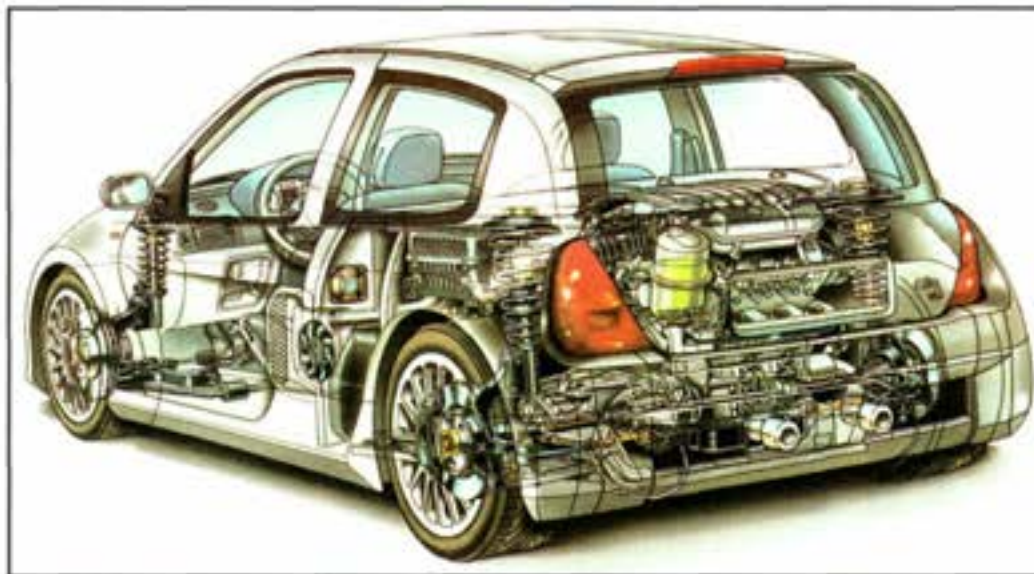
Developed from the Clio Renaultsport Trophy racing car, the road car is 98 per cent true to the concept, with bulging wheel arches covering 17in wheels, and 230bhp engine driving the rear wheels linked to a new six-speed gearbox.

Capable of sprinting from standstill to 62mph in just 6.4 seconds, this pocket rocket will be exclusive in terms of sales, being limited to just 400 a year for the UK.

But it will be much less exclusive on price – £25,995, which is £4,000 less than the target price announced last year.

And despite its racing pedigree it has a luxurious interior, including supportive, bucket seats, standard air conditioning, electric windows, power steering and Radiosat 6,000 six-CD auto-changer.

With the engine filling most of the back, there is one storage area with retaining net between it and the back of the front seats, and, of course, a useful 67 litres of room under the bonnet.



Cost to avoid if you're buying abroad

IF YOU buy a car in another member state of the European Union you will need an EC Whole Vehicle Type Approval Certificate of Conformity if you re-register the vehicle in another EU state.

Members of the Armed Forces who buy cars during a posting abroad, with the intention of bringing the car back to UK when they return, may not be aware that the certificates are free via the dealer if requested at the time of purchase.

But if the Certificate of Conformity is requested after the vehicle has entered service, the EU recommend that motor manufacturers make a charge.

As examples, £94 is charged by Land-Rover, Volvo, Jaguar and their partners in Ford's Premier Automotive Group. A similar sum is charged by Mercedes, Vauxhall asks £75, VW/Audi charge £58.5, while MG Rover Group and BMW Group charge £50.

DURING the tanker blockade we were all made acutely aware of the vulnerability of public fuel supplies, coupled with soaring costs.

The drive for reduced consumption and cleaner emissions will be underlined in the spring with new vehicle excise duty bands, depending on emissions that reflect on fuel economy.

But I have experienced a brighter side of this lean future, at the wheel of the world's most fuel-efficient, mass-produced, petrol-engined car – the amazing Honda Insight.

When I say amazing, how would you like to halve your fuel bill while running a sporty two-seater capable of a licence-losing 112mph and 0-60mph in under 12 seconds?

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Low weight and amazing aerodynamics from the aluminium-bodied, teardrop-shaped coupe complete the package.

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This Insight is a real eye-opener



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with torsional rigidity up by 38 per cent.

But weight doesn't mean sparseness. There is electric power steering, dual airbags, electric windows, automatic air conditioning, and reclining, bucket seats in a cabin which happily accommodates six-footers.

And for those who think the electric element entails huge, heavy batteries having to be

charged up every night, the Insight is a real eye-opener.

The 22kg battery pack mounted in a sealed unit behind the front seats and over the rear axle line helps to create excellent handling balance, and the recharging is automatic, taking place every time you ease off the accelerator or

brake. When you turn the key to start, the powerful electric motor just whirs the petrol into life, and then you have a conventional, five-speed, manual gear change.

With such a small engine you might expect a little screamer, but conversely, while it will exceed 6,000rpm, a gear-change indicator light tells you to change up at under 3,000, and at 70mph it is actually pulling around 2,500 – and very smoothly, too.

The only difference is that if you stop in a queue, engage neutral and take your foot off the clutch, the petrol engine will cut out to save fuel. To restart you simply engage the clutch, select first, and of you go.

Another element which aids economy is a subtle piece of psychology. Under a large digital speedometer display is a read-out for average fuel economy and a bar display giving instant consumption – up to 150mpg – and you can't help rising to the challenge.

At £17,000 the Insight is neither cheap nor dear in the two-seat coupe market, but when you realise the potential fuel savings it becomes incredibly attractive.

CAR FACTS

MODEL: Honda Insight.

PRICE: £17,000.

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TRAFALGAR: THE IMMENSE FRENCH VICTORY

WE ARE all by now familiar with the way truth can be turned on its head by dictators and their sinister doctors of spin. Hitler's cynical propagandist Goebbels is credited with saying that the bigger the lie the easier it is to have it believed – a sentiment near to the hearts of present-day despots such as Saddam Hussein and Milosevic.

But the art of turning white into black is not the preserve of the 20th century. Napoleon, perhaps the first of the Great Dictators as we know them, anticipated Goebbels' philosophy by over 130 years.

A fascinating, and now amusing, account of the Battle of Trafalgar – a version produced by the Emperor's propaganda machine – has been sent to Navy News by Shipmate Ken Napier, chairman of Aquitaine branch, the first RNA branch to be founded in France.

The French report appeared in Bonaparte's notorious newspaper *Le Moniteur* four days after the battle. Using grains of truth it paints a parallel-universe picture of a Trafalgar in which "the English Fleet is annihilated!"

According to the *Le Moniteur* story, a translation of which was reprinted in the French English-language newspaper *The Herald*, it was not Nelson who was outnumbered, but the combined fleets of France and Spain. And so the article continued blatantly to reverse the truth:

"In vain did the English Admiral try to evade the action: the Spanish Admiral Oliva prevented his escape and lashed his vessel (the Santissima Trinidad) to the British Admiral (sic)."

With 136 guns the Santissima Trinidad was the biggest First Rate ship in the world, but *Le Moniteur* described her as "but a 74", and Nelson's flagship, with 100 guns, was represented as a 136-gun monster.

The battle raged for three hours and the English "began to be dismayed – they found it impossible to resist us; but our brave sailors were tired of this slow means of gaining a victory; they wished to board. Their impetuosity was irresistible."

"At that moment two ships, one



● ABOVE: Despite trying to evade battle against the smaller Franco-Spanish Fleet, the British warships are brought to account and Nelson's flagship is boarded.

● LEFT: Nelson, who was mortally wounded by a pistol-ball fired by Admiral Villeneuve, is tended in the Victory by the French and Spanish Admirals, showing typical humanity to a beaten and dying foe.

● RIGHT: Victor of Trafalgar, Admiral Pierre Charles Jean-Baptiste Silvestre, Comte de Villeneuve, who was absent as his triumphant fleet sailed into Cadiz. A violent gale had prevented him from leaving the captured Victory to rejoin his own ship.



French and one Spanish, boarded the Temeraire: the English fell back in astonishment and affright.

"We rushed to the flag-staff, struck the colours, and all were so anxious to be the bearer of the intelligence to their own ship, that they jumped overboard (!), and the English ship, by this unfortunate impetuosity of our brave sailors and their allies, was able, by the assistance of two more ships that came to her assistance, to make her escape in a sinking state."

"Meanwhile Nelson still resisted us. It was now who should first board, and have the honour of taking him, French or Spaniard. Two

Admirals on each side disputed the honour – they boarded his ship at the same moment. Villeneuve flew to the quarter-deck.

"With the generosity of the French, he carried a brace of pistols in his hands, for he knew the Admiral had lost his arm and could not use his sword.

"He offered one to Nelson: they fought, and at the second fire Nelson fell; he was immediately carried below. Oliva, Gravina and Villeneuve attended him with the accustomed French humanity.

"Meanwhile, 15 of the English ships had struck – four more were obliged to follow their example – another blew up." (Not one British ship was lost. Only 10 of the 33 Franco-Spanish line-of-battle ships survived, and only three of those

were fit for service. The Franco-Spanish fleet suffered a loss of 13,000 casualties and prisoners. British losses were a tenth of that).

