

FIRST ELEVEN SELECTED AS HEAT IS ON

KEY ROLE IN CRISIS

THE Royal Navy is contributing to the multi-national array of warships and supply vessels assembling in response to the Middle Eastern crisis.

HUNDREDS of men of the Armilla patrol are geared up both for routine work in the sweltering Gulf heat and for any eventualities.

MEANWHILE, other ships have sailed from Britain either for the Gulf region or Eastern Mediterranean.



Pictures: PO(Phot) Stuart Antrobus



● Two of the Royal Navy's Armilla patrol, HM ships Jupiter and Battleaxe, head for Gulf duty. Left, ABs Fez Parker and Wiggie Bennett, of the Battleaxe, go through upper deck drills in the Gulf.

Gulf build-up gets moving

ELEVEN Royal Navy and Royal Fleet Auxiliary ships were committed to Gulf and Eastern Mediterranean duty, some of them already on station and others on passage, as Navy News went to press.

Already Armilla patrol vessels HM ships York, Battleaxe and Jupiter are serving in the Gulf area, the Type 22 Battleaxe having been called from a visit to Penang, Malaysia, and the Leander-class Jupiter from a leave period in Mombasa as the Middle Eastern crisis intensified.

Meanwhile, three Hunt class vessels, HM ships Cattistock, Hurworth and Atherstone sailed from Rosyth on August 13, initially to serve in the Eastern Mediterranean.

Leaving Plymouth late last month was the ocean survey ship HMS Herald, also heading for the Eastern Med., where she will act as support vessel for the ships of the 2nd MCM.

In some cases men were recalled from leave, with round-the-clock working as ships were readied for deployment.

There was the buzz of activity as stores and equipment were loaded and, where necessary, modifications made. Later came emotional farewells as numbers of family members watched ships sail and wished them well.

Featuring strongly too in the build-up was the Royal Fleet Auxiliary. Already RFA Orangeleaf was serving in support of the Armilla ships and more are heading East. The tanker RFA Olva sailed from Devonport on August 16, with two Sea King Mark 5s embarked, and several days later the fleet replenishment vessel RFA Fort Grange

● Turn to back page



Combined ops.

SHIPS of the Royal Navy work alongside the guided missile cruiser USS England in the central area of the Gulf at a time of tension. Foreground is the Type 22 frigate HMS Battleaxe, with HMS Jupiter top left.

INVINCIBLE WELCOMES 'IRREPROACHABLE'



The Sovremenny Class destroyer, the Bezuprechny, arrives in Portsmouth for her five-day goodwill visit.



The band of the North Fleet Squadron entertain sailors from the Bezuprechny and HMS Invincible at a barbecue at South Railway Jetty, Portsmouth.

Caps off to Soviet visit!

EAST met west in Portsmouth for the first time in 14 years when the Russian warship Bezuprechny (Irreproachable) arrived on a five-day goodwill visit.

The 6,000 tonne Sovremenny Class destroyer was welcomed by her host ship, the carrier HMS Invincible, and the spirit of glasnost was much in evidence during a series of events organised for the Bezuprechny's 370 officers and ratings.

Visits were made to HMS Victory and the RN Museum at Portsmouth naval base and there were sightseeing tours of London and Windsor as well as a trip to the Royal Tournament.

A group of officers and ratings were also invited to spend a day with the Fleet Air Arm at RN air station Yeovilton where they were given the opportunity to take a look at modern naval aircraft together with some of the older ones during a tour of Royal Navy's Historic Flight and the Fleet Air Arm Museum.

An afternoon of sporting action was arranged at HMS Sultan, the School of Marine Engineering at Gosport, where teams from the destroyer were invited to take part in football and volleyball matches.

Honours were even at the end of the day and at a barbecue, held in honour of the Soviet visitors, the captain of HMS Sultan, Capt. Robin Bradley, presented each of them with a commemorative mug.

During the Bezuprechny's stay four members of the North Russia Club and one from the Russian Convoy Club, together with their wives, visited the destroyer.

Rear Admiral Vasily Yerevin, Soviet Northern Fleet Squadron Commander, had previously extended an invitation to visit the ship during the club's recent reunion trip to Murmansk and he was on hand to welcome them on board the Bezuprechny.

After a tour of the ship Rear Admiral Yerevin presented Mr. Bill Weeks, of the North Russia Club, with a plaque which featured a polished shell from a Bofors gun filled with earth from one of the graves at a cemetery at Murmansk where sailors from the Royal and Merchant Navies are buried.

The Bezuprechny's five-day visit culminated with a concert given by the band and dancers of the Soviet Northern Fleet Squadron on the flight deck of HMS Invincible after which she left Portsmouth for her home port of Sevremorsk on the Kola peninsula.

Pictures by LA(Phot) Allen, HMS Invincible and PO(Phot) Stu Antrobus.



Capt. Robin Bradley presents sailors from the Bezuprechny with souvenirs of their sporting visit to HMS Sultan.



Members of the ship's company of the Bezuprechny on parade ready to welcome the First Sea Lord, Admiral Sir Julian Oswald.



Take Courage my friend — that's the message from AB(R) John Brennan, of HMS Invincible, to Soviet Seaman Andray.

New life in the Lynx

THE Westland Lynx helicopter equipped with new central tactical system has now been accepted into service at RN air station Portland.

Rockin' Raleigh

A FUN weekend was held to celebrate the 50th anniversary of HMS Raleigh, the Royal Navy's new entry training establishment at Torpoint, Cornwall. On September 28 a concert will feature Showadaddy, the Gutter Band and Stan Boardman. Tickets are available from HMS Raleigh or the Royal Fleet Club.

Main task of 700L squadron, the Lynx operational flying trials unit which commissioned in July, will be to evaluate the aircraft in service.

Having entered RN service in 1977, the Lynx now operates from most destroyers and frigates. The CTS has been developed by Westland Helicopters and Royal Aeronautics as a key component of its mid-life update.

It is designed to provide an automated tactical display, ease the aircrew's workload and permit the integration of many of the cockpit controls into a single control unit.



Home and away...

Congratulations were sent from Nelson's flagship HMS Victory to the Polaris submarine HMS Repulse on a day which was of special significance for both.

On 23 July, 1759 the Victory's keel was laid at Chatham — and on 23 July this year the Repulse returned from the 200th patrol providing the UK's independent nuclear deterrent.

Meanwhile the latest Type 23 frigate was just starting her career with a 30 knot burst of speed during contractor's sea trials. She is to be accepted into service early next year.

● Above — HMS Repulse slips home along the Gareloch while (left) HMS Argyle starts out on the Firth of Clyde.



RN ROAD SHOW DATES

THIS autumn the four teams which comprise the Royal Navy Presentation Team will be visiting the South, East and North of England, and Scotland.

Two teams will visit secondary schools and some societies, while the team of the Captain (Capt. Peter Cowling) and Commander (Cdr. Nick Harris) will give presentations to a variety of audiences, including civic, universities, industry and societies, as well as some schools.

The presentation consists of a 40-minute talk with film and slides, followed by questions and discussion.

The civic programme is as follows:

September: 19 Milton Keynes, 26 Hertford, 27 Northampton and Carlton Walsley.
October: 1 Shrewsbury, 4 Grays, 15 Ealing, 16 Warrington, 22 Macclesfield, 23 Northwood, 24 Twickenham, 25 Ashford.
November: 1 Kirkcaldy, 5 Hellenburg, 12 Dunblair, 14 Digne, 15 Chert, 26 Alnwick, 28 Northampton and Harrogate.
December: 3 Preston, 4 Barnsley, 12 Loughborough, 13 Bolton.
Requests for further details and tickets should go to: Team Staff Officer, RN Presentation Team, Room 2120, St. Christopher House, Southwark Street, London SE1 9TD. Tel: 071 921 2656. Fax: 071 921 1366.

Air day crowds looking up

AIR Day at HMS Daedalus, Lee-on-Solent proved as popular as ever and thousands enjoyed the exciting show as the temperatures soared into the 30's.

The 50th anniversary of the Battle of Britain was honoured by a fly-past by aircraft of the RAF Memorial Flight.

The Red Devils parachute team dropped in to signal the start of the flying display and one of the highlights was a spectacular performance by the Royal Navy helicopter display team, The Sharks.

Proceeds from the day — expected to top last year's total of £17,511 — will be distributed to a range of naval charities.

Bulldog aircraft flown by members of the University of Wales "Red Dragons" Squadron also took part in the air show.

● Visitors to the RN air station Culdrose can now watch the busy whirl of activity there from the comfort of a new, purpose-built centre, comprising cafeteria, coffee bar, souvenir shop and viewing gallery.

With over 40,000 spectators coming to the old viewing enclosure last year it was vital to provide improved facilities.

The new complex, designed

by Astron Building Systems and erected in just 14 weeks, was funded by the Fleet Air Arm Museum with donations from local businesses and the Royal Navy. It will be open seven days a week from Easter to October.

Fair raises £12,000

THOUSANDS of people turned up at the Helensburgh Pier car park to see the Princess Royal open this year's Faslane Fair.

The Princess was presented with a basket of flowers by 11-year-old Vani Speirs, a local schoolgirl who won the Faslane Fair Poster competition, and also received a silver submarine from Lieut. Andy Ross RM.

Anchored off the pier, the Leander Class frigate HMS Cleopatra provided an excellent backdrop to stalls and off-shore and arena events which raised over £12,000 for charity.

IN BRIEF

TO mark the 20th anniversary of the demise of the tot, members of HMS Dolphin Wardroom held a special "Up Spirits" onboard the First Submarine Squadron tender, Tary — with former Warrant Engineer Mickey Budd (76) who joined the Navy in 1928 as an Engine Room Artificer Apprentice and now works as an archivist in the Royal Navy Submarine Museum, as Rum Bosun for the day.

THE Rolls-Royce Efficiency Award for 1989 was won by 706 Naval Air Squadron in recognition of the high standards of engineering practised by the squadron.

OFFICERS and ratings from the RN air station Culdrose marched through the streets of Helston to commemorate the granting of the Freedom of the Borough to HMS Seahawk in 1958.

A GCSE "Sports Action Pack," sponsored by the Royal Navy and the governing bodies of a number of key sports, is being sent out to 4,000 schools. Squash, basketball and gymnastics are covered in a series of teaching aids produced by Marketing Matters, a leading educational resources company.

Mickey's duty to the tot

ROYAL Navy and Army recovery teams helped test the Hong Kong Mass Transit Railway's emergency procedures when they were given the task of righting an overturned shunting locomotive, a three hour job in the sweltering heat.

TWO teams from HMS Collingwood won awards in the Ten Tors Challenge expedition over Dartmoor.

PREPARATIONS are now under way for the seventh annual Royal Naval Salon Culinaire to be held at HMS Nelson, Portsmouth, in November, exhibiting the skills of cooks, stewards and caterers of the Royal Navy and Royal Marines as well as those of associated contract catering staff.

A US Marine Corps AV8A Harrier jump jet has gone on display in Yeovilton at the Fleet Air Arm Museum's new VSTOL exhibition, opened by Princess Alexandra. Other exhibits include the "Flying Bed-

stead," an experimental aircraft used to develop today's vertical take-off jet fighters like the Sea Harrier.

WRENS at HMS Dolphin had the chance to discuss their future role at sea with Director WRNS, Commandant Anthea Larkin, when she visited the submarine base in Gosport.

ADMIRAL Sir Julian Oswald, the First Sea Lord, visited HMS Centurion, the Royal Navy Pay and Drafting Centre, to see the scope of work carried out in the Gosport establishment, including the computer-assisted ratings drafting systems and the processing of naval pay and pensions.

MEMBERS of the Seahawk Sub-aqua Club from RN air station Culdrose spent two weeks exploring the reefs and wrecks around Gibraltar and found a Roman stone anchor and a large flooded cave deep inside the Rock.

Turbulent times — but outlook fine

HAVING tempted fate earlier this year by saying that WE drafting had been relatively stable, King Neptune has exacted his revenge on the Weaponeer drafting team and injected some unexpected turbulence — there are more job changes and promotions than expected.

This has resulted in some of the estimates of time to serve ashore (printed on draft orders to shore service as Drafty's best guess when the draft was issued) varying from the time actually served.

These variations differ between categories and rates, and those who want to go to sea earlier rather than having extended time ashore (generally JRs) can of course update their Drafting Preference Forms to show this.

Those spending less time ashore than originally estimated (one of two SR categories) are still getting at least nine months notice of any change.

Where the jobs are

This initiative was covered at length in the last WE Drafty page in the March issue.



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ARNO, the Officers' Charitable and Social Fellowship, is open to all Serving and Retired Commissioned Officers of the RN, RM, WRNS, QARNNS, and their Reserves.

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"All quiet on the Weapon Front are we then?"



Drafty

on the Weaponers

The expanded listing of jobs circulated to all ships (via SWEOS) received a good response and will be continued. Also, following suggestions from seagoers, it will now include the SQs for the shore jobs.

ArtCan classing up

Despite the obvious advantages of retraining as a technician there is a significant proportion of men who turn it down when they are classed up and their individual course dates are announced.

This inevitably causes more turbulence to those who are then moved to an earlier course to fill the gap.

To minimise this, the drafts to courses will now be done in batches, thus helping to guarantee dates.

Drafty is also willing to defer a candidate's placement on course by several months in order to fit his circumstances (eg completing a fun in the sun job).

But only on receipt of a C240 where the candidate signs to say he is happy to take a later course!

First sea drafts

Drafty's aim is to get newly-qualified Mechanics and Artificers to sea as soon as possible after they finish their training.

To do this the length of sea time for those being relieved by first sea draft men is adjusted to keep any waiting time to a minimum.

All Artificer waiting time, from career course to sea, has been reduced so that it now more nearly matches the time required for PJTs.

Similarly for WEMs, although it is not always possible to get the Radio men straight to sea.

For these, a waiting draft in a Communications Centre or Fleet Support base for a month or so hones their skills and is usually possible in their shore preference area.



"I don't want to hurry you, but..."

WE DRAFTING TEAM

Drafting Commander and WE Warrant Officers Appointer — Cdr Richard Jenkins (ext 2324)

Apps/ArtCan/Office Manager — CWREN Sue Bailey (ext 2520/2524)

Ordinance Drafting — Lieut-Cdr Mike Linfield (ext 2511), POWTR Brian Coulthard,

LWREN Trace Robinson, WREN Ann Miskimmon (exts 2511/2529)

Radio Drafting — Lieut-Cdr Les Maddock (ext 2520), POWREN Mitch Kinley,

LWTR Phil West, WREN Emma Davies (exts 2525/2527)

Guarding leaves gaps

While Drafty does not claim that mistakes are never made the recent requirements for armed guarding have obviously impacted on the quality of service.

Effectively, drafting desks may be unmanned for 15-20% of the time. For the customer in the Fleet or ashore this should only be seen in delays to answering routine queries and telephone calls.

However, it is most important for you to check your draft order (as keenly as your pay statement!) and if any mistakes do slip through let us know as soon as possible — particularly on the long and complex PJT packages which are often a feature of WE drafts.

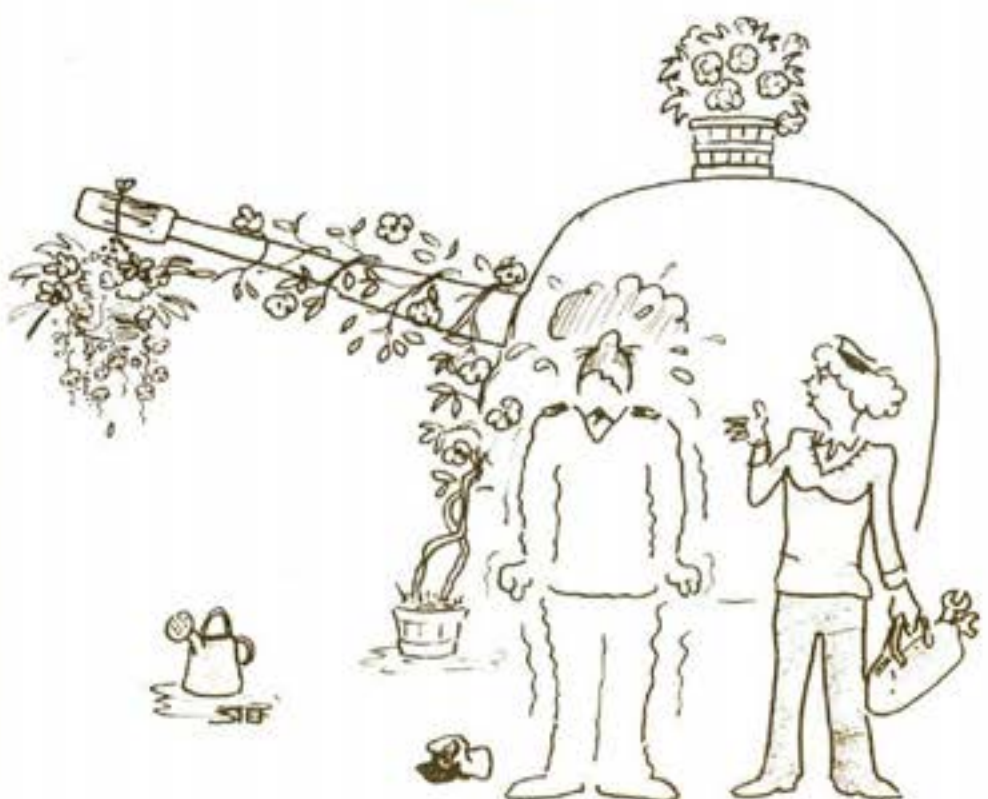
Prospects still bright

Roster lengths have reduced further and B13s for LWEM(O) arrive after only 14 months. For LWEM(R) it is effectively by return of post. At the top end of the scale there were no promotions to Warrant Officer for the WEMs this year, but this was a result of overselections in previous years to make up for an artificer shortage as well as bringing forward reserves in 1989. This shortage has now eased and the WOWEMs numbers are slightly overborne at present. Nevertheless prospects remain good with the top candidates for selection still well under the Navy-wide average age for promotion to Warrant.

Girls go green

This month sees the first girls to join as Weapon Engineering Mechanics and they will be getting their first sea drafts in Spring next year.

Warrant Officer Stef Dowson serving as the WEO in HMS Hecia has sent his views in the form of a cartoon. He obviously feels it safer to comment from a distance — the sunny parts of the South Atlantic!



"But Chief — it's so much prettier now..."



Steadfast Bulldog

DESIGNED specifically for coastal and inshore work and to carry out hydrographic operations on the continental shelf (i.e. in depths of less than 200m), HMS Bulldog was commissioned in 1968.

