

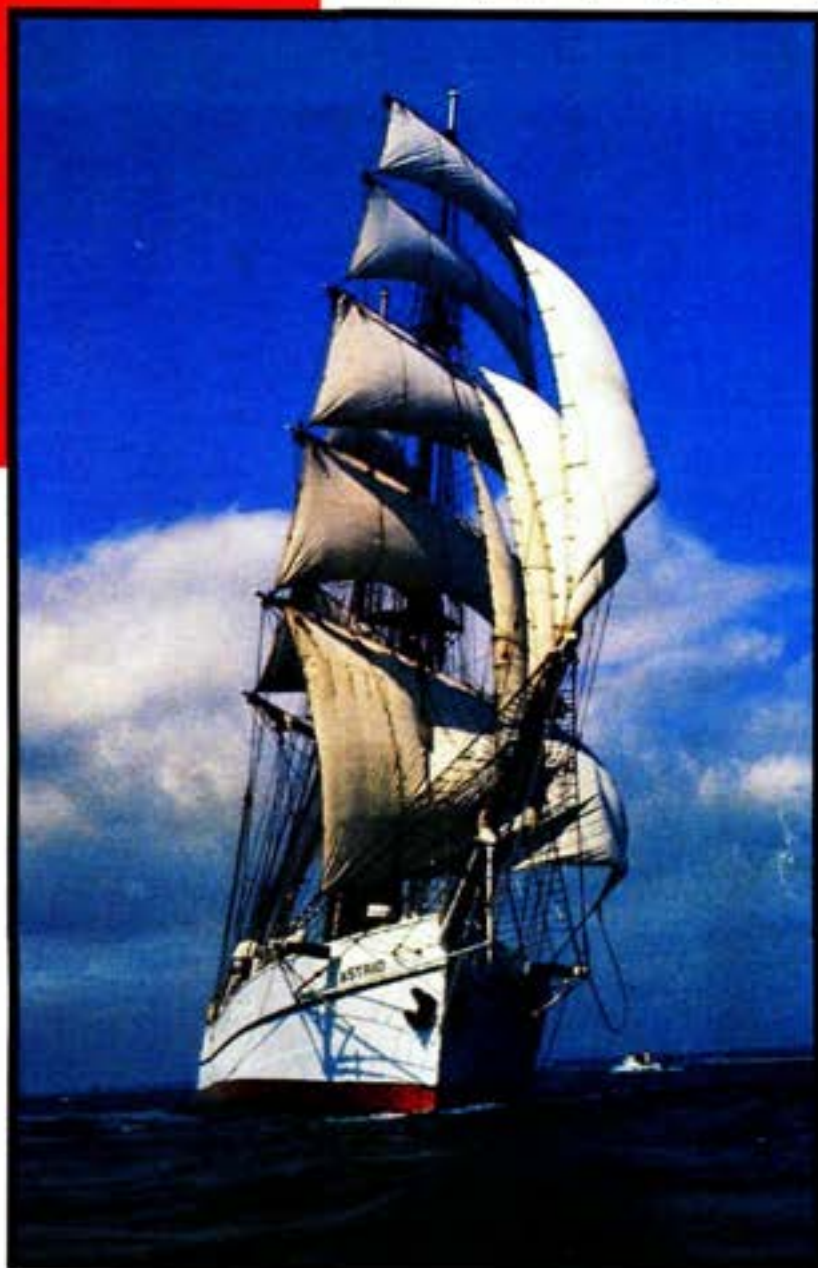
Weekend sail offer

SHE's Britain's latest square rigger — yet she's 70 years old and believed to be one of only three traditional brigs in the world.

After five years' meticulous restoration from the iron hull of a former Dutch topsail schooner, the Astrid makes a pretty picture as she provides three-month voyages for young people aged 17-25.

The idea came from Cdr. Graham Neilson when he left the Navy in 1982, and later the Astrid Trust was formed. The first trip was to the Caribbean, and the programme this summer includes low price all-age weekend cruises to France. The Trust is based at Ocean Village Marina, Southampton.

offer



ARGUS IN LEAP-FROG RESCUE

OPERATING in the Atlantic, RFA Argus provided refuelling stops for a Sea King helicopter which lifted a sick man from the Whitbread Round the World race yacht Liverpool Enterprise 500 miles south-west of Land's End.

The Sea King from RAF Brawdy first refuelled at Cork, then flew on to the Argus for further refuelling as the aviation training ship steamed towards the yacht.

When the distance closed to about 250 miles, the helicopter, with a doctor on board, headed on towards the yacht. After lifting the 27-year-old patient, it again refuelled from the Argus before taking him to hospital in Cork. Later he was able to return home to Hampshire.

Same base rate for sea-time Wrens

THE Armed Forces Pay Review Body has recommended that from April 1 1990 all WRNS non-commissioned personnel liable to serve at sea, whether as new entrants or as volunteers from among existing members of the WRNS, should receive the rates of basic pay already applicable to male ratings.

This was stated in a Commons answer by Armed Forces Minister Mr. Archie Hamilton, who also said the review body proposed that volunteers should be accepted as liable for sea service once they had completed a sea safety course.

"The Government have accepted these recommendations in full. WRNS officers already receive the same rates of basic pay as male officers of the Royal Navy.

"Members of the WRNS, in common with members of the other women's Services, will continue to receive a rate of X factor one per cent below that received by men. The AFPRB has stated that it intends to review this differential in its next

report in the light of the initiatives being taken to widen the role of women in all three Services."

The Minister also said that as at May 9 283 ratings and 90 officers of the WRNS had volunteered to go to sea this year.

Liability

Answering another question a few days earlier he said that of the volunteers, 147 ratings and 16 officers would be trained to serve in the first group of five ships currently being prepared to provide suitable accommodation.

Further volunteers would be called for in due course, and from the autumn all new entrants would have liability for sea service.

AIR ENGINEER

Big changes in training planned

REJIG

CAREER patterns of many of the Royal Navy's artificers and mechanics of the 1990s will be affected by far-reaching changes now proposed.

These result from last year's study of the Air Engineering Branch which sought to establish improvements in job satisfaction and manpower utilisation of AE ratings.

The fine print of the proposals is still being worked on, and final approval awaited.

Among the findings was that current trade boundaries do not align with the integrated systems in modern aircraft, and that there is need for fundamental changes to AE career training regardless of any possible branch structural changes.

There remains a continuing need for the highly trained artificer, but in reduced numbers as they are too often employed below their skill levels. At the same time,

the mechanic's potential is under-utilised at all levels.

Among a series of major proposals are developing the Weapons Electrical and Radio categories into two Avionics categories (titles yet to be decided) with a common responsibility for systems and equip-

● Turn to back page

Lanc's away

THE Type 23 frigate HMS Lancaster was launched by the Queen at Yarrow's Scotstoun yard on May 24.

After the ceremony an RAF Lancaster of the Historic Flight flew over the ship as she was manoeuvred in the river.

Two days earlier the Princess of Wales watched several of the training activities during a visit to the RM Training Centre at Lymington, Devon.

Kelly's an eyeful

Riding high in the beauty stakes is the reigning Miss Kent, 19-year-old Kelly Tidman — who was also voted Miss HMS Chatham two days before the new Type 22 frigate arrived at the former Medway naval dockyard to be commissioned last month.

She is seen here with some of her supporters from the last of the 14 Broadford Class — (left to right) RO Mark Eustace, LMEM Ray Laundry, AB Alex Downie and AB Tim Bowles. See also this month's Ships of the Royal Navy feature on Page 5.





Neptune helps to save the children

SENIOR Rate Wrens who took part in a sponsored run, walk and cycle around the base at HMS Neptune were on hand to see the money they had raised presented to one of their chosen charities.

The total amount raised from all their hard work came to £1,500 which was then divided between the Save the Children Fund and Strathblane Children's Hospital.

Mrs Pat Robertson, a representative from the Helensburgh branch of the Save the Children Fund, is pictured receiving a £700 cheque from Capt. David Kerr, captain of HMS Neptune, assisted by Chief Wren Moira Fisher with other Wrens who took part in the event looking on.



UP, UP AND AWAY!

IN an auction for the Children in Need appeal on Radio 2's Gloria Hunniford Show, 829 Squadron of RN air station Portland offered a flight in a Lynx helicopter.

The highest bid came from Mrs Mary McLellan, of Heswall, Wirral, Merseyside, who offered £1,000 to secure the flight for her 14-year-old daughter Suzie.

Mrs McLellan and her son Alistair were also

invited down to visit Portland and were pleasantly surprised when they were offered the chance to accompany Suzie on her flight.

The family were given a tour of the air station and enjoyed lunch with Capt. Robert Payne, captain of HMS Osprey.

Pictured ready for take-off are, from left, Lieut.-Cdr. Martyn Reid, Suzie McLellan, Mrs Mary McLellan, son Alistair and Lieut.-Cdr. Peter Palm.

Helping Hands

'Star of the Fleet' drops into school

THE arrival of a Lynx helicopter from 829 Squadron, Portland, provided a spectacular sight for the mentally and physically handicapped children of Doubletrees School, Par, Cornwall.

A 37-mile sponsored walk from Devonport to the school by the Senior Rates of the Leander Class frigate HMS Sirius raised £807.56p so the Lynx dropped in to deliver the money.

Lieut.-Cdr. Stephen Turner, the ship's commanding officer, presented the cheque to Doubletrees' headmaster Mr David Leeson and the money will be used to help establish a purpose-built sight and sound perception room in the school.

As the "Star of the Fleet" is currently refitting in Devonport plans have been made for more of the ship's company to visit the school to assist with painting and general refurbishment of some of the classrooms.

During a recent visit to Hull HMS Nottingham furthered its links with the city of Nottingham with a visit by pupils from Fountaine Special School.

The school, which has been adopted by the Type 42 destroyer's CPO's Mess as their special charity, is one of only two schools which aim to give children with severe physical disabilities a general education.

Over the last year the CPO's Mess raised £600 and when staff and pupils visited HMS Nottingham in Hull they were presented with the cheque.

A group of 10 naval ratings from HMS Osprey, Portland, visited the BBC in London to present a £5,218 cheque to newsreader Philip Hayton in

Pedal power

EIGHT members of the ship's company of HMS Chiddingfold got on their bikes over Easter for a 470-mile cycle marathon in aid of Leukaemia Research in Scotland.

The team — Lieut. Kim Godfrey, POs Pete Lilley, Trevor Hird and Richard Wardrope, LCK Kevin Reed, LMEM Sean Lowe, AB Mick Brady and WEM Jim Cunningham — set off on their long ride from the Western General Hospital, Edinburgh, ending up at Portsmouth three days later.

Their pedal-power gave a major boost to a £20,000 appeal for vital equipment needed at the hospital which has treated leukaemia patient 16-year-old Avril Muir whose brother Grant is a sailor on board ship.

Collections en route raised £85 and a further £100 came from the two families days held during the ship's stay in Portsmouth.

aid of the Children in Need Appeal.

The money was raised by various efforts throughout the year ranging from a sponsored bed-push to the auction of a Lynx helicopter flight.

Among the many thousands of people pounding the streets of London during the annual marathon was CSgt Gordon Trevett of RNDQs, HMS Nelson.

Completing the course in 3hrs. 41min. — 10min. quicker than last year — he raised £200

for Muscular Dystrophy.

Patients from the Acorns Children's Hospice in Birmingham were guests of the Type 42 destroyer HMS Birmingham when they visited the Navy stand at a boat, caravan and leisure show in the city.

Members of the ship's company were on hand to escort the pupils around the show, which was organised by the Birmingham Post and Evening Mail.

Making her first official visit to HMS Sultan, the Royal Naval Marine Engineering School, the Mayor of Gosport, Mrs Audrey Ellis, received a cheque for £1,600 from the captain of Sultan, Capt. Robin Bradley.

The money, which will go towards the Mayor's appeal for special beds at the Royal Naval Hospital Haslar, was part of the proceeds from Sultan's successful summer show held in June last year.

Amphibike all at sea



A TEAM of riders from the Mechanical Workshops at RN air station Culdrose rode their nine-man "amphibike" from Dartmouth to Truro in the annual Dartmouth Jail Break.

And as if this task was not demanding enough, they then took their bike to Falmouth, put it on the water and cycled it back up the Carrick Roads to Phoenix Wharf in Truro.

Almost £2,500 was raised by the team, pictured above, which will be divided between the Children's Orthopaedic Ward at the Truro City Hospital and the Spastics Society.

PUSH OVER FOR RNLI



MEMBERS of the Portsmouth (West) Sub Aqua Club were all at sea when they took part in a sponsored bed-push at Stokes Bay, Gosport.

Other club members and helpers opted for dry land and carried money-buckets along the shore relieving holidaymakers of their spare change.

A total of £586 was raised on the day of which half was donated to the RNLI.

The club arranges dives throughout the season at a variety of venues both at weekends and during the week.

They meet every Wednesday at 1830 at HMS Dolphin and run a busy programme of lectures and associated training using the pool at HMS Collingwood.

For further information about Portsmouth (West) Sub Aqua Club contact Cdr. T Eagle at Portsmouth Naval Base (822351) ext. 23984.

Russians call for rescue

THE end of the fishing season around the Falkland Islands was marked by two dramatic long-range search and rescue operations by the Royal Navy and Royal Air Force.

In both missions casualties were flown to hospital from Russian fishing vessels operating outside the Falkland Islands Conservation Zone.

The garrison at RAF Mount Pleasant responded to the first SOS from the Russian trawler Rzhivskiy Bereg 200 miles north of the Falklands.

A 78 Sqn Sea King helicopter was summoned to the trawler to medevac a Korean fisherman with a suspected skull fracture.

To complete the mission the helicopter had to refuel on the offshore patrol ship HMS Leeds Castle, 1,550-tonnes, on the outward and return journeys.

High seas

The same Navy-RAF combination went into action to medevac a Russian seaman on the trawler Grigory Kouton fishing 600 miles south of the Falklands. The seaman had internal bleeding.

Refuelling on the Leeds Castle 200 miles from its base, the Sea King crew hoisted the seaman aboard after a rendezvous with the Russian ship a further 200 miles south.

On its run home the helicopter had to refuel while hovering over the Royal Navy ship in high seas and a Force 7 gale.

Both medevac casualties recovered after treatment in the King Edward Memorial Hospital in Port Stanley.

Closer to home, a Royal Navy helicopter flew three badly burned seamen from their ship to hospital in Plymouth.

The seamen were rescued after an explosion on the bulk ore carrier Trave Ore 60 miles south-west of Land's End. They were in the hold of the Taiwanese-owned vessel when the blast blew off a hatch.

'Top Gun' Cornwall

HMS Cornwall, the Type 22 frigate, has been awarded the Standing Naval Force Atlantic 'Top Gun' trophy for a Sea Wolf firing conducted in the US Navy operating areas of Key West, Florida.

The shoot was originally planned to take place off Puerto Rico, but the three towed targets all fell off their wires rather than face the might of Cornwall's AAW capability.

Command of the NATO force has passed from Rear-Admiral Klaus-Dieter Laudien, Federal German Navy, to Commodore Michael Grettton in HMS Cornwall.

Did he get a Yorkie bar?

CAPTAIN Anthony McEwen, Commanding Officer of the Type 42 destroyer HMS York, chats with Colonel-General Bronislav Omelichev, First Deputy Chief of the Soviet General Staff.

At the end of a five-day visit to the UK the General had lunch on board the York at Rosyth after watching a mine hunting demonstration in the Firth of Forth, during which he was embarked in the mine countermeasures vessel HMS Hurworth with the Flag Officer Scotland and Northern Ireland, Vice Admiral Sir Michael Livesay.

Photo: The Scotsman Publications Ltd.

IN BRIEF

THE Royal Navy celebrated 25 years' Freedom of the City of Portsmouth by staging a mini-tattoo in the Guildhall Square. Freedom was granted to Portsmouth Command for its service to the country and the city. Only Prince Charles and the Royal Hampshire Regiment hold the same honour.

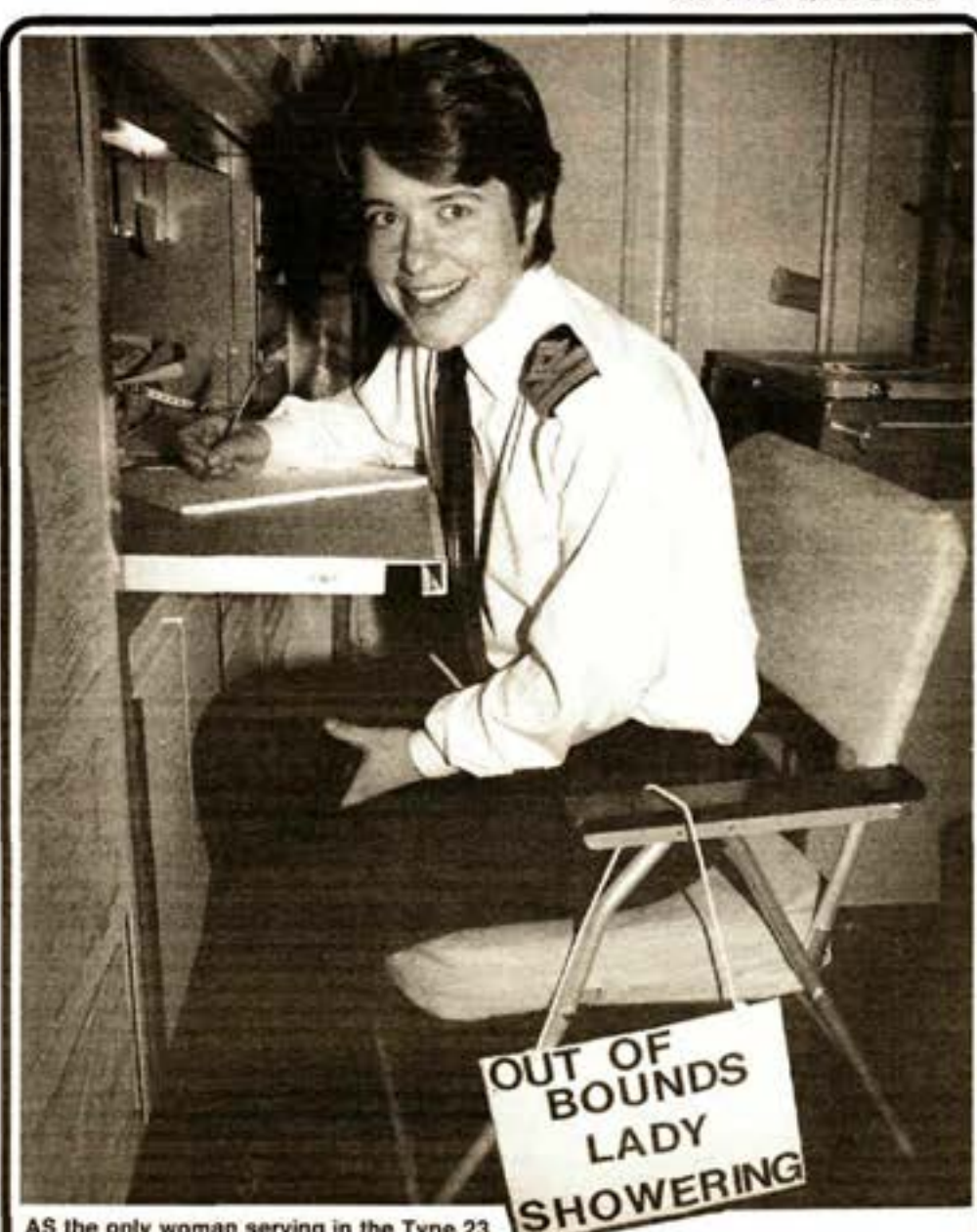
THE Falkland Islands half marathon was won by CPO Jock Stewart, of HMS Ambuscade, in 1 hr. 14 min. 19 sec. — two minutes ahead of his nearest land-locked competitor. The event raised £3,000 for the RAF Benevolent Fund.

A painting of HMS Warrior by Captain Roger Fisher was presented to the ship by industrial suppliers CLC, who have been painting the ship's sides and mast. It shows the Royal Navy's first ironclad with the Channel Squadron off Tenerife in 1869.

HMS Norfolk's hockey team will be playing in a new strip — thanks to Norwich Union. Andrew Harrowven, the company's Sponsorships and Promotions Controller, travelled to Plymouth to present the strip to the Type 23 frigate.

THE Falkland Islands Museum in Port Stanley is mounting a permanent exhibition of paintings of actions during the 1982 conflict. Contributions should be sent to the Curator at Britannia House, Port Stanley.

IN answer to a Commons question about the 50th anniversary commemoration in May of the Narvik operation, it was stated for the Government, "There is no provision in the Defence budget to provide financial assistance to enable ex-service personnel to attend commemoration ceremonies and we are unable to offer any other assistance to veterans wishing to attend the Narvik 50th anniversary commemorations."



AS the only woman serving in the Type 23 frigate HMS Norfolk — so far, anyway — this is one message Second Officer Chella Franklin has to get across...

A breakdown in communications is the last thing she wants, anyway — as the ship's Deputy Weapons Engineering Officer she is responsible for the lot, from internal telephones to satellite links, as well as for sonars and underwater weapons.

But after nearly 18 months HMS Norfolk is now a home from home for the 26-year-old former Finchley Sea Cadet who was sponsored through Nottingham University on an RN bursary and took a degree in Engineering before entering Dartmouth in 1987.

Although her appointment was only made official with the announcement that the WRNS would soon be sent to sea with the men, she had originally been loaned to the ship while she was in build in Yarrow's and stayed on when she left the yard in November.

VICTORY GUIDES — MANAGER WANTED

AS she prepares to switch from sailor to civilian guides, Nelson's flagship HMS Victory is looking for a visitor services manager to establish the new workforce.

Responsible to the Commanding Officer, the manager will co-ordinate "the whole visitor experience" as well as staff training, administration and the day-to-day running of the ship's facilities.

Applicants for the post — which should suit retired Warrant or Chief Petty Officers — should contact the CO by June 25.

Next month the first 12 guides will be recruited. It is hoped they will be in post by the beginning of October and that the total force will number 25 by April next year.

The new figurehead of HMS Victory carved by Portsmouth Naval Base joiner Derek Johns was unveiled by Admiral of the Fleet Sir William Staveley last month.