"Our victory was now complete," trumpeted *Le Moniteur*, "and we prepared to take possession of our prizes; but the elements were this time unfavourable to us."

"A dreadful storm came on – Gravina made his escape to his own ship at the beginning of it. The Commander-in-Chief, Villeneuve, and a Spanish Admiral, were unable and remained on board the Victory." (By this time Villeneuve was a prisoner in the frigate *Euryalus*).

"The storm was long and dreadful; our ships being so well manoeuvred, rode out the gale: the English being so much more damaged were driven ashore and many of them wrecked.

"At length when the gale abated,

13 sail of the French and Spanish line got safe to Cadiz. The other 20 have, no doubt, gone to some other port and will soon be heard of . . .

"Our loss was trifling, that of the English was immense. We have, however, to lament the absence of Admiral Villeneuve whose ardour carried him beyond the strict bounds of prudence, and by compelling him to board the English Admiral's ship, prevented him from returning to his own."

"After having acquired so decisive a victory, we wait with impatience the Emperor's order to sail to the enemy's shore, annihilate the rest of his Navy, and thus complete the triumphant work we have so brilliantly begun."

And so ended the account of the great French victory of Trafalgar.

Bismarck invitation

A CHANCE meeting between a member of Londonderry branch and survivors of the Bismarck has resulted in an invitation to any Britons who were in the 73 RN vessels involved in the hunt for the German battleship to join in the reunion of the Bismarck Veterans Association on May 27.

The year 2001 marks the 60th anniversary of the epic battle in which only 115 of the Bismarck's complement of 2,200 survived. Those wishing to join the reunion should contact Dieter Hietmann, 22399 Hamburg, Weidenkoppel 19, Germany.

The Big Day in Aquitaine

ONE OF THE few – if not the only – Trafalgar Day celebrations in France this year was held by the RNA's Aquitaine branch on October 18 at Castillon, Lot and Garonne.

The branch's guest speaker was former French diplomat Henri Lacheze, who had attended Manchester Grammar School. He gave members a talk on Trafalgar from Villeneuve's point of view.

The branch has been in commission for almost a year and has 48 full and associate members. Anyone "passing through" is welcome to join in the branch's monthly lunches, said the chairman, Shipmate Ken Napier. Call him on 0033 (0)5 53 01 72 80.

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WILL WE BE HOME BY CHRISTMAS? GOOD GRIEF LAD, WE'LL BE HOME BY TEA-TIME!





Lives less ordinary

JOIN the Navy, see the world – and live to 100 seems to have been the destiny of four RNA members who celebrated centenaries this year.

Youngest is Shipmate Bill Stone of High Wycombe branch who was 100 in September. Earlier in the year he paraded in memory of the men lost in HMS Hood.

Birthday of Jutland veteran Shipmate Albert Flint of New South Wales branch was reported in our October edition, while Shipmate Bert Hardy of Calne, at 100, led the parade after dedication of the branch standard.

Finally, World War I veteran Shipmate Fred Bunday visited HMS Grafton soon after his 100th birthday.

This rare picture bolsters city's pride in ship called Derby



A RARE picture of a minesweeper which was once used as a flagship by Admiral Sir John Cunningham in the Mediterranean campaign, now hangs in a place of honour after being discovered by members of Derby branch of the RNA.

The old Hunt-class, coal-burning minesweeper HMS Derby was completed at the end of 1918, and it is believed that the picture was taken in 1919 at Grimsby.

Apart from a requisitioned trawler early in World War I, the ship was the only Royal Navy vessel to be named after the city.

The photograph was found when shipmates were clearing out a room at the social club where the branch holds its meetings.

Branch chairman Shipmate Tom Smith presented it to the Mayor of Derby, Cllr Ashok Kalia, who had it hung in the Mayor's Parlour where visitors from all parts of the world will see it.

Meanwhile, the Mayor is supporting a campaign to persuade the Navy to make a new ship the second HMS Derby.

The campaign was started last year by a retired Naval officer, Dennis Alderson, and now the Mayor has written to Defence Secretary Geoff Hoon – whose

home is in Derbyshire – about the proposal.

When World War II broke out, HMS Derby was laid-up in reserve in Singapore, but she was soon needed again. During 1940 she was employed at first on convoy and patrol duties in the Red Sea, but from late 1940 onwards served in the Mediterranean.

She undertook convoy escort and minesweeping in support of the Western Desert campaign, and against French Vichy forces in Syria. For a brief time in September 1943, she wore the flag of C-in-C (Levant), Admiral Sir John Cunningham, when he met surrendered Italian warships at Alexandria.

It was a tribute to the ships of the 2nd Minesweeping Flotilla which, despite their age and disadvantages as coal-burners, played a valuable role in victory in the Eastern Mediterranean. But the Derby's usefulness was coming to an end, and late in 1944 she was finally laid-up at Gibraltar. She was scrapped in Spain after the war.

Around the Branches

Calne

The youth of today and of yesterday took part in a parade and service to mark the dedication of the branch's first standard.

Today's young people were members of Chippenham Sea Cadet unit, TS Tiger, who provided the band and performed ceremonial duties.

After the service the youngest member of the unit, Sarah Prentice (12), escorted the oldest member of the branch, Shipmate Bert Hardy (100), as shipmates reassembled outside St Mary's Church for the march-past. The salute was taken by the branch president, Rear Admiral Brian Goodson.

Also attending were representatives of RNA branches throughout No 3 Area, members of the RMA, Association of Wrens, QARNNS Association and MN Association displaying a total of 50 standards.

Cardiff

The last big parade for many members will be on March 18 when the branch's old standard will be laid up and the new one dedicated at St John's Church.

A Royal Marines band will join the parade, and branches that wish to parade standards should contact Shipmate Peter Evans, 59 Doyle Avenue, Fairwater, Cardiff CF5 3HT (029 2025 8895).

Weeley & District

It's rare for members to muster for a christening, especially one held in the open air – and using a real ship's bell as the font. The bell was loaned by Frinton-on-Sea War

Memorial Club for the baptism of Amy Louise, daughter of Shipmate Tom Dickson and Lin Dickson.

The bell had been presented to the club by CPOMEM Steve Dean in memory of his father, David (Dixie) Dean of Harwich & District branch.

The baptism was conducted by the branch chaplain, the Rev David Newman, after which 68 members and guests held a barbecue and toasted the baby's health.

First woman chaplain?

LEIGHTON Linslade branch is claiming to be the first branch of the RNA to receive into membership a woman as their chaplain.

The Rev Elizabeth Bradley joined as an associate member. Her first official duty came on September 24 when she conducted the service for the branch standard rededication at which 100 shipmates and 28 standards were on parade despite the rain.

Crawley

A combined age of 154 did not deter Shipmates Andy Andrews and Roy Ticehurst from going on a sponsored walk in aid of a local charity. They covered 17 miles, their combined foot-power raising over £300 for St Catherine's Hospice.

A message of condolence was

sent by the branch, via the Naval Attache at the Russian Embassy, to the next of kin of the crew of the Kursk.

Aldenharn

The men who died when the destroyer HMS Aldenharn was mined in the Adriatic in December 1944, will be honoured by the branch on December 10 at St John's Church.

Survivors, now dwindling in number, will be welcomed on Saturday, December 9 at a social event at the Royal British Legion Club, Bushey Mill Lane, Watford. Details from Shipmate W. K. Jones on 01923 444692.

Leeds No 1 Headingley

As affiliates of HMS Vanguard, members were invited to tour the Trident-armed submarine at Faslane. They lunched in the wardroom and next day toured the boat and were briefed on her weaponry and capabilities.

A short service of remembrance was held by the branch in honour of the men of the Merchant Navy who died in World War II. The Red Ensign was flown to mark the occasion which the branch hopes to make an annual event.

Romford & Hornchurch

On a recruitment drive on behalf of the branch, Shipmate Jimmy Merritt and the welfare officer, Shipmate Chris Dunkey, manned the RNA stall in Queen's Theatre as part of the borough's Festival 2000.

In Brief

MEMBERS of Melbourn branch attended a commemorative ceremony honouring men of the Royal and Merchant Navies who died on Malta convoys in World War II.

WHILE on holiday with his wife in Las Vegas, Shipmate Joe Locke, secretary of Helston branch, visited Long Beach branch and received a plaque as a memento from the chairman, Shipmate Bob Cook.

STIRLING branch, which commissioned recently, meets on the third Friday at the Balachava Club, Old Arcade, Stirling and welcomes visitors who should inform in advance Shipmate Michael Heskeath on 01786 463418.

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PICTURE PUZZLE

HMS AGINCOURT (1945-74) was the answer to our competition in the September issue. The £30 prize was won by Dave Corse of Scarborough, whose correct answer was drawn at random.

Another £30 is offered for the identity of this vessel, which was in a class of her own in the 1970s.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 2HM. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is December 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope; no correspondence can be entered into and no entry returned.