She has recently undergone a major refit, during which more than 50 alterations and additions were carried out — including the fitting of a new computer-assisted surveying system (SIPS 2), a new main machinery control system, improvements to the high definition sector scanning sonar, Hydrossearch, and a completely new galley and bridge layout.

At the beginning of February, Capt. R. C. Read RN (ret.) the first commanding officer of HMS Bulldog and the father of the present commanding officer, Lieut.-Cdr. Richard Read, visited the ship to mark the end of refit. This is thought a unique example of father and son commanding the same Royal Navy ship.

Recalced

Work up and equipment trials followed, repainting was completed and the decks recalced. Successful machinery trials were carried out on the new engine control system. Defect rectification at the Frigate Refit Complex in Devonport was next on the schedule.

During the first two weeks of June, the Bulldog carried out Basic Operational Sea Training in Rosyth, and this was followed by survey work in the Western Approaches. In mid-September she is to visit Bordeaux.

To achieve high precision surveys the Bulldog is fitted with the following equipment:

position control — Hyperfix mode 3 or 4, a Racal system which, though superficially similar to Decca Navigator, works on a different principle (phase comparison) and provides a much higher degree of accuracy.

With a maximum range of up to 120km, typical accuracies for any single position fix are plus or minus 5km. The system comprises six separate transmitting stations ashore, working in the 2MHz range, and can be used by any number of receivers.

Triponder 540 Star 1 band (10Ghz) is based on a system of direct ranging to a number of small beacons ashore from a small master unit on board. With up to four ranges feeding into the computer, typical position fix accuracies of plus or minus 3m are achieved on ranges up to 60km.

For surveying depth, two Kelvin Hughes MS 48 precision echo-sounders are fitted. These are regularly calibrated to allow for variations in the velocity of propagation of sound in water and draught of the ship. Soundings obtained from these are automatically adjusted for the motion of the ship by heave compensators and fed in digital format into SIPS 2.

Since 1972, dual channel side scan sonar has been in regular use for continental shelf surveys. This equipment could be said to have brought about the third major revolution in hydrographic surveying — the first two coming with the advent of echo-sounders in the 1930s and the second with elec-

tronic position fixing systems in the 1950s.

This sonar, which is towed astern of the vessel some 15-30m above the seabed, allows the surveyor to sonify the whole of the seabed between lines of sounding. It simultaneously "looks" 300m both sides of the ship's track and can pick up objects varying in size from large wrecks to items no more than a metre long.

The sonar's paper printout — in conjunction with seabed samples — enables the surveyor to interpret the nature of the seabed.

Hydrossearch is a hull-mounted sector-scanning sonar with a maximum range of

600m. It reduces the necessity to carry out time consuming sweeps of wrecks lying with less than 40m over them.

Qubit SIPS Mk 2 is a computer-assisted system that logs data from all positioning and surveying equipment and is used to draw final charts and graphics for the Hydrographic Office. It is a major step forward in speed and accuracy from previous manual methods.

In addition to sidescan sonar, Bulldog streams a magnetometer astern. This is used to identify anomalies in the earth's magnetic field caused by ferrous material and is useful in identifying wrecks.

Above: HMS Bulldog, first of four coastal survey ships built by Brooke Marine Ltd of Lowestoft for the hydrographic branch of the Royal Navy. Her motto is *Hold fast*.



DESTRUCTION OF PREDECESSOR HITS HEADLINES

TODAY'S HMS Bulldog is the eighth Royal Navy vessel to bear the name. The third, a six gun paddle sloop of 1,124 tons, was a most colourful predecessor.

Launched in 1845, she had a distinguished career in the Baltic and West Indies. In 1865, having silenced the guns of Fort Cliviot, Haiti, and sunk two Haitian ships, she ran aground.

Her commanding officer, Capt. Wake, had her blown up to avoid capture, but was later court martialled. The incident aroused much public interest in Britain and original copies of The Illustrated London News and Punch describing events are held on board the present Bulldog.

Other ships of the name include a 16-gun sloop launched in 1782; a four-gun gunvessel, bought and sold in 1794; and an Ant-class iron steam gunboat of 254 tons, launched in 1872, and reaching a top speed of 4 knots.

In 1909 the destroyer Bulldog was launched. Her wartime service included the

Home Fleet, Mediterranean, Dardanelles and Evacuation of Gallipoli. She was sold in



1920. There was also a trawler Bulldog, requisitioned 1917-19.

Launched in 1930, HMS Bulldog's immediate predecessor was a Basilisk class destroyer of 1,360 tons

armed with 4 x 4.7" guns and 8 x 21" torpedo tubes. In 1939 she served in the Mediterranean with the aircraft carrier Glorious. In May 1940 she took the torpedoed HMS Kelly in tow.

The following month she was damaged by Stukas off Fecamp and immobilised. She was towed to Portsmouth for repairs. Together with other ships in May 1941 she destroyed U110, including the vital Enigma cypher machine.

May 1942 saw the Bulldog involved in action with three German destroyers. In 1944 she sank U719 north west of Ireland.

At the War's end, the instrument of Surrender of the German garrison in the Channel Islands was signed on board HMS Bulldog. The following year she was sold to Metal Industries and sent to Rosyth to be broken up.

FACTS & FIGURES

Length: 58m. Beam: 11m. Draught: 3.7m. Displacement: 1,057 tons. Propulsion: Four Lister Blackstone diesels of 660hp each. Top speed: 15 knots. Range: 4,500 miles at 11.5 knots. Ship's company: seven officers, nine senior rates, 28 junior rates. Living quarters: air conditioned; two berth cabins for senior rates; dormitory and dining/recreation room for junior rates; self-service laundry; library; canteen and sick-bay. Fitted for (but not with) two Oerlikon 20mm guns.

Battle honours

St Lucia 1796 Baltic 1854-55 Dardanelles 1915-16 English Channel 1940-45 North Africa 1942 Arctic 1942-44 Atlantic 1942-45.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3RH. 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.

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Letters

Can Otto have his diary back?

I WRITE on behalf of Kapitän Otto Heinrich Junkers who commanded the German U-boat U532 during the Second World War.

The U532 surrendered in the Atlantic when the European war ended in May 1945, and was escorted by a Royal Navy vessel to Eriboll Loch, NW Scotland. While there two officers from the escort vessel boarded the submarine and took possession of Kapitän Junkers' personal diary.

I was on board HMS Grindall (K477), Captain class frigate, which took over the escort of U532 at Lochalsh in Scotland and we brought it to Liverpool for public view and later to Barrow to recover 100 tons of lead from its keel.

From 1978 our ship's crew and the U532 crew had many reunions in Germany and England and, through one of his crew (living in Ayrshire) who saw Kapitän Junkers (now aged 84), efforts are being made to try to trace the officers and recover the diary for sentimental reasons.

Kapitän Junkers now lives at Sedanstrasse 21, 3200 Hildesheim, West Germany. — H. Campbell, Kirkham, Lancs.

Below: Liverpool, May 1945 — Otto Junkers salutes Admiral Sir Max Horton, Commander-in-Chief Western Approaches.



I WRITE about the injustice of the vast pay differentials between Artificers, Medical and Comms. Technicians and the other branches in the RN.

The reason for paying them more is quite obvious: as a reward for the length of time spent in training and as recognition for trade skills they have acquired and which will be to the Navy's benefit.

While not totally against such a reward, such a difference in rates of pay cannot be justified. For example, a CPO Artificer/1st Class Technician on Scale A pay receives more than a Warrant Officer in another branch; this is surely an insult to those same Warrant Officers.

In my own particular case, a young PO Artificer who passes his PQE today can be on Captain's Table tomorrow and receive almost £4 per day more than me, a Scale A Chief Petty

Officer.

There are two main points of contention:

Firstly, let us not forget that we Other Branch ratings do not receive the benefit of early advancement that Artificers receive. We are governed by the additional hazards of professional qualifying courses, rosters and promotion boards that they do not stumble across until they are going from CPO to CCPO status, thereby giving them additional recompense for their length of training.

Secondly, training provided by the Royal Navy stands us all in good stead for future employment in civvy street, but nowhere is there as much recognition of Service trade skills as in the technical world, another area where the Artificer has much more to gain compared to the rest of us, at no expense to himself.

In my view something needs to be done to restore some balance between the different branches by either reducing the gap in pay by at least half and/or looking again at advancement and promotion structures for all. — A. Stewart, CPOWTR, HMS Cochrane.

I NOTE with interest the recent correspondence concerning the Charge Chief rate and levels of pension. While applauding the pursuit of proper recompense to reflect level of promotion and the time served, surely it is now time to look at the whole gamut of ratings' pay and pensions and the various inequities in the system.

While I can see the sense in the pay differences between technical and non-technical

Technical hitch over pay

branches at the lower end of the scale where the differences in employment and responsibility are widespread, I can see no justification at the top of the scale. There are no differences in pay in the officers' pay structure between the Executive/Engineer/Supply specialisations so why at our level?

As a Warrant Officer non-technician my employment is little different from that of a Warrant Officer technician and my responsibilities are equal if not greater.

Before I am inundated with letters regarding five years training to reach the exalted level of Artificer, may I remind all concerned that I have spent nearly 20 years learning my "trade." — R. F. Matthews, WO Coxn (SM), Portsmouth.

● Technical versus non-technical rates of pay is a much-discussed subject. A recent MOD background note on the topic, outlining the operation of the Military Salary, says jobs are evaluated by a number of factors.

It refers to the "differences between non-technical and technical rates, especially the technical qualifications, skills, expertise and responsibilities which are demanded of artificers in the discharge of their duties."

It adds: "A rating can reach CPO Artificer and the pay lead at an earlier age than a non-technical WO. It is fully accepted that this adverse differential

is undesirable. Nevertheless, adjusting rates by management discretion, if that were possible, would have equally undesirable side-effects in other areas.

"It should be noted that recognition is also given for service, training and experience gained over a long career by the payment of Length of Service Pay."

Nelson's slice of Sicily

ON holiday in Sicily, I visited Nelson's "castle" at Maniace which was given by the grateful Bourbon King of Naples to Lord Nelson, together with the title Duke of Bronte.

The Sicilian regional government has now acquired the property and is restoring it as an amenity.

As a former Portsmouth rating, I think it would be a splendid thing if the RN and, through it, the British Government expressed overt official interest in the restoration of what in effect is a shrine to this country's greatest naval legend, contributing perhaps memorabilia to a collection which is somewhat lacking. The main portrait on the landing, for instance, is of Lord Hood. — A.J. Moore, Ship's Writer, HMS Montclare, Kendal, Westmorland.

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JACK

REGULATING OFFICE



YES MASTER! NO MASTER! NO MASTER! IT WON'T HAPPEN AGAIN MASTER. YES MASTER. RIGHT MASTER! THANK YOU MASTER.

REGULATING OFFICE

WHAT WAS ALL THAT ABOUT?



GRONELLIN

NAAFI are slicing it too thick...

HOW many crusts in a Naafi loaf of bread? By the number of sandwiches made from crusts, I would say about ten per loaf.

How come of all the outlets that sell sandwiches, only Naafi make them with the ends of the

loaf? Could it be as they have a monopoly in RN ships and establishments it's a touch of like it, lump it or go without? — R. Thompson, CPO, HMS Warrior.

NN

Letters

NN

Your DO is no mind reader!

I PRESUME that ex-WO(CY) C. J. Howell ("and don't try to stop me" letter, July) was a man who knew his own mind, was not wont to making rash decisions, and before submitting his notice had the sense to weigh up all the ramifications of such a large step.

I have certainly found the abilities of lateral thinking and forward planning present in the Fleet Chiefs and Warrant Officers I have had the privilege to know and work with in my 30-year career, the past 14 of which have been as a DO. So what happened here?

Perhaps Mr. Howell was trying to make a "protest," one that maybe went wrong on him, but if he himself did not know then (and still does not know!) the reasons why he was leaving the Service, how on earth could he expect his DO to extract them from the depths of his mind through counselling and therefore be in a position to influence his decision?

We DOs are not trained psychologists, as I am sure Mr.

Howell well knows, for no doubt he, as a WO, was one himself. All we can do is listen and ask questions and then offer advice based on an appraisal of what has been said, knowledge of the rules, instinct, the requirements of the Service and our own experiences of life.

It is, I believe, a well-known fact that what the majority of ex-matelots experience most on leaving the Service is the loss of that unique bond of comradeship, friendship and brand of humour that comes from being "all in the same boat."

Necessity

I suggest that Mr. Howell, instead of feeling sorry for himself and reflecting on what might have been, joins the local branch of the RNA or British Legion, where, as well as finding the company of possibly similarly affected ex-Servicemen, he may well find himself doing some good in raising monies for charity. And if there isn't a branch near him, then why should he not start one?

So come on. You've made your bed on the other side of the fence — now's the time to lie on it, stand by your decision, get yourself sorted out and stop blaming the system for how you now feel about having exercised your right and left the Service early. — DO, Hong Kong.

Light on the Moonstone

I BELIEVE that HM trawler Moonstone, mentioned in the August edition, is the same trawler which acted as liberty boat for a capital ship pre-war.

Practically every capital ship had such a steam vessel for liberty men. If one of these ships was to pay a visit to a port and anchor off, the trawler would proceed about a fortnight before. I have also seen the Moonstone coaling at the same time as our ship. — C. Codner, Hartlepool, Cleveland.

WHY NOT SPREAD THE JAM?

THE Second Open Engagement was introduced to try to alleviate the shortfall of senior rates in various branches. It is obviously not having the desired effect as there was a 12 per cent increase in premature voluntary release in 1989.

At the moment the only incentive to sign on for 2OE is an increase in pension of approximately £185 per annum.

Financial reward may not be the only reason why senior rates continue in the Service, but it must rate quite highly in a person's mind when considering a further commitment at the 22-year point. What is needed is sufficient incentive to persuade a senior rate to sign on for 2OE and, once he has signed on, an incentive for him to continue the engagement.

If a Chief Petty Officer leaves the Service after 22 years, he receives a tax-free terminal grant of £16,248. If he signs on for 2OE he gets nothing.

A simple way of providing an incentive to continue in the Service would be for MOD to invest the terminal grant of those who continue past the 22-year point and to pay them a £2,000 tax-free bonus at two-yearly intervals out of the interest. If a person applied for premature voluntary release then he would lose his next bonus.

This scheme would be self-financing as £16,248 invested at only nine per cent would yield £1,462 per annum. Therefore the MOD would have £462 per man per annum to pay for the administration of the scheme. It's possible

that the MOD may even make a profit! — G. S. Randal, CPOMEA, HMS Neptune.

On this one MOD commented:

This is an interesting and innovative idea to fund an incentive scheme for the over-40s who stay in — and, of course, we are always looking for fresh ideas to help the retention battle.

The problem with this particular suggestion is that it is incompatible with the way in which resources are made available. Money is voted by Parliament each year to meet the Service pension bill for that year, including the terminal grants of those who actually retire. The vote can be drawn on only as and when entitled payments actually fall due, and the funds cannot be used for any other purpose than meeting those particular commitments.

We are, therefore, unable to appropriate money which was expected to be spent but was not — for example, if at a late stage someone elects to sign on for further service — and divert it in the way suggested.

Index-linked

Your reader's comment that the only incentive to sign on for 2OE is an increase in pension of about £185 per annum might be misunderstood by some. For a Chief Petty Officer that is, of course, the extra pension which would apply for each and every additional year served. Similarly the prospective terminal grant would increase by £555 for each extra year.

While this represents jam tomorrow, when taken with the fact that the whole of the pension is fully index-linked from age 55, it is a very significant benefit in the longer term.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

We're wringing in the rain again

YOUR caption to a July edition photograph made fascinating reading — "HMS Liverpool's ship's company parade in pouring rain..."

The scene is all too familiar to most of us — torrential downpour for divisions/parade/whatever, and no chance of the captain approving the wearing of assorted Pusser's burbs lest we look like a regiment of flashers!

Contrast this with the platoons on either side of the Liverpool contingent — smart lightweight waterproofs — no ruined best uniform for them!

Come on Clothing Committee, let's catch up with the times! — Commander, MOD, London.

LETTING CHARGE STILL 'UNJUST'

MAY I respond to the MOD reply to my July edition letter on Long Service Advance of Pay?

While it is true that you can offset the letting charge imposed by MOD against any profits made from letting your house, it is not true that you get all this back.

Based on an outstanding loan of £8,500 and you incurring a letting charge of £106.25 per month — £1,275 per year — you would in fact get approximately £318 back from the taxman. What

about the other £957?

The other fact to be taken into account is that, contrary to popular opinion not everybody makes a huge profit from letting their house, and thus they have very little profit to offset the MOD's letting charge.

Necessity

The answer is for the MOD not to levy this unjust charge for those who let their houses through necessity. — CPOWTR (serving abroad).

NN Navy News

No. 434 36th year

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BISHOP'S THRONE

ON his last naval visit to Scotland on "official" business Bishop to the Forces, Bishop Ronald Gordon, was invited to try the captain's chair on the bridge of HMS Bicester for a farewell photo.

A full programme took the bishop to Clyde Submarine Base and to Rosyth, where he was welcomed on board the Hunt class mine countermeasures vessel by the commanding officer Lieut.-Cdr. Tim Curd.

Also pictured is the naval base chaplain, the Rev. Roger Devonshire.

Flying first for Navy

FOR the first time, the Trenchard Memorial Trophy for outstanding contributions to the art of flying instruction has been won by the Royal Navy.

It has been awarded to 829 Naval Air Squadron, Portland, for a paper entitled "Operation Armilla — a Front Line Training Commitment".

Depicting three pilots in solid silver, the trophy is awarded triennially at RAF Scampton. Air Chief Marshal Sir Peter Harding (far right) presented it to Cdr. Malcolm Legg, who before his recent promotion was Commanding Officer of 829 Sqdn.



People in the News

NICE WORK IF YOU CAN GET IT



JAMAICA's sparkling blue waters beckoned for members of the 110-strong team of British servicemen taking part in the joint UK/Jamaican Defence Force annual exercise, Calypso Redstripe.

CPO(D) Hank Hancock and AB(D) Simon Doran were chosen from HMS Challenger's diving team to fly out and brush up the military diving skills of a small team of JDF divers.

Fellow Brits were mostly from the Regiment of the Kings Own Scottish Borderers, but the Navy was also represented by a navigation team led by Lieut. Paul Tibbet (HMS Jersey).