Sword found

A GEORGE V ceremonial naval sword has been found in Southampton and police are trying to locate its owner. The sword bears no inscription other than "British made". It is straight-bladed with a lion's head on the hilt, and is complete with its sheath.

Anyone with information about the sword is asked to contact DC Hastings of the Southampton Dealer Squad on 0703 581111 ext. 3251.



SUBMARINES IN DISTINGUISHED COMPANY

LATEST of the Trafalgar Class nuclear-powered Fleet submarines HMS Talent commissioned at Barrow-in-Furness in the presence of her sponsor, HRH The Princess Royal.

The Princess was presented with a special saddle for the Riding for the Disabled charity, of which she is president.

The submarine is now undergoing acceptance trials and is expected to join the Second Submarine Squadron at Devonport next month.

Trafalgar herself has lately had a visit by the Prime Minister. Mrs. Thatcher stayed on board for a half-hour dive in the Clyde area at the end of her Scottish tour.

HMS Upholder, first of the new class of diesel-electric submarines, commissions at Barrow on June 9. This time HRH The Duchess of Kent will head the list of guests.

Meanwhile the 26-year-old HMS Opportune has been recommissioned after an extensive two-year refit at Devonport — which should keep her in operation for several more years to come.

1066 AND ALL THAT...



"I bet she reads BR 1066!"



Drafty

on Advancement

Everyone serving in the Navy is expected to have a knowledge of BR1066 — the advancement regulations. What do you know about your particular advancement pattern? If the answer is "not a lot" then you are strongly

advised to seek advice from your DO or UPO. Do not rely on your future falling into place or you could dip out.

As an Ordinary Rate who has gained the necessary Service Qualification of 12 months, less any accelerated advancement you may have gained in training, you can be rated acting Able Rate even though you may not have obtained all the necessary professional qualifications — and that includes sea time where relevant.

That said, your DO and ultimately your Commanding Officer have to satisfy themselves that any delay in gaining the qualifications was due entirely to service reasons.

It does not mean that those of you who choose to drag your heels when it comes to completing Task Books/Task Lists will be given the same consideration — if you lack the professional qualifications due to reasons within your own control you will not be advanced until you are fully qualified.

Having made it to Able Rate you need 18 months seniority before you can be considered for advancement to acting Leading Hand. Onwards and upwards, the seniority requirement as a Leading Hand for advancement to Acting Petty Officer is two years, though this does include the time spent in the Acting Leading Rate.

As a Leading Hand you have to achieve one year's seniority before you are eligible to attempt the provisional examination for Petty Officer. Whilst you don't necessarily have to be a confirmed Leading Hand to sit the PPE, if you are successful you won't get Scale A pay until you are confirmed. Time spent as a Local Acting Leading Hand counts for nothing but being paid at the higher rate; it does not count towards the one year's seniority.

In most branches ratings who pass a provisional examination for the next higher rate are required to complete a Professional Qualifying Course before they become eligible for confirmation in the higher rate. This is where some of you fall foul of the system.

If, having passed the provisional exam you refuse to undertake the qualifying course or fail it, your provisional pass is rendered null and void, you lose Scale A pay and if you have already been advanced in the Acting Higher Rate you will be reverted to your substantive rate.

You virtually find yourself back to square one, having to requalify in the normal way by taking the PPE.

If your particular branch is one where the Professional Qualifying Course is 8 weeks long or longer you have to give at least 18 months return of service on completion of the course.

Watch your step on your way up the ladder, Drafty advises: "Do not rely on your future falling into place or you could dip out."

And if between signing your draft Order detailing you to course and completion of the course you submit your 18 months Notice of Discharge then you've blown it. In these circumstances you will be treated in exactly the same way as if you had refused to undertake it.

Should you find yourself in the unfortunate position of being reverted for unsuitability — or maybe you have asked to be reverted at your own request — then when you are subsequently recommended for re-advancement you are not automatically advanced from the day you go to the Captain's Table.

For those of you in branches where Roster Advancement applies, your CO will notify Centurion that you are now recommended and your name will be placed at the top of your particular roster and stay there until the next vacancy occurs. Re-advancement will be by issue of a B13.

Overnight forecast — changeable

We are very conscious of the aspirations of our Fleetwide clientele and the two most popular questions directed to us by DOs are:

● Where is my man on the roster?

● When can he expect a B13 to be issued?

Whilst we are happy to assist where we can we would like to emphasise that roster positions and B13 forecasts are given taking into account the information available at the time. Because such information is constantly changing, our forecasts can only be taken as a rough guide. For example, a man could be top of his roster prior to half yearly C281 points being awarded — and then find himself overtaken once the roster has been adjusted to take account of the latest points.

Likewise, a projected vacancy in a particular month based on a rating going outside on notice could disappear overnight if the rating subsequently withdrew it.

So please do not try and hold us to ransom over advancement forecasts which are given in good faith and correct at the time of issue.



"Well... Cross my heart 'n' hope to die... It will be — A-a-ar-r-gh!"

Advancement Team

Advancement/Promotions Officer — 1/O Maggie Robbins Ext 2181.

1/C Advancement Office — CPOWtr Terry Ashdown Ext 2496.
S&S Rosters (GS & SM), ME Rosters (GS & SM), WE Rosters (GS & SM), Medical Rosters (GS & SM) — LWren Wtr Maria Falls Ext 2496.

WRNS Rosters, QARNNS Rosters, OPS Rosters (GS & SM), FA Rosters — Wren Wtr Suzanne Trowsdale Ext 2493.

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Chatham joins her sister ships at Devonport

THE 14th and last Type 22 frigate, HMS Chatham, was commissioned at the historic dockyard of Chatham last month and now joins her sister ships HMS Cornwall, HMS Cumberland and HMS Campbelltown as part of the Eighth Frigate Squadron based in Devonport.

As the fourth of the "stretched" Batch 3 Type 22 ships which have been designed primarily for an anti-submarine role, HMS Chatham was built by Swan Hunters Shipbuilders on the Tyne and launched by Lady Oswald, wife of Admiral Sir Julian Oswald, on January 20 1988.

Lady Oswald, accompanied by her husband, was also guest of honour at the ship's commissioning at Chatham last month, an occasion which reformed links between the Royal Navy and the former naval dockyard.

Length

The ship has a standard displacement of 4850 tonnes, an overall length of 148.1m and a beam of 14.8m.

For her primary task, the ship is armed with sophisticated sonars, and two sets of hull-mounted torpedo tubes.

HMS Chatham can operate two torpedo-carrying Lynx helicopters and her flight deck is

suitable for operating the Sea King anti-submarine warfare helicopter.

She can also accommodate the new Merlin EH101 helicopter when it comes into service.

The surface-to-surface capability is provided by Harpoon missiles and the surface-to-air defence capability by a Sea Wolf anti-missile system.

As a result of experience in the Falklands conflict the ship is also fitted with the 4.5 inch gun along with the Dutch-made Goalkeeper close-in weapons system with 30mm guns.

Goalkeeper has its own surveillance and tracking radars and can operate automatically to destroy incoming aircraft and missiles — firing rate is an impressive 4,200 rounds per minute.

Turbines

Main propulsion of the ship is provided by two Rolls-Royce Spey SM1A gas turbines, whilst an economical cruising speed of 18 knots is obtained from two Rolls-Royce Tyne engines, each developing approximately 4,000 HP.

The gas turbines are used to drive two controllable-pitch propellers which can be operated from the bridge or the ship control centre.

Part Four Trials, presently being undertaken by the ship,

are due to continue throughout the year.

Now that she has been commissioned the long process of "setting to work" continues, initially in Portsmouth and then during AMP in Gibraltar at the end of this month.

She will then undertake various high sea weapon firings before the ship's ODMA in Devonport in October, and the remainder of 1990 sees HMS Chatham at Portland taking her first BOST.

HMS Chatham has already struck up several associations including the Queens Regiment, TS Cornwallis SCC (Medway), Prior Park College CCF (Bath), Chatham Grammar School and RNBT Pembroke House, Gillingham.



HMS Chatham, the last of the Broadsword-class ships to be commissioned into the Royal Navy.

Facts and figures

Displacement: 4850 tonnes. Length: 148.1m. Beam: 14.8m. Draught: 6.4m. Complement: 237. Weapons: 2 x Quadruple Harpoon Launchers, GWS 25 Mod 3 Sea Wolf Anti-Missile missile system, 1 x 4.5 Mk 8 Gun, 2 x 30mm guns, Goalkeeper, 2 x Triple Tornado Tubes for ASW Torpedoes, NATO Scagat Decoy Launchers.

Sensors: Type 1006 Navigational Radar, Type 967 and 968 Surveillance, 2 x Type 911 Sea Wolf Tracking Radars, UAA1 Electronic Surveillance Radarsystem, Type 2016 Active Sonar, Type 2031 Towed Array Sonar. Aircraft: 2 x Lynx helicopters (or 1 Sea King ASW helicopter or 1 EH101 ASW helicopter).

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1955.

BATTLE HONOURS

Smyrna Convoy 1693, Quiberon 1759, Rhode Island 1776, Rufiji River 1914, Dardanelles 1915.

Honours won in Gallipoli campaign

THE present HMS Chatham is the latest of a long line of ships of that name. Many of her 13 predecessors were only small harbour craft, the earliest of which was a Galliot of 91 tons renamed Chatham after she was captured from the French in 1666, the same year as the Great Fire of London.

The most famous of these small vessels was a yacht of 74 tons and six guns built in Chatham Dockyard in 1741.

She and her crew of 10 men had the honour of transporting the body of Lord Nelson from HMS Victory, at Sheerness, to

Greenwich where he lay in state until the funeral at St Paul's Cathedral. HMS Chatham's battle hon-

ours derive from the ships built in 1758 and 1911.

The former was a 50-gun fourth rate ship completed in Portsmouth.

In May 1759 she captured the French 36-gun Arethuse, participated in the 50-hour bombardment of shipping at Le Havre and in November of the same year took part in Admiral Hawke's subsequent victory over a French fleet at Quiberon Bay.

HMS Chatham's immediate predecessor was a successful light cruiser built at Chatham in 1911.

From 1913-14 she was part of the Second Light Cruiser Squadron in the Mediterranean and at the outbreak of war she was detached to the Red Sea and East Indies.

In 1914 HMS Chatham captured the German merchantman SS President in the Lindi River and in 1915, off the Rufiji River, she sank colliers to block the German Konigsberg.

Later that year she joined the Mediterranean Fleet to participate in the Gallipoli campaign where she gained the Dardanelles battle honour.

After the war she became the flagship firstly for the New Zealand division and then the East Indies Fleet before being scrapped in 1926.



The 11th HMS Chatham joined the Second Light Cruiser Squadron in the Mediterranean at the outbreak of the First World War.

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Letters



Return of a ticklish problem

THE letter from WO Saunders in your April edition on the wearing of moustaches set me searching through my collection of naval postcards.

Sure enough I found two showing sailors with hairy upper lips. One, published by Gale and Polden, has the caption "Instructional Battery, RN Barracks, Portsmouth" and shows two members of a gun crew wearing moustaches. I would date this 1920-30.

The other (shown here, right) is of a sailor from HMS Glasgow with his wife and daughter, dated around 1914.

I think they may all be reservists — would any of your readers know if they were allowed to retain their moustaches during World War I? I am sure reservists under training would have been permitted to do so.

And why has the Royal Navy always insisted on a "full set"? — Gordon Boniface, Lindfield, Haywards Heath.

The Naval Historical Branch believes reservists' moustaches may well have been left alone — but knows of no written order. The original 1869 dictum of the Admiralty Board is quite specific — "discontinue shaving" means just that — as a reader in Stuttgart has noted:

But what I could never understand during my quarter of a century in the Service was why matelots are allowed to grow hair all over the front of their head — to their detriment if they have to hurriedly don breathing apparatus — but not all over the back of their head.

This is particularly odd in view of the fact that the matelots' uniform is specifically designed with the tradition of long-haired pigtails in mind (admittedly tarred in past times).

Among the reasons I was given were that long hair was dangerous aboard ship and that short



hair was a sign of good discipline. This of course is nonsense as there is less open moving machinery in a modern ship than there was under sail due to the mass of running tackle that was used on sailing ships.

Discipline

As for the discipline argument, the finest disciplined seagoing engine of war this world has seen was the Navy of Nelson's time — which grew its hair to its waist and tied it in pigtails.

Presumably some seagoing Wrens are now going to have to get their hair cut to the same length as the matelots and for the same reasons. If not, this is the time to allow the matelots to grow their hair long under the same rules as discontinuing shaving, and thus employ the blue collar for the purpose it was designed.

And that is another reason for the Wrens shifting into square rig. — James Stuart, Stuttgart, West Germany.

Rosters may even up with sea time

COULD you please shed some light on promotion from Able Rate to Leading Rate in the Fleet Air Arm in the AEM(WL) trade?

While writing I am serving at HMS Daedalus on LRQC. Our class consists of 16 ratings, two of whom are L/H and 14 Able rates. The 14 lads have between six and nine years service and most of the lads have done two front-line drafts, and all got their PPE between November 1984 and October 1985. The promotion roster has appeared to remain stagnant since October 1989 and we have been told it will stay that way until July 1990.

Quite frankly the situation is far from morale-boosting or retention friendly. This, coupled with another disappointing pay rise, is only adding to the number of request forms giving notice of engagement.

Another major sore point is comparison with the Wren AEM roster. Is it right or good for working relations between men and women that the women seem to get their rates at a very accelerated rate while the lads wait for a number of years.

As the rosters compare at the moment a Wren AEM(R) under basic training could leave Daedalus, qualify at an air station, pass the PPE and receive her rate before some of us lads on LRQC. This situation leads to resentment among the male ranks when a LWren AEM of two years' service tries to take charge of the general duties involved around a squadron. — A. Harper, AEM(WL).

● The effect which long rosters have on morale is fully appreciated, but there is no simple solution, said the Directorate of Naval Manpower Planning. The reply continues:

Advancement for all ratings is controlled by the need for manpower at the next higher rate. In the last few months there has been little movement in the AEM(WL) roster, but over the past two years there have been 88 advancements. The slowing in recent months is partly due to a reducing need for AEM(WL)s (100 billets have been shed since 1987), and also relatively low notice giving/exit rates for leaders and senior ratings.

Monitored

Male and female roster lengths are closely monitored to try to ensure parity wherever practicable, but factors such as widely different sub-branch sizes make equality difficult. Over the last two years 141 AEM(M), 88 AEM(WL) and 45 AEM(R) B13s have been issued to the men compared to only one, five and four respectively for the WRNS.

When sub-branches are compared by male and female average lengths of service prior to advancement to leader, it is only the Wren AEM(R)s who show a significant three year advantage. The other two sub-branches have very similar waiting times at 6.8 and 6.1 years for the AEM(M)s, and 6.5 and 5.6 years for the AEM(WL)s. It is hoped that the

AEM(R) rosters will be brought into line with the advent of seagoing Wrens.

Your reader will be pleased to learn that advancement forecasts for his sub-branch look brighter in the forthcoming year with male roster movement once again gathering pace.

Digital conversion

AN item about compensation for personal injuries reminded me how in 1939, as a Boy Seaman carrying out gun drill on board HMS Belfast, I lost the greater part of the middle finger of my right hand.

On leaving the Service in 1953 I found among my documents a Form M.183 which stated that I "had allowed the injury to happen." Obviously, the words of the GI clearing his

In 1986, while explaining to a rather knowledgeable ex-service type how I came to be minus a certain digit, he recommended that I forward my Form to the Royal British Legion regarding compensation.

I was pleasantly surprised when I received a cheque for £2,130 from HMS Centurion. I wonder if receiving compensation for an injury inflicted 48 years previously could constitute a record? — J. Campbell, Auckland, New Zealand.

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NN

Letters

NN

Why does the Charge Chief dip out?

IN 1989 I reached two milestones, my fortieth birthday and advancement to Charge Chief Petty Officer. The former is easily recognised by the profusion of grey hair; the latter, however, is only recognised when wearing a blue suit.

The argument of recognising the Charge Chief as a substantive rate, as opposed to a skill equal, has been voiced before. The anomalies of the status quo, however, remain and form the basis for much debate among my contemporaries. To enumerate briefly:

Why is a B13 required for advancement to Charge Chief when it is only recognised as a skill qualification akin to that of Diver, Marksman or Musician with the badge worn on the right arm?

Why does the Charge Chief have the additional hurdle, with the attendant three years waiting time, before he is considered for promotion to War-

rant Officer? Non-artificers are exempt from this.

Why does the errant Charge Chief, disciplined for a non-technical offence and reverted to Petty Officer, lose his skill badge? The Diver, Marksman or Musician mentioned previously do not lose theirs.

Why is the Charge Chief's authority only recognised in a technical capacity? Away from the technical environment he becomes "just another Chief Petty Officer".

Why does the Charge Chief subsidise every other CPO's pension and terminal grant? The non-artificer, having served only two years as Chief Petty Officer, receives an identical pension and terminal grant as the Charge Chief. The argument that the naval pension scheme is a non-contributory one and as such is awarded at the same level to all Chief Petty Officers, regardless of time served in the rate, is wholly unjust.

Anomalies

Effectively a nine per cent reduction in salary finances our pensions. Why will I have essentially lost nine per cent of my salary (10 years as a CPO and possibly 10 years as a CCPO) yet receive the same pension and terminal grant as someone qualifying with only the minimum time served as a CPO?

Why does the Army, Royal Marines and the RAF recognise a four-rate structure, namely Sergeant, Colour/Staff Sergeant, WO2 and WO1 for senior rates but the Navy only

recognise three? The WO2 enjoys an enhanced pension over his Charge Chief equivalent because it is recognised as a substantive rate.

The anomalies of the non-substantive rate status of the Charge Chief would be overcome if the Charge Chief was a rate via the B13 system. With the badge worn on the left arm and the introduction of shoulder badges, the newly-rated Charge Chief would be readily recognised.

Additionally the "all of one company" principle should be applied and the rate of Charge Chief extended throughout the Service. The Charge Chief OPS or SA would be rewarded for his superior skills as a tactician or administrator respectively and have the same career structure to Warrant Officer as the Artificer.

Conversely, some will interpret this proposal as a case for dispensing with the Charge Chief altogether. In many cases, however, the Charge Chief, because of the enhanced status the rate would bring, could be employed in many positions currently filled by Warrant Officers. The consequential need for fewer Warrant Officers would enhance their status, recognised as the elite "few" attaining the career pinnacle for ratings.

I feel the cost factor will ultimately be the arbiter and as such the Second Sea Lord's Personnel Liaison Team will endure many more years of vociferous argument from unrecognisable Charge Chiefs. — G. J. Boobier, ACCWEA, HMS Illustrious.

No lesser distinction

I wrote to the Admiralty to ask where I should wear my silver AS/MS badge when wearing miniatures. The reply I received was that, as it was a badge, it should not be worn at all.

Could it be that the "powers that be" do not appreciate what that little badge stands for and the active service conditions under which it was earned? Is it so very different from the badges worn by submariners and Fleet Air Arm air crews which are qualifications, not as a result of wartime service, and which, correctly, would be worn at "dress" functions? — B. C. G. Ambray, Shirley, Surrey.

One woman went to mow . . .

MY WIFE said today, "I can mow the lawn as well as any man."

So I went to the shed, moved the kids' bikes, the stepladders and the garden chairs, dragged the mower out, checked the oil, filled it with petrol, wheeled it to the lawn and eventually got the engine started.

When she was half way through the job, the spark plug lead came off, and it conked out. So I had to sandpaper the lead, tighten the connection, and get it started again.

In all, I adjusted the cutting height twice and

emptied the grass box six times, then finished off the edges because they were difficult and uneven.

This done, I put the mower back in the shed, cleaned the blades, turned off the petrol, put back the bikes, the stepladders and the garden chairs, locked up and went back inside the house thinking how lucky I was to have a wife who could mow the lawn.

And wondering why people can't understand why we don't want Wrens at sea. — Portsmouth (Name and address "withheld by request" — it's not that I'm frightened of my wife, I just can't stand the nagging.)

Flag in distress

A MAN putting carpet in our Legion told me the following story.

His friend was at a port in Belgium on VE Day and the German flag was struck on a ship in the harbour and replaced by a Canadian flag. This friend, a Canadian, duly pocketed the German flag and gave it to a girl friend in England.

In due course the lady died and bequeathed the flag to the man who gave it — who in turn gave it, with a request it never be sold, to the man I was speaking to.

Now he is not sure where it should go so that it will be kept for posterity. Has anyone any suggestions? — R. H. Urwin, Ex-Sailmaker RN, RR3, Port Rowan, Long Point Beach, Ontario, Canada, NOE IMO.

Danger of dropping pass marks

FOR some time the problem of retention and recruitment has been high on the agenda for various studies, forums and general messdeck discussions.

No doubt every man and woman in the Navy have their own answers. The list is endless and I don't think anyone can give a definite answer that will halt the rush to go outside.

The thing that has angered me recently is the obvious drop in "pass marks" that have been needed for a rating to complete his or her course. By lowering the pass mark, or maybe sending him "round the buoy" two or sometimes three times, you are cheating yourselves.

Yes we do need "bums in seats" to make up the numbers. But by lowering the required standard of training to get the man to sea you are increasing the pressure on his superiors in "on job training" to bring him up to, if possible, the required standard. If someone sits an examination often enough he will eventually achieve the required standard.

And next time a manpower study is carried out, can we use a bit of thought for the people who now face the prospect of stretching our already reduced numbers to meet new requirements? Why not talk to co-ordinators at the CPO/PO level who are involved in changing people from one watchkeeping job to another with maybe a couple of months part of ship in between.

If our members hadn't been depleted by someone shoreside decreeing we had too many Leading Hands then maybe the Leading Hands we have could look forward to being employed in a non-watchkeeping job for longer.

Trains don't strain all the ticket money

MY two children and I travelled to Manchester by train while my husband was away. I had to pay for only one child as the other was then under five, so my husband got me one-and-a-half warrants.

Every time I've done this trip the price the Navy pays out makes me cringe — £81 for me and £40.50 for a child. That doesn't even guarantee a seat, which I have to pay extra for if I'm to be assured of one in a non-smoking carriage, for the sake of my asthmatic child.