The winner will be announced in our January edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 69

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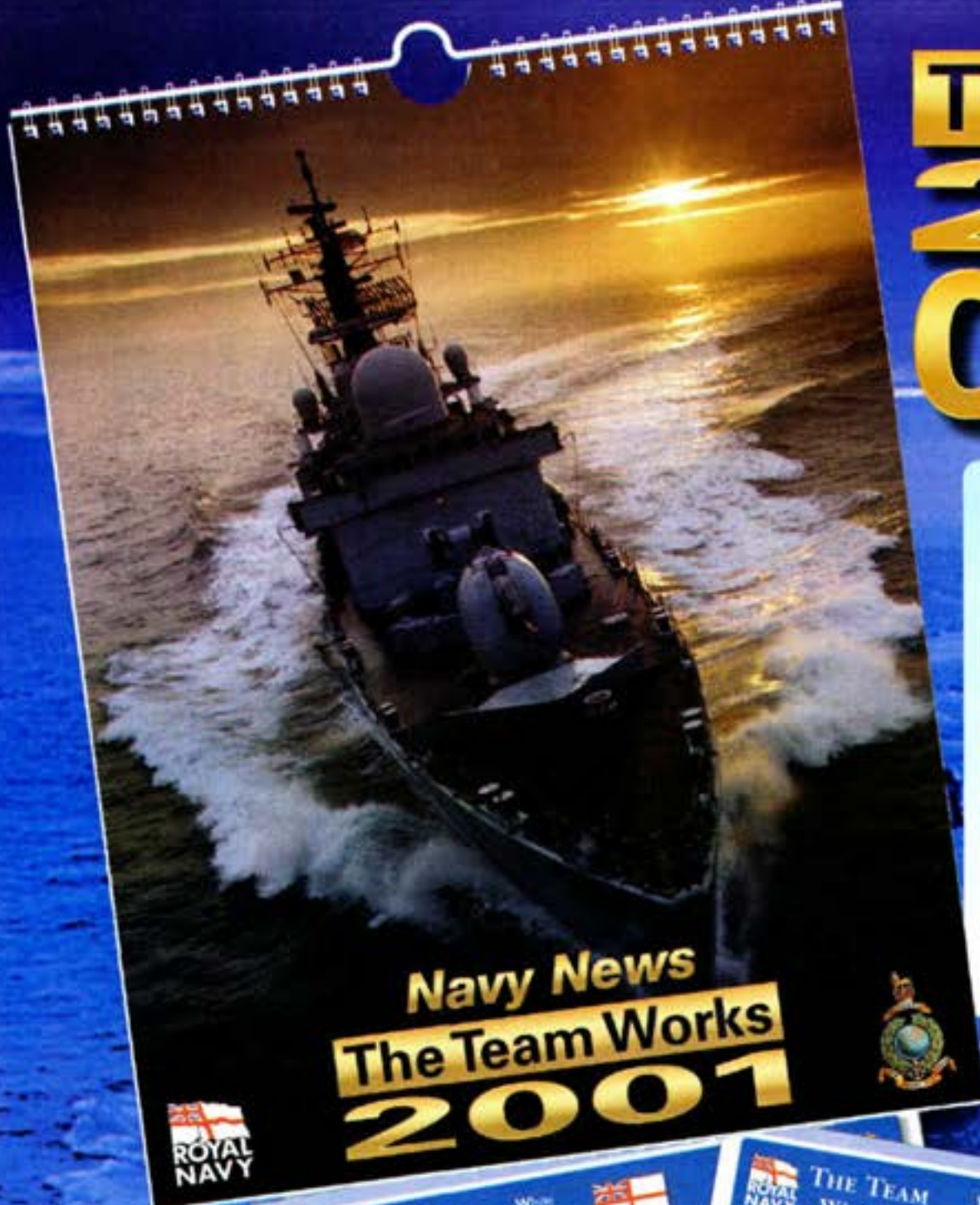
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Tribute is paid to casualties of Malta Convoys

THE SHIP'S company of HMS York have commemorated those who died in the Malta Convoys and the Battle of Crete during the destroyer's current NATO deployment.

The cruiser HMS York, commissioned in 1930, was irreparably damaged in March, 1941, before the beginning of the Battle of Crete, but three cruisers and six destroyers were subsequently sunk and several other ships were badly damaged.

While on passage to Tunis with the Standing Naval Force Mediterranean (SNFM), a short service was held on the flight deck of York, at which the ship's Commanding Officer, Cdr Paul Porter, laid a wreath given to the ship by the Royal Naval Association of York, of whom a number served in the old cruiser.

The service was led by the Rev Nicholas Pneumaticos, chaplain of the Third Destroyer Squadron.

Music was provided by officers and Musn Lee Whitworth, of the King's Division Band, who played the Last Post on the ship's bugle, presented to HMS York in 1930 at her commissioning by Queen Elizabeth the Queen Mother, who was then Duchess of York.

While the destroyer was on a ten-day visit to La Spezia in Italy, 25 members of her ship's company, led by the Rev Pneumaticos, visited Rome, camping in the grounds of the British Embassy within the walls of the Eternal City.

They attended a papal audience in Vatican City, during which their ship was mentioned in the introduction of the pilgrims to Pope John Paul II.

A letter from Cdr Porter, and a ship's crest, were presented to officials to be passed on to the Pope.



● From left: Lt Pete Kenshole RAN, Rev Brian Fairbank, POSR Twiggy Birch, CPOWEA Glynn Griffiths, SR1 Amy Elliott, SR1 Ruth Draper and SR1 Andrew Lane hold a service in memory of those who died when an explosion wrecked the armoured cruiser HMS Natal in 1915.

Natal is remembered

Surveyors honour victims of explosion

ONE OF the Royal Navy's current survey ships has been paying her respects to those who lost their lives in a warship disaster in Scotland almost 85 years ago.

As part of the Hydrographic Survey Squadron's commitment to the United Kingdom civil hydrographic programme, HMS Roebuck was programmed to carry out two surveys in the Moray and

Cromarty Firths.

While the ship was surveying a reported shoal in a deep-water anchorage in the Moray Firth, her survey motor boat was tasked to carry out a survey of the wreck of HMS Natal, in the Cromarty Firth.

The wreck of the cruiser lies in the centre of the busy waterway, where a number of commercial oil rigs are kept anchored during peri-

ods of maintenance and upkeep.

HMS Natal was a 13,550-ton Warrior-class armoured cruiser, completed around seven years before the start of the First World War.

As part of the 1903 four-ship Warrior programme, she was regarded as a steady ship and excellent gun platform, and she and her sister ships Achilles,

Cochrane and Warrior enjoyed a very high reputation - *Jane's Fighting Ships* of 1914 reported that in the opinion of those who served in them they were "the best cruisers ever turned out".

But the ship was reduced to a smoking wreck within minutes of a devastating explosion in the middle of the afternoon of December 31 - although other accounts of the accident give a date of December 29 or 30.

One version of events states that the cruiser, at anchor off Invergordon, first caught fire and then blew up within five minutes.

Of her complement of 704, more than 400 were killed, one casualty being her Commanding Officer, Capt Eric Back.

An account of the incident by CPO Bob Tanner, who was in the Natal's sister ship HMS Achilles, two cables distant from the stricken cruiser, tells of a loud bang after which his ship shuddered.

He rushed to his emergency station astern, and saw the Natal burning, her mainmast buckling and tilting in the heat as the ship started to roll.

CPO Tanner said guns and tur-

rets fell from their mountings and smashed boats trying to escape the burning warship.

He helped rescue men from the water, but believed no survivors were found from a party of children and nurses from a local hospital who, with a group of officers' wives, were on board for a concert and film show.

At the time it was thought the explosion had been caused by an enemy submarine in the firth, but later examination of the wreck showed no signs of external explosion, and the focus of attention shifted to the possibility of unstable ammunition in a magazine.

Before starting the survey on the wreck, the detached survey team held a short service in memory of those who died, conducted by the Hydrographic Survey Squadron padre, the Rev Brian Fairbank, who was visiting Roebuck at the time.

Initial results of the survey show that Natal has all but completely broken up, and now consists of a field of unrecognisable debris.

There is a depth of at least 10.7 metres of water, in average depths of 14 metres, found over the wreck.

Action planned against warship 'grave robbers'

A ROYAL Naval Association official says it is time to prevent "latter-day grave robbers" pillaging warship wrecks around the world.

John Kiff, chairman of Newton Abbot RNA, said that gatherings to remember those who died in defence of freedom are being overshadowed by "the actions of a comparatively small group of people whose thoughtlessness, selfishness and greed threaten the continued sanctity of certain of our Naval war graves, and threaten the very existence of others."

Mr Kiff told *Navy News*: "I refer to the activities of divers, both recreational and commercial, who it seems are virtually free to invade our Naval war graves at will in the pursuit of pleasure and/or profit."

"We have received a spate of reports concerning unauthorised diving activity in HM ships *Prince of Wales* and *Repulse*, both sunk by the Japanese on December 10, 1941, with the combined loss of 840 men, and now lying 50 miles off Malaysia on a site which I understood to be officially designated as a Naval war grave."

"Pieces of these ships, from mantlepiece trinkets to eight-ton propellers, have and are being systematically removed and stolen."