During the four week course, the students got to grips with diving safety drills, hull search techniques, underwater maintenance and decompression procedures. They soon gained in confidence and expertise.

For the two instructors it was all dramatically different from the RN Diving School, Portsmouth. But they very quickly warmed to their task, the clear waters and the relaxed manner of their students.

Onerous

On their return home, they had a little trouble convincing their colleagues just what hard work it had in fact been.

This is clearly illustrated (left) as Simon Doran — sitting down — takes on his shoulders the onerous duties of standby diver. With him, from left, are SEA Reid SEA Minnott and SEA Henry.



On a plate

A DAILY reminder of his Royal Navy days comes to ex-CPOSTD Maurice Turner — inevitably known as Topsy — via his car number plate. Maurice has now made his home in West Virginia, USA, where the authorities have obliged with the plates — XRN.

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People in the News



QARNNS call on Quorn in Gib

DURING a recent visit to the Rock, HMS Quorn sent out an invitation to Queen Alexandra's Royal Naval Nursing Service nursing officers and nurses serving at Royal Naval Hospital Gibraltar to come on board for lunch.

Among those taking up the invitation were (pictured from left): Deputy Matron (soon to be Matron), Superintending Nursing Officer Patricia Hambling; Matron, Chief Nursing Officer Christine Poole, who is soon to leave Gibraltar; and Senior Midwife, Superintending Nursing Officer Dianne Williams, who will be taking over as Deputy Matron.

Power-ful work by portraitist



ONLY serving side-by-side in the Royal Navy for a period of nine months, the Power brothers didn't get the opportunity to have their picture taken together.

No matter, a painting of the five in uniform now has pride of place at their parents' home in Nottingham. It was painted by Nottingham artist

Louis Jeacock, who worked from individual photographs.

Pictured from left are MEM Tony Power (24) of HMS Drake, LS David Power (22), of HMS Dryad, ex-MEM Brian Power (27), last of HMS Ajax, submariner LWEM(O) Steven Power (28) and AB(S) Sean Power (26), of HMS Exeter.

Class '34

TO MARK his 70th birthday — an age shared by all those present — Cdr. Peter Meryon, former family welfare officer at HMS Nelson, organised a reunion for the friends who attended BRNC Dartmouth with him back in 1934.

Ten of them gathered in the wardroom at Portsmouth to talk about old times.

Among the guests was Cdr. Nisbet Glen, whose career with the Royal Navy spanned no less than 53 years — from 1934 to 1987. After wartime service which included reconnaissance surveys of the Normandy beaches and D-Day itself, Cdr. Glen continued in his specialist field of hydrographic surveying.

In 1955 he moved into the hydrographic office, joining the tidal branch at Cricklewood. He was there 12 years and then moved to Taunton where he became Superintendent Tidal Branch, staying until 1987.

Sibling surprise

WHEN a New Zealand reader wrote to *Navy News* for information about his late father he ended up being united with two brothers and a sister he didn't know he had.

Mr Herbert Hughes, who had been brought up by an aunt and was unaware his parents had any other children, joined the Royal Navy in 1933. After the War he transferred to the RNZN and made his home in Auckland.

VISITING DIPLOMAT

US AMBASSADOR to Britain, the Hon. Henry E. Catto, presented this year's Britannia Lecture, taking as his subject "The United States' Role in NATO and her Policy Towards Europe — West and East".

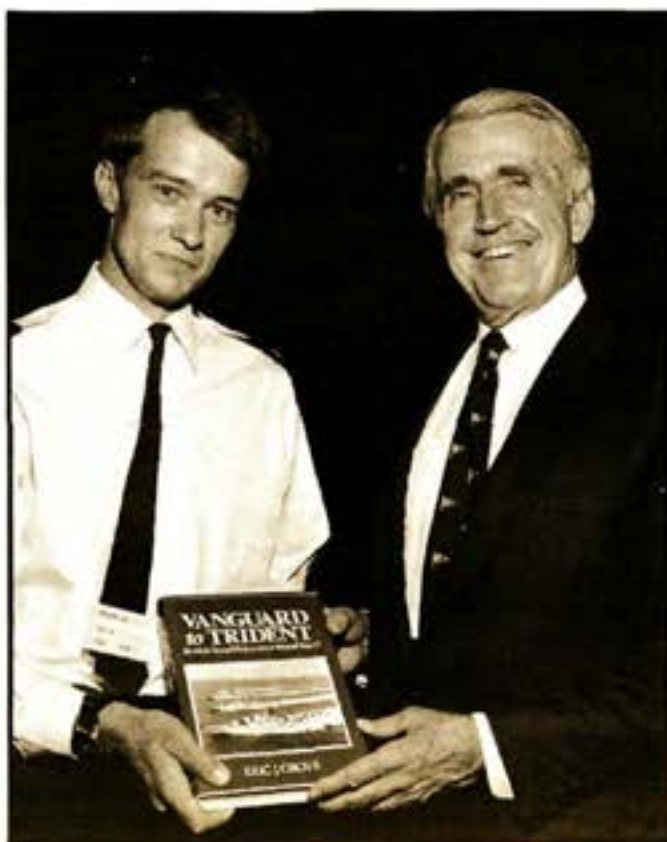
Afterwards Mr Catto toured the Royal Naval



College. He was entertained to lunch by the lecturers and to dinner by the Captain of the College, Capt. Robin Shiffner.

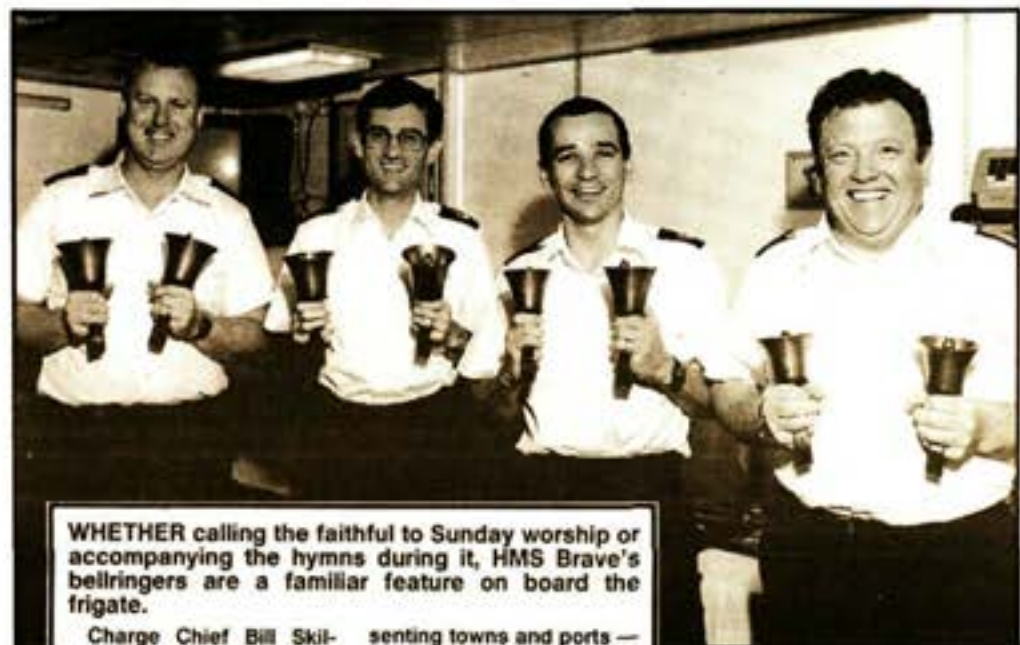
Mr Catto also presented two defence studies prizes. Acting Sub Lieut. Simon Clark (HMS Charybdis), who passed out in April, won the prize for the 1989 autumn term.

Acting Sub Lieut. Andrew Spark, who passed out at the end of July, took the prize for the 1990 spring term.



Above: Mr. Catto presents a defence studies prize to Acting Sub Lieut. Andrew Spark. Fellow prizewinner, Acting Sub Lieut. Simon Clark, is inset.

BRAVE SOUNDS EIGHT BELLS



WHETHER calling the faithful to Sunday worship or accompanying the hymns during it, HMS Brave's bellringers are a familiar feature on board the frigate.

Charge Chief Bill Skilleter and his team use a set of handbells which originally belonged to the battleship HMS Renown. She received them from the Leicester Cathedral Bellringers in 1943.

Today, the Brave campanologists receive countless invitations to play alongside teams repre-

senting towns and ports — particularly on the recent visit to Canada. And a more original excuse for time off has yet to be found...

Pictured from left: CWEA Dave Thompson, CPOSA George Freemantle, CWEA Marr Lovibond and CCWEA Bill Skilleter.

Picture: LA(Phot) Dave Coombs.

MASONS DONATE £2,500 TO RNBT

CHARITABLE donations made in memory of Mr Vic Kerswill included £2,500 to the Royal Naval Benevolent Trust.

Mr Kerswill, who died in February, served in the Royal Navy during the War, afterwards moving to government service in Hong Kong, where he rose to be officer in charge of customs at HK International Airport.

A staunch Freemason, he was appointed Deputy District Grand Master of the Far East

in 1985. The donation to the RNBT was made by the Hong Kong and Far East Masonic Benevolence Fund Corporation, marking Mr Kerswill's time in the Navy.

A further £2,500 was donated to the Scottish Masonic Homes and HK\$35,000 was donated to a Hong Kong religious order.

MAN OF NOTE

CHIEF Cashier of the Bank of England, Mr Malcolm Gill, was invited on board HMS Valiant — the first all-British nuclear submarine — as part of a visit to Clyde Submarine Base, Faslane.

Mr Gill was guided on his tour by Lieut. John Cunane, the Valiant's supply officer.



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You can't bounce into these jobs

THE regulations covering private business activities by Service personnel have now been reviewed.

The main change, which follows expansion of the rules on a tri-Service basis, concerns regulations covering employment during leave and off-duty hours.

It is spelt out as follows: "Permission must not be given for individuals to undertake employment, whether temporary or part-time, in any of the following fields:

- As a retained fireman.
- As a security guard in any form (this includes acting as "bouncers" in nightclubs, discotheques or public houses).
- As an insurance agent or any form of financial agent, except that, with the prior permission of the commanding officer, Service personnel may accept the position of agent where this acceptance does not involve selling insurance or giving advice on insurance or financial matters but it is intended solely to satisfy a professional requirement to enable them during the ensuing two years to take up employment in this field on leaving the Service.

Advice is to be sought from MOD, through chain of command, where there are doubts about the acceptability of any form of off-duty employment. DCI(RN) 152/90

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.

Cooks cover up



"Smock — not frock!"

RN cooks in ships are to have a new long-sleeved foodhandlers' shirt in cotton-polyester.

It replaces the present short-sleeved shirt which gives no protection against the risk of burns and scalds and prevents cooks undertaking first aid/firefighting.

The new shirt is a temporary replacement pending development of a tri-service garment.

A commercial pattern long-sleeved baker's smock, modified to incorporate vented cuffs and shoulder flaps to permit wear of rate badges, it is in a buttonless, pullover style. DCI(RN) 165/90



Get Wise on DCIs



User maintainer idea to spread

THE NAVY Board has endorsed evolution towards wider application of the user maintainer principle as a long-term aim, but no decision has yet been made concerning reorganisation, and more study is to be carried out.

In June 1988 the Fleet Effectiveness Committee considered certain structural and manning difficulties affecting the Operations and Weapon Engineering branches. Earlier work had suggested there might be advantage in moving towards some form of closer association between the two, and in a reorganisation of sub-branches.

The committee supported the concept and commissioned studies into the way forward for the Operations and Weapon Engineering branches. After 18 months' detailed work comprehensive reports were produced.

In reporting that the Navy Board has endorsed

evolution of the Royal Navy towards wider application of the user maintainer principle as a long-term aim, the announcement says, however, that much more detailed examination will be needed before fully informed decisions can be made on the future.

Principle

"The Board has therefore directed the allocation of the resources to undertake further detailed investigations into the principle whereby ratings would undertake both operator and semi-skilled maintenance tasks in rearranged sub-branches."

The outcome will be reported to the Fleet Effectiveness Committee in late 1991 and subsequently to the Navy Board. "No decision will be taken to proceed with any reorganisation until this work is completed and the implications have been most carefully considered." DCI(RN) 163/90

Bar codes for stores

STORES going into MOD main stores depots are now to be marked with Bar Codes as well as existing package markings. Excluded will be stores of food, ammunition and items obtained under local purchase arrangements.

Initially these Bar Codes will be for use in the RN, Army and RAF main stores depots and at some RAF units, although in future there may be application down to unit level.

Referring to the widespread use of Bar Coding in retailing, the announcement says that because of its accuracy and speed many advantages can result.

At present, use of Bar Coding is not widespread in MOD but each of the three Services is working towards early introduction of further Bar Code-based systems. Its introduction will proceed progressively with single Service applications. DCI(JS) 62/90

Pak Ling pays up

AN award for salvage services to the yacht Pak Ling by HMS Starling during April 14-17 1988 is now ready for collection. Value of each share is £3.90.

DCI(RN) announcement dated July 6

Forces art at Chelsea

THE Armed Forces Art Society is holding its 58th annual exhibition at the National Army Museum, Chelsea, from November 21-27. All members (and their spouses) of the three Services — Regular, Volunteer



"Ahoy there, bartender!"

and Auxiliary — are eligible to submit work.

Paintings, drawings, sculpture and engraved glass exhibits are admissible. Work will be scrutinised by a selection committee before being accepted for exhibition.

Prizes of £100 will be awarded for the best oil, water colour and sculpture or glass engraving by a serving exhibitor.

Further details and entry forms are obtainable by sending a stamped, addressed envelope to Capt. W. Blake, Assistant Secretary, Armed Forces Art Society, D Block, Duke of York's Headquarters, Chelsea, London SW3 4SE. "Do not

miss this opportunity to exhibit and sell your work in one of the major art centres of Europe," is the advice.

DCI(Gen) announcement dated July 27

New line in shades

NEW goggles are being introduced for personnel working near aircraft.

They are an interim replacement for polycarbonate goggles on the flight deck, can be worn with the Mark 6 flight deck helmet, and are compatible with

normal prescription spectacles. In an industrial or chemical environment polycarbonate goggles should continue to be worn.

DCI(RN) 170

SD temps selection

TO HELP alleviate shortages in certain sub-specialisations, it has been decided to continue the scheme, reactivated by the Admiralty Board in 1983, for promoting a small number of selected Warrant Officers to the Temporary Special Duties List. Selections for the eighth tranche will take place this month for promotion in 1991.

The announcement gives eligibility details and lists the categories from whom applications are now sought.

DCI(RN) 143/90

Sideway moves

LISTS of the branches involved are given in an announcement on branch transfers and Sideways Entry branch opportunities for RN, QARNNS and WRNS ratings.

DCI(RN) 162/90

A warning on notice

A REMINDER is issued to those considering submitting their notice that they may subsequently be refused permission on medical grounds to withdraw that notice and so find themselves at a disadvantage in terms of eligibility for invaliding benefits.

DCI(RN) 151/90

Accord over supply

RECENT negotiations between the RN Supply School and the Institute of Purchasing and Supply have resulted in agreement on various routes of entry into membership of the IPS and the Association of Supervisors in Purchasing and Supply for RN Supply officers and Stores Accountant ratings.

These routes of entry are detailed in the announcement.

DCI(RN) 150/90

CHARITY SCHEME A SLOW STARTER

THE number of Service personnel participating in the Charities Payroll Giving Scheme, introduced into the Armed Forces on April 1 1989, is small and a reminder about the scheme now issued also mentions the increase in the maximum which may be donated under the scheme.

From April 6 this year the maximum amount of donations that can be given to charity which will

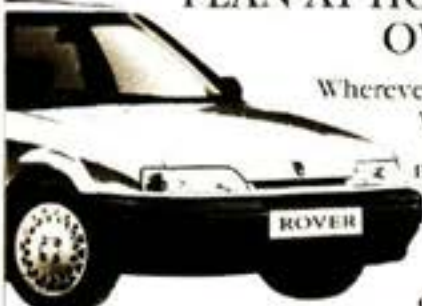
attract tax relief under the scheme has been raised from £480 to £600 a year.

People may contribute to up to 12 charities of their choice, but they are asked to ensure that any organisation nominated is of charitable status.

Those wishing to participate should complete MOD Form SWCG/C2 available from pay and admin. offices.

DCI(JS) 59/90

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Wrens win on warrants, lose on laundry . . .

ONE of the basic principles underlying the recent decision to allow members of the WRNS to serve at sea was equality of terms of service between members of the RN and members of the WRNS.

Action is now under way to review the differences between the current terms and conditions of service for both Services with a view to aligning them as soon as possible.

The announcement makes it clear that any changes which affect WRNS will apply only to those accepted, or liable, for sea service.

Directions already issued on pay and allowances are confirmed. In addition, members of the WRNS serving at sea will receive the same warrants and duty-free allowances as their RN counterparts.

WRNS officers currently serving who undertake sea service will receive a uniform grant of £420 to cover the cost of jacket and trouser outfits. WRNS ratings drafted to sea will receive a gratuitous issue of appropriate additional items of uniform.

WRNS ratings who move on to basic RN rates of pay will, however, lose their entitlement to give reduced notice to leave on marriage, and will also lose their personal laundry concession.

DCI(RN) 154/90

Winter sail starts now

THE Joint Service annual winter adventurous sail training expedition Medchase starts in mid-September and continues in legs until April next year.

The Nicholson 55 HMSTC Adventure, with berths for 12, will deploy in the Eastern Atlantic during this period, and as last year's event was oversubscribed, additional sail training craft will operate between November and April.

An announcement gives full details of the arrangements, legs and applications procedure.

DCI(S) 60/90

Rewarding research

THE recently-established White Ensign Association Navy History Prize offers an annual prize for the best original contributions to naval history of any period. Entries may be based entirely on research, or on some combination of re-

search and practical work, for example the conservation of an historical vessel or in underwater archaeology.

The 1991 competition is open to all serving naval, WRNS and RM officers who will have reached the rank of lieutenant or equivalent by July 1 1991. Entry arrangements and dates are given.

The prize is a sword or naval brooch of equivalent value, and three years subscription to the Navy Records and the Society for Nautical Research.

DCI(RN) 144/90

Awards for inventions

MOD awards for inventions and technical suggestions, recently announced, include:

CCMEA(M) A. E. Penman, cylinder head removal tool, £7,500; CRS L. Richmond, computer-assisted Morse training method, £8,000; PO(S)(SM) G. M. Hemmingham, operator training package for 2001 Phase 3 sonar, £4,650. Where applicable, a local award is incorporated in the figure.