I don't understand why the Navy pay for tickets valid for three months unless they are specially requested, because I'm sure 99 per cent of us only need the standard monthly return. My two children and I can do the same trip on a monthly return on my railcard for a lot less — though I suspect if British Rail wasn't getting all this easy money our railcards would stop.

Personally, I'd like the Navy to devise a better system — but if they must throw money away, our husbands' pay packets would be a better place. — Naval wife, Plymouth.

"Your correspondent may be assured that the price printed on the tickets issued in return for warrants is not the price paid by the Ministry of Defence who receive a considerable discount," says the MOD reply to this one.

"Whether or not it is better to take best price tickets or an across the board discount is a matter which is kept under review at all times to ensure that the best deal is obtained."

"Meanwhile, the ability to travel without the restrictions that are placed on saver fares is an advantage that we should not give up lightly."

The reply also states, "The writer will have noticed that the validity of tickets has now been reduced to one month."

Support for MS

It may come as quite a shock to know that a Serviceman or woman can still be on the active list with what is perceived to be a crippling disease. Multiple Sclerosis afflicts people in many ways from very severe to hardly noticeable. In almost all cases, it is a slowly progressive disease and life can continue as normal.

But if the newly-diagnosed does not realise this, he or she can very soon find depression exacerbates the condition, causing the disease to accelerate.

For this reason I and a young Leading Wren, Sue Smith, have set up a self-help group.

We intend to launch Mutual Support officially later this year, with a charity event to help not only MS, but also the RNIB.

We have challenged a local blind team to a bowls match. Last year they won a local West Country league against sighted players — we may well be the underdogs!

It is hoped to attract more recruits, both for Mutual Support and the team. A knowledge of bowls would be an advantage, but participation is the most important aspect. The date of the match will be Sunday August 19 1990, the venue to be confirmed. Please contact me. — Kim Bartlett, Flt Lt, 6 Luton Down Road, Blandford Forum, Dorset, DT11 8AB.

Sighting the Bismarck

REGARDING "Ships befitting a king and a prince" (April), it was not the Norfolk who first sighted the Bismarck. That honour fell to the Suffolk alone at 1922 on May 23 1941.

The Suffolk's sighting signal was received by the Norfolk who joined her sister ship at 20.30 and together they continued to shadow the German battleship.

Since then two new Norfolks have joined the Fleet, but no new Suffolk. Mindful of the long-term connection between the county and the Royal Navy, I am surprised that the name has not graced a man o'war since the demise of the three-funnelled cruiser. — Jack Sheppard, Southsea, Hants.

NN Navy News

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'Red Plum' home from Antarctic

HMS Endurance, the Royal Navy's ice patrol ship, has returned to Portsmouth after a six-month deployment in the Antarctic.

Nicknamed the "Red Plum" because of her distinctive colour, Endurance completed four work periods during which she made the first known transit by a British warship of the Beagle Channel. Another highlight of her deployment took place during her passage home.

After a visit to Valparaiso, in Chile, Endurance made her way through the Panama Canal to cooperate with the USA and Bermudan governments on anti-drug law enforcement while on passage through the Caribbean on her way to the USA.

As well as affording support to the British Antarctic Survey and Scott Polar Research Institute the ship gathered much valuable hydrographic survey data and flew over 1,700 miles of photogrammetry vertical photography.

Once alongside in Portsmouth the ship's company were welcomed by families and friends and for MEM Paul McHugh there was one special person waiting to greet him — his three-month-old son who was meeting "Dad" for the first time.

Picture by LA(Phot) Dizzy de Silva



HMS Endurance — the "Red Plum" — sails through the Lemaire Channel, in the South Atlantic.

Ambuscade on penguin patrol in South Georgia

TAKING a break from her recent South Atlantic patrol duties the Type 21 frigate HMS Ambuscade made a visit to the island of South Georgia, accompanied by RFA Gold Rover.

The main purpose of the visit was to resupply the resident garrison at Grytviken but members of the ship's company took the opportunity to see as much of the island as possible.

During her short stay Ambuscade steamed through icy bays in glorious weather to within a few hundred yards of the Nordenskjold and Neumayer glaciers.

The Neumayer glacier, in particular, is actively receding and at one point — according to the charts — the ship's position was plotted right on top of it!

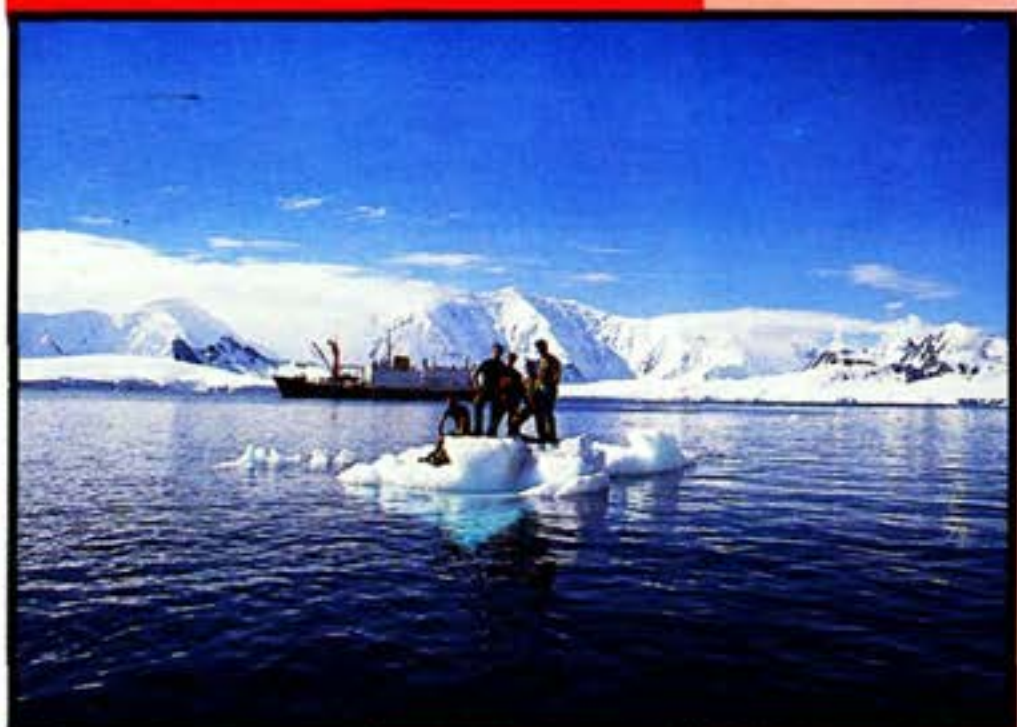
Most of the ship's company visited the deserted whaling stations at Leith and Stromness and at Grytviken they took part in a "Meet the Army" day where Ambuscade's commanding officer, Cdr. Mike James, won the shooting competition and was given the chance to fire an anti-tank missile.

The ship's Lynx helicopter, piloted by Lieut. Rick Harper, worked hard during the visit transferring all the stores ashore to the resident garrison.

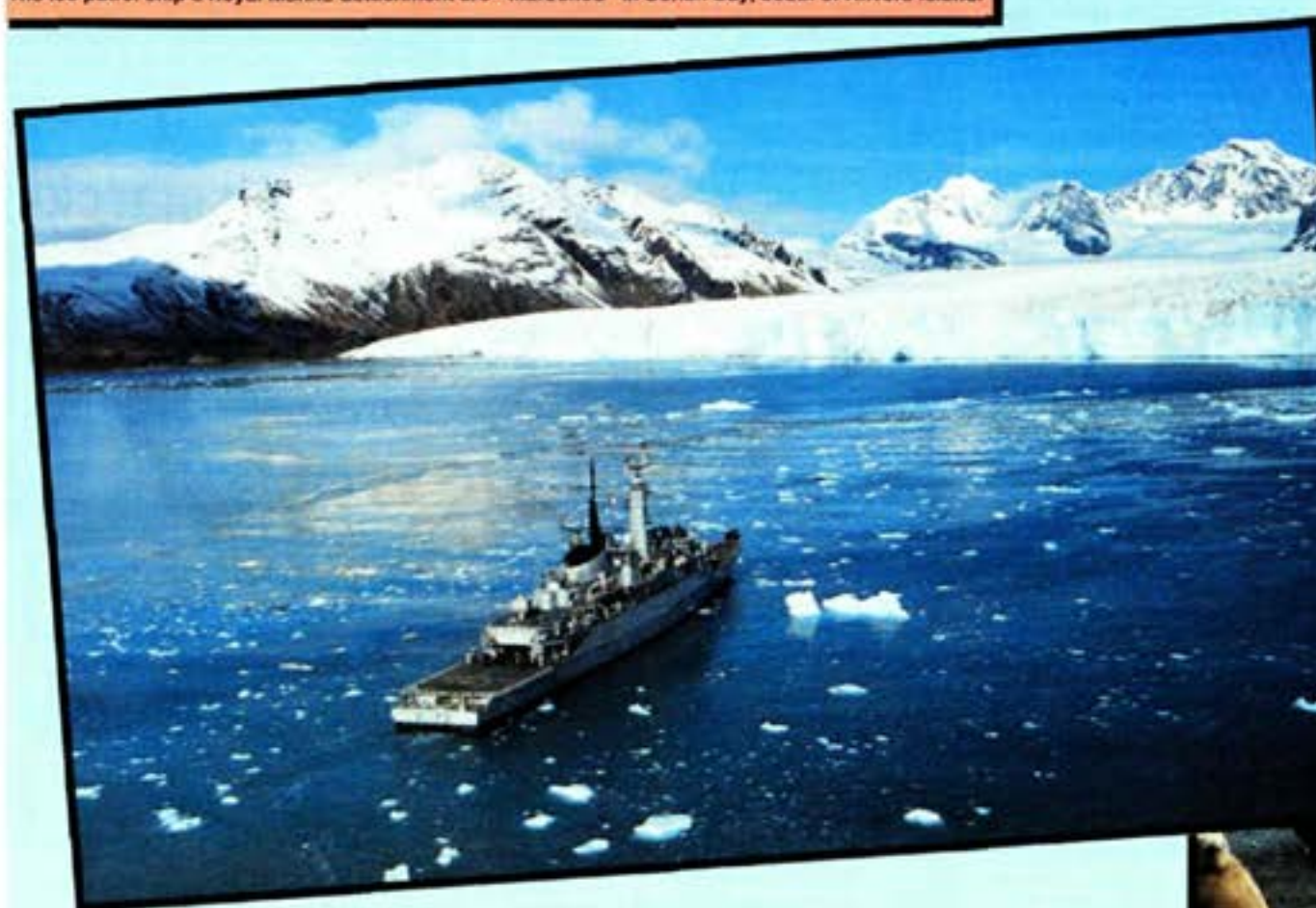
Some lucky members of the ship's company were also flown to St Andrew's Bay on the east coast of South Georgia to visit a massive King Penguin colony, the habitat of thousands of penguins who live alongside Weddel seals and Sea Skuas.

HMS Ambuscade has now completed her patrol duties in the South Atlantic and, after being replaced by her sister ship HMS Avenger, has embarked on a six-week passage to the UK via the Caribbean and USA.

Pictures by CPO(OPS)(R) McArdle



The ice patrol ship's Royal Marine detachment are "marooned" in Dorian Bay, south of Anvers Island.



HMS Ambuscade picks her way through the icy waters towards Nordenskjold glacier in East Cumberland Bay, South Georgia.



One-year-old chicks at the King Penguin colony at St Andrew's Bay, South Georgia, provide a comical sight for HMS Ambuscade's budding naturalists.

EASTERN SMILES

Japan says it with flowers for Dartmouth visitors

Well matched in the Mystic East here are HMS Bristol's AB Martin Adams and his bride Sue, "just married" at Hong Kong City Hall, and 17-year-old MEM(M)2 Dameon Clark, singled out to receive a bouquet from Miss Tokyo.

The wedding couple had planned to get hitched back home in Farnborough in January next year — but the chance to tie the knot in more exotic surroundings was irresistible.

After the ceremony the couple travelled by rickshaw to a reception laid on by Martin's messmates and later they enjoyed a sunset cocktail cruise across the Crown Colony's picturesque Victoria Harbour.

Meeting pretty Akiko Shimoju (21) — voted Miss Tokyo for 1990 — was just one highlight of the Dartmouth Training Squadron's subsequent visit to Japan.

Hot bath ritual

Officers Under Training and staff from HMS Ariadne were royally entertained at the Maritime Officer Candidate School at Eta Jima — an impressive Victorian pile built with red bricks specially imported from England in 1893.

Evidence of the way the fledgling Japanese Navy modelled itself closely on Royal Navy traditions was found in the school's museum — which preserves a lock of Nelson's hair.

Meanwhile today's Maritime Self Defence Force introduced more of the OUTs to Japanese customs — notably the ancient hot bath ritual.

After leaving Japan the Squadron moved across the Pacific to the West coast of America and split up to visit Vancouver, Seattle, San Diego and San Francisco. They pass through the Panama Canal for a cruise in the West Indies later this month.



— and now the Orient beckons Battleaxe

Also heading east last month was the Devonport-based Type 22 frigate HMS Battleaxe, now on a six month deployment to the Gulf and beyond to Singapore, Hong Kong and Penang.

The ship has recently completed operational sea training at Portland and will return briefly to meet up with the rest of the Gulf patrol group for relevant training.

Meanwhile her Commanding Officer Commander Andrew Gordon Lennox is especially looking forward to his Hong Kong call — his brother Michael has just been appointed Captain-in-Charge there.

KENNY ON THE BALL...



RPO Kenny Harrison, serving in the fishery protection vessel HMS Soberton, has received the Whyte and Mackay Distillers Four Bells Royal Navy Valour Award.

While on patrol his ship received an urgent call from the Grimsby fishing boat Sparkling Line which had an injured seaman on board.

As medical supervisor, RPO Harrison boarded the boat and stopped the bleeding from crewman Graham Musset's badly cut arm.

Deciding that the injury was beyond his medical capabilities, he organised the transfer of the injured man to HMS Soberton, which headed for Bridlington — and hospital.

Thanks to RPO Harrison's prompt action, the fisherman suffered no lasting disability and the hospital doctor praised the standard of first aid and the overall appraisal of the situation.

Renewing link with Mr Yuen

WHEN Capt. Michael Gordon-Lennox, new Captain-in-Charge Hong Kong, made his first visit to members of his ship's company he came across an old family connection.

He was introduced to Mr. K. C. Yuen, a 63-year-old HMS Tamar swimming pool cleaner, who had served under the command of his father in 1957 when he was Commanding Officer of HMS Newcastle.

Mr. Yuen joined the Navy in 1947 and retired as a Petty Officer Steward in 1972. He received his Long Service and Good Conduct Medal from Admiral Lord Louis Mountbatten in Malta.

He also saw active service in Korea and Malaysia and was presented with medals for his service during both campaigns.



People in the News



ROYALS TAKE FALKLANDS STRONGHOLD

THE Royal Marines have everything sewn up in the headquarters of British Forces Falkland Islands, it seems.

Normally the joint nature of HQ BFFI is reflected in the staff, which includes representatives of the three armed services — and civilians.

But the current head is Major General Paul Stevenson RM (left) and — coincidentally we are assured — his ADC is Lieut. Simon Coldrick RM (centre).

Meanwhile, driving them both to distraction on the islands' peaty tracks is Cpl. Buck Buchanan RM.

HEADQUARTERS



Thatchers band together



LRO(SM) Neil Thatcher and his wife, LWRO Lynn Thatcher, have joined HMS Mercury together for the RS(SM) and POWren(RS) qualifying courses respectively.

Neil joined the Royal Navy in 1979 and has served in various submarines, including service during the Falklands War. Mrs. Thatcher joined the Wrens in 1984 and has served at HMS Warrior, FO Gibraltar (where she met her husband) and RN air station Culdrose.

The couple took their Killicks courses together at HMS Mercury, too, in 1987. Following their present studies Lynn will join FO Plymouth (via Royal Arthur) and Neil will return to SM2.

SUBMARINERS IN MERCY MISSION

THREE Devonport-based submariners drove thousands of miles across Europe and back to deliver vital supplies for orphaned children in Romania.

Tragic television pictures of babies dying from Aids inspired the drive by Chief Petty Officers Michael Swinburne, Stephen Child and Hewie Hewitson, all serving in the submarine HMS Odin.

They loaded two vehicles with food, clothes, equipment and toys and set off on the three-day journey to Bucharest.

Local firms and individuals donated most of the food and clothes, while the Second Submarine Squadron raised more than £2,500 to pay for much-needed hospital equipment.

Bar man

LIEUT.-CDR. Ronald Dingwall RNR, of Budleigh Salterton, has been presented with a second bar to his Reserve Decoration for 35 years service in the Royal Naval Reserve. He is a Naval Control of Shipping officer attached to HMS Pellew, the RNR training centre in Exeter.

Is your separation going further than you expected?

The feeling of isolation caused by periods of separation can lead to all sorts of strains being placed on your marriage.

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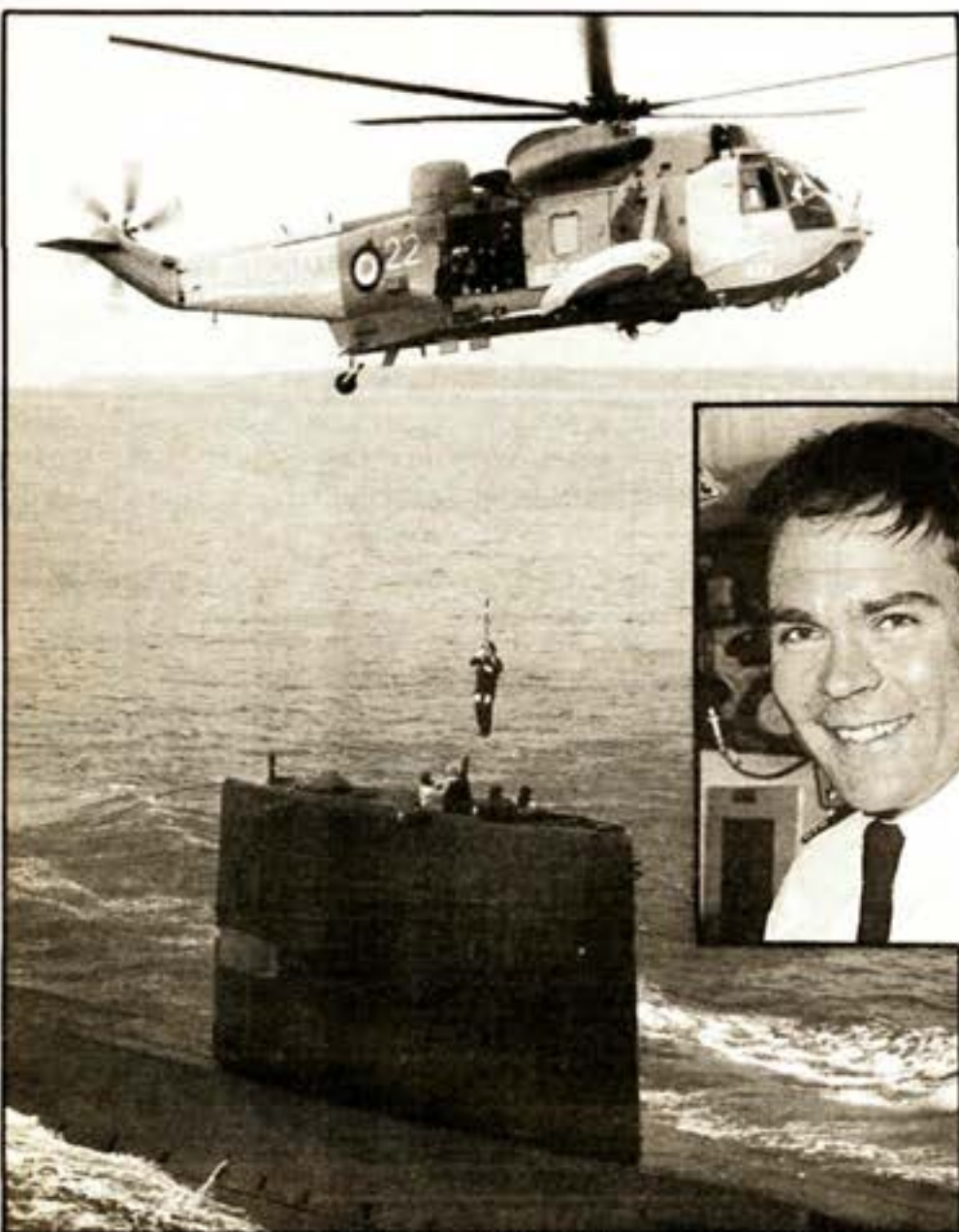
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It could help stop your separation going too far.





Second Officer Hogg is winched on board HRMS Tonijn by 771 Naval Air Squadron.

Top job at DRPS

NEW head of the Tri-Service Defence Radiological Protection Service, based at the Institute of Naval Medicine, Alverstoke, is Surg.-Capt. John Harrison.

He has taken over from Surg.-Capt. Robert Carmichael, who was appointed head of the old Naval Radiological Protection Service in 1976 and became head of the Tri-Service

organisation in 1982.

The DRPS provides a corporate radiation protection advisory and support service worldwide.

Its staff of 60 is employed on

tasks which include radiation monitoring in ships, units and air stations to ensure that Service procedures comply with statutory requirements; sampling water and beach sediments around nuclear submarine bases; and provision of film badges dosimeters to 10,000 Service and MOD civilian personnel.

Radiation safety is currently a hot subject, following the Gardner Report on the possible association between high radiation doses and childhood leukaemia and other suggestions that exposure to non-ionising radiation, such as microwave and radiofrequency, might be implicated in disease.

SWEET VIEW OF SULTAN

THE Rev. Reg Sweet, Naval Chaplain at HMS Sultan, the Marine Engineering School at Gosport, has put his artistic skills to good use.

An enthusiastic painter of seascapes, he was asked to paint a picture, prints of which could be used as the HMS Sultan 1990 Christmas card, sold to raise money for charity.

The finished work, a scene depicting the Sultan Wardroom in a winter snowscape, so impressed Sultan's officers that they decided to buy and frame the picture and add it to the Wardroom's collection of nautical paintings.