"I now believe that these reports, as shocking and outrageous as they are, represent only the tip of a very large iceberg."

"We have received a great deal of documented evidence, from a variety of sources, which proves beyond doubt that diving activities on sunken warships is fast becoming a very popular recreation for the private diving fraternity, and an extremely profitable occupation for commercial diving enterprises."

"Furthermore, the problem is not restricted

to the UK or to British ships. Since the world's seas provide a final resting place for the crews of naval ships of all flags, this callous practice knows no boundaries and must, therefore, now be a basis for international concern."

"As an ex-long serving Royal Navy man, a branch chairman within the RNA and a branch committee member of the Royal British Legion, I have pledged my unreserved help to a campaign recently formed within my locality, with

'These ships are war graves, whether designated as such or not. They are not playgrounds - neither are they sources of business opportunity for commercial diving firms ...'

the aim of redressing this sad issue.

"Divers are entering our Naval war graves, often for personal gain. Even more distressing, and certainly more astonishing, is the apparent lack of enforceable legislation to prevent this."

"Existing legislation designed for the protection of Naval war graves is, to say the least, ill-defined, and what legislation there is certainly does not appear to be controlled or upheld in any significant way."

"It is not even clear to me at this time which of our sunken warships, if not all of them, are officially classed as Naval war graves, which are classed as controlled sites - or is this the same thing? - and which, if not all, come under the Protection of Military Remains Act 1986."

"It is, of course, appreciated that effectively to police Naval war graves is not an easy matter,

and this is possibly the reason why these latter-day grave robbers are allowed to continue their nefarious practices largely unhindered or unchallenged by Government."

"But can you imagine the public outcry if these people, who apparently have the freedom to desecrate and rob our war graves at sea, dared to encroach upon our land war cemeteries armed with metal-detectors and shovels?"

"Perhaps the most important initial step is to raise public awareness. Organisations such as the RNA, the RBL and survivor associations will continue to carry the baton."

"But this is not just a matter for the ex-Service associations - this is a matter which requires and deserves a howl of indignation from every fair-minded voice in the country."

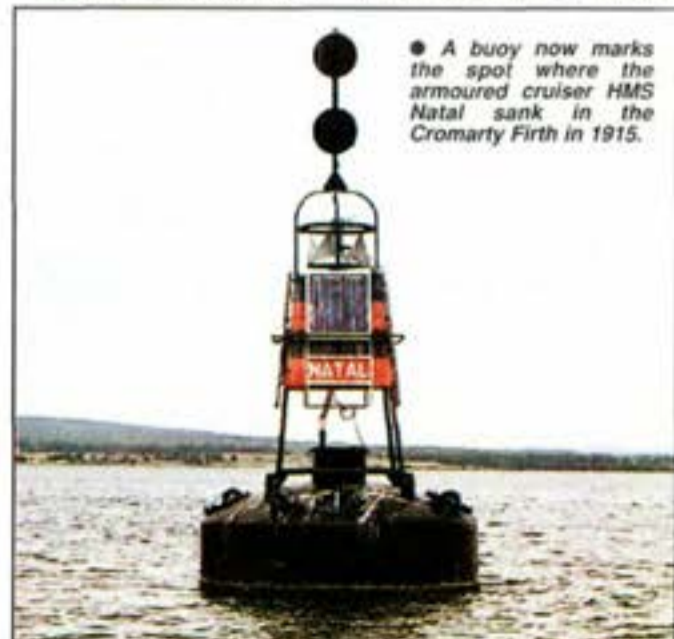
"We have sufficient evidence strongly to back what we are saying. All we need now is the ear, and the subsequent action, of Parliament."

"High priority must now be given to setting up an international agreement which will provide legislation to give our Naval war graves the same protection which is so rightly afforded to our land war cemeteries."

"Furthermore, as an interim measure, surely there should be some immediate consideration given to the introduction of legislation which will provide protection to the many warships of all nations which lie beneath our coastal waters."

"We can, and must, protect and continue to protect those who died in action with their ships, and now lie within these ships beneath the waters of the world."

"These ships are war graves, whether designated as such or not. They are not playgrounds - neither are they sources of business opportunity for commercial diving firms."



● A buoy now marks the spot where the armoured cruiser HMS Natal sank in the Cromarty Firth in 1915.



Miscellaneous



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Chilling experiences offered in Greenland

A ROYAL NAVY mountaineering expedition will visit Arctic Greenland for four weeks in May and June next year and volunteers from both the RN and the Royal Marines are invited to reply.

Any Serving member of the Royal Navy or Royal Marines may apply but the organisers are particularly keen to hear from younger members.

Previous mountaineering experience is not essential. For further details see DCI RN 114-00 or telephone Cdr Brian Pancott on 02392 727 142 or Portsmouth Naval Base ext 27142 as soon as possible.

Pembroke is deeply honoured

THE DIVING team in HMS Pembroke was deeply honoured to receive the new Fleet Diving Squadron Trophy for their outstanding work in the last 12 months.

The impressive accolade, sponsored by the Aberdeen-based company DIVEX, recognises the superb clearance diving capability which the ship has developed.

HMS Pembroke is the first minihunter to achieve an 80-metre diving capacity and she is the first ship ever to achieve a 'very good' assessment for diving during operational sea training.

The award was presented to the Diving Officer, Lt Wave Crookes, by Commodore Barry Goldman and DIVEX MD Derek Clarke.



● Diving Officer, Lt Wave Crookes, who accepted the award on behalf of his ship.

Scheme will help injury claimants

A NEW SCHEME has been devised to make it easier for Service and MOD civilian staff who are injured while on duty to pursue claims for compensation.

At the moment, it is the individual's responsibility to claim compensation with no assistance from the Ministry of Defence, and the only exception to this rule is when civil servants are injured in road accidents.

Although this seems harsh, the rule is designed to prevent the misuse of public funds and subjective decisions being made about which claims should be supported, which could give rise to unequal treatment of claimants.

All Government departments are bound in the same way, and they can only become involved in paying compensation or pursuing claims where they have a legal liability to do so.

In response to concerns expressed by personnel, the MOD has been working closely with a firm of solicitors to formalise a package of assistance on a conditional basis, better known as 'no-win, no-fee'.

As a result, Betesh Fox & Co in Manchester are to administer a Third Party Accident Scheme called ToPaS which will provide legal assistance to MOD Service and civilian staff free of charge.

Although costs are involved, they will be recovered from compensation awarded by insurance companies or the courts if the matter goes to trial.

If the action is unsuccessful,

there will be no charge to the individual or the MOD.

The proposal has been subject to formal consultation and has the support of industrial and non-industrial trade unions.

Details of the scheme are to be announced in a DCI which will be published this month.

In the meantime, staff who want to make use of the scheme can contact the DC&L (F&S) Claims Policy & Finance Group at MOD Main Building or Betesh Fox & Co directly on 0161 832 6131. You can also get information on the scheme by logging on to their website, www.beteshfox.co.uk.



Exeter sailors on the march

HUNDREDS of people lined the streets of Topsham for a march by the ship's company of HMS Exeter.

The sailors were exercising their freedom to march through Topsham and they were accompanied by the Band of the Devon and Dorset Regiment and rapturous applause from the locals.

They were joined by veterans of the World War II HMS Exeter which helped to defeat the Graf Spee in the Battle of the River Plate and local Sea Cadets, Guides and Brownies also joined the fun.

IN BRIEF



Richard is riding high

JOCKEY Richard Hills was the winner of the Royal Navy Maiden Stakes at Goodwood.

Richard won the race riding Elmonjed during the Portsmouth and Royal Navy Race Day and he was presented with an engraved ship's decanter by Rear Admiral Roger Lockwood, Chief of Staff to the Second Sea Lord.

Study guide

STUDY guides for provisional exams for Supply Branch leading hands will be based around an NVQ portfolio by April.

That will give candidates the chance to gain a civilian qualification at NVQ Level 3 by using some of the same evidence that they will have to provide for their qualification for promotion.

Details are contained in RN Defence Council Instruction 138/00.

Energy wise

RNAS CULDROSE has won a Millennium Award for MOD Energy Efficiency after reducing its energy consumption by 16 per cent in five years.

The Energy Efficiency Office at the Royal Navy Air Station in Cornwall made the savings by implementing a number of changes in working practice.

As well as saving tax payers money, the air station was able to donate their £1,000 BG Energy Services prize to the Cornwall Blind Association.

Bristol back

TRAINING ship HMS Bristol is back at her Whale Island home after a trip across the harbour for maintenance and painting.

The ship, which provides accommodation for Sea Cadets, Sea Scouts, and training opportunities for 7,500 RN and RNR personnel, was away for six weeks.

HMS Bristol is a department of HMS Excellent and she is towed in for a maintenance period every three years.

Royal visit

TWO Royal Navy officers who served together in the West Indies were reunited when Prince Charles visited St Andrew's Hospital in Northampton.

The former Second Sea Lord, Admiral Sir John Brigstocke, served with the Prince in HMS Minerva in 1972.

And in his new appointment as Chief Executive of the Hospital, Sir John welcomed the Prince during a recent visit.