DCI(GEN) 131/90

Get Wise on DCIs



New badges for WOs

WARRANT officers are to have improved badges for caps/hats, berets and shoulder wear, and the multi-coloured Royal Arms on shoulder and cuff badge are being extended to QARNNS AND WRNS warrant officers.

A smaller version of the blue mess jacket cuff badge is also to be introduced.

After the Fleet Chief Petty Officer rate was introduced in 1970, distinctive badges first appeared in 1971. As a result of comment about the degree of difference between FCPO and CPO uniform appearance, changes in arrangements for wear of badges and buttons were announced in 1973, the most significant being discontinuance of the three cuff buttons of FCPOs' jackets.

In 1985 the title FCPO was replaced by Warrant Officer. In the light of this and subsequent concerns expressed about the differentiation of WOs, it was decided that their uniform should be enhanced by improving the appearance of their badges.

The announcement says that, apart from standardisation on the multi-coloured Royal Arms for all WOs and reduction in the size of the blue mess jacket cuff badge, the design of cuff and shoulder badges is identical to current patterns. But some fundamental changes have been made to cap/hat and beret badges.

Details given include:

Cap/hat and beret badges: A new, distinctively different design has been adopted — in traditional colours except that the metal foul anchor and multi-coloured crown have been taken into the WRNS hat badge. Two narrow rings encircling the central motif have been removed and the surrounding laurel wreath has been redesigned and widened.

Shoulder badge — single improved badge to the existing design for wear by all WOs has been adopted. Its appearance has been enhanced by incorporating the full colouring of the Royal Arms and by changing from a woven to an embroidered motif.

Cuff badge — As with the shoulder badge, the cuff badge for wear on uniform jackets has been standardised on the existing multi-coloured Royal Arms for all WOs.

Blue mess jacket cuff badge — A smaller version of the multi-coloured cuff badge is being introduced for wear on mess dress by all WOs.

Most of the new badges are being issued this summer. Wear of the new standard shoulder badge by all serving WOs becomes compulsory after June 1 1992. These will be obtained in the normal course of uniform upkeep; in the meantime mixed wear of existing and new badges between individuals is permitted.

DCI(RN) 164/90

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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Or, if you live in W. Europe 'phone JHQ 3392/2263; Gibraltar 05 5480; Cyprus Episkopi 3900/3647; Hong Kong Tamar 3125.

It could help stop your separation going too far.



Royals give Solent ships good reviews

OVER 2,000 ships sailed into the Solent to take part in celebrations marking the 90th birthday of the Queen Mother.

Classic yachts from as far afield as New York took part in the event, organised by the Solent Cruising and Racing Association, and as HMY Britannia, with the Queen Mother embarked, left Portsmouth to be in the review of the gathered ships she was escorted by the Type 22 Class frigate HMS Broadsword.

Several days earlier HMY Britannia, this time with the Queen and Duke of Edinburgh on board, took part in a second review of ships in the Solent to celebrate the 150th anniversary of the founding of Cunard.

Star of the review was Cunard's flagship, the QE2, while a formation of naval vessels, including the Attacker Class training craft HM ships Hunter and Fencer, and the Archer Class training craft HM ships Dasher and Explorer, also took part.

Bringing up the rear were Sea King and Lynx helicopters from HMS Broadsword, HMY Britannia's naval escort, and Harrier jets from RN air station Yeovilton.

Picture: Mick Rowse, of Bristow S.A.P.

Hawks patrol River Forth

BRAVING the chill of a Scottish summer, the latest and most powerful vessels in the Royal Jordanian Coastguard "patrolled" the River Forth while working up with the training staff from Commodore Minor War Vessels organisation.

Designed and built by Vosper Thornycroft Ltd., HMJS Al Hussein and HMJS Al Hassan are the first two of the Hawk class to be bought by the Jordanians.

Capable of more than 30 knots and armed with a twin 30mm gun forward and a single 20mm GAMBO aft, these potent craft were put through their paces at Rosyth over a two-week period.

The training and work-up package conducted by the Small Ship's Operational Training Staff (SSOTS) covered navigation, firefighting and communications.

From Rosyth the ships returned to Portsmouth where they were being shiplifted to Jordan while the crews flew home.

Naval forces action

NATO's two permanent maritime task forces, Standing Naval Force Atlantic (STANAVFORLANT) and Standing Naval Force Channel (STANAVFORCHAN) demonstrated their operational capability as part of the Sea Day demonstrations off Den Helder during the visit of the Secretary General, Dr. Manfred Wörner.



Home, sweet home

THE Type 22 frigate HMS Cornwall received a tumultuous welcome when she returned to Plymouth after a ten-month deployment — one of the longest undertaken by a Royal Navy ship for some time.

With Miss Cornwall embarked, the frigate was greeted by a flypast of six Buccaneers, two Tornados, a Nimrod and a Canberra.

Commanded by Capt. Richard Phillips, the Cornwall was involved in drugs patrols with the US Coastguard; anti-submarine warfare exercises and towards the end of her long voyage acted as lead ship with NATO's Standing Naval Force Atlantic.

Cornwall's Lynx helicopter flight took on an unusual task — lifting stores 5,000ft. into the mountains for the Norwegian Army.

While Cornwall was involved in a two-week maintenance period at the Norwegian naval

base in Haakonsværn the flight disembarked to an Army camp, hosted by the 10th Norwegian Infantry Regiment.

When the Army needed help to lift stores to a hut in the mountains the flight was happy to oblige. Loads were prepared where the road ended and received up in the mountains by three members of the flight.

Also back in Plymouth is the survey ship HMS Hecla, after spending seven months' work charting in the South Atlantic (see page 27).

A bow door which covers the forward propeller used to keep the ship dead still during certain stages of charting became stuck open, forcing Hecla to make a slow journey home.

Cdr. David Smith, Hecla's

commanding officer explained: "We had to nurse her back to avoid causing further damage."

HMS Otter received an emotional welcome when she returned home to the First Submarine Squadron at HMS Dolphin after a five months' absence in the South Atlantic.

During the deployment Lieut.-Cdr. Steven Sykes, Otter's commanding officer, and his 82 strong crew visited Talcahuano, Chile, Florida, and transited the Panama Canal.

Families welcoming home their loved ones were joined by Vice-Admiral Sir John Coward, Flag Officer Submarines and the HMS Collingwood Volunteers Band played as Otter came alongside.

Campaign chart for No. 10



HMS Argonaut, visited by the Prime Minister at Gallipoli during the recent 75th anniversary commemoration, took the opportunity on her return to present Mrs Thatcher with a framed chart of the 1915 campaign area prepared by the Hydrographer.

Seen with her at No. 10 Downing Street are

the ship's marine engineering officer, Lieut.-Cdr. John Wadham, and PO(M) Anthony Green.

CPO(Phot) Paul Wellings — who took this photograph — afterwards presented Mrs Thatcher with an album of pictures taken by him on board HMS Arrow when she met President Bush at Bermuda.

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Around the world with Endeavour 90



The Leander Class frigates HMS Ariadne, left, and HMS Minerva pictured during the Dartmouth Training Squadron's six-month deployment.

DARTMOUTH TRAINING SQUADRON ON PATROL

AFTER leaving the UK in January with officers-under-training and marine engineering artificer apprentices the Dartmouth Training Squadron has returned home from a successful six-month deployment.

The squadron, which included the destroyer HMS Bristol and the frigates HM ships Ariadne and Minerva, covered over 32,000 miles during Endeavour 90 and called at many exotic locations.

Endeavour 90 offered plenty of opportunities for adventurous training and members of the ship's company of HMS Bristol mounted several demanding expeditions which included white-water rafting, rock-climbing and mountaineering.

During the ship's visit to Japan, 90 OUTs were disembarked to take part in two mountaineering expeditions, one to Japan's third highest peak, Hotaka, at 10,474ft, surpassed by a climb of 12,398ft to the summit crater of Mount Fuji.

Death Wish Valley, Evil Water and The Swamp were the names of just some of the rapids the Apprentices Training Department (ATD) traversed on their white-water rafting expedition in British Columbia.

There were also plenty of opportunities for fund-raising and thanks to a sponsored slim and fitness regime CK Melvin Peck, of

HMS Bristol raised over £700 and lost three stone in weight.

During the six-month deployment CK Peck ran around the upper deck 3,690 times clocking up a mammoth 410 miles.

Fifteen Chief Clankies successfully completed a 100 miles relay run covering 900 laps of the Bristol's upper deck while crossing the Pacific and their run raised £450 for three children's charities.

The ship's charity chest also benefited by over £1,200 from a raffle held on board — the first prize, a mini City E, was won by MEM Sexton who picked up the keys on his return to Portsmouth.

Other ports of call during the Dartmouth Training Squadron's return journey included San Francisco and Acapulco, Mexico, after which it was south to transit the Panama Canal, passing under the Bridge of the Americas which connects south and north America.

After individual visits by the Bristol, Ariadne and Minerva to North Carolina, Freeport and Nassau the squadron, accompanied by RFA Fort Grange, moved on to HMS Malabar, Bermuda.

Several sporting events were arranged against the Bermuda Police for the Commodore's Cup and the OUTs and ATD took part in ceremonial divisions.

Finally it was then eastwards to Ponta Delgada, in the Azores, for a brief refuelling stop before the squadron returned home.

Pictures: LA(Phot) Dave Antrobus.



CK Melvin Peck, of HMS Bristol, is congratulated by Capt. Peter Franklyn on his "marathon" fundraising efforts while, below, MEA apprentices from HMS Bristol shoot the rapids at Veder Crossing, British Columbia, Canada.



HMS Bristol manoeuvres her way through the Panama Canal.



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Helping Hands



Saddle-sore in San Francisco

WHILE visiting Canada during Endeavour 90, the round-the-world deployment of the Dartmouth Training Squadron, six cyclists from the destroyer HMS Bristol rode 1,061 miles from Vancouver to San Francisco.

The team's intention was to cover the often mountainous terrain in just 10 days, a tough task made even more difficult by bad weather, a strong headwind and knee troubles!

Back-up support for the team was provided by a party of OUTs who drove ahead to organ-

ise accommodation and food.

The cyclists' arrival at the Golden Gate Bridge in San Francisco marked the end of one of the stiffest challenges they had ever faced and thanks to sponsorship and donations received en route they raised over £3,000 for their affiliated children's ward at Charing Cross Hospital.

Pictured outside Pier 39, in San Francisco, recovering from the 1,061 mile ride are, from left, PO Martin Oatridge, PO Des Fuller, Sub-Lieut. Peter Haggart, LWEM Mark Bowditch, LMt Mick Oliver and MEM Riddle.

Parisian delights for naval escort

THE RNR Vessel, Oliver Twist, of HMS President, completed a special escort duty by keeping a watchful eye on the long, and very sore, arm of the law.

Their task was to escort a team of Metropolitan Police officers who were rowing a 27ft. Montagu whaler, on loan from HMS Raleigh, from Westminster to Paris in aid of the charity "Fight for Sight".

Illustrious college date

PUPILS from Impington Village College, near Cambridge, spent a day on board the aircraft carrier HMS Illustrious at Portsmouth.

The visit was part of a week's holiday at the Queen Elizabeth Country Park in Hamble.

Keep on running

THREE runners from HMS Sultan — CPO Terry Hallett and LMEMS Carl Robson and Andrew O'Sullivan — successfully completed the London Marathon and raised £1,000 for the Guide Dogs for the Blind Association.

Capt. Robin Bradley, of HMS Sultan, presented the cheque to Mr Keith May representing the local branch of the association.



LREG David Harris, of HMS Brilliant, also took part in the London Marathon and raised £561.63 for the Great Ormond Street Hospital.

He pledged £50 of his own money if he didn't complete the 26-mile course in under 4 hrs. and had to "cough up" when he exceeded his time limit by only 1 min.

Alacrity

Runners from HMS Alacrity raised £500 for their adopted charity, Greenacres Special School, in a sponsored run/

walk from Southampton to Winchester while 16 members of the ship's company of HMS Coventry took part in a 240-mile run from Plymouth to Coventry to raise £2,000 for charities in the Coventry area.

A 486-mile marathon tested the stamina of 17 runners from HMS Glasgow when they ran from the Boscowen Centre at HMS Osprey to Yorkhill Hospital for sick children in Glasgow.

All money raised will go to the hospital and anyone wishing to make a donation should contact the Supply Officer in HMS Glasgow.

Tropical treat

"SHIVER me timbers!" was the cry as "Leading Pirate" Jane Dommershuizen limboed Caribbean-style for charity at HMS Dryad's summer ball.

Jane, and other Wrens from the School of Maritime Operations, joined forces with other pirates and natives and a treasure trove of £300 was raised for the Lord Mayor of Portsmouth's annual appeal.

Helping Hands

Hogging all the limelight

A TEAM of divers from HMS Graham, the Clyde Division RNR unit based in Glasgow, raised £1,200 in the Hogshead Rally between Bowling and Grangemouth via the Clyde and Forth canal.

HMS Graham's team had to navigate the canal carrying a sealed container of water drawn from the Clyde, and the money raised during the rally will be donated to Erskine Hospital for ex-servicemen, the Save the Children Fund and the Forth and Clyde Canal preservation trust.

Cdr. Pat Barron, also of HMS Graham, and one of the few horse riding members of the unit, took part in the annual West Highland and Pony Rally. Riding his pony Meggerie Sarah, he raised £120 for equestrian charities.

Surgeon Capt. Alexander Craig, of the Institute of Naval Medicine, Gosport, has presented Gosport Community Nursing Service with an AP-NOEA alarm.

The money for the alarm, which will be on loan to parents of children at risk from Sudden Infant Death Syndrome, was raised by the staff at the INM.

Members of the Iberlant Women's Club from NATO's Iberlant HQ, near Lisbon, Portugal, presented Padre Estanislao Langner with a cheque for 164,000 escudos, the proceeds of a fund-raising fête organised by the IWC.

The money will be used for a rehousing scheme at Pego Longo, near Quez, which has already provided houses for families previously living in extremely poor conditions.

The Tactical Systems department of HM submarine Superb held a 24-hour darts marathon in aid of the special care baby unit at Freedom Fields Hospital, Plymouth.

Thirteen members of the department took part in the event, which was held at the Royal Sovereign in Plymouth, and £600 was raised for the unit.

Pedal-power pulled in the pounds when cyclists from HMS Dryad, the School of Maritime Operations, raised £250 for the British Heart Foundation by taking part in the annual London to Brighton bike race.

A further £400 was raised for the British Heart Foundation by PTIs from HMS Dolphin who also took part in the cycle race.



CLOSE SHAVE

IT WAS "hair today and gone tomorrow" for LSTWD Smudge Smith of the ocean survey ship HMS Herald.

LSTWD Smith had nurtured his magnificent set since returning from the Gulf but he was persuaded to shave half of it off in order to raise over £120 for the ship's charity, Myton Grange Home, in Warwick.

The Herald's commanding officer, Cdr. Peter Jones, is pictured wielding the scissors assisted by the steady hands of CK Wurzel Warnes.

Further funds were raised for Myton Grange when a team of five runners completed a half marathon around Plymouth.

Three Wrens from HMS Dolphin took to the skies with RM Display Team and raised £292.55 for Great Ormond Street Hospital for Children.

The girls — LWrens Bonnie Artlingstall and Lynda Williams and Wren Mandy Horsburgh — joined "R" Company at RM Poole and abseiled out of a Sea King helicopter from a height of 180ft.

With the announcement that the annual Royal Marines Tattoo at Eastney is to close, the tattoo's organising committee has decided to close its fund with two donations of £1,000 to the Portsmouth Area Hospice and the Lord Mayor of Portsmouth's Appeal.

The crew of HM submarine Revenge (Starboard) held a casino and horse-racing evening and raised £250 for the Treford Association Jacuzzi Fund.

The aim of the fund is to help spastic children in the Dumbarton area and the purchase of a jacuzzi was made possible by a previous donation of £1,000 from the Revenge.

Members of the Air Department of the assault ship HMS Fearless presented a cheque for £1,029 to TSW's Miss Marlene Crawley in aid of ITV's Telethon '90 appeal. The money was raised by a sponsored parachute jump.

Marlborough 'cheques in'



AFTER the success of the 1990 Highlands and Islands Rigid Inflatable Boat Race eight members of the ship's company of HMS Marlborough, the Type 23 frigate currently being built at Swan Hunters on Tyneside, have raised £1,200 for the RNLI.

The cheque, along with a commemorative plaque, was presented to coxswain Martin Kenny and the crew of Tynemouth Lifeboat station.

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LEGION TAKES ON NEW HOME

NATIONAL chairman of the Royal British Legion, Mr. David Knowles, officially took responsibility for one of the Legion's residential homes when Mais House, at Bexhill-on-Sea, was handed over by Sir Clive Bosson, vice-chairman of the Joint Committee of the Order of St John and the British Red Cross Society.

The handover, for a nominal payment, increases the number of residential homes run by the Legion to six, catering for some 343 elderly men and women who are mainly ex-Service or dependents of ex-Service persons.

Seventh residence

Mais House currently houses 23 residents but the Legion plans to build a further extension which will increase the capacity to 55.

The Legion also plans to build a seventh home in the south west of England to be named the Dunkirk Memorial Home to mark the 50th anniversary of the evacuation.



Double delight

HMS Eaglet, the Navy's reserve unit in Liverpool, was the scene of a double celebration when the twins of a serving officer were baptised on board, an event thought to be the first for the unit.

Proud parents Surgeon Lieut.-Cdr. Robert Glenning and his wife Karen watched as the Eaglet's chaplain, Rev. John Williams, assisted by their local rector, Rev. Richard Orton, christened the three-month old baby brothers Alistair Robert and Richard James.

Schools' Canadian scrummage

BOYS from the Royal Hospital School, at Holbrook, Suffolk, enjoyed sporting success during their rugby tour of Canada.

Returning home undefeated they took top honours against many strong teams including Montreal Barbarians, Peterborough Pagans, Markham RFC and Toronto Barbarians.

They also won the Toronto U17's and U19's seven-a-side championships.

Many of the boys who toured Canada have parents serving in the Navy and team manager, Tony Witham, is a former CPO(PTI).

Family Life

Wise move for naval wives

AN application for a grant of £2,375 to fund a part-time organiser for Wives' Information Service on Employment and Education (WISE) at HMS Cochrane, Rosyth, has been approved at the summer meetings of the Sailor's and Fleet Amenities Funds.