Mr. Sweet (left) is pictured presenting the painting to Wardroom Manager Lieut. Dick Kerwood. He admitted that the painting had presented a challenge — especially imagining the Christmas snow!



DEBORAH DROPS IN ON FIANCE

WHEN 771 Naval Air Squadron was tasked with practising winching onto a Dutch submarine a willing volunteer was found in Second Officer Deborah Hogg.

Deborah, the public relations officer at Royal Naval air station Culdrose, was winched from a Sea King helicopter onto the fin of HRMS Tonijn — and there to greet her was her fiancé, Lieut.-Cdr. Jankees Trimpe Burger, the submarine's commanding officer.

The couple, who met when they were working for Flag Officer Submarines in Faslane, are being married on July 21 in Freshford, near Bath, where Deborah's parents live.

Deborah was delivered to the submarine by Lieut.-Cdr. Ian Domoney, commanding officer of 771 Squadron, senior pilot Lieut.-Cdr. Colin Hawksworth, winchman Steve Dodd and diver Dave Wallace.

A former pupil at Bath High School, Deborah spent three years at London University and two years working as a fashion model before joining the Navy in 1985.

Lieut.-Cdr. Trimpe Burger left Faslane to take command of the Tonijn which recently visited Falmouth on its way back to Holland from an exercise in the Mediterranean.

He has served in the Dutch Navy for 14 years and lives in Den Helder.

Lieut.-Cdr. Jankees Trimpe Burger and Second Officer Deborah Hogg, who "tie the knot" in July.

Victor's screen finale

VICTOR McDowell has retired from the Royal Naval Film Corporation after serving with distinction as the film distribution officer in the Portsmouth library for nearly ten years.

Responsible for supplying Portsmouth-based ships with films and videos, and overseeing the libraries at Devonport, Rosyth and Faslane, he made an important contribution to the morale and well being of the Fleet.

Victor joined the Navy as a Boy Telegraphist in 1939 and was invalided out in 1973 in the rank of Lieutenant (SD)(C).

He sat the Civil Service direct entry examination and joined HMS Centurion as an executive officer in 1974. Following a spell at HMS Daedalus he became Film Distribution Officer in the RNFC's Portsmouth library in October, 1980.

Many of his "customers", associates, staff and friends were present at his farewell party.

GOING FOR GOLD



WEAPONS Engineering Mechanic Simon Smith took a trip to London to be presented with his Duke of Edinburgh Award Scheme Gold Certificate — from the Duke himself.

Simon, who is serving at HMS Collingwood, the Royal Naval Weapon Engineering School at Fareham, comes from Aston, near Sheffield. His sister Julie Smith is serving in the WRNS.

PUBLIC SCHOOL FLIES THE FLAG

OLD boys of Gordonstoun, the Scottish public school, all currently serving as flag officers or in command, dined on board the amphibious assault ship HMS Intrepid.

They included Vice-Admiral Sir James Weatherall, NATO's Deputy Supreme Commander Atlantic; Rear-Admiral Jonathan Tod, Flag Officer Portsmouth; Capt. Richard Bridges, HMS Intrepid; Capt. Andrew Ritchie, HMS Hermione; Capt. Malcolm Rutherford, HMS Collingwood; and Cdr. James Miller, HMS Avenger.

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RFA's will play bigger role in Fleet support

FUNDAMENTALLY important to the role of the Royal Navy is the logistic and aviation support provided by the Royal Fleet Auxiliary.

Introduction of the Fort Victoria class AOR in the early 1990s, with an expanded role in support of Fleet activities, calls for greater sophistication, not only by way of improved replenishment and aviation facilities, but also in the form of effective self-de-

fence weapons and decoys, together with the appropriate command, control and communications facilities.

This significant expansion of the RFA demands the highest standards in terms of efficiency and operational effectiveness, says an announcement. To this end, Chief of Fleet Support has

initiated a longer-term review, but meanwhile it is necessary to formalise the arrangements for measuring, reporting and maintaining the effectiveness of the RFA fleet.

Fully detailed are the formal arrangements for management and control of the RFA fleet's operational effectiveness.

DCI(RN)105/90



"Item 1... supply of soft-topped desks to reduce head injuries caused when nodding off from fatigue!"

Health and safety at MOD

A NEW central organisation for the oversight of health and safety at work matters in the MOD came into operation on April 2.

The changes are based on recommendations arising from a review of previous arrangements, and the new organisation involves the establishment of two high-level committees with MOD-wide responsibility and representation and of a new central directorate.

DCI(Gen) 79/90

ESSAY TOPICS ANNOUNCED

TOPICS for the 1990 Peter Mitchell Trust Essay Competition are: The South West Pacific-Strategic Backwater or Environment and Defence Forces — Compatible Bedfellows? or Navy — Protecting the Peace.

The competition is open to full-time and reserve members of the navies of Commonwealth countries or commander rank and below. Essays of between 3,000 and 7,000 words have to go to the Department of Defence (Navy Office) Australia, and the announcement gives full details.

There is a series of prizes ranging from 1,500 to 250 Australian dollars.

Among winners in the 1989 competition were Lieut-Cdr. A. R. Davies, D. R. James and R. W. Jackman. All three officers submitted their entries while serving at the RN Staff College.

DCI(RN) 109/90

Refunds for rail tickets

MAKE sure any unused rail tickets are returned promptly. An announcement says it is essential that all unused tickets are returned to ensure maximum possible recovery of any amounts due from British Rail.

DCI(Gen) 66/90

Bosun dinghy challenge

THE 1990 Bosun sailing dinghy national championships will take place on July 7 and 8 from the Boscawen Sailing Centre, Portland. They will be organised by the Royal Naval Sailing Association (Portland) and sailed in Portland harbour. DCI(JS) announcement dated April 6

Shadwell prize now on offer

DETAILS, including eligibility, are given concerning the Shadwell Testimonial Prize which is for plans of anchorages, harbours, small boat landings or seabed features, other data relating to marine surroundings, amendments to sailing directions, or other hydrographic publications.

DCI(RN) 110/90

Change of title for managers

WITH recognition that the title Systematic Management Liaison Officer does not reflect accurately the duties that the designated officer is required to carry out in a ship or establishment, he or she will now be known as Management Advisory Officer.

The executive officer of a ship or establishment is the most suitable person for the duties, and courses for Management Advisory Officers are held at Whale Island, Portsmouth.

DCI(RN) 108



"We'll end up with them 'frontline' and us supporting them next!"

Get Wise on DCIs

Pension rules revised

THERE IS a revision of arrangements which will interest personnel serving on gratuity-earning (non-pensionable) terms, who have a personal pension plan and who would like to make their service pensionable under the terms already published.

Originally it was stated that where personnel serving on gratuity-earning terms wished to transfer to pension-earning terms, but had taken out a personal pension plan, a transfer value — representing the accrued value of that pension plan — would have to be paid to MOD votes so that the service covered by that plan could be treated as pension-earning under the terms of the Armed Forces Pension Scheme.

Now it has been agreed that, providing a personal pension plan is not made "paid up" (that is, no further contributions are made to it) from the date of transferring to pension-earning terms, service covered by that plan may be treated as qualifying or reckonable ser-

vice, as appropriate, under the terms of the AFPS without a transfer payment being required.

The personal plan must stay "frozen" for so long as membership of the AFPS is in force but may be retained as a personal asset. It may not, however, be transferred to the AFPS to secure an enhancement to the actual service credited.

Personnel falling within the terms concerned and who hold a personal pension plan, may therefore now exercise an option to transfer to pension-earning terms as members of the AFPS under the revised provisions. The option must be taken up before Nov 1 1990. Where personnel do not opt

to change from gratuity-earning terms within the limit specified, but seek to do so subsequently, only that amount of service which can be bought by a transfer payment representing the accrued value of the personal pension plan can be credited under the terms of the AFPS.

Transfers from personal pension plans are likely to buy much less than the number of years actually served.

The announcement provides application details concerning the option.

DCI(JS) 42/90

Coach card gets rolling

THE Forces Discount Coach Card scheme, whose introduction was reported in April's Navy News, is now underway.

Administrative and eligibility information, including details on issue of the cards, is provided.

DCI(JS) 37/90

Supply and Secretariat prize winners

SUPPLY and Secretariat Branch prizes for 1989 are announced as follows:

Gedge Medal, Lieut J. P. Tahoe, HMS Osprey; Lyddon Shield, Lieut. L. P. Natalie, HMS Fawn; Worshipful Company of Chartered Secretaries and Administrators Medal, Lieut. M.A.W. Bath, HMS Nelson; Digital Equipment Company Sword, Act. Sub-Lieut. D. Williams, HMS Illustrious.

DCI(RN) announcement dated April 6.

Supply jobs recognised

SEVERAL civilian organisations now recognise Supply and Secretariat ratings' training and grant qualifications as a result. An up-to-date list of these qualifications, based on initial professional training and further training and experience, is given.

DCI(RN) 62/90



"Chairman Mao, I presume."

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

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Naval homes at a discount

MANY former naval married quarters are listed in one of the latest bulletins of surplus properties being offered to serving personnel under the discounted purchase scheme.

These include 20 three-bedroom maisonettes and 10 three-bedroom ground floor flats at Rosyth; eight three-bedroom end-of-terrace houses and eight three-bedroom terrace houses at Paulsgrove, Portsmouth; six three-bedroom terrace houses at Arbroath; and four four-bedroom semi-detached houses and one five-bedroom detached house at Gosport. Several more properties are listed, some in other locations.

Full details are contained in Bulletin 99, issued by Joint Services Married Quarters Sales Office. Applications for this batch of properties close on July 3.



HILSEA CENTRE OPENS

THE new Hilsea Community Centre has officially been opened by Mrs. Jill Hebron, wife of Commodore Chris Hebron, Commodore of HMS Nelson, Portsmouth.

The original centre, which was the first ever RN community centre, began life on the naval estate at Rowner in 1968.

After being transferred to Salerno Road, Hilsea, it stood for a further 22 years until it was finally demolished early this year.

The new premises incorporate ramps to the front door for pushchairs and wheelchairs, disabled persons' toilet facilities, a built-in fire alarm, custom-built bar and fold-away doors to split the main room into half.

At the official opening night Mrs. Hebron, who was presented with a bouquet by Miss Deborah Johnson, of Normandy Road, Hilsea, paid tribute to Mr. Peter Crossley, the Naval Area Community Officer, and his staff for their efforts in establishing the new centre.

Family Life

'Retain senior rates with cash advance'

CONTEMPLATING the prospect of a holiday in the sun or a new piece of furniture, a naval wife writes asking why a proportion of a senior rating's terminal grant cannot be paid before he starts on his Second Open Engagement.

"Could you please tell me why senior rates, after completing 22 years' service and decided to take 2OE, have to wait another 10 years before they receive their gratuity?" she writes.

"The gratuity plays a big part in the decision of whether to stay in the Navy and take 2OE, or go out and take the money."

"To help retention among senior rates why don't they offer cash incentives of 10 per cent up to 50 per cent of their gratuity, if they (and their families) are willing to offer the Navy another 10 years' service?"

A MOD answer said it was taken that the correspondent was, in fact, referring to the terminal grant. This is three times the value of the annual retired pay and is awarded to a rating on leaving the Service who has

completed 22 or more years' reckonable service (from age 18).

"The gratuity is something else altogether — a lump sum paid to officers on certain non-pensionable short service commissions."

Benefits

"The question 'I've done my time, so why can't I have the money now?' is not new. The answer is that the terminal grant is an integral part of the total retirement benefits, which can only be assessed and paid when a person actually leaves the Service."

"Neither the Government nor Treasury would con-

plate paying a tax-free superannuation benefit while a person is in the Service."

"Your reader says that an advance cash offer of 10 to 50 per cent of the gratuity (terminal grant) would offer an incentive for senior rates to stay. If such a scheme was possible, it is our judgement that it would do nothing to help retention."

"The point about the terminal grant and retired pay structure is that the longer the service the better the terminal grant/retired pay anyway (at least until the age of 55). This is the incentive for longer service and is an inherent characteristic of the Armed Forces Pension Scheme."

HIVE OF ACTIVITY

RUNNING of The Hive at RN air station Yeovilton has recently changed hands and is now under the organisation of Beverley Walton who has taken over from Katie Martin.

The Hive, based in the Wrens Quarters at the station, aims to provide a link between all naval wives in the area.

Open three days a week, the club provides a creche and numerous activities, such as keep fit, tennis and squash coaching and "Mums and Toddlers

swimming". They also run educational and craft courses and arrange outings.

Further information is available from Beverley who can be contacted at The Hive on a Tuesday, Wednesday and Thursday, tel. Yeovil 840551 ext. 5354.

Haslar gets helping hand

EVERY year members of the Wives Club of HMS Collingwood devote much of their time fund-raising for their chosen charity.

The last 12 months have been no exception and the ladies have raised £1,000 for the Paediatric Department at the Royal Naval Hospital Haslar, which is close to the hearts of several of the wives who have asthmatic children who attend the hospital regularly.

But the ladies are not resting on their laurels and have already begun raising money for their next worthy cause, myasthenia gravis disease, a crippling muscular condition.

Surgeon-Cdr. Chris Kershaw is pictured receiving the £1,000 cheque from Mrs Fiona Moore, the Wives Club president.



Piece of cake at Portland

FIRST birthday celebrations have just been held for the Portland Families Information Centre which is based at the Royal Naval estate at Westcliff.

The centre was founded by officers' wives Mrs Cori Savage and Mrs Pat Fishlock and has proved so popular that a further eight wives of naval personnel are now helping to run it. The main role of the centre is to provide a link between naval personnel and their families offering help to combat loneliness or even just to provide a friendly face where newcomers can pop in for a cup of coffee.

Rear Admiral Bruce Richardson, Flag Officer Sea Training, is pictured cutting the centre's birthday cake assisted by Mrs Cori Savage and Mrs Pat Fishlock.

FOSNI's cheque donation



VICE-ADMIRAL Sir Michael Livesay, FOSNI, handed over a cheque for £1,000 to the Queen Victoria School, Dunblane.

The money, from Navy Days profits, will go towards the £600,000 required to build a much-needed new sports hall for the school.

Handed over to the War Department in 1905, the school was founded as the Scottish Memorial to Queen Victoria and to the Servicemen who fell in South African Wars.

The sons of Scottish sailors, soldiers and airmen are eligible to attend and at the moment out of 270 pupils, 35 boys are from naval families.

Vice-Admiral Sir Michael Livesay is pictured handing over the cheque to 17-year-old senior prefect Cameron Hunter whose father is a CPO Engineer serving in Faslane Workshops.

Looking on, from left to right, are Robert MacKinnon (14), whose father is an ex-CPO, Stuart Hunter (14) and Stuart Harris (14) whose fathers are CPOs at Faslane, head boy Stuart Cook (Army), Thomas Moultrie (15), whose father is a CPO (Radio Supervisor) instructing in Oman, Andrew Steele (15), whose father is a Commander in MOD and Steven Veitch (15), whose father is an ex-CPO.



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NN/ENT/22

Tough act for Royal Marines at Tournament



● TV personality Annabel Croft helps the Fleet Air Arm team limber up along Gosport High Street.

AS technical director of the 100th Royal Tournament, Lieut.-Cdr. Gary Sanderson literally "has the weight".

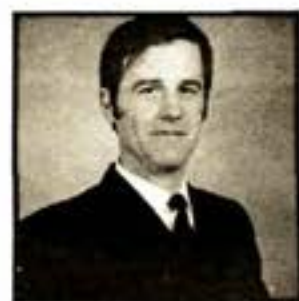
Everything that happens in the roof of the huge Earls Court exhibition hall is his responsibility - and from here hangs all the scenery for the acts and the biggest mobile lighting rig in Europe to show them off to their best advantage.

Theme of the show is the history of the Royal Marines, so there is plenty of tough - and potentially dangerous - action to provide him with a few extra headaches.

"This show's special effects are for real. We have a massive backdrop of a ship of the line in the Napoleonic period which transforms into an Arctic scene with three ski ramps built into it - and the Marines come shooting off these turning cartwheels in the air and other James Bond stuff.

"Men come abseiling down from the roof and flying across the arena on a 'death slide' for 120 ft. - and the Metropolitan Police actually have a dog doing it.

"It's not just a stunt - their Tactical Firearms Unit trains dogs to swing across the rooftops and in through the win-



● Lieut.-Cdr. Gary Sanderson

dows when buildings are under siege.

"They probably have more fun than the 'damsel in distress' who gets some pretty rough handling as she gets winched out of the battle scene by helicopter."

Now in his second year in the job Gary is still wondering

"Why me?"

"I'm an MEO, which helps with the rigging and working out the loading for all the props - but it didn't get me anywhere with all the lasers last year."

"I'm glad to see the back of those, to tell the truth - I'm happier playing with the fireworks, all the bangs and flashes."

The Royal Navy are the lead service for the 1990 Royal Tournament at Earls Court from July 11-20. Tickets, from £6 to £18.50 are available from the box office. Tel. 071-373 8141.

Evening runs of the ever-popular field gun competition are being held at HMS Drake, Plymouth and HMS Daedalus, Lee-on-Solent on June 14, 21, 28 and July 5 and at Whale Island, Portsmouth from June 7 on Thursday evenings.

ACTIVE TIME IN AFRICA

THE Type 21 frigate, HMS Active, was in sparkling form for her duties as royal escort ship for the visit of the Prince and Princess of Wales to West Africa.

While escorting the Royal Yacht 12 members of the ship's company were presented to the Royal couple and a further five men were selected to serve in Britannia for 12 days.

The welcome given to Active by the British community in Lagos, the Nigerian capital, was overwhelming.

The Active's eight-week West African deployment, which included eight visits, proved to be exciting, hectic and educational.

— quite unlike anything previously experienced by Capt. Mike Johnson and his ship's company.

Highlight of the visit to Gambia was a rugby match against the Gambian national team which was coached by WO2 Kerri Hulme, who is serving with Active's affiliated regiment, the Queen's Lancashire Regiment.

In Douala in the French Cameroons, the frigate's flight acted as support and back-up helicopter for the Prince's visit up country to the Kalop rain forest.

Active now has an additional crew member - a beautiful West African grey parrot - an official gift from the Ghanaian Navy.

Her vocabulary now includes whistles and she can pipe "Call the Hands" better than any bosun's mate.

Speedy discovery

CANADIAN divers searching Lake Ontario have found what they believe is the early nineteenth century British naval warship HMS Speedy, which sank in a storm in 1804.

Victory's bargain breaks

MEMBERSHIP of the Victory Services Club is a bargain for London reunions and runs ashore.

For an annual fee of £7.50 officers or ratings - male or female - can stay in central London for between £12 and £15 a night. The cost is £30 for a double bedroom for married couples who are both members.

Situated about three minutes walk from Marble Arch tube, the club has more than 200 bedrooms, grill room, self-service but-tery, and bars and specialises in reunion functions for up to 300 guests.

Applications for membership should be made to the Secretary, Victory Services Club, 63/79 Seymour Street, London W2 2HF (tel: 071-723-4474).

Dawn at Gallipoli

Veterans recall the carnage of 75 years ago

Veterans from both sides of one of the bloodiest campaigns of the First World War gathered in Turkey — to mark the 75th anniversary of the grim ordeal of Gallipoli.

The frigates HMS Argonaut and HMS Broadsword represented the Royal Navy at ceremonies attended by the Prime Minister, Mrs Margaret Thatcher, the Australian Premier, Mr Bob Hawke, Defence Secretary Mr Tom King — and Mr Winston Churchill, MP, whose grandfather was the principal architect of the ill-fated plan to drive a wedge between German and Turkish forces and break away from the stalemate of the Western Front.

In the Dardanelles straits, through which the Royal Navy had tried to force a passage to Constantinople (now Istanbul), HMS Argonaut located the war graves of the battleships HMS Ocean and HMS Irresistible, sunk by shore batteries on 18 March, 1915. Flag Officer Flotilla Two, Rear Admiral Peter Abbott, laid a wreath.

Meanwhile HMS Broadsword joined in the international salp at the Turkish Canakkale war memorial — within sight of the legendary shores of Troy.

Media attention also focused on the dawn ceremony at Anzac Cove and the Cenotaph at Cape Helles — which records the British units and ships that fought in the nine month long campaign and honours the British, ANZAC and Indian soldiers who have no known graves.

After the ceremonies, Mrs Thatcher visited HMS Argonaut off Kaba Tepe and presented Long Service medals to CME Malcolm Lock and LSA Timothy Seal and Herbert Lott awards to CPO David Login and LMEM Christopher Parmenter and CME David Bewaher of HMS Broadsword.

Both British ships had earlier spent an enjoyable four days in Istanbul and struck up a warm liaison with the Australian frigate HMAS Sydney — she visited Portsmouth last month during her round-the-world deployment — and the logistics ship HMAS Tobruk.

Below — First Sea Lord Admiral Sir Julian Oswald and Chief of the General Staff General Sir John Chapple lay wreaths before the Cenotaph at Cape Helles. Right — HMS Broadsword off the Golden Horn at Istanbul.



On offer — more for less money

Nuffield nuggets

Trustees of the Nuffield Trust have awarded 12 major grants to the Royal Navy and Royal Marines totalling more than £60,000. They were:

HMS Osprey and HMS Neptune, yachts, £10,000 each; RN Equestrian Association, motorised horse box, £9,560; HQ AFSOUTH, ski boat and outboard motor, £7,000; HMS Gannet, caravan, £6,800; RN air station Yeovilton, improvements to DIY car club, £6,568; HMS Daedalus, improvements to senior ratings' mess, £4,000; HMS Fearless, sound systems for wardroom, senior ratings, mess and junior ratings' dining area, £3,982; RN Cricket Club, artificial pitch for cricket nets, £3,000; HMS Cochrane, canoes and associated equipment, £2,000; RM Condor, 10 sets of roller ski equipment, £1,915; 45 Commando Group, expedition to Alaska, May 1990, £1,800.

READY and willing to advise naval departments on organisation, methods and value for money is the Management Services Group, operating from Portsmouth.

The aim of the team members — all qualified Management Services practitioners — is to check if cost-effective and feasible changes can be recommended while maintaining or improving efficiency.

Part of the Directorate of Naval Information Systems, the Group was established in 1983 following the demise of the Fleet Management Services Teams. These conducted work within the areas of individual CINCs and Flag Officers. Now the MSG is tasked to provide a similar service to the Navy as a whole.