Saint Helena

THE GUILD of Saint Helena celebrated its 125th anniversary with a reunion at Amport House, the Tri-Service Chaplain's Department near Andover, Hampshire.

Medical students are the first to graduate

THE ROYAL Defence Medical College at Fort Blockhouse, Gosport, has held its first graduation ceremony for students on the full BSc Honours Degree course.

Rear Admiral Christopher Stanford, Chief of Staff to the Surgeon General, was the guest of honour and he presented awards to three BSc Honours students.

During the ceremony, Admiral Stanford also presented awards to students who had completed Diplomas in Nurse Training, Operation

Department Training, Military Nursing and Basic Laboratory Technicians Training.

The BSc (Hons) degree in Nursing Studies is run by the Health Studies Division of the College which is an accredited institute of the University of Portsmouth.

The undergraduate programme is unique because it has been specifically designed for military nurses to prepare them for their diverse roles within the Service environment. The degree also allows exit awards of Diploma of Higher Education and Advanced Dip HE.



● HONOURS: Rear Admiral Christopher Stanford with graduates Flight Lt Shaun Pascoe (left) Sgt Nicola Stock (second left) and Captain Gary Kenward (right). Their senior lecturer, Major Alan Bar, is pictured second from the right.

PRIZE FOR VIEW OF NORTH CAPE

THE BATTLE of North Cape has provided another victory for the Royal Navy almost 57 years after Admiral Fraser's flotilla sank the German warship Scharnhorst on Boxing Day 1943.

An analysis of the battle by S/Lt Steven Richards has earned him the V&W Destroyer Association prize for the best essay on 20th Century Naval Warfare by a student from Britannia Royal Naval College Dartmouth.

S/Lt Richards, who is a Falklands veteran, dedicated the prize to his grandfather, CPO Chippy Roberts, and the ship's company of the World War II destroyer HMS Norfolk.



● WINNING SMILE: S/Lt Richards receives his prize from John Appleby, Secretary of the V&W Destroyer Association.



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Sport



Footballers go on tour

THE RNFA provided nine members of the Combined Services party which undertook a prestigious football tour to China.

POPT Quirke (HMS Cardiff) made a quick impression, scoring the tourists' goal in the draw against Chinese second division team Bayi, televised live locally and watched by 6,000 spectators.

The game in Shanghai resulted in a 3-1 win for the Combined team against a military academy (see picture), in front of 8,000 students, but the final match was lost 1-0 to the Army Youth in Beijing.

The Services - thought to be the first foreign military team to tour China since the 1949 revolution - were led by Capt David Tall (HMS Drake) and coached by WOPT Tom Johnson (HMS Temeraire).

Other Navy members were Lt Price (RMB Stonehouse), CCWEA Johnson (HMS Lancaster), CPOAEA Thwaites (700M NAS), POPT Willetts (HMS Sultan), POPT Barton (HMS Edinburgh) and LPT O'Neil (HMS Glasgow).

The Johnsons also led two coaching sessions, helped by Lt Price and Messrs Thwaites, Willetts, Quirke and Barton.

SURFERS from RN air station Culdrose swapped the beaches of Newquay for the home of surfing - California.

The seven-strong team undertook a tour to San Diego, where they were hosted by La Jolla Surf Club, which has a high percentage of US military personnel among its members.

Accommodation was provided by the US Marine Corps air base at Miramar.

Conditions on the beaches were first class, according to team leader Lt Cdr Colin Pryde, with constant 4-5ft waves. Several breaks, covering more than 35 miles of coastline, were surfed.

These included three world-famous breaks, Windansea, Blacks and Trestles, where conditions were most demanding in waves of eight to 12ft. A break is a stretch of water where the waves are particularly suited to surfing.

The previous week saw Trestles stage one of the rounds of the world championship.

"One of the aims of the tour was to improve the team's surfing capabilities in demanding conditions, and this was certainly achieved," said Lt Cdr Pryde.

The team entered a three-way competition



● CPOAEA Dave Burr on the wave at Blacks break in California.

against La Jolla and a US Navy/Marines team, and took second place against opponents who were, in the main, experienced surfers.

The Navy team's hosts arranged a number of barbecues, and also took the Britons to a major league baseball fixture, including the traditional car-park party before and after the game.

"Overall it was extremely satisfying for a UK and Royal Navy surf team to make their mark in one of the world's most demanding surf areas, which has consistently produced most of the best surfers in the world," said Lt Cdr Pryde.

The tour was supported by the Sports Lottery and Naval Air Command and Culdrose Sports

and Welfare Funds.

Anyone interested in RN and RM surfing should contact Lt Cdr Pryde on RNAS Culdrose ext 2194, or CPO Dave Burr on Culdrose ext 2207.

■ The RN/RM squad finished 11th out of 14 teams in the British club shortboard championship at Woolacombe, North Devon.

In a field which contained semi-professional surfers, Cpl Warren Smith and LAEM Simon Parry came second in their respective heats.

Other team members were POMEA Ross McGregor, LAEM Mat Lawless, LAEM Bangy Williams and Mne Lee Hollier.

Three records in one event

WEIGHTLIFTER Simon Mansell managed to break three of his own British records in one competition, and is now set to compete in the European championships.

WO Mansell, who is transferring from Commodore MFP Crombie in Dunfermline to JSU at Northwood, competed as a Master (40-45 age group) in the West of Scotland championships, winning silver in the 105+kg class.

In the snatch he broke the record with 87.5kg, he recorded 120kg in the clean and jerk - that's around

19 stone - and the combined total of 207.5kg scooped the third record.

Simon is now looking to the European competition, to be held in the Czech Republic next year.

Simon will now enter the South West championships this month, followed by the South of England and British championships.

Apart from a dream of European glory, Simon also hopes that the example he sets may encourage others to take up Navy weightlifting, resulting in a RN Weightlifting Association.

Surfers take breaks

Sailor makes biathlon squad

A SAILOR has broken into the preserve of the Royal Marines by becoming the first Royal Navy athlete to join the ranks of the RM biathlon squad.

Biathlon is a combination of cross-country skiing and target shooting, requiring competitors to push themselves hard over mountainous terrain before steeling themselves for the concentration required to hit a target the size of a golf ball at a range of 50 metres.

MEM James Buttle was thrown straight in - his first competition came just two days after picking up a target rifle for the first time.

The event was the British summer biathlon championships, where lack of snow is compensated for by three 2km runs, separated by two shooting sessions.

Against a strong field of Royals, Army regiments and British internationals, James finished in 33 minutes to end up 18th overall, third junior and first novice.

The 10km race followed, and James was again the top novice, continuing the team's strong record in that part of the event.

Martin tops out to win

THE ARMY may have taken most of the honours in the inaugural inter-Services sports climbing championships - but a Royal Marine took the main prize.

Despite a shoulder injury, Mne Martin Hallett was overall winner by being the only climber to "top out" in the finals.

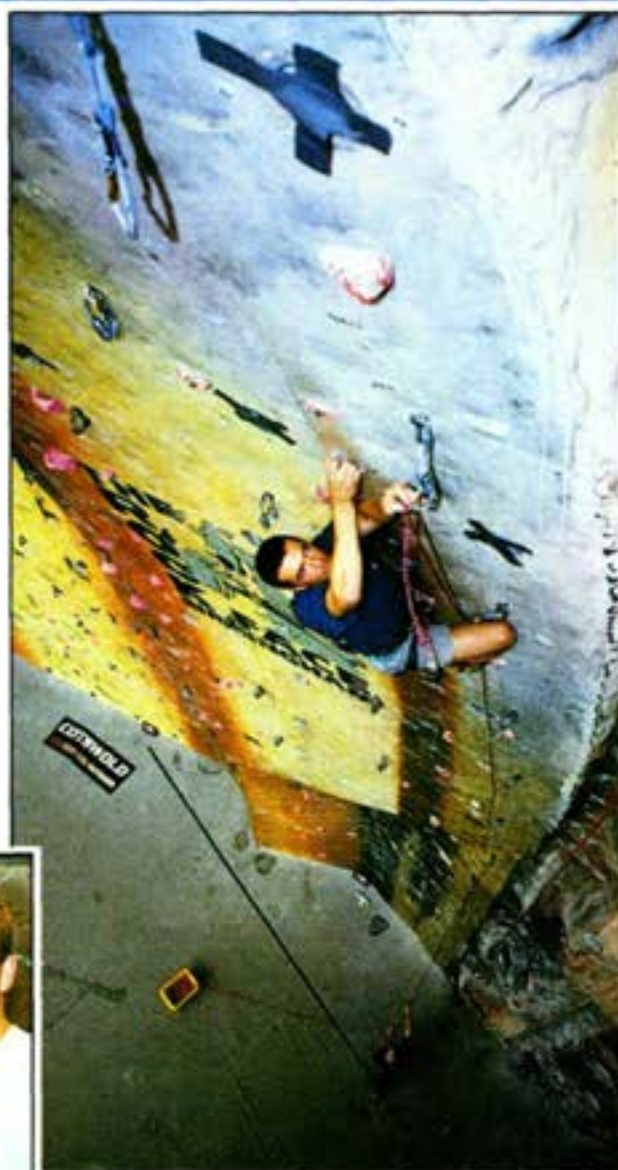
More than 50 competitors and 30 spectators were at The Rockface Climbing Centre in Birmingham, where staff acted as route setters, belayers and judges.