Holidays all at sea

GRENVILLE House Nautical Venture Centre, at Brixham, Devon, now provides facilities for waterborne and outdoor activities, as well as holidays.

Accommodation is available for groups of up to 36 children and with a wide range of boats, from Toppers to a sailing cruiser, the centre is able to provide tuition to small groups.

Grenville House has close historical links with the Navy and groups will be most welcome from naval family communities or through naval community projects to help groups of deprived children.

For further details contact the centre manager, Ian Read, Grenville House, Berry Head Road, Brixham, Devon, TQ5 9AF (tel. 08045 2797).

WISE was set up last year in response to the Gaffney report (primarily aimed at Army wives) which highlighted the problems of finding work or training as a result of frequent moves.

Many wives have to abandon careers due to their husbands' postings or have to take on less skilled jobs affecting not only their standard of living but their self-esteem.

Others may have skills which are rusty or outdated and may need help to find jobs consistent with their abilities.

WISE holds a register to help these Naval wives which includes information on qualifications, work experience, job skills, work/training require-

ments, employers' requirements, voluntary work and training and leisure courses.

This enables suitably qualified wives to be put in touch with prospective employers and vice versa.

The enthusiasm shown by local employers and naval wives has proved the need for such an organisation and now, with the approval of the £2,375 grant, WISE looks like becoming a permanent feature offering a valuable service.

Anyone who needs advice or assistance about employment or training should contact WISE at the Naval Families Centre, Castle Road, Rosyth, tel. Inverkeithing 416747 ext. 139 between 9-11.30am, Monday to Friday.

Plymouth's frozen assets



WHEN word got around that Plymouth Women's Refuge badly needed a new freezer the seven Naval Community Centres in the area decided to come to the rescue.

Over £269 was raised and Refuge Coordinator Maggie Horne is pictured receiving the

cheque from Naval Area Community Officer (Western Area) Nick Bennett.

Also pictured is Bert McGuinness, Iceland Freezer Centre manager, who kindly donated £200-worth of food vouchers to the refuge.

Osprey grins and 'bears' it

WHEN the captain of HMS Osprey, Capt. Robert Payne, opened up his grounds for the fourth annual Teddy Bears' picnic he found himself surrounded by over 120 "bear cubs".

Children turned up for the picnic with their own teddy bears while others, including Second Officer Helen Sowton, POWren Jan Turley and Capt. Payne, himself, dressed up for the occasion.

The event was organised by Craig Wilkinson, of Portland Family Services, and highlights included a magic act by children's entertainers "Doreen and David."

FUN DAY AT NELSON

ENJOYING the sunshine at HMS Nelson's Fun Day before heading "down under" to work with the naval police in Sydney, Australia, are LReg Smokey Cole and his wife Deborah with sons Daniel, eight, and James, five.

Many families turned out in Portsmouth to enjoy a feast of entertainment including an American barbecue, horse rides, a balloon race and bouncy castle and at the end of the day over £1,000 was raised for the RN and RM Children's Trust.

FLOWER POWER

EDUCATION officers of SCEA (Service Children's Education Authority) are being asked to help the Royal British Legion promote an art competition aimed at increasing children's understanding of the Poppy Appeal.

The competition invites under-16's to paint a picture on the theme of the poppy as a symbol of remembrance, caring and freedom. Judging will include an Armed Forces Overseas category.

On screen with SSAFA

THE role of SSAFA is now the subject of a short video specially aimed at Service wives.

The ten-minute programme "Have You Heard?" highlights problems particularly linked with family separation and goes on to explain the range of help and support offered by SSAFA.

Director of Press and Publicity, Chris Hogg, said he was grateful to MOD who gave major sponsorship to the project.

"Without MOD support we simply could not have made the video," he added.

"There has been, for far too long, a communications gap between SSAFA and Service wives who've never truly understood the range of our work and many, therefore, have never been able to fully benefit from SSAFA."

"I'm sure 'Have You Heard?' will bridge that

gap, and its punchy style and short, sharp messages will be easy to remember."

● Tickets for SSAFA's 1990 lottery are now on sale, with this year's star prize being a Peugeot CJ 1.4 Cabriolet donated by Natocars, of Bridgwater. Costing only 25p each, the tickets can be ordered from the Appeals Department, SSAFA Central Office, 19 Queen Elizabeth Street, London SE1 2LP (Tel. 071-403-8783).

The draw will take place at SSAFA Central Office on Dec 5.



"Somebody told them we're under sailing orders and to stay on the jetty unless they fancied a trip to the Gulf!"

NEWSVIEW

A reminder of the need for vigilance

THE thousands of men of the Royal Navy, Royal Marines and Royal Fleet Auxiliary who have served in the Gulf area in recent years will undoubtedly best comprehend the feelings and resolve to do duty of those whose service now takes them to that troubled part of the world at a period when tension runs especially high.

Service there in destroyers, frigates, MCM vessels and support ships has been both highly valuable and greatly valued, and large numbers of personnel now wear their Gulf medals with proper pride.

Never left

In essence the Royal Navy has never departed the Gulf, although of late ships have been operating on a wider rein with liability for recall if necessary. Now sadly that need has arisen and they converge, with others, on an area where a multi-national array of vessels, in preponderance American, builds up.

While the uncertainties and potential dangers of the immediate future are uppermost in mind, reflection is also in order on how surprisingly swiftly situations involving our crucial interests can arise.

This dramatic demonstration has come at a time when the future strengths, equipment and dispositions of Britain's Armed Forces, including the Royal Navy, are undergoing change as plans emerge of how they should shape up in the post-Iron Curtain era.

Heartfelt wishes

Undeniably change is needed, particularly as a sequel to the altering situation in continental Europe. Yet the Middle East crisis serves as timely reminder to anyone who would play down the significance of the Services of the need for vigilance and the ability to respond to emergency and play a leading role in international peacekeeping.

While such reflections provide reminder for the long term, everyone in and associated with the Service — not least family members — will send heartfelt wishes to colleagues and loved ones now serving in, or heading for, that part of the world for a successful outcome and safe return.

Sports scheme to give injury cover

THE Royal Navy's Voluntary Sports Subscription Scheme is to provide insurance cover for members who suffer serious injury while taking part in organised sport.

Benefits of the cover, subject to policy terms, will be: Permanent total disablement or loss of limb, sight, speech or hearing, occurring within two years of the event and not causing death within the two years, £50,000; death within two years of the event, £2,000 (payable to next of kin).

The cover relates to injury sustained while participating in organised sports activity, whether playing for Service or civilian teams, both in Service or free time, anywhere in the world.

In the case of an indemnifiable accident, travel and accommodation costs up to £500 would be met to contribute towards worldwide hospital visits by next of kin.

The premium of 95p a year for each subscribing member will be deducted from the existing subscription, which is at the rate of 50p per month, and no additional premium is required from members.

The decision to introduce insurance cover follows concern by the RN and RM Sports Control Board over general misunderstanding about insurance cover afforded to Service personnel while taking part in organised sport.

Complementary

The Board also said they appreciated that levels of disability awards granted under current Service and Department of Social Security regulations on medical discharge for injury sustained through sport were seldom adequate to continue a reasonable quality of life after discharge through severe disability.

VSSS insurance cover, which starts on September 1, will not supersede or detract from any existing individual or corporate insurance policy, particularly the recently-introduced Personal Accident Insurance (PAX), which has a much wider-based cover. Rather it should be seen as a minimum cover which complements other schemes.

Organised sport is defined as "an event, including travel to and from the event, by Service or private means, whether in competition or training, which has been approved by a commanding officer or delegated authority in respect of Service sport, and a club committee in respect of civilian sport, published in a sports or facility programme or allocation, fixture list or similar order, which takes place in or on an approved area, and for which participants are attired to a minimum standard laid down by the sport's governing body."

This definition includes sports activities undertaken by all RN and RM Sports Associations, but does not include ad hoc or unauthorised arrangements.

While all members of the VSSS are included in cover offered, there are a number of standard exclusions including: War risks, pregnancy and illness or disease not resulting from

bodily injury; self-inflicted injury; engaging in aviation, other than as a passenger, unless participating in sport parachuting, gliding or hang gliding activities; activities forming part of mandatory Service training and adventurous training expeditions.

About 45 per cent of eligible personnel are now members of the VSSS, and full details of the insurance cover offered can be obtained by them and by prospective members from: Director of Naval PT and Sport, HMS Temeraire, Portsmouth.

SHOWING HOW THEY LEAD

DURING a visit to Britain, Vice-Admiral Robert George, Commander Maritime Command Canadian Forces, spent a day at the Royal Navy's Leadership and Management Training School at HMS Royal Arthur.

Topics discussed with the commanding officer of

Royal Arthur (Cdr. S.V. Mackay) included current leadership teaching and future leadership and management training developments at the establishment.

During a tour of the establishment Vice-Admiral George saw Petty Officers Leadership courses training

in the gymnasium, outdoor practical leadership tasks, and Black Mountain trek preparations. He also sat in on a Leading Rates Leadership course.

● In the picture Second Officer Jane Burfitt and establishment staff explain some of the finer points of Black Mountain trek planning.





Right: An Arab dhow, with a crew of 12 and 750 sheep also embarked, is assisted by HMS York after being without water and food for four days.

Left: Like old times: The Pakistani Navy ship Zulfikar (left), remembered by many as HMS Apollo, exercises with HMS Jupiter.

Tasks change as tension mounts

GROUP WHISKY, the three Royal Navy warships drawn into sharp focus as Gulf patrol ships during the Middle East crisis, had sailed from Britain in anticipation of becoming the longest, and most travelled, Armilla deployment to date.

The plan of one ship on station in the Gulf area, with another at short notice, changed as tension heightened and all three warships were drawn into the Gulf area.

The original programme of the three, HM ships York, Battleaxe and Jupiter, accompanied by RFA Orangeleaf, had included, between them, calling at such places as Western Australia, Singapore, the Seychelles, Hong Kong, Penang, Mauritius, Mombasa, Diego Garcia and Sri Lanka, as well as a number of Gulf ports.

In the event many of the places have been visited but the primary role of Gulf duty intervened after the Iraqi invasion of Kuwait and the build-up of naval and other forces.

The Battleaxe started her Armilla deployment with a trip to the Far East and fitted in port visits to Colombo, Singapore, Hong Kong and Penang before taking up duties in the Gulf area. While in the Indian

Ocean she exercised with HMS Plover and the New Zealand, Australian, Malaysian and Singapore navies in the multi-national exercise Starfish.

Meanwhile, the Jupiter, while on stand down from Armilla duty, visited Pakistan's main port of Karachi. Lieut.-Cdr. David Walton and WMem Darby Allen made an expedition up to the Khyber Pass, describing it as "a visit of a lifetime."

Nostalgic

Later the Jupiter exercised with the PNS Zulfikar — until recently HMS Apollo — and the occasion was decidedly nostalgic.

Before taking up Armilla duties the York went to the rescue of an Arab dhow from South Yemen, which had been drifting for two weeks in the Indian Ocean with a broken engine. With 12 crew and 750 sheep embarked, the dhow had run out of water and food four days before the York's

arrival and a number of sheep had died.

PO Dave Oxnard and PO Jimmy Somerville repaired the dhow's engine, watered ship and supplied the crew with essential provisions to make port. The last item passed over was a box of Yorkie bars!

When the York visited Mombasa a nine-man team, led by the ship's doctor, Surgeon Lieut. Dave Birt, climbed Point Lenana, a 16,355-foot mountain in the Mount Kenya group, in 24 hours.

On a visit to the Unit Arab Emirate of Ras Al Khaimah, the Ruler attended a lunch party on board. The ship paraded a guard, commanded by Sub-Lieut. Matthew Spicer, and the British Ambassador to Abu Dhabi, Mr. G. S. Burton, presented 23 members of the ship's company with Gulf medals awarded for previous service in the Middle East.

Earlier, during transit on the Suez Canal by ships of the group, teams from all the vessels visited the Pyramids and the museums of Cairo.

HONG KONG RENDEZVOUS

FOR some members of HMS Battleaxe's ship's company a week's break in Hong Kong was a bit like coming home.

When the Type 22 frigate berthed at HMS Tamar the Captain-in-Charge Hong Kong, Capt. Michael Gordon Lennox, was one of the first up the gangway for a reunion with his brother, Cdr. Andrew Gordon Lennox, commanding officer of Battleaxe.

It was the first time the two brothers had met since Capt. Gordon Lennox took up his appointment in Hong Kong.

The ship's doctor, Surgeon-Lieut. Steve Robinson, grew up in the Territory, arriving at the age of four when his father took up a teaching post at Hong Kong University's Medical School.

Lieut. Stephen Kay, the ship's diving officer, also had good reason to welcome the visit. Before joining the Navy in 1986 he was an inspector in the Royal Hong Kong Police's marine division, spending nearly four years chasing smugglers and illegal immigrants around the Territory's waters.

He organised a visit to his old division and



Above: Capt. Michael Gordon Lennox, Captain-in-Charge Hong Kong (left), is greeted by his brother, Cdr. Andrew Gordon Lennox, commanding officer of HMS Battleaxe, when the Type 22 frigate arrived in Hong Kong. It was one of several rendezvous.

grabbed the chance to take over the controls of a police launch.

Biggest surprise during the visit undoubtedly fell to AB Rick Kershaw. Detailed to welcome a party of VIP visitors on board, he was astounded when confronted by his mother Gwyneth, father Will and sister Judy.

His mother had won a Daily Express competition for a wish to be granted — what else but to visit her son in Hong Kong! Rick's parents saw their son being rated up to Leading Seaman (EW) at Captain's Table, after which Rick was able to enjoy 48 hours leave with his family.



Above: On a fishing trip in the Seychelles, a team from HMS York landed a variety of tropical fish but biggest catch of the day was made by POSTD Robert Richardson, who won the fight against this eight-foot sailfin. The fish was later donated to the local community. On the right is the not-so-lucky PO Smudge Smith.

BILL WRIGHT WAS 19 YEARS A SAILOR... A 4 HOUR MARATHON MAN...
— THEN —

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FULL BOARD NO REDUC

As the WRNS prepares to go to the Board has been told to treat its same as the men the road both n

Anna gets one over the lads

"SEXUAL equality is an impossible dream" is one of the sample essay titles suggested in the Admiralty Interview Board's introductory video.

Some of the candidates agree with it — but for the past few months the AIB

has done its utmost to prove them wrong.

Following fast on the announcement that the WRNS would soon be serving at sea came an unequivocal direc-

tive from their Director — in future, any girl applying for a commission would be treated exactly the same as the men. There would be no exceptions.

The ordeal that leads to Dartmouth for about half of those who pass the required three nights under the AIB's roof at Gosport is primarily a test of intelligence and leadership potential.

But there is also a series of gymnastic hurdles to get across — literally, chasms to span with the aid of a selection of useful, but not exactly ideal, lengths of wood and rope. In the past, the girls' gym tasks were lighter and did not include a water obstacle. No longer — though these are team efforts and what the women may lack in physical strength can be made up by skilful planning. In the case of the water course, however, the age of chivalry is not quite past.

New rules

"You go straight on to your interview after this," advises the AIB's First Lieutenant, Lieut.-Cdr. Terry Jones. "Well, if a lad has fallen in he can run a comb through his hair and feel OK — but a girl wouldn't be happy if she felt she was going in looking like a crowned rat. So we would slow the process down to give her time to sort herself out."

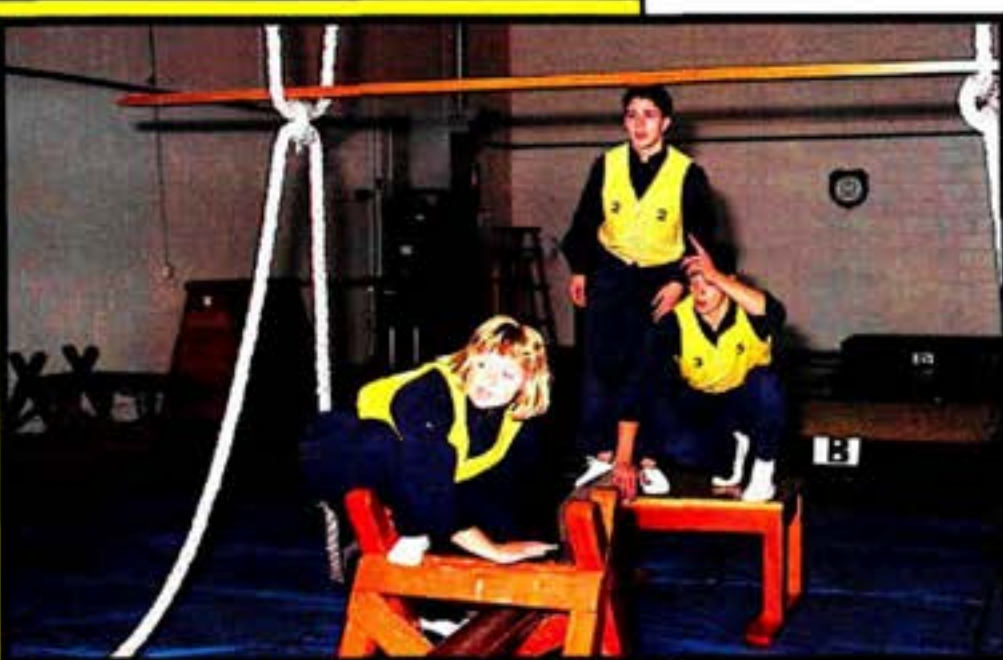
There have, in fact, been no special difficulties for the dozen or so female candidates who have passed through since the new rules came into force — and the pass rate has remained the same at about 50 per cent.

LWren Anna Krystofiak (25) was one of them.

"Going through the hoops was no problem at all," she said later. "They're not trying to catch you out, there's nothing dangerous about it. You have to go in with the attitude 'Well, I'll have a go' and if you fall in you fall in."

"The girl who was on with me did — but only in the practice session."

"I told the lads in the team not to worry about me, that I could handle quite a lot and not to put me on one side. But since they were all 17 and 18-year-olds and I was a bit older, I found they were looking to me for guidance anyway!"



● Top left: the relaxed modern styling of the AIB's home at HMS Sultan helps put candidates at their ease. There is a well-equipped rest room (right) and comfortable study bedrooms for last-minute cramming (below, opposite).

● Above: LWren Anna Krystofiak gets to grips with the gym tasks — tougher now than when LWren, now Third Officer Carol Riches took the test (below, left).

● Candidates' responses in interview (below) provide the AIB with many of its lighter moments while its walls are hung with a whole gallery of Tugg cartoons (top right).