Says the group, "A management study is an option open to all managers who believe there is scope within their organisations for doing their business better at less cost."

"Similarly, there may be value in reviewing organisational or management structures before installing an Information Technology System into the organisation."

While a review of manning levels is an essential element of any management study, the MSG has no involvement in formal manpower audits.

Currently under ERB provisions, funding for any study is provided by MOD (navy) and no charge is made to individual naval customers.

The group is based in HMS Nelson (Gunwharf), where the DNIS Small Systems Group is co-located, ensuring Information Technology expertise is available if needed.

Requests for management studies should be sent to: DNIS, Room 436, Northumberland House, Northumberland Avenue, Whitehall, London WC2N 5BP. Where appropriate, administrative authorities, the Fleet Management Systems Officer to CINCFLEET and the Command Management Systems Officers to CINCPACFLT, FONA or CGRM, should be consulted.

ARNO's range of benefits

ARNO, the Association of Royal Navy Officers, has formed a free "bank" of members who would like to exchange homes for holidays.

This is one of a series of new benefits introduced by ARNO, a registered charity which has been providing assistance to its 6,000 members.

The association has arranged a special policy which will give members substantial saving on property building insurance costs and has set up a house contents policy on similarly advantageous rates.

Discounts have also been arranged for Automobile Association membership, travel, wines and jewellery.

The Association continues to provide its traditional services which include medical and legal consultations at free or reduced cost.

Membership is open to serving and retired officers of the RN, RM, WRNS, QARNNS and their Reserves, details from the Association Secretary, Lieut.-Cdr. Mike Coombes, 70 Porchester Terrace, Bayswater, W2 3TP (tel: 071-402-5231).

ROYAL NAVY OFFICER'S SWORD AND SCABBARD

Crafted in England, this sword and scabbard is made to the finest standards of quality. It has a hard gold plated guard with the St. Edward's crown and fowl anchor. The stainless steel blade is etched with a traditional design including the E II R cypher and RENOWN trademark. The scabbard is made from high quality



stitched leather and gold plated furniture. The Sword and Scabbard together come in a blue, lined presentation box with gold blocked RENOWN name.

Other items available to go with the sword are; sword bag, undress sword belt and sword knot. Contact stockists listed below:

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"I wish he didn't bring his work home — makes such a mess of my flower beds!"

NEWSVIEW

Bring 'em in for cash?

EARLY release figures continue to concern many people both inside and closely interested in the Service. For example, a recent Commons question asked the number of applications for early release on a monthly basis for the last two years.

The answer showed that 296 officers and 2,889 ratings sought early release in the 1988-89 financial year, and that the figures for 1989-90 were 247 and 3,701. The latter year (concluding at the end of March) included three months during each of which the ratings figure was well above the 400 mark.

At the same time it was pointed out that applications to leave are not the same as actual departures because there is a fairly lengthy period during which people may change their minds and withdraw their applications. But there is certainly no complacency in naval circles as ways are sought to reverse the trend.

Meanwhile, some people have read, with not a little incredulity, reports that soldiers of one Army battalion are being offered £100 for every recruit they bring in, plus extra leave. The financial rewards, says the reports (although we are unable to vouch for their veracity) are provided by special funds and do not emanate from the taxpayer.

While retention rather than recruiting may be the Navy's greater problem, would there be any mileage for this in the Navy, with those inside benefiting by persuading potential Jacks and Jennies to sign up? Perhaps it all smacks of "introductory offers" from commercial groups, and wouldn't be allowed anyway. But then again...

Ciggies on credit

THE news that Naafi is extending its acceptance of credit cards may be regarded as a mixed blessing. It means that Access and Visa cards can soon be used in many Naafi outlets not only for electrical goods, sportswear and gifts, but also for everything from cigarettes to cornflakes, sweets to soap powder.

Naafi has, of course, to provide a service, compete in a tough market and match the convenience which others offer. But there are problem-solvers in the Navy called on to help sort out financial headaches who will see this as just one more way of easy credit. And, in any event, shouldn't cigarettes and sweets simply come out of pocket money rather than piling it up on the plastic?

It's a finely-balanced argument — not likely to disappear overnight.

Major changes planned in AE jobs

NEW-SHAPE AIR CAREERS

FOLLOWING a major study in future trade structure needs of the Navy's Air Engineering Branch, far-reaching changes are proposed which will affect the career patterns of many artificers and mechanics of the '90s.

Aim of the study, which started in January 1989 and is now complete, was to establish improvements in job satisfaction and in manpower utilisation of AE ratings. The study report is now subject to FONA and MOD staffing before final approval can be given.

First phase of the study was to identify the tasks actually carried out by personnel in first and second line complement billets. The team produced a comprehensive questionnaire which was answered by over 1,000 fully-trained AE and Survival Equipment ratings. AE managers at the four air stations were also invited to comment by completing a small census.

Deductions

The team also studied all previous recent AE manpower strategy reports and examined in detail the future maintenance requirements of the Sea Harrier, Lynx, Sea King and Merlin aircraft. This work led to the following deductions:

- Current trade boundaries do not align with the integrated systems in modern aircraft. There is need for fundamental changes to AE career training regardless of any possible branch structural changes, to the extent that "no change" is not a viable option.
- There remains a continuing need for the highly trained artificer, but in reduced numbers as they are too often employed below their skill levels. At the same time, the mechanic's potential is under-utilised at all levels.
- Straightforward aircraft and component defect rectification is over-supervised, and many ratings carry out work for which they are not fully trained.

The final report makes a number of proposals for change which would achieve a good balance between necessary improvements in utilisation and motivation of personnel, within the constraints of acceptable training costs.

New helo. says hello

ONE of the aircraft on which the Navy's air engineers of the '90s will work is the Merlin, naval version of the EH 101 helicopter.

Here a pre-production model shows its paces over HMS Norfolk, first of the Navy's Type 23 frigates.

The Norfolk is being commissioned at a ceremony at Plymouth on June 1 to be attended by Princess Margaret.



The major proposals are:

- Giving the Mechanical category the training and authority for some basic electrical work, such as connecting and disconnecting electrical connectors and removing and replacing line replacement units.
- Developing the Weapons Electrical and Radio categories into two Avionics categories — titles yet to be decided — with a common core of training in, and responsibility for, systems and equipments which overlap the present WL and R trade boundaries.
- Training and authorising AEMs to work across all trade boundaries at first and second line, and to carry out flight servicing in all trades without supervision. AEMs would be streamed in the M and two Avionic trades at Leading Rate level.
- Enhancing the status and employment of mechanics by giving them the training and authority for a wider range of aircraft work, including some skill-of-hand work, and more supervisory responsibilities. These changes will apply to Leading Hands and above, and will enable mechanics to play a more significant role in squadron and

second line maintenance tasks.

- Training and authorising all ratings to load weapons.
- Ensuring all artificers receive improved systems-based training which will provide them with diagnostic skills to match the bias in their future employment and the requirements of modern technology.
- Maintaining the responsibility for Survival Equipment as at present.

The changes proposed for the AE Branch are more fundamental and more far reaching than Engineering Branch Development and Streamline changes together, and will shape the future of the branch well into the next century.

Initial course design work has started in the Air Engineering School, HMS Daedalus, in anticipation of full MOD approval. The first newly-trained AEM will join the Fleet in 1993, followed by the first newly-trained artificer early in 1996.

It will be some years before the full effects of the changes become apparent, and some AE ratings already serving will not be affected at all. For others conversion training is expected to begin towards the end of 1993.



Dartmouth parades for the Princess Royal —

HRH The Princess Royal, wearing the uniform of Chief Commandant WRNS, took the salute at the latest passing out parade at Dartmouth — which included representatives from Fiji, Qatar, Brunei, Sri Lanka, Oman, the Bahamas and Yemen.

— and pays a call on the Pope

Highlight of a trip to Rome organised by the Roman Catholic Chaplain at Dartmouth, the Rev Tom Burns, was an audience with the Pope at St Peter's.

Here being greeted by the Pontiff are (left to right) Third Officer Clare McShane, Mid Paul Carroll, Mrs Sally Cunningham, Surg. Cdr. David Cunningham — the College's Principal Medical

Officer — and their daughter Katy.

● A private audience was also granted to a party of 18 from HMS Manchester when she put into Naples on her way home from a six month tour of the Gulf. The Pope spoke to them about the role of defence forces in maintaining world peace before presenting each man with a set of rosary beads.



They were among 246 officers marching past and advancing in review order before completing the ceremony with the traditional slow march up the Britannia Royal Naval College steps.

The Princess presented Sub Lieut. Nicholas Randall (left) — currently serving in the Type 42 destroyer HMS Manchester — with the Queen's Sword as overall top officer under training for 1989.

Telescopes

Queen's Telescopes were received by Lieut. Simon Tait (HMS Raleigh); Sub Lieut. Guy Dale-Smith (HMS Amazon); Sub Lieut. Colin Drummond (RNEC Manadon); Sub Lieut. Bill White (RAF Linton on Ouse); Sub Lieut. Malcolm McKenzie (RNAS Culdrose); and Mid. Nigel Kieser (Imperial College, London).

In the afternoon the Princess planted a tree in the Royal Plot and named a beagle from the Britannia Beagle Pack — "Musket", the daughter of "Metronome" whom she named in 1983.



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GOLDEN COLLINGWOOD



Spotlight on 50 years the Greenies' home

She probably won't realise it, but when Princess Anne visits HMS Collingwood this month she will be inspecting the most heavily armed ship in today's Navy.

HRH The Princess Royal is marking the 50th anniversary of the Weapon Engineering School at Fareham — which mounts an impressive arsenal, from the 4.5 inch Mk8 gun through Exocet, Sea Dart and Seawolf missile systems to both the Phalanx and Goalkeeper rapid-fire anti-missile outfits.

For this is the home of the men who maintain the mass of weapons, sensor and computers that are packed into modern warships — and for most of its lifetime most warship equipments have relied on electrical power.

When Collingwood was commissioned on 18 December 1939 its role was simply to train "hostilities only" ratings in the lore of the Navy and basic seamanship. Under the impetus of wartime, they were there for just ten weeks before being despatched to the Fleet.

But by the middle of 1940 the burgeoning estate of wooden huts that boasted what was reputedly the biggest parade ground in Western Europe was also providing training for telegraphists and coders — and soon after instruction in the new and highly secret radar.

War casualties

At the peak, towards the end of the war, 10,000 personnel were under training there at any one time. On several occasions they were subjected to air attack — once during ceremonial divisions — and suffered several casualties.

In the worst incident, a bomb exploded abreast of buildings 45, 46 and 47, killing 30 ratings.

When peace returned, for a while the place was turned over to demobilisation. Now, however, the Admiralty saw the need for specialised skills in maintaining the increasingly sophisticated equipment being fitted in ships — and so the Electrical Branch was born on 1 April 1946 with Collingwood as its headquarters.

Although the branch has had several changes of title since then and is no longer responsible for the generation of electrical power and all that went with it (this is today the preserve of the Marine Engineers) Collingwood's prime task is still the maintenance of the warship's ever more sensitive nervous system.

Not only the weapons themselves, but all the sonars, sensors and command and control computers that feed information to them.

Men of all branches learn about explosives safety here — and the other two Services come to learn the maintenance of shore telecommunications alongside their naval counterparts.

Away from all this study the leisure facilities are hugely in demand both inside and outside the establishment. An associate membership scheme for the multi-rank Collingwood Club, allowing local girls to attend the thrice-weekly dances, is so popular that there is a long waiting list...

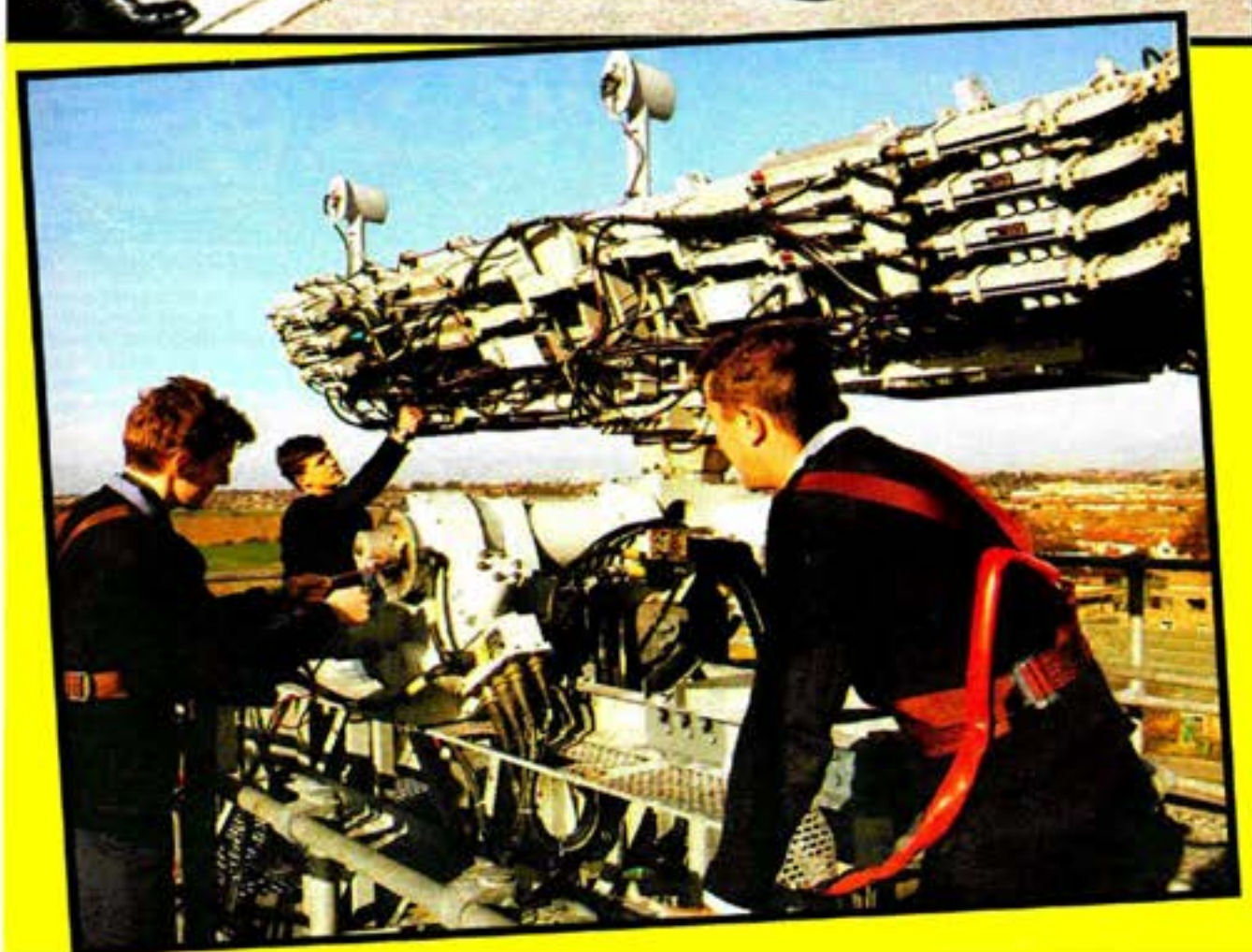
Changes on the way

There is a 33 metre swimming pool, sauna, two solariums and five squash courts. Over 50 clubs and societies are supported, from the highly successful Theatre Club, through sailing in Collingwood's own 11 metre Electron to an amateur radio society. Weekend expeditions may be based on Tallybont, a former railwayman's cottage in the Brecon Beacons, where young men and women are introduced to the thrills of rock climbing and caving.

Life at Collingwood has certainly come a long way in the past 50 years — and the immediate future offers the prospect of further progress. The return of the Communications Branch, which had been run down after the war, is imminent and the Warfare Branch Development Study is likely to bring about a great deal of change.

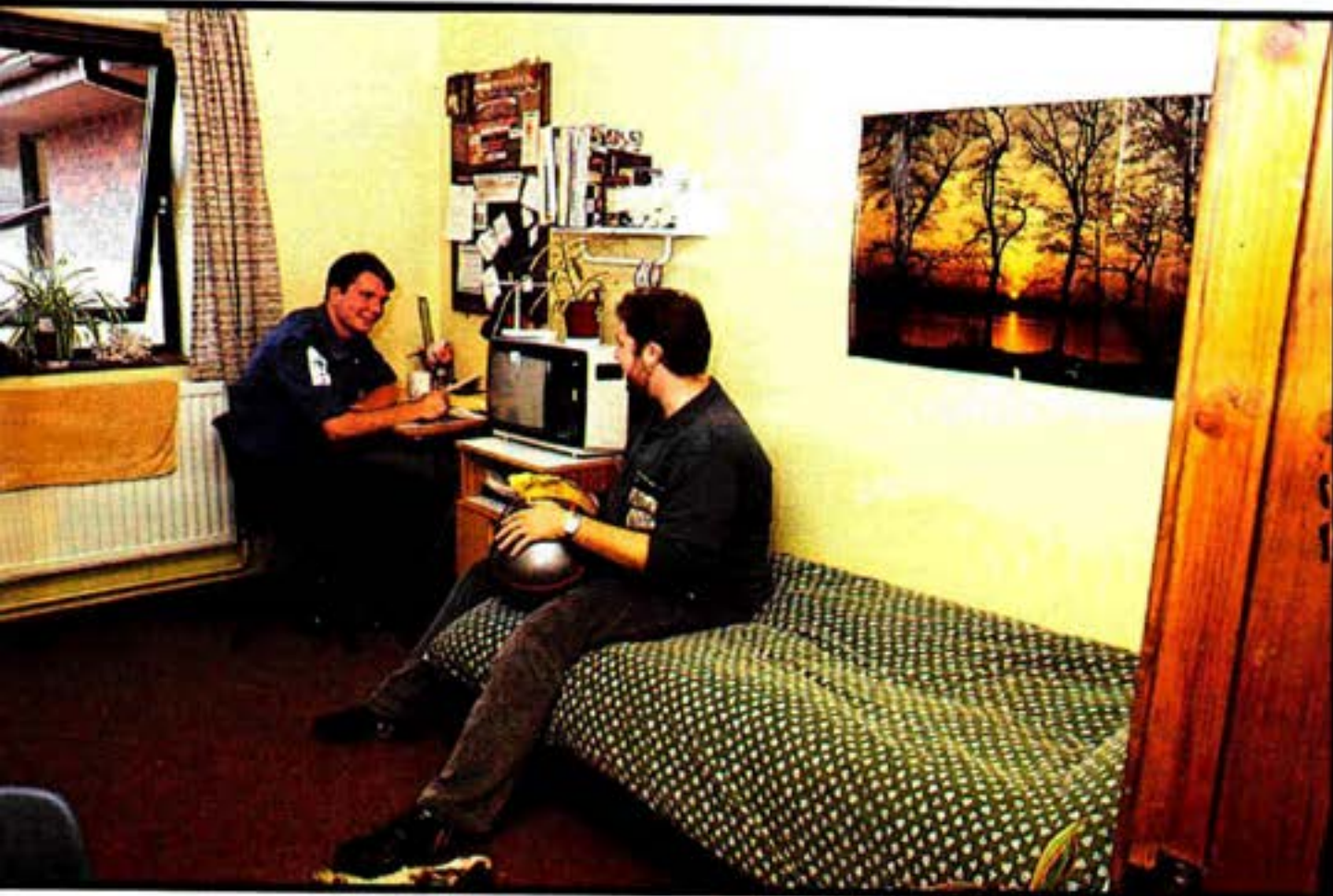
Meanwhile preparations for a single term's programme continue to provide a daunting challenge for the school's planners. The needs of students from as many as 15 foreign navies are added to the requirement to meet our own nationally recognised engineering qualifications — not to mention Naval General Training — and the whole routine has to be planned nine months in advance.

When all is said and done, Collingwood has little time to dwell on the past.



COLLINGWOOD

's at



A STUDY IN LIFESTYLE

The ratings of the forties and fifties would not recognise the Collingwood of 1990.

New building has swallowed up half the famous parade ground and gone are the rows of huts - even the accommodation blocks built in the 1960s are being replaced. Latest of the junior rates' hostels, Bryson Hall, offers many single room cabins for the 6,000 trainees regularly carried on the books.

Some are only attending short courses relevant to their next posting, but there is a fairly stable body of 2,200 students undergoing long academic training as part of their technical apprenticeship before passing out to the Fleet as fully fledged artificers.

And there are nearly 600 more ratings who receive basic training in electronics each year before joining their first ships as mechanics. Later in their careers they will return for Leading Hand courses and around 40 per cent of them will be selected for further training and a shortened apprenticeship so they can enter the highly skilled Artificer Corps.

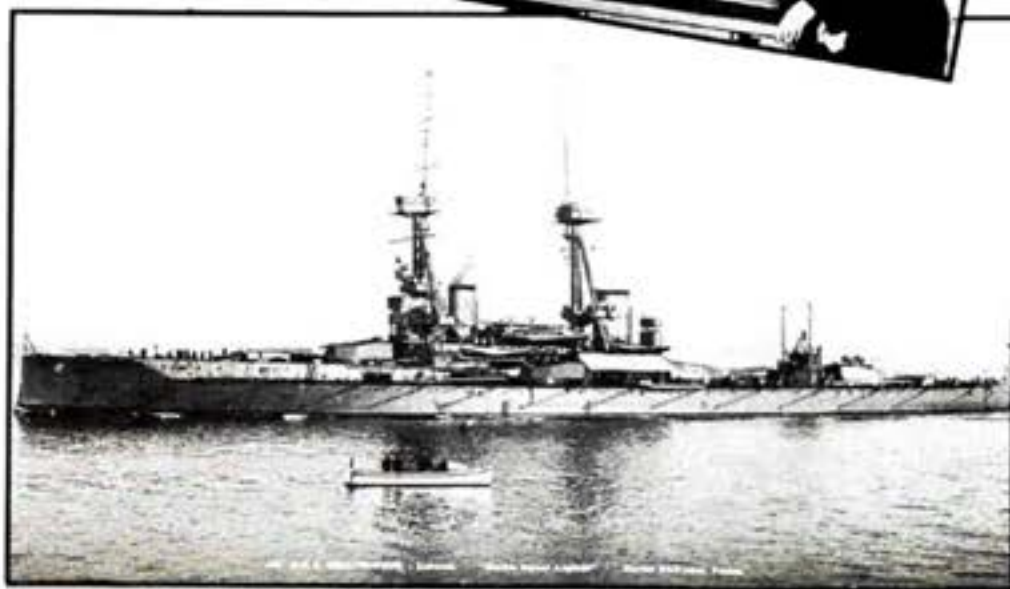


● Echoes of the past — the battleship HMS Collingwood (right) saw action at Jutland. Inset — young Wrens learn how to maintain direction finding equipment in the 1940s.