With two categories contested, Open and Under-25s, there were often three climbers at work at any one time.

The finals rounds, featuring the top six from the U25s heats and the top 20 Open climbers, provided examples of powerful and skilful climbing on the Rockface's over-hanging 20-metre high main wall.

Among those watching was Alan Hinkes, Britain's premier high-altitude mountaineer, who was persuaded to present some prizes alongside Brig David Nicholls RM, the out-going president of the RN and RM Mountaineering Club.

The event was organised jointly by the three Service climbing associations, and sponsored by Cotswold Essential Outdoor, Edelweiss Ropes and Harnesses, High Places, and HB Climbing Equipment.



● Cpl Gary Francis (HQ&Sigs Sqdn) makes his final climb up the Rockface.

● Martin Hallett collects his trophy from Brig David Nicholls RM, president of the RN and RM Mountaineering Club.

Pictures: LW(PHOT) Nicky Harper (RNAS Yeovilton).

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Sport



Brothers help inexperienced Royal Navy team scoop inter-Services victory

Golf win ends wait of 68 years

THE NAVY men's golf team crowned its most successful season on record with an historic win in the inter-Services championship, writes Cdr Gary Skinnis.

Although previous teams have been involved in three tied matches down the years, the outright win at Woodbury Park represents the first time the Navy have held the trophy since 1932.

Under old rules, in the event of a tie, the previous year's winners retained the trophy, thus it has been 68 years since a Navy side has lifted the elusive piece of silverware.

The rules were amended by mutual consent in 1994 to prevent tied matches in all but the most unlikely of situations.

This year's event, hosted by the Navy and generously sponsored by Data General Ltd, started with defending champions the Army playing the RAF.

In this round-robin format, four foursomes matches are played in the morning and eight singles after lunch. The RAF went 3-1 up, which proved to be decisive as the singles were shared, giving the RAF a 7-5 win.

The second match pitted the Navy team, led by the non-playing captain WO Tom Johnson, against the Army, but there was a false start for the hosts when Lt Cdr Darryl Whitehead and Lt Cdr Kevin Seymour lost 4 and 3.

The second match was also lost, inter-Services debutants BC/Sgt Martin Sharp and Msc Richard Baker falling on the final green.

The Navy's most experienced team of Lt Guy Norris and individual champion S/Lt Terry Taylor got things going with a resounding win, while the final morning match was a thriller, LMA Scott Gilbert and Lt Mark Taylor sharing a point with a strong Army pair.

With just a single point deficit, Terry Taylor led the singles from the front, convincingly beating the Army champion, but Richard Baker, showing nerves as well as talent, lost narrowly.

But a glut of points from the middle order, from B/Sgt Joe Sharp, Whitehead and Gilbert, meant that when Guy Norris closed out his opponent at the 17th, the Navy had won.

CPO Steve King, showing impressive form throughout the week, put the icing on the cake with a final-green triumph, and although Mark



● The first brothers to play golf for the Navy at inter-Services level - Martin (top) and Joe Sharp with the trophy.

Taylor narrowly lost, an overall score of 7½ to 4½ was an excellent start to the campaign.

The scene was set for a classic finale, with the RAF requiring a win and the Navy just needing a halved match to take the title.

The Navy foursomes got off to a flying start, taking three of the four games. Surprisingly, the Norris/Terry Taylor partnership came away empty-handed, but there were wins for King/Joe Sharp, Whitehead/Martin Sharp and Gilbert/Mark Taylor.

With only three points needed from the eight singles, hopes were high, and initial news

was good, with Terry Taylor producing a resounding win over the RAF champion.

Things took a turn for the worse with Seymour and Baker losing a long way from home, and Whitehead and Joe Sharp just missing out in close matches, and with two points needed from three, management nerves began to fray, but Tom Johnson's strategic order of play started to pay dividends as two-times Navy champion Guy Norris showed his class in completely outplaying his experienced opponent.

Steve King, four up with four to play, sparked emotional scenes on the 15th green when he holed a four-footer to win his match and secure the title for the Navy. Gilbert also won, at the 17th, making the score 7-5.

The whole team deserves tremendous credit for the performance and the fact that five of the ten players were making their inter-Service debuts speaks volumes for the future.

With such an overall performance it is difficult to single out players, but Terry Taylor will be very satisfied with his form in winning both his 'champions' encounters, and pick of the newcomers must be Steve King, with three points from three, and Martin Sharp.

Seymour and Baker will have learned from their first inter-Service experiences, and will no doubt be back again, while Mark Taylor can look back with satisfaction on his first appearance.

Scott Gilbert's performance means that he remains unbeaten in his four inter-Service matches, a feat not many are able to match.

Statisticians would also note that Joe and Martin Sharp became the first golfing brothers to represent the Navy at inter-Services, and with third brother David, the identical twin of Martin, waiting in the wings - who knows?

Finally, mention must be made of one player who was not there to enjoy the victory. Cdr Ian Yuill holds the record of RN inter-Services appearances with 19, and was selected for this year's team, but had to withdraw at the eleventh hour through pressure of work.

Ian was one of the first to congratulate the team.



● Past and present Navy individual champions size up a green - Lt Guy Norris (standing), twice Navy title-holder, with partner S/Lt Terry Taylor, the current champion.

Pictures: LA(PHOT) Chris Brick

Tennis players have say in title

NAVY tennis players put up a good showing this season, but still failed to land the major titles, writes Lt Cdr Steve Fuller.

There were no RN winners in the inter-Services B championships at Portsmouth Indoor Tennis Centre, and the summer brought the usual women's and men's prestigious veterans matches against London clubs before attention turned the Navy championships at Burnaby Road.

The well-supported event produced a generally high standard, although Surg Lt Fleur Marshall was the only new talent to emerge.

Cdr Simon Brand, reigning champion and holder of the Earl Beatty Challenge Cup for men's singles, retained his title, beating LPT Steve Losh, then they teamed up to win the men's doubles, with Lt Cdr Andy Mills and Lt Rod Skidmore on the receiving end.

POWPT Jeannie Bone won the women's singles to take the Teignmouth Cup, beating Surg Lt Jo Cooke in the final.

Again the finalists paired up to beat WO Nickii Hudson and Surg Lt Fleur Marshall in the doubles.

The Junior Singles title went to OM2(C) David Sterratt, who beat OM2(C) Jonathan Thornber.

Capt Brian Gibbs RM, a stalwart of Navy tennis, took the veterans' title, beating Commodore Peter Eberle, chairman of the RN Lawn Tennis Association.

Cdr Rob Bosshardt and Capt

Gibbs won the Men's Veterans Doubles, defeating Lt Cdr Nick Alves in Lt Cdr John Rimmon.

Mrs Ann Saunders and Mrs Sally Hazel saw off the challenge of Cdr Jennie MacColl and Miss Barbara Wareham in the women's veterans doubles, and the mixed doubles title went to Lt Cdr Mike Wojcik of the United States Navy and Surg Lt Jo Cooke, who beat POWPT Neil Cockcroft and POWPT Jeannie Bone in the final.

Next on the programme was the inter-Service championships at Wimbledon.

The RN men's team achieved a creditable three rubbers, and although it still left the men in third place, it demonstrated the potential of the team, and sent a message to the other Services not to underestimate the ability of these players to influence a result.

Indeed, the Army won the tournament only as a result of the RN beating the RAF in the final rubber of the competition.

LPT Steve Losh won the only singles rubber, and he and Cdr Simon Brand won both of their matches against the two other Services - something the Navy had not achieved since 1992, and a performance which gained them selection for the Combined Services.

The ladies were unlucky to finish third after being in contention for most of the competition.

At the end of the singles, the

Royal Navy ladies were lying second, having won both third-seed matches by Surg Lt Cooke and one of the second-seed matches by POWPT Bone, the team captain.

The doubles day was equally frustrating, when they could not clinch that all-important match against the RAF which would have forced a count-back situation.

The winning doubles teams were number one seeds POWPT Bone and Surg Lt Cooke, and Lt Cdr Crumplin and POWSA Lloyd.

Those interested in playing or officiating tennis, or who would benefit from the indoor coaching provided by the RN during the winter, please contact the Hon Sec RNLTA on Temeraire ext 24193.

■ Royal Navy tennis has had to bid a fond farewell to Lt Cdr Steve Fuller, who has been secretary and a key member of the organisation for the past ten years.

HOLDERS lose trophy match

THE HOLDERS and hosts for the Holland Bowl rugby challenge have been forced to relinquish their grip on the trophy.

The Britannia Royal Naval College band lined up on home territory against the Commando Training Centre RM band, and in an evenly-matched game it was the visitors who took the honours.

Musn Nigel Jones scored the CTCRM try, converted by Musn Freddie Lomas, who also put over two penalty goals. BRNC replied through a Musn John Beckley try.