Board

The AIB keeps a line book full of those that have fallen from candidates the years. Here is a selection: "What qualities will you have to come an effective officer?" "I speak without thinking sir." "Are you a very decisive person yes and no..."



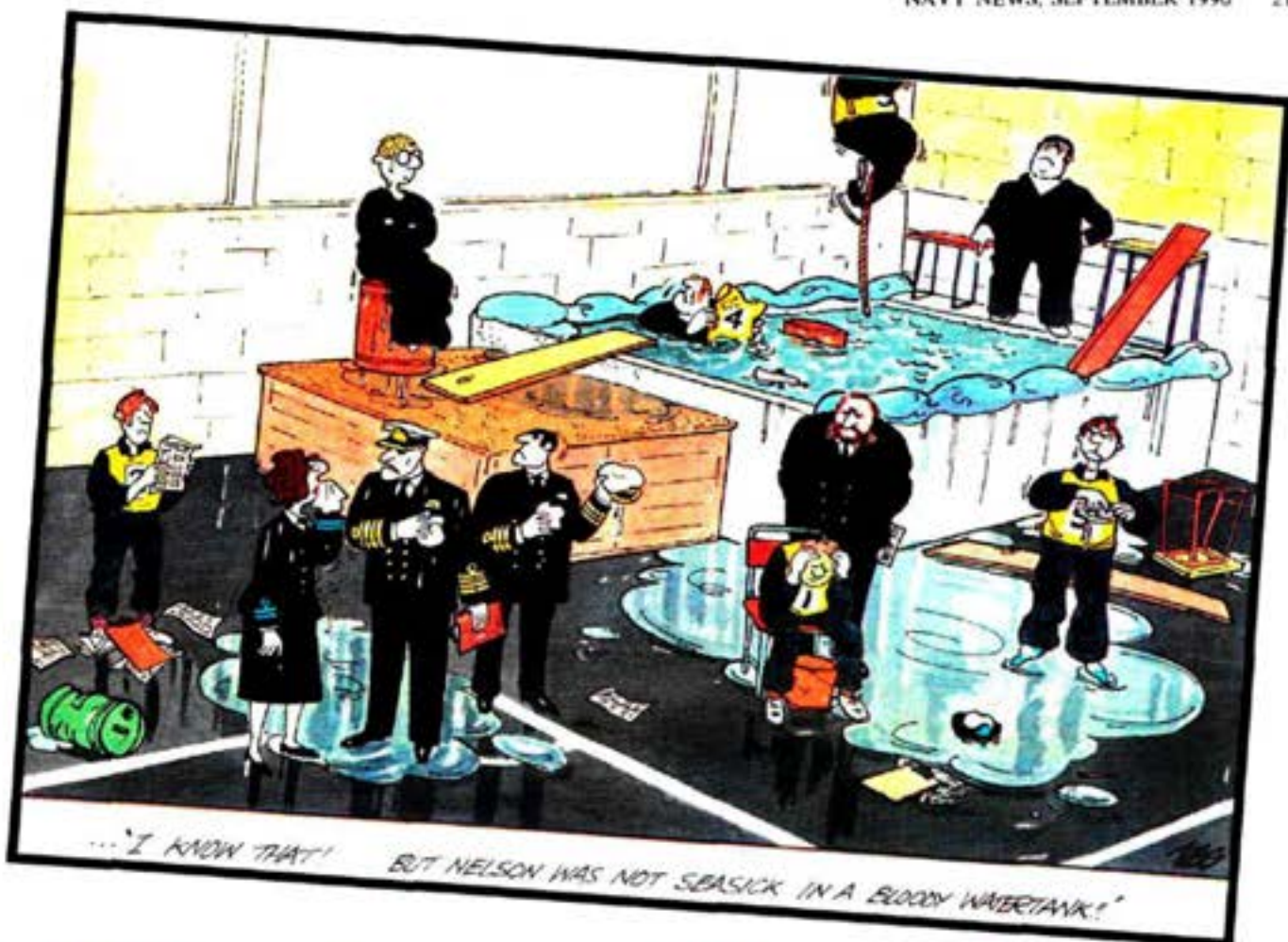
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"Well, er —
"I see you read the Greek philosophers — can
you tell me which one interests you most?" (After
a long pause for thought) "Pluto."
"What can you tell me about the demographic
trough?" "Not a great deal, I didn't study much
geography."
"Can you tell me what powers a Type 23
frigate?" "Coal, sir."



'Most say they have enjoyed it'



AS its ship's badge depicts, the AIB is the gateway to commissioned rank in the Royal Navy, Royal Marines, WRNS and QARNNS — for all except SD Engineer Officers and Chaplains. Around 2,000 candidates are assessed every year, about one-third of them in-Service as Upper Yardman or SD List candidates.

Modern officer selection procedures, comprising a written examination and interview, were introduced by the Navy back in 1913. The AIB as it is today was first established at Exbury House on the Solent shore of the New Forest in 1946. After a spell at Dartmouth it took up permanent residence at HMS Sultan in 1956, moving into new, purpose-built facilities in 1986.

It is headed by a Commodore (previously a Rear Admiral) and each day up to four Boards are arranged, each comprising four members. Three are Service officers — the President (either the Commodore or a Captain), a Naval Member (a Commander or Major RM), and a Personnel Selection Officer (normally a WRNS Officer, sometimes a Lieutenant Commander).

The fourth member is a serving or recently retired civilian headmaster, one of a panel of 80 who come from a wide range of schools and colleges throughout the UK.

On arrival candidates are divided into groups of four — occasionally five, sometimes three — whenever possible by type of entry and age. They are looked after throughout their 2½ days' stay by a Senior Rating (normally a Chief Petty Officer).

Personality

Boards assess candidates' potential to become a satisfactory officer in their first appointment after training — both professionally and as a Divisional Officer. The way candidates express their strength of character and personality are noted, but those are not the only things the Board wants to see. Any candidate keen to succeed will also arrive prepared as fully as possible in Naval and general knowledge and will probably already have sought out opportunities for responsibility, rather than just waiting for them to arise.

Having checked in the first evening, had a meal and completed a personal questionnaire, candidates are free to watch videos about the AIB, Dartmouth and the Navy — or to go ashore and relax their nerves.

Day 2 is called the Testing Day. Most of it is devoted to putting pen to paper — aptitude, general knowledge and Service knowledge tests, an essay and a precis or summary.

The written communications skills tests are to establish whether the candidate would be able to write clear, accurate, concise and relevant English as a young specialist officer and as a Divisional Officer. Any weaknesses in this area amongst in-Service candidates should be overcome before coming to the AIB!

The rest of the day is taken up with briefings and practice for Day 3 — the Contact Day.

Candidate groups first meet their Boarding Officers at the gymnasium where each candidate in turn briefs and then leads the others in tackling a practical task conducted over a "bottomless chasm" or water tank. The Board is looking for leadership potential — the ability to think through a plan and put it into action, and cope with the situation if things go wrong.

Next follows the Discussion Exercise when candidate groups are given a scenario, then some practical problems and a moral dilemma, and have to present their aims and plan of action after 15 minutes' free exchange of ideas. The ability to work out speed/time/distance calculations accurately and quickly in one's head is a big advantage here.

After these two leadership exercises come the one-to-one interview with the Personal Selection Officer and the Main Board Interview. Each lasts half an hour — and there are no trick questions. Not only Service knowledge but interests in current affairs are tested.

Shortcomings

At the end of the afternoon the Board President informs candidates individually of their result, outlining the reasons for the Board's assessments leading up to the final answer, and discussing options for the future.

"Most candidates say they have enjoyed the AIB and benefited from the experience — even though for many of the younger civilian candidates it is the first formal interview they have ever undergone," says the Board's vice-president Captain Robin Markes.

"For some of the older candidates it is the first time they have been told some home truths about shortcomings they could have remedied long since if only they had been aware of them!"

"Those who are unsuccessful can be encouraged by knowing that if they have the necessary intelligence and ability to use it effectively, plus the necessary motivation, they stand a good chance of being successful at a future attempt."

Normally you cannot return to the AIB in under a year but exceptions are made in particular circumstances.

Having passed, successful candidates are placed on orders of merit according to their chosen specialisation. Selections for officer training are made from those who have passed the medical and gained the necessary academic examinations.

The most difficult thing the AIB has to assess is the likelihood of a candidate, if passed, turning up at Dartmouth and staying the course. Very few OUTs are compulsorily withdrawn from training, and the relatively low voluntary withdrawal rate is the envy of many employers.





CUMBERLAND SNAPS UP A BEAUTY

DURING a break in operational commitments and syllabus training HMS Cumberland took the opportunity to further her connections with the beautiful county of Cumbria.

While the frigate was off the north west coast near Barrow-in-Furness, one of the town's loveliest residents, Miss Amanda Dyson, flew out for a visit.

Amanda, already crowned Miss Great Britain, was immediately press-ganged by the ship's company to become Miss HMS Cumberland as well.

Commanding officer Capt. Mike Gregory also welcomed on board Cllr. Geoff Whalley, chairman of Cumbria County Council, Mr John Ford, Cumbria's Chief Executive, and Cllr. Jim Parks, Mayor of Barrow-in-Furness. They had lunch on board and toured the ship.

On a visit to Carlisle Capt. Gregory handed over cheques totalling £3,000 to three local charities. HMS Cumberland's ship's company participated in a variety of activities to raise the cash for St Stephen's House, Sunshine Homes and the NSPCC.

Above: Amanda Dyson takes the chair on a visit to the Ops room. Beside her is Lieut. Cdr. Best and (from left) the

others are RO2(G) Tonks, AB(S) Sheppard and LS(S) Bedworth.

Norfolk goes into print

HMS Norfolk, first of the Duke class Type 23 frigates, has produced a commissioning book.

A 40-page softback, it is filled with colour and black and white pictures of the ship, her ship's company, a history of her predecessors and articles on her close links with the Duke of Norfolk and the county.

Copies, costing £5, may be obtained by writing to The Supply Officer, HMS Norfolk, BFPO Ships. Cheques should be made payable to "HMS Norfolk Welfare Fund".



At Your Leisure



SENTIMENT & SALLIES

IN the third of the Neptune series of maritime cassettes, ex-Navy balladeer Cyril Tawney offers a collection of his own Navy songs.

Sally Free and Easy — also the name of one of the songs performed by Mr. Tawney to his own guitar accompaniment — has lashings of nostalgia and no lack of sardonic humour. Much is based on fact, if somewhat exaggerated, and titles include Cheering the Queen, The Lean and Unwashed Tiffy, The Ballad of Sammy's Bar and Chicken on a Raft, all dating from the late '50s.

Incidentally, Mr. Tawney points out that the cassette is not simply a transfer from an old LP, but a new solo recording with several titles not on "In Port." Details of how to obtain the cassette can be found in an advertisement on page 23.

GRIPPING CAMPAIGN FOOTAGE

THE power of black and white film to portray the menace of sea battle, especially in sombre northern waters, is fully exploited in *Tragedy and Triumph*, latest in the Episodes of the Royal Navy video series.

While there is intriguing pre-war footage, not least of yesteryear's primitive naval aviation, it is the sea scenes associated with the Norwegian campaign and of ships involved in the Battle of North Cape which grip for their raw action. Much of it has the added dimension of being shot from the German side.

Scores of famous ships feature — small, medium and large ones like the *Glorious*, *Resolution*, *Warspite* and *Duke of York*, not forgetting the *Scharnhorst*. The finale has contemporary shots of Admiral of the Fleet Lord Fraser of North Cape and some of his senior officers and ratings recalling the battle with the restraint and "job to be done" attitude typical of those times.

Roland Smith has produced another one to stir the memories of some and remind many more. For details how to obtain the video, see advertisement in page 25.

Memories are made of this



Above: Death-defying stunts are just what you expect from a hero. Arnold Schwarzenegger leaps into action in *Total Recall*.

AMONG its other virtues, *Total Recall* neatly suggests the way a science fiction writer's mind must work. We can imagine the story's author (Philip K. Dick) stuck in some airport-lounge purgatory or doubled up with a severe case of Delhi belly, thinking to himself, "What's the point of holidays, anyway? At the end all you have left are the memories."

And so a plot is born: what if some future technology enables us to have memories — say, the perfectly vivid recollection of a fortnight's sin and sun in some exotic hot-spot — with all the messiness of real life edited out?

Taking it further: wouldn't such a procedure be highly useful to people wanting to change their identity for purposes of espionage or infiltration?

The ensuing yarn was published as *We Can Remember it for You Wholesale*, and is now adapted for the screen as a super-production costing reportedly some sixty million dollars.

It's an unusual film in that it manages to combine a complex, provocative story with enough fights, hernia-defying stunts and general commotion to satisfy the

most demanding fan of its star, A. Schwarzenegger.

Equally impressive is the imaginative look of the film — you can see where the money went — as, for instance, the scenes set in a

Screen Scene

Martian red-light district, where various mutants and extra-terrestrials hawk their rather startling wares.

It's clear, incidentally, that the film is a worldwide hit and that its backers will do very nicely out of their huge investment.

An admittedly marginal consequence of the Cold War's abrupt suspension has been that several new thrillers have had to undergo last-minute tinkering, so as not to appear overtaken by events.

In the case of *The Hunt for Red October*, the plot of which depends on a context of East-West hostility, a scroll has been tacked on to the opening, assuring us that what we are about to see happened in 1984, "before Gorbachev came to power".

But '84 or '90, it's still a tallish-tale, relating the adventure of Russian naval captain Raimus (a grey-bearded Sean Connery) who

decides to defect to the West, bringing his sonar-inaudible sub along with him.

Pursued by vengeful Soviet forces, unsure of what sort of reception to expect from a dangerously sceptical US fleet, poor old Raimus even has to contend with a KGB saboteur among his crew.

The film bustles along, cutting between its various sets of protagonists in Washington, Moscow and on board the several vessels involved, maintaining a sense of urgency if not always of credibility.

Last of this month's high-tension trio is *Internal Affairs*, in which Richard Gere decisively shakes off his heroic image, playing a character who's about as friendly as a sinkful of scorpions.

As a crooked cop whose services include murder if the price is right, he creates a character of memorable nastiness, waging a campaign of psychological and physical warfare against the police investigator (Andy Garcia) who's determined to unmask him.

It's an adult thriller, and an auspicious American debut for its British director, Mike Figgis.

● The RNFC's Portsmouth Library has now moved from Sunny Walk to Building 1/154 situated on Main Road adjacent to No 5 Dock.

— Bob Baker

Chronicle reports the War week by week

LATEST in the enormously popular Chronicle series is *Chronicle of the Second World War*, which reports the news week by week from September 1939 to August 1945.

This is accomplished — together with a selection of personal memoirs of the war, an account of the countdown to war and summary of its aftermath — over nearly 800 pages.

Accompanying the text, which follows a journalistic style, there are 1,682 photographs and 271 specially commissioned maps and illustrations.

Published by Longman/Chronicle Communications at £29.95 hardback this is literally a weighty tome, recapturing both front line and home front. It was written by a team of leading journalists and checked for accuracy by military experts and historians. Derrick Mercer edited.

Among the consultants were Admiral of the Fleet Lord Lewin, former First Sea Lord and Chief of the Defence Staff during the Falklands War, Field Marshal Sir John Stanier, former head of the British Army, and Air Chief Marshal Sir Michael Armitage, former Chief of Defence Intelligence and Commandant of the Royal College of Defence Studies.

For some this book will bring back memories, for others it will be a readable introduction to those six dramatic years of global warfare. In all, it is a very useful reference.

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FOR TSAR AND EMPIRE

RUSSIAN warships in the last days of the Tsars seem to mirror their masters' weaknesses — a lot of show masking fatal flaws.

When seen in review the forests of tall, skinny funnels — the cruiser Askold had five and the turret ship Navarin four, mounted in pairs abreast — may have suggested majestic coupled with might to suggestible observers, but now they seem merely comical.

With the Russo-Japanese War, when the Baltic Fleet was summarily despatched at the Battle of Tsushima, the image of comic opera incompetence was firmly established and later fortified the impression that during the First World War the Russians took little part in naval operations.

Quite the contrary is true, according to Anthony Watts, who introduces his album of *The Russian Imperial Navy* (Arms and Armour Press, £35) with the contention that it was heavily involved throughout, even after 1917.

In particular, there were the "incredibly successful" mining operations in the Baltic and Black Seas, a form of warfare which the Red Navy has since developed to its present extensive capability.

It is a pity he does not explore this theme further. But we are left with a ravishing photo catalogue compiled with difficulty where no central source exists, thanks to the excesses of the Revolution, which may well be the best of its kind for over half a century. Many of the photographs are from the author's own collection.

Right: Sunk at Tsushima — the turret ship Navarin had earlier fired on a fishing fleet in the North Sea, believing she was under attack by Japanese torpedo-boats. The 1905 battle has clouded the reputation of the Imperial Russian Navy ever since. JFA



Where business is always booming — the arms trade

PARTS of James Adams' latest survey of the world's arms and armourers, legal and illegal, read like a Frederick Forsyth thriller; both authors have the same bent for exhaustive research and sometimes exhausting detail.

But *Trading in Death* (Hutchinson, £16.95), while parading a wearisome catalogue of statistics that eventually loses its power to shock, likewise treats us to a series of pen portraits of the figures behind the steadily burgeoning business that governments seem powerless to regulate.

Adnan Kashoggi is well enough known through the gossip columns to have acquired a spurious respectability — money talks louder than anything else these days.

Other dealers, like Monzer al-Kassar with his links with the Mafia and the Colombian cocaine barons, are personae non grata in many western countries — though "he is still able to call Hungary, Kuwait and Syria home."

Tall, slim and good-looking, like so many successful criminals, al-Kassar "always charmingly protests his innocence". Well, Al Capone, without bene-

fit of any of these attributes, also had a talent to amuse — as when he complained that the authorities even tried to pin the blame for the First World War on his pudgy shoulders.

Adams does not make the comparison with simple gangsterism, but it is called to mind again and again in the atmosphere of deals that are no less sordid for being conducted over cocktails in the bars of the world's best hotels.

Proliferation

Gun running for the IRA or the PLO has its risks — but too many known operatives are still openly walking free. Most worrying of all is the proliferation of nuclear capability — at least in theory. Adams notes that a spy ring established to this end in Holland in the early 70s is still operating today.

"This means that when developing countries want to acquire technology they can, and those companies that wish to break the law to meet the demand can do so knowing that the chances of being caught are very small and the penalties insignificant."

It is disturbing to realise, too, that some of the Masters of War are childishly wayward in their choice of friends and foes.