● New-style leisure facilities include the Collingwood Club (top, centre) and a sports complex with a 33m pool. Programmes Officer Carolyn Taylor (left) is one of the establishment's star swimmers.

● Most modern warship equipments rely on electronics. Classroom facilities include the newly commissioned printed circuit training unit (top, right). Outside (opposite, below) students monitor the roll motor on the 996 radar's aerial mounting.

● Modern buildings make a smart backdrop for the Artificers' passing out parade (opposite, top) and the new study bedrooms at Bryson Hall (above) rival the best of today's university campuses.



Family entertainment from bitter to sweet

WE HAVE two comedies about family life this month which interestingly approach the subject from diametrically opposing positions.

The War of the Roses begins the way it intends to carry on, as the camera moves caressingly over what look like silk sheets — until it pulls back and we realise that what we're actually seeing is a handkerchief on which Danny De Vito is blowing his nose.

In other words, this will not be a romantic picture. "When I see you eating... when I see you sleeping... I want to smash your face in!" snarls Mrs Rose (Kathleen Turner) to Mr Rose (Michael Douglas), thus offering a neat distillation of all the reasons why people get divorced.

The film describes in rich comic detail and with a ruthlessness rare in mainstream

Hollywood movies how married life can turn itself into an illustration of the theory of Mutual Assured Destruction; even the Rose offspring

Screen Scene

are podgy and vexatious. But then along comes *Paradise* to cry a firm "Yes" against the other film's "No". This Steve Martin comedy-drama certainly concedes the drawbacks and disappointments of life within the family unit (an insensitive father, a sponging son), but for the most part the emphasis is on the joys and rewards of the institution.

As warm and sentimental as *The Roses* is bitter and cynical, with Martin and Mary Steenburgen in fine form as the sort of parents one would wish every child to have, the film ends with almost all its female characters contented out-patients of their post- or antenatal clinics. But here's hoping they never have to live next

door to the Roses.

The Vietnam War continues to rage unabated across the world's movie screens, a decade and a half after the

American troops finally pulled out. In *Casualties of War*, the latest instalment, a long-range patrol kidnaps a Vietnamese girl in order that they might rape her ad lib during the course of their mission.

Only one of the soldiers protests against what is happening and, at the risk of his life, refuses to take part. The film tells the story (it's a true one, unfortunately) of the patrol and its aftermath in graphic, harrowing detail, although the rape aspects are, thankfully, handled with tact and discretion.

Sean Penn as the patrol's sergeant and Michael J. Fox as the lone spokesman for decency offer strongly contrasting performances. If the story has a text, it might be Einstein's "Remember your

humanity — and forget the rest". The question which this haunting film leaves behind is how many of us, finding ourselves in that situation, would have the courage and strength to live up to those words?

After such intensity it's a relief to turn to the light-hearted pleasures of *Ghostbusters 2*. This time Bill Murray and team are summoned from retirement (it's five years since the Mark 1 picture) to put a stop to the infestation of New York by a swarm of spooks, spectres and sundry sinister spirits who are pouring into the Big Apple via the underground River of Slime.

The mixture of knockabout farce and prodigious special effects is as successful as before, although it does all seem a bit of a waste of Sigourney Weaver, whose considerable dramatic talents are hardly tested in this cinematic equivalent of a trip to the haunted house or a ride on the ghost train.

— Bob Baker

A celebration of sailors' bravery

SEA battles of the Second World War have been refought time and again in print and at first sight Frank Pearce's *Sea War* (Robert Hale, £15.95) is just another anthology.

He draws on his own favourites which he has earlier explored at full length, sometimes with the benefit of first-hand experience.

There is "The Ship That Torpedoed Herself" — HMS *Trinidad*, guarding the ill-fated PQ13 convoy, launched her fish at a German destroyer and probably because of the intense cold of the Arctic water it turned back and slammed into the cruiser's port side. ("You know, this looks remarkably like one of ours," her Captain is said to have remarked at the critical moment).

HMS *Edinburgh*'s name is remembered more today for the cargo of Russian gold she took to the bottom in the same freezing waters (she had earlier carried steel plates to repair the crippled *Trinidad* lying in dry dock near Murmansk) than for her heroic struggle to pull back again to the Kola inlet once she herself had been crippled by a torpedo attack.

But it is in the accounts of personal courage in these actions — and in the better-known sea fights at Taranto, Cape Matapan, Crete and Leyte Gulf and the immolation of individual units such as the *Bismarck*, *Scharnhorst*, *Prince of Wales* and *Repulse* — that the author succeeds.

Captain Rees, a smile on his

face, calmly trying to smoke a cigar as he is swept away from the sinking *Empire Howard*; WO Nat Gould standing aside to allow his shipmates to escape from the transmitting station of the *Trinidad* moments before he is engulfed by thousands of gallons of fuel oil; Rear-Admiral Erich Bey's defiant signal to German Naval Command as the *Scharnhorst* is pounded to destruction: "We shall fight to the last shell."

Boys Own Paper stuff with not a few patches of purple — but this selection pays just tribute to the opposition.

The chapters devoted to *Scharnhorst*, *Graf Spee* and *Bismarck* in particular are full of admiration for the fighting spirit of the underdog — for despite the real threat each of these represented, at the end the odds were stacked heavily against them.

Churchill, not often disposed to praise the enemy, cables Roosevelt of *Bismarck*: "She was a terrific ship and a masterpiece of naval construction..."

Tributes from the other side, too. Langsdorff of the *Graf Spee* on HMS *Exeter*: "When you fight brave men like that you cannot feel enmity, you only want to shake hands with them... *Exeter* was beaten but would not know it."

— JFA

BARGING THROUGH HISTORY

TWO enthusiasts for and experts on the craft collaborated to produce *A Handbook of Sailing Barges* (Adlard Coles, price £10.95 hardback). F. S. Cooper and John Chancellor have come up with a practical work, compressing into its 111 pages a comprehensive

guide to the design, evolution, construction and handling of sailing barges.

Illustrations show the details of hull, rig and fittings, which will be of particular interest to model-makers, as well as those who sail and maintain spritsail barges.

At Your Leisure

TIRELESS HUMANITY OF WEARY DUNLOP

THE WAR Diaries of Weary Dunlop (Viking Books, £17.95) make a welcome return in a handsome reprint. They form a unique record of conditions endured by the Allied prisoners of the Japanese who built the infamous Death Railway from Bangkok to Rangoon.

Through nine camps in Singapore, Burma and Thailand, in which he was variously the senior Allied officer or medical officer, Lieut.-Col. later Sir, Edward Dunlop somehow preserved his meticulous observations intact, though he did not finally decide to publish them until 40 years later.

In their edited form they amount to nearly 400 pages — and while he admits that the originals were much more detailed, omissions are mostly made to avoid undue repetition, for which the general reader must be grateful.

But he has sensibly resisted an actual revision, rightly concluding that the diaries' immediacy would thus be lost.

When written years after the event, wartime reminiscences are often softened by nostalgia. It would be hard even with hindsight to lighten this catalogue of cholera epidemics, starvation and torture — so it is all the more incredible that the whole thing, actually recorded at the time, is shot through with an irrepressible gaiety.

It jars sometimes — but the medical profession has always needed the safety valve of humour and surely nowhere more than here. Typical is the entry of June 2 1944: "Chiefly notable for the escape of Skillycorn, the acute mania, who eluded his watchers, swam the river at a rate of knots and escaped stark naked."

"Eventually, he was apprehended paddling a Thai canoe along the river gaily. Everyone was given a fearful rocket by Okada (the Japanese medical corporal). It is commanded that a very strong 'box house' be made in one of the wards to contain three lunatics with six guards to be posted day and night. Jack Marsh asked why a

'box house' for three, since only two lunatics, and was told that the other place was for him (Okada)!"

Dunlop ("Weary" was a pun on his surname, Dunlop — tyres — tires) would eventually revise his opinion of the Japanese — though he sustained "for most of my time in captivity a burning hatred of them with only a few exceptions."

One incident in the closing phase of the war, when he was confronted with a train load of Japanese casualties, left him with "a lingering nightmare" and "deeply conscious of the Buddhist belief that all men are equal in the face of suffering and death."

"I paused before a man whose wretchedness equalled the plight of many of my own men — one leg had been hacked off at the mid-thigh and the bony stump projected through gangrenous flesh; his eyes were sunken pools of pain in a haggard, toxic face."

"With indomitable spirit he had hopped through hundreds of suffering miles without care. Some bombs fell and soldiers desperately fought for a place on the moving train. I moved to help him when he was trampled under in the rush, but his hand was limp and dead and the tortured face was at peace."

Of Dunlop's own deep and universal humanity no-one reading these records can be in doubt. Of the 22,000 who entered captivity over 7,000 died. There would have been many more had it not been for his ministrations — and those of his colleagues.

As the late Donald Stuart wrote "... when despair and death reached for us (Dunlop) stood fast, a lighthouse of sanity in a universe of madness and suffering."

— JFA

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Navy Days are here

STAR billing at Portland Navy Days this summer goes to two brand-new frigates — the first of the Type 23s, HMS *Norfolk*, and the latest of West Germany Bremen Class, FGS *Lubeck*.

Overseas visitors are also on show at Plymouth and Portsmouth — and at Rosyth where two Spanish frigates, four Dutch mine countermeasures vessels and a Portuguese corvette are open to visitors on June 16-17, together with the Australian guided missile frigate HMAS *Sydney* and a selection of RN warships.

Of the air displays, Portland has a nostalgic crowdpuller with a Catalina flying boat landing and taking off in the harbour.

Navy Days here will be held on the weekend of July 21-22. Further details of the events at Plymouth on July 27, 28 and 29 and at Portsmouth on August 25, 26 and 27 will follow next month.

For prices and booking information, telephone: Portland — 0005 820311 Ext 2379, Rosyth — 0383 412121 Ext 3316, Portsmouth — 0705 822351 Ext 23430, Plymouth — 0752 555914.

Naval Air Days will be held at HMS *Daedalus*, Lee-on-Solent on July 21 and at the naval air station Culdrose, Helston, on July 25. There will be no air display at Yeovilton this year.

Tragedy that ended the 'phoney war'

One of the most distasteful acts the Royal Navy has ever had to perform is highlighted by Michael Glover as signalling the end of the so-called "phoney war" that came abruptly alive in the middle of 1940 with the fall of France.

At this time the British margin of superiority over the Kriegsmarine was not all that strong — and the balance might have been tipped if the Germans had acquired the French Fleet.

The attack on its main striking force at Mers-el-Kebir, which resulted in the death of 1,297 French sailors, was a tragedy that could have been averted if its commander, Admiral Marcel Gensoul, had accepted any of the options offered him by Somerville's Force H — "Sail with us and continue the fight for victory"; surrender the ships at a British port; or take them to the West Indies whence they might be entrusted to the United States, which had yet to enter the war.

At no time did Gensoul describe the latter alternative to his superior, Admiral Darlan — which closely coincided with Darlan's own instructions issued to all his senior officers a few days earlier, should circumstances threaten to allow the Fleet to fall into foreign hands, either British or German.

Gensoul prevaricated — and when his ships were seen

to be raising steam for sea and it became known that a large force was heading out from Toulon to reinforce them, Somerville had no choice but to open fire.

"Predictably, the Vichy Government, the French Navy and, above all, Admiral Darlan were infuriated" — but when Churchill made it clear to the House of Commons that the action demonstrated that Britain would not fail in its duty "however painful" he was met with "the greatest demonstration of unanimous approval (he) had yet been given."

Fighting spirit

There was widespread approval abroad, too. Roosevelt told the French Ambassador he would have done the same thing himself — and even the journal of the Soviet Navy "commented approvingly on British common sense in depriving Germany of a weapon which could have been dangerous to Britain's survival."

Most telling of all was the private reaction of Italy's Foreign Minister, Count Ciano noted in his diary: "It proves that the fighting spirit of His Britannic Majesty's Navy is quite alive, and still has the aggressive ruthlessness of the captains and pirates of the seventeenth century."

This is one of the starker passages in *Invasion Scare*

1940 (Leo Cooper, £14.95) which offers a lot in the way of high — and sometimes black — comedy. TV's *Dad's Army* and the memoirs of Spike Milligan are seen to be pretty close to the truth in their portraits of the common man facing up to the imminence of the arrival of the Hun — not actually a genuine threat, but one which Michael Glover argues Churchill shrewdly exploited to pull the population out of a dangerous apathy.

Just turned 18, the author was himself a Local Defence Force Volunteer on guard at a T-junction in the middle of a small Northamptonshire town when he came near to shooting a drunken driver who narrowly failed to halt at the warning flash of his torch.

He finds a wealth of stories of parachuting Germans disguised as nuns and titled ladies arming themselves with ancestral pikes, halberds and flintlocks to help lighten the dark days of 1940.

And the German Navy's own study of a possible invasion plan, its itinerary peppered with homely English place names — "air landing regiments... should be landed near Cambridge while the cyclist brigade pedalled up to the area of Kings Lynn" — reads like a Wellsian fantasy.

Fortunately it only confirmed Grand Admiral Raeder's suspicion that the whole idea was unworkable anyway. JFA

D-Day's laughter and tears

First hand accounts, even after the passage of 40-odd years, are the next best things to actual reportage and the paperback of Philip Warner's *The D-Day Landings* (Mandarin, £5.99) issued to mark the anniversary this month will awaken old memories for survivors and paint a valuable overall picture for later generations who took no part.

Consisting almost entirely of personal reminiscences it is divided into chapters detailing the contribution of each of the Services involved.

The introductions are clear and commendably brief, leaving the participants to tell their own stories — but its value as a single narrative lies in the editing, which has allowed remarkably little repetition.

With the steady loss of trained crews since 1939 it was "an almost incredible feat" for the Royal Navy to find personnel to man the huge variety of ships involved — and 79 per cent of these were British and Canadian.

A deckhand on HMS *Glennam*, a converted merchantman carrying two flotillas of landing craft manned by Royal Marines, describes how the full force of the weather was felt just out of Southampton Water: "... waves were about 30 to 35 feet high and the ship, although 29,000 tons, was thrown about like a cork."

The rough passage did nothing to help morale — for many it was their first time in action and "their greatest dread was to be incapacitated by sea sickness and to be unable to perform their tasks."

As his landing craft pulled back from the beach, badly damaged below the waterline by the raining shells "my colleague and I were frantically bailing out with whatever would hold water... I felt the tears rolling down my face and was weeping quite unashamedly, working in an automatic fashion..."

"I suddenly became aware of shouting and, looking towards the sound, realised that we were passing a control vessel and someone on deck was calling us through a loud hailer, instructing us to return to the beach."

"I remember the sergeant shouting back 'Get ...ed, you stupid bastard', and I was laughing and crying hysterically..." JFA



At Your Leisure



Crimean testing ground

WITH the restoration of HMS *Warrior*, interest in the development of armoured warships has focussed attention on the half century that led to the clash of the Dreadnoughts at Jutland.

The earlier period, from the end of the Napoleonic wars to *Warrior*'s launch in 1861 has been seen as something of an embarrassment — an era in which the Royal Navy continued to put its faith in broadsides from within the wooden walls that had served it so well at Trafalgar and stubbornly resisted every change until it was nearly too late.

David Brown, himself one of our leading warship designers today, challenges this assumption in his lively and lavishly illustrated *Before the Ironclad* (Conway Maritime Press, £30).

He notes the alarm that followed the order of the French ironclad *Gloire* — her designer actually wanted an all-iron vessel but his country's foundries weren't up to the job then — which *Warrior* would overwhelmingly counter, quoting the Select Committee report of 1861 which is typical of the old,

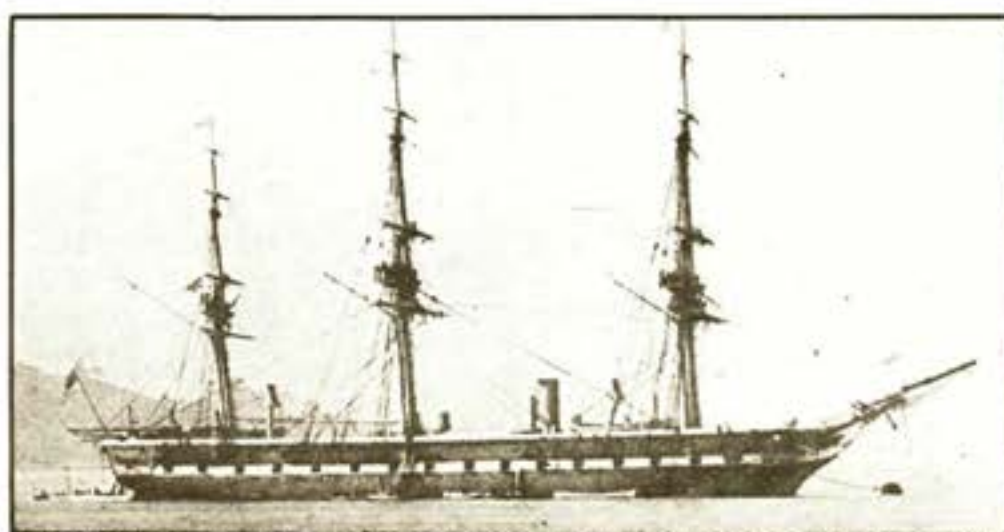
ultra-conservative attitude:

"... it is not in the interests of Great Britain... to adopt any important change in the construction of ships of war which might have the effect of rendering necessary the introduction of a new class of very costly vessels, until such a course is forced upon her... This time has arrived."

Experiments

But he shows that research and development beforehand had been nowhere near as stagnant as this statement implies.

To begin with, steam vessels had been employed as auxiliaries, towing ever larger sailing gun platforms in calm or against contrary winds. Meanwhile, some of the biggest wooden battleships ever built were coming off the stocks — the *Howe*, approved in 1855, mounted 121 guns and was also the fastest at 12½ knots, yet with her two funnels lowered did not look much different from Nelson's *Victory*.



HMS *Undaunted* — the last of the wooden flagships. Wooden screw steamers made up most of the Victory Review fleet at the end of the Crimean War.

Wooden ships come under shell fire

Before long, however, the paddle steamers themselves grew in size, acquired an armament and became effective fighting ships — though with some severe limitations.

It was the coming of the screw propeller that finally pointed the way. The only significant testing ground for the screw ships, steam-powered battleships and early experiments with armour came with the Crimean War — *Warrior*, arriving a few years later, never fired a shot in anger — and their performance is covered

here in fascinating detail.

While it was remarkable how well the wooden ships stood up to shell fire — the *Ville de Paris* was hit by 41 shot or shell in the hull and almost as many in the masts and rigging and yet her crew could have her fit for action by the following day — contemporary writers were appalled by the devastation it effected.

"This was probably the normal reaction to being hit after a long period of peace," the author realistically concludes. "One might compare the im-

part of the Exocet missile in 1982 when the loss of the *Sheffield* is remembered but not the survival, fit to fight, of the *Glamorgan*."

Simpler weapons, like the bombs dropped in the Falklands War, would continue to prove their worth — in 1855 "the old-fashioned red-hot shot was still a very effective anti-ship weapon."

The Victory Review at the end of the Crimean War saw a fleet almost entirely consisting of wooden, screw steamers. It had been, as Anthony Preston has observed "The last old-fashioned war for the Army and the first modern war for the Navy."

JFA

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The early bi-planes were frail enough without being subjected to life at sea — and the idea of embarking them on a floating air strip must have been conceived by a madman.

Yet as early as 1912 Lieutenant C. R. Samson was making flights from the pre-Dreadnought battleship *Africa* — admittedly while she was at anchor.

And by the summer of 1917 Squadron Commander Dunning suggested it was possible not only to launch a wheeled aircraft from a carrier deck but to land it back again as well. This feat he managed twice, but then he missed a pass and stalled, topped over the side and drowned — an early tragedy caught by the camera.

Nothing daunted, others followed in his footsteps and Ray Sturtivant follows the pioneers' progress through to the Second World War — which saw the ascendancy of the sea-borne aerial armada over the battleship.

Operations against the Italians at Taranto and the German heavy units Bismarck and Tirpitz are well known but prove the point well enough to bear repetition and the story is brought up to date with the "takeover" of the helicopter and the Falklands — which proved the value of the Sea Harrier with the timely introduction of the "ski jump".

Direct air support could only be provided by the Fleet Air Arm here and the loss of the *Sheffield* "highlighted the folly of abolishing the Royal Navy's airborne early warning capability only a short time before." JFA

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Walpole 'hung up' on adopted city

THE friendship between shipmates of the City of Ely and former members of HMS Walpole was strengthened when a painting of the Walpole, by Ian Fraser, was presented to the city museum.

The painting, commissioned by Rear Admiral George Crowley, the ship's last commanding officer, was presented by former Lieut. Ted Tooley, the Walpole's last navigating officer. HMS Walpole a destroyer, was adopted by the City of Ely during the Second World War.

For the ex-Walpoles who attended the presentation it was a happy occasion for they were reunited with shipmates of the City of Ely branch who hosted a reunion for them last year. During their stay, a plaque was unveiled in the north chancel of Ely cathedral where the ship's ensign hangs.



FORMER members of the ship's company of HMS Walpole and of the City of Ely branch attended the presentation of a painting of the ship to the city's museum. The Walpole was Ely's adopted ship during the Second World War.

The first birthday party of the Abergwaun branch was celebrated in musical style with a concert starring the Whitland Male Voice Choir and the Goodwick Brass band.

The occasion was such a success that choir, band and shipmates finished the evening in a local hostelry where the landlord commented, "I was immensely moved, not only by the singing but also by the takings".