Dragon reunion

ALL WHO attended the Himalaya Dragon expedition are invited to attend the reunion at JSMTIC, Indefatigable, Plas Llanfair PG, Anglesey on November 18.

Ski date

THE RNWSA Alpine Championships will be held in the French resort of Les Arcs from January 6 to 20, 2001.

Race and rehearse

NAVY rowers will get the chance to emulate the epic events of the Sydney Olympics with the staging of the 2000 Concept II indoor RN and RM rowing championships at the Fleet Recreation Centre, HMS Temeraire on November 10.

Individual 2,000m championships start at 0930, and a coaching session by Concept II staff at midday, followed by a

mini-sprint challenge and the team (4,000m) event, at 1300. There are separate categories for men and women, light and heavyweight, by age groups.

Details and an entry form are contained in DCI RN 145/00. Entry is free, and forms can be obtained from LPT Davies on (023) 9272 5722, or 9380 25722, or Lt Cdr Waring on (023) 9272 6386, or 9380 26375.

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Pompey keep title

PORTSMOUTH retained their women's inter-Command football title when they overran a brave Plymouth side, writes Dan Collacott.

Portsmouth edged an even first half, with forward Ade Chapman (Nelson) bundling the ball home on 37 minutes.

Amanda Parkinson (Nelson) extended the lead on 67 minutes, and the impressive forward then capped a period of pressure with a goal on 76 minutes.

Plymouth attacked quickly on the break, but failed to break down the Portsmouth defence.

Portsmouth added two quick goals, the first on 78 minutes when Louise Cook blasted the ball in from close range, then a tricky Cathy Wojcik (Nelson) cross was deflected in by a defender.

Woman of the Tournament Amanda Parkinson capitalised on an error to slot home for a superb hat-trick, and Michelle Bowen (Temeraire), the Portsmouth Command and RN captain, completed the scoring with a penalty.

Royals retain trophy with extra-time win over Air

THE ROYAL Marines took the inter-Command football trophy for the second year running following a 3-2 extra-time win over Naval Air Command, writes Dan Collacott.

Air found themselves 1-0 down after six minutes, when Cpl Robbie Buglass rose unmarked to glance the ball into the net.

The well-organised Air side rallied, with CPO Nigel Thwaites twice going close, although striker Musa Freddie Lomas forced the Air keeper into an acrobatic save with a powerful volley.

Air edged possession in the first half, but despite close calls they went into the break a goal down.

The second half continued as the first had ended, with Air creating the better chances, and they were rewarded when LAEM Chris Weisbie intercepted a back-pass and finished from close range.

Dodger Long's volley came back off the post on 80 minutes, but the tie went into extra time with both teams still committing men forward.

After several good attacking moves by both teams, man of the match and local lad Mne Freddie Richardson cut into the area and netted for the Royal Marines when his shot was deflected in.

Air looked anything but beaten, and after sustained pressure an in-swinging corner from the right completely eluded the keeper and deflected in for the equaliser.

But in the second period of extra time the Royals claimed the win with a bizarre own-goal from Dodger Long, when the defender rose in a crowded penalty area to head in a Lomas cross.



MEM Dan Mannion (front) of HMS Fearless breaks free in the game against Combined Services Gibraltar which Fearless won 2-1. The game was part of the Amphibious Task Group's two-day sports competition in Gibraltar. TAG (HMS Ocean) 1st and 2nd Xis won the football Plate and Cup respectively, 42 Cdo won the rugby league (Fearless ME won the Plate), and Fearless won the hockey. Around 700 tackled the Rock Race, with CPO Andy Simmonds (Fearless) being top cyclist and Cpl Timmons (Ocean) winning the race itself.

Picture: LW(PHOT) Christine Wood

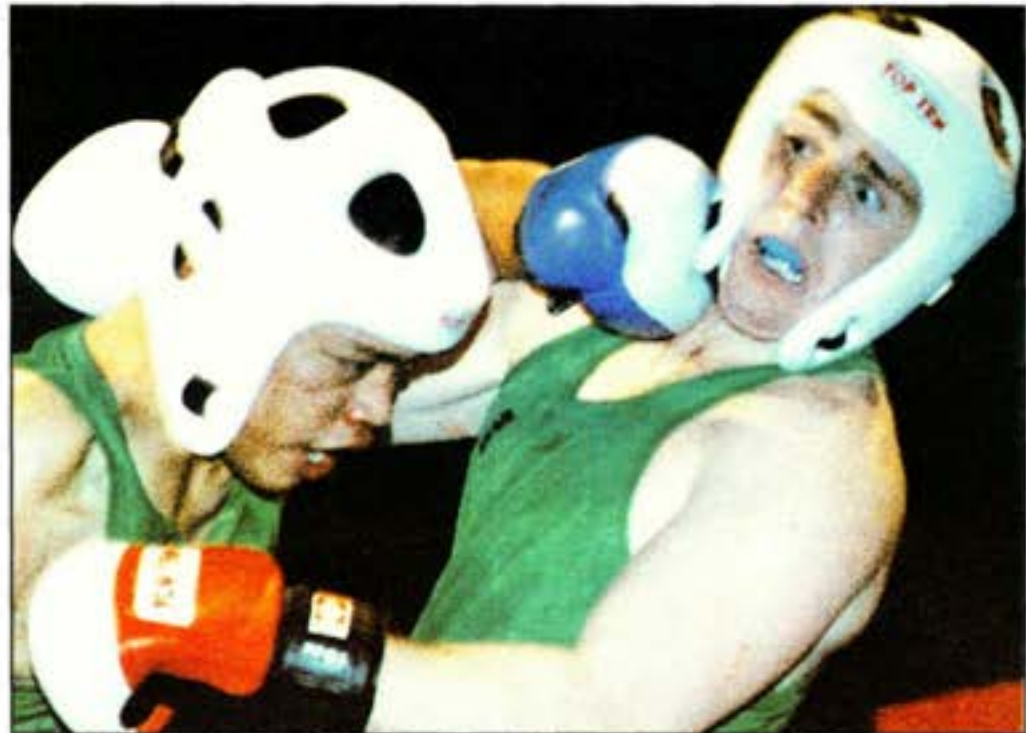
Meeting for cyclists

THE CYCLING season is now over, with the only major fixture remaining being the RN&RM Cycling Association annual general meeting.

All members are requested to attend the meeting, in the

Brunel Theatre, HMS Sultan on November 15, at 0900. There will be a leisure ride and pub lunch on completion.

Further details are available from CPO Trevor Blagg on Northwood ext 43508.



WEA Penberthy lands a hefty hook on fellow HMS Collingwood fighter OM Bellfield, who won the light middleweight bout at the Portsmouth Area novice championships.

History made at Plymouth contest

THE NAVY boxing season has opened with area Command championships in Portsmouth, Exmouth and Devonport - and Plymouth the first Service bout between two female boxers.

The area novice competitions began at HMS Nelson in Portsmouth, where seven units were represented in 11 bouts before an enthusiastic crowd.

OM Boothby got the eventual winning team HMS Collingwood off to a good start when he won his featherweight match, and colleague OM Godson gained a unanimous decision and Best Boxer award in the light welterweight division.

MEM Phillips (Sultan) stopped his man in the welterweight contest, but Collingwood picked up more points through OM Bellfield (lt mwt), WEA Howard (mwt), OM Akinwande (lt hvywt), OM Perberdy (cruiserweight) and OM Rowlette (hvywt) - Rowlette, like Nelson's OM Utting in the bantamweight class, getting a walkover.

Perberdy's beaten opponent, SES Sanders, received the Best Fleet Boxer award.

The final bout, a super heavyweight clash, went to Mne Carruthers of Northwood.

RN boxing coach POPT Q Shillingford said he was impressed with what he saw, pointing out it took determination both to train for a contest, and to be

able to enter the ring for the bout.

Winners at CTC Lymington were Ret Butler (lt wlrwt), Ret O'Neil (wlrwt), Bugler Brown (mwt), Ret Smith (lt hvywt), Ret Turner (hvywt) and Mne Needham (super hvywt).

Meanwhile at Devonport, SEA Gillies (HMS Sheffield) took her place in Naval sporting history, using her reach to defeat shipmate LOM Whalley in a female heavyweight bout.

Other title-winners at Devonport in the Plymouth, Naval Air Command and Scotland event, were OM Connell (Sheffield, Plymouth fthrw), AEM Houghton (Seahawk, NAC hvywt), WTR Garainer (Raleigh, Plymouth wlrwt and Best Boxer), OM Keeping (Neptune, Plymouth lt wlrwt), AEM Butterworth (Seahawk, NAC lt mwt), AEM Sloan (Seahawk, NAC mwt), MEM Houghton (Heron, NAC lt hvywt), OM Johnson (Campbeltown, Plymouth lt hvywt), AEM Bromage (Heron, NAC cruiserweight), DSA Barr-Sanders (Neptune, Plymouth hvywt) and MEM Prescott (Sheffield, Plymouth super hvywt).

The RN Novice championship finals take place at HMS Nelson on Thursday November 16, and the RN Inter-Unit championships will be on Thursday February 15 2001 at HMS Collingwood.