Gaddafi's period of military training in Britain does not seem to have made him particularly anti-British. Yet he backs

terrorist causes more or less indiscriminately, feeling that "as long as a group espoused the overthrow of imperialism then it was worthy of support" — and thus he was seduced by the IRA.

The Gibraltar bomb plot foisted by the SAS in 1988, Adams reveals, was the price Gaddafi demanded for the arms he supplied, following Britain's action in hosting the American bombers that attacked his country.

It is a curious paradox that 20th century demagogues from Hitler to Idi Amin seem to have had a love-hate relationship with the British Lion — which sometimes chillingly reduces their manoeuvres to the level of schoolyard power politics.

JFA

The Anzac legend — or diggers for victory

THE Australian casualty rate at Gallipoli was probably twice that of the British Empire forces as a whole and it will ever be remembered Down Under as an intensely personal tragedy.

In *Anzac and Empire* (Leo Cooper, £17.95) John Robertson, late Professor of History at the University of New South Wales, has produced what may be the definitive study of the campaign from the Australian point of view and mostly he goes along with the accepted strands of the legend.

A sense of comradeship was hardly unique to the Australian fighting man, but the "mateship" described here is a facet of the national character that modern TV and cinema imports are constantly underlining.

As for the Aussie diggers' equally famous contempt for authority, Robertson points out that there is no evidence in the letters and diaries of other ranks of "a generalised dislike or distrust of officers".

But the idea that Gallipoli gave birth to Australian nationalism is the strongest element of the mythology — and he insists that Anzac Day's huge symbolic significance "did not primarily stem from the tragic loss of life as some current-day moralists declare."

Spectacular contribution

"It arose because for the first time Australians made a spectacular and praiseworthy contribution, recognised as such by some great powers, to the course of world history — and that in a conflict of surpassing importance, rather than in some insignificant human pursuit."

Even so, he pays close attention to the sufferings of the wounded, hitherto largely unrecorded — and they seem to have been as criminally ill-provided for as those at nearby Scutari 70 years earlier.

E. Bidder Clark, a midshipman in HMS Prince of Wales, found 600 yards of beach strewn with them, "all in one continuous tangle", lying on stones in the rain. The medical staff had little or nothing to cover them with, yet they waited uncomplainingly to be taken off the ships in overloaded transports, one of which bore 400 casualties attended by "two doctors with no dressings".

The terrible tale is sumptuously illustrated, the futility of the whole enterprise, represented by the static photographs of strained, staring faces, in counterpoint to the technicolour blaze of the watercolours and oils of the war artists who provide a reminder of the beauty of the surroundings in which it took place. JFA

A schoolmaster's rite of passage

THERE is an element of vanity in most wartime reminiscences — unless the author is sufficiently distinguished for his public to demand them, why should one man's experiences be more worthy of record than another's?

Robert Hughes was a schoolmaster when he was called up at the beginning of the Second World War and was afterwards for 30 years headmaster of a junior school in Shropshire.

Yet in between a great change was wrought in his character — and the keynote of *In Perilous Seas* (Spellmount, £14.95) is a disarming honesty over the way the transformation occurred which fully justifies the decision to put pen to paper.

The Ordinary Coder who had to wait over a year for a promised commission, meantime serving with the late Sir Peter Scott on winter convoys off Iceland, learned much from his contact with the Lower Deck.

Whether by accident or design, the early chapters' smiles at the colourful excesses of his instructors at Ganges and Royal Arthur are tinged with condescension.

But by the time he leaves his first ship, the sloop Scarborough, he is close to tears as he says goodbye to one of his early "sea daddies".

"I've chased hell out of you lot, especially you, because I hate bloody schoolmasters, but

you've never murmured... You're all right, Doc," growls Leading Seaman Brock, fishing out a small brown plastic crucifix from under his immaculate white singlet.

Hughes carried it with him through all his subsequent adventures, from the Russian convoys to north Africa and Italy and finally to the Kamikaze attacks off Leyte in the Philippines. He has it still. JFA

Terror under the Thames

DURING a storm in August 1944, the SS Richard Montgomery, a US Liberty ship loaded with high explosives, sinks at Sheerness in the Thames Estuary...

Thirty-six years later, terrorists threaten to trigger this submerged time bomb.

Barrie Anderson's thriller, *Escapee 297* (Regency Press, £4.95 paperback), describes the security forces' response and the part played by Portsmouth Clearance Diving Unit.

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Royal Naval Association



Shipmates get life!



WITH a combined total of almost 100 years' service to Worthing branch, Shipmates William Cotton (left), Leslie Osborne and Leslie Busby display their life membership certificates, presented by Shipmate Kay Warrington, national council member No. 3 Area.

Plymouth celebrates with anniversary dance

THANKS to the kind permission of Commodore Christopher Craig, Plymouth branch celebrated its first anniversary with a dinner-dance in the 'WOs' and CPOs' at HMS Drake.

The occasion, a very happy one for all concerned, was attended by the General Secretary Capt. Jim Rayner and his wife Trish, the Lord Mayor and Lady Mayoress, Cllr. John and Mrs Irene Finnigan, and the branch president, Commodore Craig.

□ □ □

Shipmates of Breton hosted an enjoyable visit to the Midlands by members of the Bismarck Association of Hamburg. The visitors enjoyed a full

programme during their stay which included a tour of the Thorn EMI factory at Rugeley, where naval equipment is manufactured. They also attended a memorial service at the war graves at Cannock with members of the ship's company of HMS Collingwood and were later entertained by Lichfield branch.

□ □ □

Shipmate Ted Reynolds, treasurer of Capenhurst, who served in HMS Atherstone during the Second World War, organised a successful reunion dinner for former members of the ship's company who travelled from afar to attend. The guest of honour was Lieut.-Cdr. John Long, former commanding officer of the present HMS Atherstone.

The following day an open air service of remembrance, conducted by the Rev. Ray Reynolds, a padre in the wartime ship, was held at Atherstone Hunt kennels, with several of the congregation attending on horseback.

At Your Service

Over to You

A Century of Naval Life: Capt John Wells, RN (Rtd), of High First House, Liss, Hants, GU33 7NN, is writing a social history of the Royal Navy from 1875 to 1975, covering the life and service conditions of officers and ratings. He would be pleased to hear from anyone serving or retired, with personal views or experiences, especially on the following subjects: Reasons for joining or leaving the Service; entry, training and promotion; work and recreation; discipline and punishments; food and drink; welfare and family life; pay and perks. Subject matter will embrace all branches of the RN, including the Royal Marines, WRNS and Reserves.

'Falklands '82 Paintings': Stanley Museum, Falkland Islands is grateful for the generous response to its appeal for paintings covering the 1982 conflict. It can now mount an exhibition of 40 items, but to complete the picture seeks to depict RAF Vulcan bomber and Royal Army Catering Corps activity. If anyone can help contact: Mr. Arthur D. Murray, DPOIC, tel. 071-218-7931.

HMS President: Inter-Action Trust which acquired HMS President from the MoD, extends a welcome to groups with naval connections to use the Wardroom and Bar as a clubroom for one or more evenings a month, a privilege extended to the Old

Hands Association of the London RNR. For details contact: Mr. Ivan Burns, 071-583-2652, or write to HMS President (1918), Victoria Embankment, London EC4Y 0NU.

Boxing Medal (1943): Mr. C. Mercer, 35 Leasway, Grays, Essex RM16 2TH, has found a bronze Bantam winner medal, no ribbon, inscribed with the owner's name and ISBA Sierra Leone 1943. The owner, or a relative, may wish to claim the medal.

Due to lack of space, Calling Old Shipmates items have been held over until next month.

Reunions

GERD Thater, CO of U466, invites any crew of HMS Upland — which missed her with four torpedoes off Toulon, March 30, 1944 — to U466 reunion at Withersloven, Sept 14-16. Details from Gus Bilton, Submarine Museum, Gosport Tel 0705 510054.

OLD ILLUSTRATIONS ASSOCIATION: Reunion, AGM and dinner at the Grand Hotel, Plymouth on Saturday November 17, 1990. This November will be the 50th anniversary of Taranto. Details from Hon. Sec Colin Pickford, Moss Cottage, Ashbourne Lane, Chapel-en-le-Frith, Stockport, SK12 6PA. Tel: 0258 814472.

HMS Eskimo (Tribal) Assn: The second reunion will take place over weekend October 28/29, at St Edmunds and Laxton Tree Hotels, Marine Parade, Gorseston-on-Sea, Gt. Yarmouth. A dinner-dance will be held on the 29th followed next day by a memorial service at Belle-Vue-Park, mustering at 10.30 am for 11 am. Further details from: Mr. Joe Aylton, Hollow-Dene, Holey Drive, Raleigh, Essex SS6 9RA.

TS Arithusa Old Boys: For details of a reunion to be held on September 8, contact: Mr. Neil Band-Murray, 3 Rectory Grove, Clapham, London SW4 0EG (tel 071-729-8709). It is hoped to repeat the success of last reunion at Lower Upland when nearly 200 old boys turned up.

5th Destroyer Flotilla (1944-46): A reunion of former shipmates will be held in Plymouth on October 6 to which the crews of HM Ships Carmanian, Capricorn, Cannon, Cassandra, Cavalier, Cavendish, Caesar and Petard are welcome. Details from: Mr. R. Milward, 1 King Street, Chester CH1 2HA.

RN Writers Assn: The 103rd reunion dinner will take place on Friday, October 12, at the Royal Sailors' Home Club, Portsmouth. The guest of honour will be Commodore D. C. Hebron. Non-members contact CPOWTR P. W. Allen, 47 Lambourne Drive, Looe Heath, Southampton SO3 6UA.

Old Illustrations Assn: The Wales and West of England branch are holding a social on September 21, 8.30 pm, in the Royal British Legion Club, Market Hall, Market Road, Plymouth, Plymouth. Details from: Mr. Frank Lynch, 57 Egrement Road, Penryn, Cardiff CF2 5LP.

HMS Foley (K474): The fourth reunion will take place over weekend October 5 to 7, at Fleetwood Sea Cadet Base, Lancs. Further details from: Mr. Frank Bee, 45 Dronfield Road, Fleetwood, Lancs.

HMS Wild Goose reunion will be held at Supton, N. Yorks, over weekend Sept 28th to 30th. Further details from: Mr. T. Kingley, 4 Yearlley Grove, York YO3 9BK.

HMS Cairn reunion will be held at the Royal Sailors' Home Club, Portsmouth, on Sept 8th, from 11.00 to 18.00. Details from: Mr. L. M. Morgan, 9A Bond Street, Egham, Surrey TW20 0PG.

Nautical Schools Reunion: A reunion of old boys from Watts Naval School, Russell

Coates Nautical School and Parkstone Sea School, will take place on Sept 15, at 1300 hrs, in St Alages Church Hall, Straightmouth Street, Greenwich, London SE10. Details from: Mrs. C. M. Bradford, Head of After Care, Barnardos, Tanner's Lane, Barkingdale, Bford, Essex IG6 1QG.

HMS Norfolk (1939-45): The 46th reunion will take place in the Astor Hotel, Plymouth, on October 13. Further details from: Mr. E. W. Jewell, 18 Canby Close, Plympton, Plymouth PL7 3PD.

Fleet Air Arm Assn: A branch of the association is being formed in Leeds and ex-FAA members in the area who wish to join contact: Mr. James Tuke, 10 West Grange Road, Belle Isle, Leeds LS10 3AW.

HMS Charybdis Survivors Assn: The annual Charybdis and Linsbourne remembrance weekend will be held at Gurnsey, October 5 to 7. Programme details and booking forms can be obtained from: Mr. Jim Duckworth, 87 The Hive, Mundislaw, Runcorn, Cheshire WA7 6EE.

RN Patrol Assn reunion will be held at Lowestoft, October 1 to 6. There will be a parade and memorial service on October 6, to which ex-Spanners and ex-Wrens are welcome. Further details from: Mr. John Dunn, 12 Grampian Way, Dutton Broad, Suffolk NR32 3EW.

HMS Emerald fourth reunion takes place at the Union Jack Club, Waterloo, London, on September 22. The association's president, Admiral Sir David Williams, is hoping to be present. Old shipmates who are not members of the association and who wish to attend contact: Mr. C. H. Houldiey, 3 Gloucester Road, Wilbury, North Humberdale, HU10 6RW.

HMS Rendown Assn: The third reunion will be held at the Royal Fleet Club, Devonport, at 4 p.m. on September 29. Details from: Mr. Frank Stevenson, 21 Elm Road, Manmoad, Plymouth PL4 7AX.

HMS Concorde takes place over weekend Oct 12/13. Members meet on the 12th at the RFA Club, Lake Road, Portsmouth at 1900 hrs. There will be a dinner-dance on Oct 13 in the Wedgewood Rooms, Albert Road, Southsea. Details from: Mr. C. W. Murray, 17 Friars Orchard, Fitcham, Leatherhead, Surrey KT22 9RL.

HMS Ganges (1967): Former members of classes 271-272, Rodney, 41 Mess, are invited to a first reunion to be held in the Union Jack Club, London, Oct 5-7. Details from: Mr. S. Ditty, 8 Clwyd Gardens, Merston, Wirral, Merseyside L46 9QH or Mr. A. J. Barratt, 9 Deodar Grove, Brighthelm, S. Devon.

HMS Orion Assn reunion takes place on Fri, Oct 5, at the Royal Fleet Club, Morice St, Devonport. Details from: Mr. Derek Kent, 54 Downhill Park, Liverpool L23 8ST.

RN Patrol Service Assn: The annual dinner of the Portsmouth branch of the RNPSPA will take place on November 2. Further details from: Mr. T. Morris, 15 Penbury Road, Subington, Hants PO14 2EJ.

Russian Convey Club (East Anglia branch): A meeting of members will be held at Bramston Sports Centre, Wiltam, Essex, on October 20. Prior to the meeting members will lunch at 12.30 p.m. at the Seven Belts, at a cost of £4.50. Further details from: Mr. G. P. Ward, 15 Paternoster Crescent, Woodbridge, Suffolk IP12 4HZ.

HMS Swiftsure (1944-46/47): A few places remain for ex-Swiftsure (wives and friends), for a reunion at the Royal Home Club, Portsmouth, on November 16. Those interested write, enclosing stamped addressed envelope, to Mr. Bill Howes, 53 Cromwell Road, Hounslow, Middlesex TW3 3QG.

HMS Cavalier (1961-63): Mr. Sid Anning, 14 Kipling Gardens, Crowhill, Plymouth, Devon PL3 3DD, is organising a reunion for those who served on the Far East Commission. It will be held at the Royal Sailors' Home Club, Portsmouth, on December 15.

Catapult Reunion dinner will be held in the 'WOs' and SRVs Mess, HMS Raleigh, on Nov 18. Tickets, £17 each on a 'first come, first served basis'. Further details from: WDCAs Gales, the RN Supply School, HMS Raleigh, Torpoint, East Cornwall PL11 2PD. Senior rate caterers and offices with previous service as caterers, welcome.

1st Destroyer Flotilla (1942-45) Assn: The annual general meeting and reunion will take place at the Royal Sailors' Home Club, Portsmouth, Oct 19 to 21. Details from: Mr. Arthur Renshaw, 1 Western Ave, Northwich, Cheshire CW9 7AH.

HMS Curacao: Survivors will hold their reunion at Grantham, Oct 6. Those not yet contacted are welcome. Details from: Mr. A. Martin, 2 Smythe Road, Swindon village, Cheltenham, Glos GL51 9DU.

HMS Zulu: A reunion will be held on Oct 6, at Hotel Capornia, for those who took part in the Tobruk Raid. Dinner on Sat will be at 1900, and breakfast £17, with all rooms en suite. Details from: Mr. Tom Cox, 41 Neal Close, Plymouth, Plymouth, stamped addressed envelope appreciated.

Ex-Air Apps (1934-47): A reunion is planned for Sept 22, at the Royal Fleet Club, Devonport for ex-Collingwood Division, Torpoint. Details from: Mr. Maurice Bunn, 56 Moor Lane, St Budeaux, Plymouth.

HMS Hecia (1940-42): A reunion of survivors will be held in New Plymouth on Nov 10/11 and will be attended by seven New Zealand crew members and one Royal Navy. Further details from: Mr. Frank Nibbey, 15 Rosedale Crescent, New Plymouth, New Zealand.

Telegraphists Air Gunners (TAGS): The annual memorial service at the FAA memorial, Lee-on-Solent was attended by 300 members of the association. The service was conducted by the Reverend Ian Naylor, assisted by the padres of the Church of Scotland and RC church. The service was attended by Rear Admiral M. H. G. Layard.

Royal Arthur Assn: The third reunion, held in Skegness, was attended by almost 300 members. Following a parade and drumhead service an 'Up Spirits' was held, the 'heaters' and 'queens' provided by Putser's Bar, very well received.

HMS Icarus: A reunion was held in Mansfield, the ship's wartime adopted town, which was a great success. The attendance included the ship's D-Day Captain Lieut.-Cdr Richard (Dickie) Dyer and his wife. Further details from: Mr. Ernie Simpson or Alec (Knocker) White, on 0442-871695.

Dunkirk Veterans Assn: The Blackpool branch celebrated the 50th anniversary with a visit to the Royal Netherlands Naval base where the veterans and their wives were accorded full naval honours as they were escorted into the base. Veteran Norman Hurley RN led the group as proudly as he had escorted the Dutch Royal family to safety in 1940. The visitors were entertained to lunch, after which they enjoyed a film on life in the Dutch Navy. Hospitality was of the highest order.

RN Commando Assn held a successful mini-reunion in Plymouth, attended by many Second World War veterans. The RN Commando Service is open to Aircrew and Medical Branch personnel and offers limited opportunities in other branches. Further details from: Lieut.-Cdr M. J. Hazell RN, Medical Squadron, Commando Logistic Regiment, Royal Marines, Coywood, Marsh Mills, Plymouth, Devon PL7 4HW.

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FIFTY YEARS ON

A look-back at the wartime operations of the Royal Navy, half a century ago this month:

THE Battle of Britain reached its climax, while in the Battle of the Atlantic the merchant ship tonnage sunk increased again to nearly half a million tons. The Royal Navy continued to be the only Service carrying the war to the enemy.

Not all operations were successful; the attempt to capture Dakar resulted in a humiliating withdrawal.