Since commissioning a year ago, Lymington has grown in strength and now boasts 62 members. The ship's company will dedicate their standard in St Thomas's church, Lymington, on June 10 and extend a welcome to representatives of neighbouring branches.

The service will be conducted by the branch padre, the Rev. Julian Richards, vicar of Boldre parish church, and following a parade through the High St. refreshments will be served in the Royal British Legion Hall. The branch welcomes new members living in the New Forest area.

Brentwood branch plan to donate £500 to the District Hospital "Pledge a Bed" campaign. The money will provide a new bed when the hospital becomes self-governing and known again as Brentwood Cottage Hospital.

A conversation between a former Bootneck and a former matelot, who was encountered painting the railings of a war memorial, led to the formation

BRANCH NEWS

of the Paddock Wood branch, now boasting 33 members. The branch will be commissioned on Oct. 13.

At No 1 Area annual general meeting, held at Hanworth RNA Club, Shipmate Ron Joy, member of Cheshunt, was awarded the Area trophy for outstanding services to both the area and to his branch. Shipmate Peter Cant, of S. Harrow branch, won the "Nobby Nice" runners-up trophy.

Members of Harlow mourn the loss of founder member and life vice president, Shipmate George William Trott, well-known throughout the association and with many friends in Australia. His ready wit and cheerful disposition will be missed by fellow shipmates who send sympathy to his widow Vi and to his family.

On Sunday June 10, Shipmates of Hereford will don track suits and running shoes and take to the roads for a 10Km sponsored memorial race to raise funds for the

association. The runners will cross the start line, The Antelope Inn, Barton Road, Hereford, at 11 am and for those not keen to test their fitness there is a 5Km Fun Run starting at 10.15 am. Further details from race chairman, Shipmate Mick Wildig, tel. Hereford 59103.

A group of disreputable shipmates turned up at Rame Peninsula when the branch held a Tramps Supper, of stew and bread. The best tramp and trampette were awarded an enamelled tin mug for best costumes. At No 4 Area quarterly meeting the Charles H. Thompson trophy was awarded to the branch for its exceptional contribution to the area over a three month period.

The death of Shipmate Ron Morris, who served in HMS Indomitable, was a sad blow, not just to his fellow shipmates of High Wycombe, but those in No 6 Area and adjoining areas. As standard bearer, he served High Wycombe branch for 23 years and was also deputy national council member No 6 Area.



Hospital's 'smashing' donation

PICTURED with Shipmate David Low, chairman of the Colchester branch, and Staff Nurse Amanda Burrows are some of the young patients of the Children's Ward of the local General Hospital.

As a special treat the children were presented with 143 Easter eggs which were donated by shipmates when they attended a successful "Easter Egg" social organised by the branch.

RNA backs new naval federation

IT makes good sense that ex-naval personnel, be they members of ship associations or those commemorating specific events, should unite for the common good and, without losing their individual identity, work under the same flag.

This need for co-operation and mutual support, which has been often voiced in recent times, is more likely than ever to become a reality since an initial meeting of some 30 naval organisations resolved to form a Federation of Naval Associations.

Welfare

Its principal aims would be to promote the care and welfare of all ex-service personnel, co-ordinate programmes and activities where practicable, support ex-service matters and work closely with CINCPAC-HOME in his role as focal point for ex-service matters.

With such a united front the

federation would foster the spirit of comradeship unique to naval life and would have a "strong arm" when it came to supporting and promoting the case of the Royal Navy's role in the defence of this country.

The Royal Naval Association would undertake the co-ordination and administration of the federation for which an annual registration fee would be payable.

There would be an annual meeting of representatives of the federation members and a news sheet of activities would be published thrice yearly. The RNA would also use its sources to publicise activities especially through their monthly circular to branches.

Subs increase on the agenda

WORD from headquarters is that the National Council is proposing to put a motion to conference in Portsmouth, on June 16, for an increase in the rate of annual subscription from £3.50 to £4, as from January 1, 1991.

This recommendation was put forward by the Finance and General Purposes Committee in anticipation of an excess of expenditure over income at the end of 1990.

It has been brought about by a loss of 2,050 members in 1989 plus an increase of 2,022 members taking the option not to pay annual subscriptions due to age, bringing the total claiming this option to 7,794.

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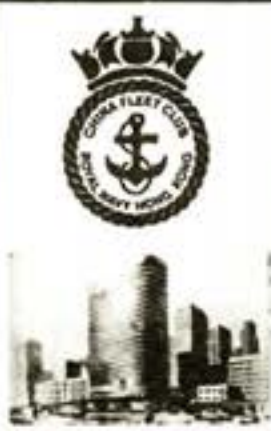
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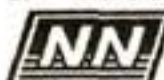
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NATO aircraft carriers are pictured sailing in formation off the Sicilian coast during the NATO exercise Dragon Hammer. The ships from left to right are HMS Invincible; ITS Garibaldi, Italy; USS Eisenhower, United States; SPS Principe de Asturias, Spain; and USS Saipan, United States.

FIVE aircraft carriers, including HMS Invincible, sailing together made an unusual sight during the big NATO exercise Dragon Hammer.

Invincible, the United States carriers Eisenhower and Saipan, the Principe de Asturias from Spain and the Garibaldi from Italy came close enough north of Sicily for the photograph to be taken.

In addition to the five carriers, ten amphibious ships, eight submarines and 20 frigates and destroyers from seven NATO nations took part in the exercise together with a wide range of aircraft operating from bases in Italy, France, Spain, Sardinia and Sicily.

After a two-day settling down phase, the main naval forces moved through the Straits of Sicily to allow marine commandos from the United Kingdom, United States, France, Spain and Italy to make a landing on the north-west coast of the island.

Good relations were quickly established when the Invincible conducted operations with the Spanish Navy.

After briefings in Cadiz between officers from Invincible and their counterparts on board the Spanish carrier, SPS Principe de Asturias, the two ships left under the tactical command of Rear-Admiral Leon.

Invincible sailed in the company of two Spanish ships which led her through a swept channel in a simulated minefield.

Cross-deck operations were conducted between the two carriers with Sea Harriers and a Sea King helicopter on the Principe de Asturias and AV8B Matadors from the Spanish carrier operating from Invincible.

Groups of aircraft maintainers exchanged ships for a spell as Spanish and British sailors worked in close co-operation.

The two jump jet carriers proceeded into the Mediterranean to join ships from Italy, Turkey, Germany, France and the United States in the exercise.

Sea Harriers from 800 Naval Air Squadron, which forms part of the Invincible's Command Air Group, also operated from the Italian carrier Garibaldi as personnel from the different nations got to know each other.



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BULAWAYO TROPHY FOR SHEFFIELD



PICTURED receiving the Bulawayo Trophy from Cdr. Brian Westlake (D/DNPTS), second from left, are AB Paul Gill, Lieut. Iain Catroll and LRO Gregg Thompson.

The trophy was awarded to the team from HMS Sheffield (which also included POWEM Curtis, LS Purgavie, AB Gibson and WEM Whitwell) for their eight-man expedition to Mount Kenya.

The expedition took place when the Type 22 frigate visited Mombasa, Kenya, for a self-maintenance period during last year's Armilla Patrol.

Cdr. Westlake and Lieut.-Cdr Bob Easson (FRO) were also on board to present the Mike Till Trophy to MEM David Goode on behalf of the ship's company.

The trophy was won with a 100 x 1 mile relay of 9 hrs. 48 min. 4 secs. whilst on deployment in the Gulf last summer.

A new light on the News

Eighty-four-year-old former Artificer Richard Sanders, who served from December 1926 to December 1948, lives in a warden-controlled flat in Kowloon, Hong Kong.

In November, the Naval Personal Family Services Social Worker at HMS Tamar told the Grants Committee that he had recently been diagnosed as having cataracts of both eyes and had been advised by his doctor to have an operation as soon as possible.

There was no National Health Service in Hong Kong which could help him and the total cost of the operation was \$4,000 Hong Kong — and unfortunately he had no personal funds or savings to meet the bill.

Having ascertained that the British Military Hospital, Hong Kong no longer had an Ophthalmic Surgeon, the committee made a grant of £353.

Afterwards Mrs. Barbara Nightingale, the Head of the China Coast Community Home, wrote to the committee stating that the operation had been a complete success.

● Sight restored, Richard Sanders catches up with Navy News with POWren(FS) Lori Rounce.



Ex-Stoker can rest in comfort

In 1982 ex-Stoker Joseph Stutt (67) suffered a stroke — and since then he has been unable to speak or co-ordinate the movement of his limbs.

Towards the end of last year his condition worsened and Social Services provided him with a stair lift — but caring for him has become an increasingly strenuous task for his wife Catherine.

One of the major difficulties was finding a suitable chair to allow him to rest and be fed in

comfort.

Here, the Social Services at Broxburn, West Lothian were unable to help — but then an almost brand new electric adjustable Parker Care Chair arrived back at RNBT's Portsmouth offices and the Grants Committee was happy to re-allocate it on permanent loan.

● Joseph Stutt served in the Royal Navy from 1942-46 and in the Merchant Navy from 1947-54 — partly in the South Atlantic.

Jellicoe annuities boosted again

Greenwich Hospital has increased its support for the Royal Naval Benevolent Trust's Jellicoe Annuities and is now backing the scheme to the tune of £234,000 a year.

It has offered another 50 annuities, whereby pensioners and widows on low incomes receive £5 a week, bringing the total subscribed to 900.

The Hospital has underwritten them for a number of years now and last added to their number in 1986.

The Trust's Executive Committee has placed on record its "deep and sincere appreciation" of this welcome extra help.

Paul gets in the driving seat

Five-year-old Paul, the son of former LCK Mark Farnhill, suffers from cerebral palsy and goes to the John Jamieson (Special) School, Leeds.

Local Social Services have provided him with an electric wheelchair to use at school and Leeds City Council have agreed to move the family from their present home in Kippax — a very hilly area — to a house with a ramp for a wheelchair and a through-floor lift.

Now Mark's workmates at IMI Yorkshire Imperial Metals Ltd. have raised over a £1,000 towards a special BEC 400 Series chair Paul can operate at home — and the RNBT has met the other half of the cost.

● Paul is seen here with Mark and his wife Lynne and the new chair which has been specially designed to meet the needs of growing children.



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For further information, write enclosing relevant details and quoting ref no. NN 023 to: The Personnel Officer, Saudi Arabia Support Department, FREEPOST, British Aerospace, Military Aircraft Limited, Warton, Preston, Lancs PR4 1LA.

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Reunions

10th Destroyer Flotilla, Force 26 and Tribal Associates: The association wants to contact those who served in Tribal Class destroyers (1939-45), with view to a Navy Days reunion in Ostend, in August, and a reunion following the annual parade to the Cenotaph in London, Nov 11. New members are also welcome to join the HM Tribal Assn., formed five years ago. Those interested contact: Mr. John Bull, 1 Pearl Close, Beckton, East Ham, London E6 enclosing stamped addressed envelope.

HM Ships Zulu and Sikh: Will survivors of the Tobruk raid, Sept 14, 1942, contact: Mr. Tom Cox, 41 Neal Close, Plymouth, Plymouth PL7 3YT, with view to a reunion in Oct, to be held at Hotel Campanie, Plymouth.

FAA National Association: The national association of the Fleet Air Arm intends starting a branch in Bournemouth and welcomes ex-FAA members in the area. Details from: Mr. Roger Mills, 58 Southshore Road, Bournemouth, Dorset BH1 3SS.

HMS Torquay: A second reunion is being planned for April 1991. Those interested contact: Mr. T. Howard, 13 Chesire Close, Newton Le Willows, Merseyside WA12 8PY.

Royal Marines PT Branch: A reunion of serving and ex-serving PTs of the Corps, officers, instructors and their ladies, will take place over weekend Oct 13/14, at CTC Royal Marines, Lympstone. For details contact: WO1 Jude Barker RM, CTC Royal Marines, Lympstone, Devon EX8 5AR.

HMS Serene (1944-47): The recent reunion, a great success, was attended by Mr. John Rogers, Lieut USN/Pdtd, USS Alcor, Okinawa 1945.

HMS St George 50th anniversary: was celebrated in the life of Man with a memorable reunion of 500 former shipmates and their wives. A thank you to Mr. Jack Mulgan of Fleetwood for organising the event

and to shipmates of Douglas and Ramsey Royal Naval Association branches for the welcome extended to the visitors. Those who missed out on this gala occasion may like a free copy of the souvenir report available from: Ex-Boy Tel. Bert Love, 'Glencairn', 25 Marine Place, Rotherham, Isle of Rupe PA20 0LF.

Murmansk Pilgrimage: A party of 101 members and wives of the North Russia and Russian Convoy Clubs, returned to Murmansk in May as guests of Murmansk City Council and the Soviet War Veterans Committee. During their stay, the visitors attended several wreath laying ceremonies, including one in the Barents Sea over the wreck of HMS Gossamer. During their stay the visitors attended a gala dinner, concerts and other events and look part in the 45th Victory Day parade and memorial service. The next reunion pilgrimage is being arranged for October 1991, to celebrate the 50th anniversary of the first convoy.

HMS Vidette (1943-45): Former members of the ship's company — many meeting for the first time in 45 years — enjoyed a reunion in Maidenhead, Berks. During the Second World War the Vidette served on North Atlantic convoy duty and later supported the invasion of Europe, June, 1944.

HMS Sikh Veterans Assn: Ex-Sikhs and members of the 11th Battalion Royal Marines, are invited to a reunion on September 15, at the Royal Sailors' Home Club, Portsmouth. Details from: Mr. W. Wright, 45, Herriack Close, Southampton, Hants SO2 6NF.

Russian Convoy Club: The East Anglian branch are having a lunch, followed by a sing-song at the Railway Club, Parkenton Quay, Mr. Harwich, Essex on June 21. 'Up Spirits' at 11.30 a.m., lunch 12.30 p.m. Lunch bookings with Shipmate George Ward, 15, Peterhouse Crescent, Woodbridge, Suffolk IP12 4HZ.

HMS Dido: A reunion to mark the 50th anniversary of the launch of the Dido will be held on September 15, at the Royal Naval Association Headquarters, Hunstanton, Norfolk. Further details from: Mr. A. G. Brodrie, 1, Nourse Drive, Heacham, Nr. Kings Lynn, Norfolk PE31 7SD.

D-Boats Assn: Those who served in Defender and Daring Class destroyers are invited to a reunion over weekend July 14-15, at the WD's and CPD's Mess, HMS Nelson, Further details from: Mr. E. J. Horner (tel. 0229-220628).

HMS Isis: A reunion of survivors will be held at the Royal Naval Association Headquarters, Leyland, Preston on July 21. Further details from: Mr. Bill Davidson, (tel. 091-252-6040).

Communications Staff, C-in-C Med: The first reunion of former communications staff of C-in-C Med, based at Lascaris, Malta, will take place in the Senior Rates Mess, HMS Dryad on September 29. Details from: Mr. Terry Parker, 54c, Cheriton Road, Folkestone, Kent CT20 1DD.

The George Cross Island Assn: The third reunion and gala dinner was attended by over 250 members and guests, including the President of Malta who was guest of honour. Services were held at sea over war graves of HM submarines Olympus and Uge and also over the Second World War ship HMS Russell. Further details from: Mr. F. J. Plenty, 43, Sydenham Road, Bridgewater, Somerset TA9 4DD.

Royal Hospital School: The Midland branch of the Old Boys Association meet in the RMA Club, Lorne Road, Northampton. Their next meeting will take place on August 3, at 7.30 p.m. Details from: Mr. P. Waldo, 120 Park Avenue North, Northampton NN3 2JB.

USS Wasp CV-7 Stinger Club: reunion will take place September 13-18, at Boston, Mass, USA to which former RN and serving personnel are invited. Further details from: Emory H. Wilson, 8515 Durham Ct, Springfield, VA 22151.

FAA Field Gun Assn: The Fleet Air Arm Field Gunners reunion will take place at the Track, HMS Daedalus June 22/23 to which all ex-FAA gunners are welcome. Details from: Mr. Jimmy Andrews, 14 Scott Close, Subbington, Fareham, Hants PO14 2HD.

Shelley Corner Reunion: If your wartime service was spent at Dover and you are interested in returning there on June 27 for a Shelley Corner reunion contact: Mr. Ken Flint, 77 Lydia Road, Walmer CT14 9JY. There will be a bureau in the town centre setting out the names, former units and present addresses of all Shelley Cornerites.

RN Medical Branch Ratings & Sick Berth Staff Assn: The annual dinner and reunion took place in the Senior Rates Mess, RN Hospital, Haslar, on April 28, and was attended by many Second World War veterans. Details from: Mr. Pete Lines (chairman), HSDU, RN Hospital, Haslar.

The Maritime Royal Artillery OCA: second annual general meeting and reunion will take place at the Union Jack Club, Sandell Street, London, on August 18. Details from: C. H. Holden, 55 Wymore Drive, Northolt, Middx UB8 4JA.

HMS Lancer: Members of the association

held a successful reunion on April 21 and hope to mark the 50th anniversary of the launch of the Lancer in Glasgow in 1991. Those interested contact: Mr. Bennett, 111 King Charles Road, Surbiton, Surrey KT5 8PD.

HMS Cockade: association held a successful reunion attended by 350 members and guests at HMS Drake, on April 21. The guests of honour included the Ambassador of the Republic of Korea who was accompanied by his wife and the Deputy Mayor of Plymouth and his wife.

HMS Lookout: A second reunion will be held at Burnley, Lancs, on August 25, to which all ex-crew are invited. For details write, enclosing stamped addressed envelope, to: Mr. Bob (Buck) Taylor, 5 Milton Road, Radcliffe, Lancs. Those already contacted please reply as soon as possible.

50th anniversary of HMS Valkyrie: Will ex-shipmates and members of the crews of ships attached to the Valkyrie interested in an anniversary reunion in the Isle of Man in 1991, in May, contact: Mr. W. J. Kaye, 9 Anagh Coar Road, Douglas, ROM.

Castle Class Corvette (Frigate) Association: second reunion will be held on October 26/27 in the Hotel for RM, Weymouth. Further details from: Mr. Stan Taylor, 10 Beech Road, Wrentham, West Midlands WV13 3DD.

HMS Bedouin: Mr. Dennis B. Oliver, 48 Welbeck Street, Princess Avenue, Hull, HU5 3SQ, survivor of the Bedouin, would like to know if a reunion is planned as he would like to contact old shipmates.

HMS Trafalgar (1959-61): The second reunion will take place at the Royal Sailors' Home Club, Portsmouth on November 24, to which all members of the commission are invited. Further details from: Mr. Albert Senior, Corner Shop, 1 Meham Road, Licham, Kings Lynn, Norfolk PE32 2NG.

HMS Heperus (1940-45): The second reunion will be held at the RM and RMA Club, Lorne Road, Northampton, on September 28. Details from: Mr. Bungie Edwards, 68 Oakgrove Place, East Hunsbury, Northampton NN4 0SB.

HMS Burnham Association: tenth reunion held at Burnham-on-Sea over weekend April 26/27, was a great success and included a visit to the newly built chapel in the local hospital to witness the dedication of a stained glass window provided by members of the association.

"Jungle" Cocktail Party: A reunion will be held at Sherborne Castle on July 20 1990-2100 for all officers with "Jungle" background, cost on a straight share basis, maximum one guest. For security reasons entry will be by ticket and the rig — white Mess jackets/dinner jackets. Further details from: Mr. D. J. Richardson RN, 707 Naval Air Squadron, RNAS Yeovilton, Dorset, Somerset BA22 8HT.

HMS Forest Moor: to mark the 20th anniversary of the commissioning of HMS Forest Moor, the Senior Rates Mess intend to celebrate the occasion with a reunion on Saturday, November 17, attendance limited to 150. Those who wish to attend should book not later than August 31, and write to the Captain's Secretary, HMS Forest Moor, Darley, Harrogate, N. Yorkshire HG3 2NE.

Calling Old Shipmates

HMS Ganges (1927): Mr. Charles Samuel McPhee, 54 Okburn Road, Tooting, London SW17 8NR, a communications rating and former member of the Ganges Field Gun team 1927, would be pleased to hear from old shipmates.

Mr. William George Hutchings, who joined the Navy as a Seaman in 1921, and recently celebrated his Diamond wedding would be pleased to hear from old shipmates. Mr. Hutchings who left the Navy in 1946 served in a wide variety of ships including HM Ships Coventry, Penelope, Windsor, Mayna, Impregnable and Howe. He can be contacted c/o Mrs B. D. Heberd, Warden, Cornwell Court, Haslemere Road, Southsea PO4 5SK.

HMS Cabbala (1944): Mr. Charles Haydon Bash, 31 Marriot's Gate, Luton, Spelling, Lincs PE12 5RH, wants to get in touch with ex-Wren Tel Betty Murlin, of Staybridge and ex-Coder Raymond Cox and Eddie Porter of London, who trained with him at HMS Cabbala, early 1944.

Chelmsley Castle: Ex-Wren Mrs J. Bridgman, 19 Glades, Bexhill, E. Sussex TN40 2NE, would be pleased to hear from former Wrens stationed at Chelmsley Castle during the war years with view to a reunion.

HMS Abenture (1940): Mr. Reg (Tug) Wilson, ex-Ldg Sea, 41 Albany St, Pinlco, Townsville, QLD 4812, wants to get in touch with his old shipmate ex-LDGCK Charles Dobbs, last known address, 87 Birch Ave, Sherwood Rise, Notts.

HMS Norfolk (1936-37): Mr. S. E. Keane, 24 Nethercourt Farm Road, Ramsgate, Kent CT11 0RU, wants to contact Mr. E. J. Derbyshire, of Preston.

Sicily, May/June, 1943: Will ex-PO A. C. Kirby, who left the Navy in 1952, and who was engaged in the reconnaissance of the beaches in Sicily with the late Lieut Patrick Jakeman RNVR of HMS Sickle, please contact his brother, Mr. Noel Jakeman, 'Glen-

men', 419 Watling Street, Radlett, Herts WD7 7JG.

HM Ships Solstice/Madden (1939-45): Mr. J. Donnelly, 11A William Meas Gardens, off Plumstead Road, Norwich, Norfolk NR1 4RP, wants to contact old shipmates also Harold Arnold, Tom Wise and Harry Miles of HMS Myland (1941-43).