Full results will be posted on the Navy News website at www.navynews.co.uk

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Pilots prove hard to keep

THE ROYAL Navy has admitted that it is concerned about the difficulty of retaining its Sea Harrier pilots – but has denied reports that resignations are due to the phased formation of a joint RN-RAF strike force.

An RN spokesman told Navy News that, in common with the RAF, the Service was finding it hard to keep trained pilots because of the greater financial rewards offered in the commercial sector.

He said press reports that 13 pilots planned to resign were misleading, as the level of Premature Voluntary Releases varied as pilots submitted letters of resignation and then, for various reasons, withdrew them – something they were permitted to do.

At the time there were seven notices of resignation from pilots.

He said: "The matter is not yet causing an operational problem and our two Sea Harrier squadrons can still be manned, but it is something that will be addressed as a matter of importance."

Sailor dies in Montevideo

A SAILOR in HMS Dumbarton Castle died on board after a run ashore during a ship's visit to Montevideo in Uruguay.

An inquiry was held into the death of RPO Lee Distin (38) on September 23. His body was flown back to UK. Meanwhile Dumbarton Castle resumed her duties as Falkland Islands patrol vessel.

Fatal slip in submarine

A YOUNG sailor in the submarine HMS Vengeance died in an accident on board the Trident submarine HMS Vengeance alongside in the USA.

It is believed that OM2 Steven Somerville (25) lost his footing and fell into one of the boat's Trident missile tubes, although the Ministry of Defence declined to confirm the details until an inquiry is complete.

Vengeance had been undertaking missile firing trials and training in ranges off the east coast of America. At the time of the accident the boat was at King's Bay, Georgia.

Changes will affect Wrens

RESTRICTIONS on certain women ratings volunteering for sea service have been lifted.

Opportunities for members of the former WRNS who were Non-Sea Volunteer (NSV) ratings ended in 1995. Since then requests from NSVs to go to sea have been considered case-by-case.

The informal arrangements have now been replaced with a regulation that NSVs may apply for sea service at any time.

Successful applicants have six months from the date of joining their first ship to revert to NSV status. A similar arrangement is now in place for Female Non-Specialist officers who have volunteered for sea service.

NSV ratings who apply for promotion to officer will be allowed to do so only as volunteers for sea. Details are published in RN Defence Council Instruction 133/00.

Warship captures illegal oil

HMS MARLBOROUGH returns to Portsmouth on November 3 after a Gulf deployment which saw the ship seizing more than 27,000 tonnes of illegal oil exports from Iraq.

The Type 23 frigate made the spectacular seizures in three separate boarding operations after extensive tracking and covert surveillance.

The first that the sanction-busters knew about HMS Marlborough's presence was when a Royal Marine arrived on the bridge or the helicopter appeared overhead to allow five sailors to fast rope onto the vessel's deck.

On her way home the ship was diverted to Aden provide assistance to the USS Cole after the attack by terrorist bombers which claimed the lives of 17 American sailors.

■ A full report will appear next month.



● GUARD: Highness Sheikh Saif Bin Hamad Bin Saif Al Sharqi of Fujairah, inspects a guard of honour during the ship's visit to the UAE to strengthen links with Britain.

SHIPBUILDER WANTS PORTSMOUTH MOVE

VOSPER THORNYCROFT has confirmed that Portsmouth is the preferred location for its future shipbuilding activities, including the Royal Navy's new Type 45 destroyer.

VT has been comparing Portsmouth Naval Base and its current Woolston shipyard to determine the most efficient location to build naval ships from 2002 onwards.

Space constraints at Woolston mean Portsmouth has clear advantages and a planning application to build facilities has already been passed by the City Council.

VT Chief Executive Martin Jay said: "Portsmouth is our preferred location but any move will be subject to successful negotiations with the MOD for the lease of land and securing the short-term and long-term shipbuilding contracts that we need."

VT is currently negotiating the Type 45 destroyer contract with prime contractor BAe Systems and is bidding for short-term work for

the Woolston Yard up to 2003.

Mr Jay said: "This has been a difficult decision but we must look at the long-term future for VT shipbuilding. A new expanded yard at Portsmouth will be the most modern naval shipbuilding facility in the world."

"It will enable us to compete effectively for follow-on Type 45 destroyers and future Royal Navy projects."

Kursk appeal tops £11,000

DONATIONS by the British submarine community to the families of the Kursk crew have so far totalled more than £11,000.

The Royal Navy Submarine Museum is acting as a collecting point for individual donations as Submarine Service sees the museum route as the best way of ensuring that the money reaches the people who need it most as quickly and efficiently as possible.

A cheque for over £6,800 has already been handed over and a further £5,000 has been collected by the museum. The cheque was presented by a former Flag Officer Submarines, Rear Admiral Toby Freer, to Capt (First Rank) Igor Kurdin, a serving officer and a

representative of St Petersburg Submariners Club which is arranging the relief in Russia at a Submarine Conference in Lancaster.

Donations to the fund can be made by cheques payable to the RN Submarine Museum (Kursk) or by credit card to: Kursk Appeal, Haslar Jetty Road, Gosport, Hants PO12 2AS (tel 02392 765250, fax 02392 511349). E-mail: dir@rnsbmus.co.uk.

■ Divers from Russia, Britain and Norway were reported to have sailed from Norway in an attempt to recover the bodies of as many of the 118 members of Kursk's crew as possible, with a rig normally used by the offshore oil industry.

New men at the top

AN ADMIRAL who six years ago held the rank of Captain is to become head of the Royal Navy.

Admiral Sir Nigel Essenhigh, at present C-in-C Fleet, will succeed Admiral Sir Michael Boyce as First Sea Lord shortly before Admiral Boyce takes up his appointment as Chief of the Defence Staff.

The new C-in-C Fleet will be Vice Admiral Sir Alan West, Chief of Defence Intelligence.

He was Commanding Officer of the frigate HMS Ardent when she was sunk in the Falklands War, and in 1987-88 headed the study into women's integration into sea service.

Admiral Essenhigh (55) joined the Navy in 1963 and specialised in navigation. He became Commanding Officer of the destroyer HMS Nottingham in 1982, joined HMS Ark Royal under construction in 1984 and was promoted Captain the next year.

After further appointments which included command of the destroyer HMS Exeter, he was promoted Rear Admiral in 1994 to become Hydrographer of the Navy. When he was Assistant Chief of Defence Staff (Programmes) in 1996 he was the widely unexpected choice to fill the post of C-in-C Fleet. As such he was promoted to full Admiral, skipping a rank.

Admiral West (52) joined in 1965 and like Admiral Essenhigh became a principal warfare officer. After Ardent was sunk he was appointed to the Naval Plans Department of the Ministry of Defence and in 1985 promoted to Captain.

Following a spell in command of HMS Bristol, and his work on Wrens at sea, he became Head of Maritime Intelligence.

He was promoted to flag rank six years ago and became Naval Secretary, then Commander UK Task Group – a sea-going appointment. He was promoted Vice Admiral in 1997 when he took up his present appointment.

Admiral West begins his new job in November.



● Admiral Sir Nigel Essenhigh



● Vice Admiral Sir Alan West

RFA veterans are welcome

INACCURATE media coverage has misled many Royal Fleet Auxiliary and Merchant Navy veterans into believing that they are not welcome to parade at the Cenotaph on Remembrance Day.

Confusion arose after the call for ten volunteers to represent the serving RFA as part of a large contingent of RN personnel who will parade alongside the Cenotaph for the main wreath-laying event.

The volunteers must be between 5ft 4in and 6ft in height and must be able to parade without spectacles. The requirements are common to the RFA, RN and RM, and have been in place for many years.

This year, the requirements were misinterpreted in press reports as applying to veteran and other serving RFA and MN people who wish to honour fallen comrades by attending the parade and taking part in the mass march-past. That is not the case.

"It should be emphasised that the request for volunteers was made only to serving members of the RFA to form part of the ceremonial detachment at the Cenotaph," said a spokesman for the RFA.

"It is regrettable that many veterans and their friends and relatives have been upset due to the misleading media reporting."

Serving RFA volunteers have been selected for this year's parade and comprise an officer, a senior rating and eight junior ratings – including one female.

Pay award goes ahead

PETTY OFFICERS and ratings in the Royal Fleet Auxiliary are to have this year's pay awards implemented by administrative action after lengthy industrial action and a failure to reach an agreement with the MOD.

The settlement settlement represents an overall increase of 4.5% and includes a salary rise of 3.5% backdated to 1 April 2000, together with an increase in leave of eight days per year with effect from October 1, 2000.

Defence Minister Dr Lewis Moonie said: "I am disappointed that it has not been possible to reach agreement with the Rail, Maritime and Transport Union. We have recognised the need to improve leave rates for Petty Officers and Ratings, and have done our best to make this ele-

ment of the package as attractive as possible.

"However, 4.5% is the maximum the MOD can afford and there is no point in prolonging the process any longer."

"I have told the RMT that the offer made earlier this year of a Joint Working Group to set in place a timetable for further improvements to leave still stands, although it will be necessary for their members to return to normal working to enable progress to be made on this initiative."

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