HMS Warrior (1956/52): Mr. Tony Jones, 36 Green Lane, St Ivel, Lancs, CV3 6GF, would be pleased to hear from ex-ERAs Peter White of Nuneaton, Michael Marlow of Market Harborough, Gordon Dome and Benny Ashford, both of Birmingham.

HMS Defender: Mr. A. R. Taggart, 13 Somerford Road, Broughton, Nr Chester, CH4 0SY, wants to know if anyone remembers ex-CPD 'Bill' of HMS Usher Prince, who joined the crew of the Defender in the Argentine, after being rescued from the Dutch Merchant ship Costa Rica. HMS Defender was sunk off Tobruk, but perhaps ex-CPD Bill, who came from Liverpool, survived.

HMS Fiji (1941): Mr. M. Scott, 66 Grove Court, Egham, Surrey, TW20 5PZ, survivor of the Fiji, would like to contact old shipmates and would welcome a photograph of the ship.

HMS Copra: Will shipmates of the 8th ex-559 Landing Craft Flotilla (1940-44) contact Mr. D. S. Gooden, 'The Vernons', 14 Catz Lane, Sudbury, CO10 5SG Suffolk.

HMS Hebe II (June 1940): Cdr J. S. N. Pryor RN (Retd), 15, Drury Park, Snape, Suffolk, would like news of the following: E. Purcell, W. I. Jones, C. McClean, D. J. B. Hobbs, M. McDonald, W. Bennett, W. A. Grant, and former Lieut. D. Bennett-Jones.

HMS Sikh: If anyone knows the whereabouts of Mr. Angus Campbell, last seen in Londonderry, NI, 1941, who came from Bath and as Corl in the Sikh, contact: Mr. W. Wright, 45, Herriack Close, Southampton, Hants SO2 6NF.

Over to You

HMS Intrepid: Former members of OHIO PDS Mess, HMS Intrepid, are invited to a de-commissioning ball, Nov 23, at the Hospitality Inn, South Parade, Portsmouth, Hants PO4 0RN, dress formal and accommodation available at reduced rate. Further details from: POMEA K. Gale, or POMEA J. Carre, OHIO Mess, HMS Intrepid.

Memorial Service: On August 19, at 2 p.m., in St Mary's Church, Scarborough, a memorial service will be held for the 22 Wrens and 370 men lost when their ships were torpedoed during the passage of OGFs from Liverpool to Gibraltar, August, 1941. Relatives of those lost and survivors, or those who served in Escort, who wish to attend contact: Mr. T. Gower, 17, Russell Grove, Scarborough, YO12 6AS.

HM Ships Satellite & Shearwater: Crew members of US Coast Guard vessels stopping by Unalaska Dutch Harbor are lending their efforts to the cemetery clean-up project that Unalaska Pride has been leading. Among the graves located are those of sailors from the Satellite and the Shear-

water. Information is sought on these ships by Mr. J. Woodhams, secretary, British & US Coast Guard Cutters Association (1941-46), 106, Downton Road, Penhill, Swindon SN2 5JZ.

Malta, August 1962: Capt. C. Humdall, ex-Lieut-Cdr, RN (Retd), PO Box 5246, (Operations), Manama, Bahrain, Arabian Gulf, wants to trace former Third Officer Shelagh or Sheila Caulfield, who lived in Whitehall Mansions, Slama, Malta, to return a book she lent him.

Supermarine Walrus (W 2718): If anyone has details of the aeroplane which possibly served HMS Birmingham during the early part of the Second World War contact: Mr. C. M. Low, 96, Westernway, Basingstoke, Hants RG22 6DE.

Motor Launch 43776: Mr. Don Wiltshire, 21, Jacob House, Kale Road, Grith, Kent DA18 4HB, wants information about a 60ft motor launch built by Thornycrofts 1945, which he is restoring. It commissioned for a time as HMS Dolphin and was used by the Navy until the late 1950s either at Portsmouth or Poole for recovering torpedoes and target towing.



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MOD staff on the move

STAFF of the Sea Systems Controllerate are to be concentrated in the Bath-Bristol area, it has been announced.

As a result of studies over the past 18 months, MOD Procurement Executive's Land and Air Systems Controllerates, the Ordnance Board, and associated work of the Director General of Defence Contracts will be moved from London to Keynsham, east of Bristol, in 1993.

Collocation in the same "travel-to-work" area of the Sea Systems Controllerate, the majority of whose staff currently work in Bath, will be tackled progressively and completed as soon as practicable afterwards. There will also be collocation of the Procurement Executive's Project Management activities. The controllerates at present comprise about 3,800 posts in

London, of which up to 1,100 are Civil Service non-mobile grades. In addition there are a further 1,100 Sea Systems posts currently located in the Portsmouth and Weymouth areas, of which about 200 are non-mobile grades.



THE Royal Navy is stepping up its war against the Colombian drugs barons who handle 60 per cent of the world's cocaine.

The destroyer HMS Newcastle is the latest Navy vessel to command a task force of US Coastguard ships and aircraft tracking suspected drug runners in the Gulf of Mexico.

As successes on the high seas have increased, the drugs battle is moving to the air and the Newcastle's technology has been giving the coastguard service vital information about aircraft movements.

With the support of the Government, the Navy is examining ways of increasing the anti-drug patrols.

In addition to tasking frigates deployed as West Indies guard ships, this is likely to involve warships returning to Britain from Falkland Is-

lands patrols and others using an underwater testing range in the Caribbean.

To a man, Newcastle's ship's company believes that anything they can do to prevent drugs coming over to Europe is a worthwhile task.

British ships are restricted to surveillance and self-defence while boardings of suspected smugglers vessels are made by the US Coastguard.

The Newcastle's air surveillance radar builds up a picture of air traffic in the area while her other radars pick up signals from shipping.

The information is transmitted by computer to the coastguard and intelligence centre at Miami where suspects are checked.

The Type 42 destroyer will join the US Coastguard for one more anti-drug mission during her four-month spell in the West Indies.

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Above: Pause for thought. Navy water polo coach Lieut.-Cdr. Dave Auton with (from left) POWEA Steve Etchells, Cpl. Andy Jesson, LCpl. Graeme Moore and AEA App Neil Tait. LAEM(R) Steve Thomas looks on.
Picture: Lieut.-Cdr. Nigel Huxtable

Water polo tour makes a splash

FRIENDLINESS was the hallmark of the visit last month of the Soviet Navy Water Polo Team to Portsmouth, where they were hosted by the Royal Navy.

Exciting matches and scintillating displays of skill by the team from one of the world's top polo nations went side by side with cultural excursions to HMS Warrior and HMS Victory.

The two Navy teams first competed in a training match in which the Soviets' ability — their team included four current youth internationals — soon became evident. They won 21-6.

The next day Sutton and Cheam, current National League champions with six senior internationals in the squad, took on the Soviet team.

The young Russians showed in a 15-13 victory how the skills built up in three hours training daily can overcome comparative lack of speed and strength.

Together the Soviet and Royal Navy teams played host to the British Police and Civil Service sides for a quadrangular tournament. The Civil Service first took an 11-7 victory over the Royal Navy, after a close game. After a short break the RN were beaten again, this time by the policemen.

In their game against the Civil Service, the Soviets were just 4-2 ahead at half-time, but an obviously motivating lecture by coach Gulyayev — ex-Olympic goalkeeper — stirred them and they finished the match 19-4 up.

After lunch the Civil Service, now looking thoroughly demoralised, went down to the British Police. However, despite having several internationals in the side, the policemen were beaten 16-8 by the Soviet Navy.

Final game of the afternoon saw the Royal Navy compete against the Soviet Navy, both as part of the tournament and as the inaugural match for the Ballanvale Cup. The trophy was presented by the Ballanvale Trading Company, presented the Ballanvale Cup to the captain of the Soviet team.

Without doubt the visit was a great success and much credit for this must go to Lieut.-Cdr. Alan Walker, Honorary Secretary of the Royal Navy Amateur Swimming Association.

Thanks, too, to Second Officer Hilary Casson and CPOPT Peter Crowley.

And all credit to the RN squad: WO Tiny Marshall (FONA), Cpl. Andy Jesson, CPOEA Tony Atkinson (Yecovton), LCpl. Graeme Moore (Arbroath), Lieut. Phil Water (MOD), who captained the team, CPOEA Gary Brinkley (Collingwood), AEA App Neil Tait (Daedalus), POPT Micky Flaherty (Tamar), Lieut. Paul Edwards (Neptune), POWEA Steve Etchells (Conqueror), MEM Kevin Preece (Nelson), WTR Andy Pearson (Hastart), LAEM Steve Thomas (801 Sqn.), POWEA Piggy Maw (Arrow), LPT Graeme Jones (Nottingham), AEM Paul Bryant (702 Sqn.), LPT Spud Murphy (Seahawk) and Lieut.-Cdr. Dave Auton RN (retd.).

Limelight seized by Privateer

FAMILIAR waters of the Eastern Solent were the fitting location for the debut of the 1990 Royal Navy powerboat racing team in the Spithead Trophy Off-shore Powerboat Race.

Driver Lieut.-Cdr. Rob Andrews (MOD) and navigator Cdr. Tim Williams (SOO to FOST) competed in their Class III (2 litre) monohull, Privateer.

After some aggressive driving, Privateer ground past the 14 boats in her class to achieve third place by the end of the first lap.

In the second, critical navigational errors by some boats in the hazy conditions gave Privateer the chance to lead the field for a short time. But the flat-out speed of the catamarans made up for this and Privateer was overtaken.

Leaders

She finished the 65-mile race in second place with an average speed of 51.6 knots after some dicing with the leaders, and she gave only 38 seconds to the first placed boat. The nearest monohull was almost two minutes behind.

This splendid result places Rob and Tim in second position in the 1990 national championships for driver and navigator respectively. The two have previously competed together as members of the RN bobsleigh team. But it wasn't until Tim read of Rob's powerboat exploits in Navy News last year that they were reunited to create an all-RN powerboat crew.

At present Privateer is not sponsored and all the money comes from the crew's own pockets.

Weather permitting, June 23 should see a crew of Royal Navy engineers and another of Sea Cadets set out from Portsmouth on their bids to achieve the fastest circumnavigation of Britain in a boat under 50 ft. in length.

The current record of 89 hrs 24 mins and 10 secs is under attack from the HMS Sultan engineers in their 35 ft. Falcon Royale powerboat and the Sea Cadets from TS Stirling, Birmingham, in their 23 ft. Delta RIB. Both craft are powered by Suzuki engines.

STROKES OF GENIUS

THE ROYAL Navy Rowing Eight finally achieved their aim at the Joint Services Regatta at Peterborough last month. In a very exciting final race, the RN beat the Army and the RAF in the Inter-Service Mens Eights event.

This was the first time the Navy, sponsored by Lamb's Navy Rum, had won the premier event at the regatta. The crew drew lane one and took an early advantage on the RAF in lane two by striking a powerful 38 strokes per minute, and gaining a quarter length.

Building on this early lead over the first 250m, it was clear, however, that all three crews were very evenly matched.

The slightest mistake from any of the RN crew could have destroyed their lead of half a length and Penny Graham, the Navy cox, was quick to respond to each burst of power from the other two boats.

With only 200m left to go, the RAF powered for the line in a well rehearsed move. The RN were ready though, and answered with their own power 20, grimly holding on to the advantage.



The final verdict of half a length over the RAF was announced to the delight of the large crowd of RN supporters, led by Vice Admiral Sir Alan Grose, president of the RN/RM ARA.

In the other regatta events it was rather a disappointing day for the Navy who had not had the advantage of two weeks preparation for the event. The ladies crews of HMS Heron, however,

achieved notable wins in both the ladies novice fours and the Inter Services coxed fours. They are pictured above with cox, LAEM Frank Spencer.

Picture: Lieut.-Cdr. Nigel Huxtable

Around the grounds

HMS Collingwood's rugby men enjoyed one of their most successful seasons for some years. They won 13 matches, lost three, drew one — and claimed two trophies.

Under the guidance of CPOPT Brian Powell, RN and Hants coach, they reached the Navy Cup final, losing 25-25 on tries scored to 45 Commando Royal Marines.

Collingwood won the Portsmouth Area Cup, beating HMS Sultan 26-19 in an exciting final, and in the Portsmouth Area Sevens final they beat HMS Dolphin 32-8.

The Fareham establishment will lose several key players next season. Dave Oakley joins HMS Rooke, John Lakeman moves to HMS Dolphin and Jan Farrell is hanging up his boots.

United Services (Portsmouth) RFC requires players, administrators and a coach for the forthcoming season. The club runs four Saturday sides including Colts, and the 1st XV will be competing in London League 1.

The clubhouse has recently been refurbished and the club can provide some of the best playing facilities in the south of England.

With its friendly atmosphere, it offers both social rugby and a means for players to gain recognition for both Service and County representation.

Training will start on July 9 at Burnaby Road and further notification will be sent to all ships and establishments. Details can be obtained from Lieut. Peter Piercy (Sultan ext. 2279/2189) or WO Tex Houston (Nelson ext. 23873).

Forthcoming Royal Navy representative cricket matches (1100 start): June 4 v Middlesex II at Portsmouth; June 8 v British Fire Service at Portsmouth; June 12 v Civil Service at Portsmouth; June 18 v London University at Portsmouth; July 3 v United London Banks at Roehampton.

Under 25s: June 7 v British Fire Service at Portsmouth; June 26 v Wiltshire Under 25 at Westbury; July 1 v Southern League Under 25 at Portsmouth.

RNCC fixtures (1130 start): June 2/3 v BRNC at Dartmouth; June 10 v Staff College at Camberley; June 17 v Christ's Hospital at Horsham; June 23 v Pangbourne College at Pangbourne; June 26 v Canford at Canford.

Combined Services fixtures: June 10 v Lavinia, Duchess of Norfolk's XI at Arundel; June 13-15 v Oxford University at Oxford; June 23-25 v Cambridge University at Portsmouth.

Owen goin' well

SUNSHINE greeted the 200 runners who set off in the Gosport and Fareham Marathon. The race included some 40 Navy runners competing in the incorporated Royal Navy/Royal Marines Marathon Championships.

Leading the field home in a time of 2hrs. 29mins. was civilian Paul Gibbins, of Fareham.

Thirty-eight Navy runners finished the 26.2 mile course; the leading man being POMEM Richard Owen (Sultan), who was third overall with a time of 2hrs. 41mins. 39secs. He was followed by CCY Andy Watling (Osprey) and CPO Slinger Woods (Campbelltown).

The winning team was from HMS Sultan, followed by the Royal Marines, Poole and HMS Daedalus.

As a result of the race Andy Watling secured one of the places in the Royal Navy marathon team to take part in the US Marine Corps Marathon in Washington. But there are still five more vacancies in the RN/RM team for this prestigious race.

Any good runners wanting to be considered for the team should contact Cdr. Brian Davies, HMS Daedalus ext. 4182.

CHARITY BOX FOR SCHOOL

MEMBERS of the Royal Navy boxing squad ended the season on a high note, raising £11,000-plus for charity during a trip to Scotland for their final two matches, writes Lieut. Duncan Forer.

On May 13 they competed against a United States Air Force UK select team at Aberdeen — and won 5-2 — in front of a dining audience. The money raised will be used to send pupils of St Andrew's School, Inverurie, to the Special Olympic Games in Glasgow next month and to the Special Winter Olympics in Austria in 1992.

This match was followed four days later with one against a Scottish select side at HMS Cochrane. Again, the Navy boxers triumphed (5-4) and a number of local charities benefited from the night's sport.



Graceful Gazelles on display

SPECTACULAR manoeuvre by the four Gazelles of Royal Navy's 1990 Sharks helicopter display team.

This year marks the 15th anniversary of the team, which is based at 705 Squadron RN air station Culdrose. All six team members are volunteers, normally employed as helicopter instructors teaching basic helicopter flying techniques. They practise early in the morning, not to disrupt the basic flying training programme, and display on many weekends throughout the summer, including major air shows.

Close encounters

The team provides a breathtaking ten-minute display of close formation flying and high speed opposition manoeuvres, bringing the rotor blades to within 15 feet of each other at closing speeds of 200 mph.

The 1990 team is led by Lieut.-Cdr. Mark Osman, senior pilot of the squadron, in his second season with the Sharks. Lieut. Wayne Taylor is team manager for the second time, and Lieut. Andy Holley is in charge of flight operations. The remainder of the team is Lieut. Richard King, Flight Lieut. Mal Groombridge (RAF exchange officer), and Lieut. Kev Mathieson.

The squadron also provides the pilots, Lieuts. Nick Houghton and Phil Garner, for the two-man Gazelle-team the Pusser's Pair, and for the solo display, which is given by Lieut. Ted Buckett.

Thanks to sponsorship by a number of companies, the teams now have more flexibility over travel arrangements.

Brave sails into Indian territory

HAVING her first pow-wow with her adopted tribe at the end of last month was the Type 22 frigate HMS Brave.

She steamed into Hamilton on the shores of Lake Ontario to introduce herself to the Six Nations of the Canadian Iroquois Indians, celebrating the 200th anniversary of their confederation there this year.

Sultan ratings killed in car crash

FOUR ratings from HMS Sultan died when their car caught fire in a crash with a van on the A34 five miles south of Newbury on the Hampshire-Berkshire border.

The van driver was also killed in the accident, which occurred on the afternoon of Friday May 18.

The four Navy men who died were: ALMEM(L) James McDade (26), from Strathclyde; ALMEM(L) David Keene (23), from Telford, Shropshire; MEM(L)2 Malcolm McDougall (19), from Glasgow; and MEM(L)2 James Morin (21), from Glasgow.

An 18-year-old rating from HMS Collingwood, WEM2 Jonathon Robinson, died after collapsing on the parade ground at HMS Collingwood on May 19.

Pay award for medics and dentists

IN a supplementary report on the pay of medical and dental officers, the Armed Forces Pay Review Body recommended increases of between 6 and 10.7 per cent.

The Government accepted the recommendations in full but, in common with pay awards announced for other Review Body groups in February, implementation will be staged, with 7 per cent payable from April 1 1990 and the balance of the award payable from January 1 1991.

The Brave is part of the Marcot deployment that has been carrying out exercises with allied navies in the Western Atlantic.

With her sister ship HMS Cumberland, the carrier HMS Ark Royal and the Type 42 destroyer HMS Glasgow she had visited New York before

heading down the St Lawrence Seaway to the Great Lakes with the Cumberland and the Glasgow while the Ark moved on down to Mayport in Florida.

A nuclear-powered Fleet submarine has been included in the group, which has been supported by the RFAs Fort Grange and Olva.

TRIDENT QUESTION

IN answer to a Commons question on the amount of money which could be saved by a decision to cancel the fourth Trident submarine in the near future, it was stated for the Government that no contract had yet been placed.

"It is our estimate that savings in the order of £500 million would result if it were decided in the near future not to proceed with the planned order for the fourth Vanguard class submarine."

NAVY NEWS IN THE PICTURE

ILLUSTRATIONS both by photography and cartoon provided the basis for two awards to Navy News as we continued our winning ways in the annual competition of the British Association of Industrial Editors.

In the contest for papers published last year, with results just announced, there was an Award of Excellence in the class for best handling of pictures, the judge commenting "Very good in both colour and black and white." (For those who retain their Navy News, the entry copy was April).

Meanwhile, there was success too in the new class Humour in Print. The entertaining main cartoon of the June edition, depicting British sailors practising Russian-style dancing and marching at the time of an RN ship visit to Leningrad, gained a Certificate of Merit.

It was drawn by Lieut.-Cdr. Charles Miles, who since his work first appeared in Navy News in 1966, has drawn very many hundreds of appropriate cartoons to enliven our DCI and Drafty pages, as well as producing about 300 main cartoons.

Alacrity shows Dunkirk spirit

HMS Alacrity, seen here on a visit to London, was escorting 80 Dunkirk "Little Ships" on their 50th anniversary return voyage as Navy News went to press.

The Hunt Class minesweeper HMS Ledbury and the fast training boats Trumpeter, Puncher (RNFR) and Example (RNKS) were also helping with the difficult task of marshalling the mini-armada as it left Dover to cross the busy Channel seaway.

While in the capital, the Alacrity revived the custom of paying "dues" for the protection afforded by the Tower of London — a ceremony witnessed by Armed Forces Under-Secretary Lord Arran and the Chief of Fleet Support, Vice-Admiral Sir Jock Slater.

The Devonport-based Type 21 frigate has gained the coveted Boyd Trophy awarded to mark the skills of the men who flew and serviced her helicopter during the Hurricane Hugo relief operation in the Caribbean. The presentation was made by the Flag Officer Naval Aviation, Rear-Admiral Michael Layard.

Invincible picks up her programme

HMS Invincible was planning to resume her programme, which includes Staff College Sea Days, from the beginning of June following sea tests of work carried out at Portsmouth after she cut short her participation in Exercise Dragon Hammer.

She had headed home from the Mediterranean, omitting a visit to Palma, Majorca, after a propulsion shaft problem was reported.

The Invincible was due back at sea at the end of May to test the rectification work.

Harrier loss

While in the Mediterranean, one of her Sea Harrier pilots, Lieut. Steve Holmes, from 800 Squadron, died when his aircraft went into the sea off Sardinia while taking part in an early morning sortie.

A search was made and wreckage recovered. Memorial services were held on board and at RN air station

Yeovilton for Lieut. Holmes, who was 30 and married. Carriers on parade — see page 27.

Naafi extends the use of credit cards

NAAFI is extending its acceptance of credit cards in UK, and also in ships' canteens.

From June 17, Service personnel and their families will be able to use Access and Visa cards — as well as their budget account and chargecards — to purchase goods available in Naafi family and Services shops.

Cigarettes too

Acceptance of the Access and Visa has so far been limited to electrical goods, sportswear and equipment, gifts and durable lines, and such services as Interflora.

Now customers will be able to use the card to buy anything from cigarettes to cornflakes, sweets to soap-powder.

Mr. Ken Hughes, Naafi's marketing manager UK, said, "This reflects our desire to offer customers the best and most convenient means of shopping."

ENGINEERING

From page one

ments which overlap the present WL and R trade boundaries.

It will be some years before the full effects of all the changes take effect, and some AE ratings already serving will not be affected at all.

Full report, including the major proposals — see page 16.