Principal events included:
1. Skuas from HMS Ark Royal bombed Elmas airfield, Sardinia. HMS Ivanhoe, one of a force of destroyers laying mines off the Dutch Coast, mined and sunk.
4. Ships of the Mediterranean Fleet bombarded airfields on Sicily while Swordfish from HM ships Ilustrious and Eagle bombed airfields on Rhodes.
5. Signing of the agreement for the transfer of 30 old US destroyers in exchange for the lease of bases in the West Indies.
7. HMS Aurora bombed Boulogne.
17. Swordfish from HMS Ilustrious mined Benghazi harbour.

22. HM submarine Osiris sank Italian destroyer in the Adriatic.
23. Abortive attempt by combined British and Free French force to capture Dakar, driven off by Vichy French defences. HMS Resolution torpedoed.
25. Four destroyers bombarded Italian army transport near Sidi Barrani. French air raid on Gibraltar. One merchant ship sunk.
30. RAF Sunderland and RN destroyer Stuart sank Italian submarine preparing to launch human torpedo raid on Alexandria.
HM monitor Erebus bombarded Calais with 15-inch guns.

Taken from the Royal Navy Day by Day.



Warm welcome for Cherry B

SHIPMATES of the Dhahran branch based in Saudi Arabia extended a warm welcome to members of the ship's company of HMS Charybdis when she dropped anchor at Dammam while in the Gulf.

Many activities were laid on including five-a-side football, sailing, golfing and water skiing and most of the ship's company took advantage of the club premises to relax around the swimming pool.

Fond memories were revived when the ex-matelots were invited on board the Charybdis and the hospitality was most appreciated especially since Saudi Arabia is "dry".

The branch would like to thank Mr. Phil Champness, the manager of British Aerospace, for his help in organising facilities during the ship's visit.

Those shipmates and branch members who are planning to attend the 1991 RNA conference in Torbay are advised to book early using the tourist board's booking form in order to secure accommodation.

Hanworth branch will be holding a Trafalgar Day parade and service on Sunday, Oct. 21, to which all standard bearers are invited. They will assemble at the RNA Club, Park Road, Hanworth at 1415 and march to All Saints Church, in Uxbridge Road. Further details can be obtained from Shipmate Newson (tel. 081-572 1978).

Shipmates Syd French, Roy



PROUD Shipmate Geoff Hobby displays the newly-dedicated Lymington and District branch standard. With him, from left, are Shipmate John Schultze, the branch chairman, the Mayor of Lymington, Cllr. Ben Baker, the General Secretary, Capt. Jim Rayner and the Rev. Julian Richards, the branch padre. Over 100 shipmates displaying 25 standards took part in the parade following the dedication service.

Ticehurst and Andy Andrews, of Crawley branch, set out to walk from Winchester to Eastbourne, a distance of 106 miles, to raise funds for the Normandy Veterans' Association and Arthritis Care. Unfortunately

Shipmate French suffered an injury en route which prevented them from reaching their destination but they plan to complete the walk in the near future.

Other members of the branch attended the Normandy Veterans' memorial service at Hordsham where they paraded the branch standard and also took part in the annual Dunkirk Veterans' parade.

The warm welcome and generous hospitality extended by the Uxbridge branch on a recent visit was much appreciated.

Among the many shipmates who attended ceremonies marking the 50th anniversary of the evacuation of Dunkirk were the chairman and vice-chairman of Dundee branch. On the journey to Zeebrugge, the party were met at Ostend by Mr. Rene Renebrunck, who had just returned from attending the annual reunion of the Algerines Association in Portsmouth.

BRANCH NEWS

Thomas's Church. After the service conducted by the Rev. Capt. Michael Joint assisted by the Rev. Julian Richards, the branch padre, an impressive parade led by the Bournemouth Scout band, marched through the town with Shipmate Geoff Hobby carrying the new Lymington standard. The salute at the march past was taken by the General Secretary, Capt. Jim Rayner accompanied by Shipmate John Schultze, the branch chairman.

An invitation is extended by Caerphilly to attend the commissioning of the branch on Sept. 15 at 1330hrs. The ceremony will be performed by Shipmate Tom Davies, chairman of the national council and president No. 7 area.

Members of HMS Fernie Veterans' Association send a warm thank you to shipmates of Market Harborough for hosting a very happy reunion.

To mark the 25th anniversary of Cromer branch, members have decided to provide a new standard and to lay up the old in the church of St Peter and St Paul, Cromer, at 1500hrs. on Sept. 30. Rear Admiral Philip Powlett will take the salute at the march past following the service.

Because of growing membership Rame Peninsula have moved their monthly meeting from the Devon and Cornwall Inn to Torpoint Comrades and United Services Club, Modder Road, Torpoint. The meeting is held on the last Tuesday of each month.

Besides contributing to a

Sponsored walk for the RNLI

VISITORS to the annual general meeting of the HMS Glory association at Stockton-on-Tees enjoyed a celebratory weekend but Shipmates Steve McCabe and Robin Green missed out as they were taking part in a sponsored charity walk. They covered a distance of 106 miles from Stockton to Bridlington and raised £300 for the RNLI.

The mainbrace was well and truly spliced when members of Sittingbourne branch visited the "old salts" of Pembroke House. The occasion gave rise to a gala "lamp-swinging" session and a soda opera, ably led by Shipmate Bob Jarman. The branch thank Pembroke House for the refreshments supplied and Pusser's Rum for the generous donation of grog.

great fun day out, members of Thurrock branch won second prize for their entry, a model Vosper MTB, in the local carnival. The 13ft. long MTB was made out of a fibre glass dinghy by Mr. Ron Franklin and the float was accompanied by Shipmates Andy Finn, the branch president, Chas Mercer, chairman, Fred Archer secretary, Eric Wakeling, Reg Martin, Joe Ashbolt, Glad Martin and Percy and June Pledger, each carrying buckets to collect for charity.

Members of Southampton branch extended a warm welcome to the ship's company of the West German ship Werre, when, accompanied by former shipmates of the 6th Minesweeper Flotilla, the ships "dropped anchor" in Southampton. Members are reminded that the branch Trafalgar dinner will be held at HMS Wessex on Oct. 19 where the guest of honour will be Cdr. Tony Dyer, senior officer of HMS Southampton.

Record number of standards at tournament



THERE were high hopes of a record-breaker for the association as 285 standards were proudly paraded at the Royal Tournament at Earls Court. The Guinness Book of Records did not underestimate the significance of this event but felt that a parade of standards was too specialised for a book of competitive records.

Picture: Lieut.-Cdr. Nigel Huxtable

Dedication at Stonehenge

STONEHENGE is the unique setting for the dedication of Amesbury branch standard on Sept. 2, to which shipmates are invited.

Complying with the historic Right of Access granted to Amesbury and surrounding villages, English Heritage has given permission for the Amesbury standard to be dedicated at a Drumhead ceremony at Stonehenge.

Prior to the ceremony on this prehistoric site on Salisbury Plain, shipmates and standard bearers will assemble at Amesbury car park at 1700hrs. and march through the town to music by HMS Heron's volunteer band.

The parade will re-form at Stonehenge and march to the inner circle for the dedication at 1800hrs.

The ceremony over, shipmates will return to Amesbury and following a parade through the town with standards on display, there will be a reception at Boscombe Down Families Centre.

Those planning to attend should contact the Dedication Secretary, Shipmate Tony Seal (tel. 0980-623663) to ensure catering arrangements go without a hitch.

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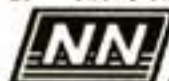
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Competition was keen in the hunting and sweeping series and HMS Sheraton, the old lady of the group, won the annual Mine Hunting Efficiency Trophy.

The exercise culminated in a port visit to Dundee where inter-ship competitions were held for the it's a Knock Out sports and the Chubb firefighting trophies.

The hard-fought competitions added a sense of good humoured rivalry to the exercise and both trophies were won by HMS Chiddingfold.

There was a friendly meeting of old adversaries when five ships of the 10th Mine Countermeasures Squadron visited Esbjerg, Denmark.

Lieut.-Cdr. Adrian Legge RNR, in command of the Mersey Division's HMS Ribble, invited on board Captain Kent Kirk, the Danish Minister of Fisheries.

He explained: "We hadn't met since I arrested him in that well-publicised infringement of British fishery limits on January 6, 1983, when he was a Euro-MP."

"There was never any animosity between Kent Kirk and me. I found him a most charming man and we were delighted to meet again after seven-and-a-half years."

Prior to FLOTEX 90 HM ships Hubberston, Nulton, Sheraton and Wilton of the Third Countermeasures Squadron undertook Operation Pike (intensive minehunting and route survey operations) based in Campbeltown.

The same quartet of ships also took part in Exercise Norminex 90 working alongside French minehunters and based in Lorient.

At least two mines were found and the ships enjoyed the refreshing change of some armed team sweeping.

● All 13 mine countermeasures vessels taking part in FLOTEX 90 are pictured by LA(Phot) Ball of 819 Squadron HMS Gannet.

CHESTER VISIT Intrepid on show

DURING a visit to their affiliated town of Chester, members of the ship's company of HMS Broadsword enjoyed a warm and enthusiastic welcome from local people.

The visit also offered the opportunity to present a cheque to Dee Bank School for handicapped children, for the purchase of new equipment.

THE First Sea Lord, Admiral Sir Julian Oswald, paid a visit to the 12,000-ton amphibious assault ship HMS Intrepid, commanded by Capt. Richard Bridges.

He met many of the ship's company and discussed with them their role in the ship's organisation.

During a tour of the ship the First Sea Lord was able to discuss some of the problems and challenges that both personnel and Intrepid herself face.

A less formal visit to Intrepid was made by 26 members of the Riding for the Disabled club.

The boys and girls, who were both mentally and physically handicapped, enjoyed lunch in the wardroom and a guided tour of the ship. Their day culminated in a visit to the Royal Naval Museum.

Watch on Liberia



HMS Phoebe has returned to Devonport after a six-week patrol off the coast of Liberia where she replaced HMS Andromeda, pictured above with the USS Peterson, to stand by for the evacuation of British nationals from the war-torn capital of Monrovia.

Together with RFA Tidespring HMS Phoebe established a close working relationship with ships from the US Navy's Sixth Fleet which was also standing by to assist with the evacuation of their own nationals.

Whilst on patrol the ship's company kept themselves busy embarking on a keep-fit programme and the POs' mess raised £250 for the Phoebe's charity chest by holding a 24-hour sponsored darts match.

After returning from Liberia HMS Andromeda sailed to Rosyth to commence refit with her ship's company transferring to HMS Scylla which has just completed a six-month refit.

Brereton's 'good luck'

AT DIVISIONS on board HMS Brereton at Rosyth, the Commodore Minor War Vessels and Mine Warfare, Commodore Graham Johnston, presented a cup and four medals.

The Good Luck Cup was awarded to the gunnery officer, Sub-Lieut. Simon Ward, and gunnery yeoman, AB(M) Antony Hole, in recognition of the Brereton's sharpshooting during COST last year.

Long Service and Good Conduct Medals and the General Service Medal for service in the Gulf were presented to several members of the ship's company.

HMS Brereton, a member of the Third MCM Squadron, is seconded to the Fishery Protection Squadron.

Ferranti cup winners

HMS Alacrity has won the Fourth Frigate Squadron Operational Effectiveness Trophy, the Ferranti Cup.

Rear-Admiral Peter Woodhead, Flag Officer Flotilla One, presented the trophy to Cdr. Colin Ferbrache, Alacrity's commanding officer, during a visit to the ship in Devonport.

Admiral Woodhead also presented several medals as well as C-in-C Fleet Commendations to CMEM(M) Adams, POMEA Edwins and RS Winder for meritorious service during Alacrity's Hurricane Hugo relief operations on the island of Montserrat in 1989.

SPECIAL FLIGHT

AIRCRAFT from 750 Naval Air Squadron, where Royal Navy observers are trained, gave flights to 11 members of No. 10 Group, the Devon and Cornwall Royal Observer Corps to mark their 50th anniversary.

Hecla scores in Brazil

AFTER a six-month survey of the South Atlantic HMS Hecla, the navy's oldest ocean survey ship, has returned to Devonport.

well in excess of the land size of the UK, the Hecla also took time out for several ports of call to Brazil, Ghana and St Helena.

the local Brazilian army battalion in front of 2,000 spectators in the town's floodlit stadium and in Victoria they were presented with a trophy after winning a four-team competition against local naval and military sides.

Collecting data from an area

At the port of Maceio, in Brazil, her footballers played

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Wheels within wheels

How a few words in the right places got things going for Alex and Steve...



An ordinary wheelchair is no use to multiple sclerosis victim Alex Gemmell — he no longer has the strength or the ability to control one.

The 62-year-old former RN Seaman (1943-46) from Shannon in County Clare, Eire had to give up work in 1988 — he ran his own small printing business — and the Grants Committee has been helping relieve some of his domestic accounts.

But as his medical condition worsened he became virtually a prisoner in his own home and finally asked the RNBT to help buy him a motorised chair.

The Comm'tee granted £600 and SSAFA, Republic of Ireland branch also contributed to the purchase of a Lark scooter — which has enabled him to go shopping in town entirely unaided.

This has been a boon to his wife Mary, too — she is not in good health herself and he no longer has to rely on her to move him from place to place.

Five years after leaving the Royal Marines Steve Greenhalgh (27) has lost his HGV transport business and his house and is confined to a wheelchair — thanks to a swimming accident that damaged his back and left him tetraplegic.

Now he lives with his parents — and his wife Anne, whom he married in 1987. The accident happened only last year and he now only has limited movement in his left arm and partial movement in the right — though he hopes this will strengthen under physiotherapy.

Steve and Anne hope eventually to find a suitable home of their own. Meanwhile in March SSAFA wrote to the RNBT asking whether it could help buy him a wheelchair — and the necessary £1,323 was soon forthcoming.

● Left: Alex Gemmell is happy with his Lark scooter while Steve Greenhalgh and his wife Anne (above) find life has speeded up with a Quickie 2 lightweight chair provided by the RNBT.

Nursery fees for children of young cancer victim

Tony Hull (24) is a LAEM currently serving at RNAS Yeovilton.

In November last year his wife Karen was taken ill with what appeared to be a chest infection but her condition gradually deteriorated. The following month she was admitted to hospital and tests revealed secondary cancer. At that time, Tony was serving in a front line Squadron and was due to embark in January this year. His draft was stopped.

Tony has two children — Christopher (5) and Jessica (3) and it was necessary while Karen was in hospital to secure a place for Jessica at a local day nursery.

As Karen's prognosis at that time was not certain, the Committee granted Tony £455 for 13 weeks' fees.

Tragically, Karen died in February and Tony's problems increased still further. To help, the Committee granted a further £125.

The assistance granted by the RNBT has helped him to adjust to his much changed family circumstances.

In his letter to the Committee, Tony said how much he appreciated the financial help it had given him over the past few months.

Short-order shower for the Cox'n

Nine days after the RNBT granted his application, ex-submariner Andrew Verdi was enjoying the benefit of a new electric shower unit.

Andrew (49), a former CPO Cox'n who served from 1958 to 1977 when he was invalided out of the Service, suffers from epilepsy, enteritis and an upper respiratory tract infection.

Social Services

He and his wife Joyce — who is not in good health either and makes regular visits to hospital — live at Rowmer, Gosport where his application to the Social Services entailed a wait of at least eight months before it could be considered.

But then John Paulden, welfare officer of the Submarine Old Comrades Association, telephoned the RNBT on his behalf — and the Grants Committee at once came up with the necessary £348 for supply and installation of the new thermostatically controlled shower.

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BY THE NAVY

FOR THE NAVY



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'Angels in the guise of men'

George Medal for divers who saved 40 from the Muree



THE drama of one of the biggest rescues ever carried out by Royal Navy Search and Rescue squadrons has been vividly recalled by two helicopter winchmen who, as briefly reported last month, have been awarded the George Medal.

The medals recognise the bravery of SAR divers PO Aircrewmen Dave Wallace (opposite, left) and Stephen (Shiner) Wright during the rescue of all 40 people, including two women and two babies, on board the Pakistani container ship Muree which sank on October 28 last year.

Both men serve with 771 Squadron based at RN air station Culdrose.

The stricken ship went down in storm force winds 15 miles off Start Point, Devon, and three Sea King helicopters were involved in the rescue. As the last two survivors were winched to safety, POs Wallace and Wright were alone on the ship and before they too could be winched to safety, there was a deep rumbling from inside the Muree which reared up at the stern and began to slide under (see picture above).

The two men had to jump 90 feet into the debris-strewn sea where waves of 20 feet were pounding the vessel. They were picked up by one of the Sea Kings after swimming hard to avoid being sucked under by the sinking ship.

Recalling the rescue, PO Wallace said, "I have never been so scared. I thought this was my last one. We could see the screw turning as the ship lifted out of the water and we had to clear that to get into the sea. It seemed I was under the water for too long — I'm lucky to be alive."

PO Wright said, "During the rescue we had to lift a mother and child together. I had the mother on the rescue strop and the baby in my grip next to me. I just prayed that the baby would stop struggling to get out. With 80 feet left to go, it seemed to take ages to get them into the safety of the aircraft."

Having completed the rescue, the aircraft then carried out a rescue on a cliff near Plymouth Sound. Despite injury to his arm from the Muree rescue, PO Wright lifted two Coastguard personnel, two civilians and a dog to safety.

Lifejacket

In appreciation of the efforts by the two men and the other members of 771 and 772 Squadrons, the Muree's Second Officer presented a lifejacket on which he had written during the rescue, "To the angels who come in the guise of men. The Lord hath chosen thee to perform the most profound of his miracles — saving life. You are what the world was made for."

The lifejacket was presented to Lieut.-Cdr. Ian Domoney, commanding officer of 771 Squadron, who led the three Navy helicopter crews during the rescue. It still hangs in the SAR Ready Room at Culdrose.

Previous awards gained by PO Wallace, who is 34 and is married with two children, include the Queen's Commendation for Brave Conduct and the Greek Nautical Medal for Bravery First Class.

PO Wright, who is 31 and married with four children, served with 826 Squadron on board HMS Hermes during the Falklands conflict.

No sign of our Nessie

BEFORE commencing the summer term's navigation training at the Britannia Royal Naval College, Dartmouth, HMS Sandpiper deployed on a two week round-Britain trip covering 1,329 miles.

The Bird class patrol vessel sailed from Plymouth to Ipswich where the ship's company forged a close liaison with the crew of the Maria Asumpta, the oldest working sailing vessel in existence.

After a four-day visit to the port of Leith, which coincided with that of the 11th German Minesweeping Flotilla, she headed north to Inverness where she began the highlight of her deployment, a transit of the Caledonian canal.

Sounding

A photex with a Sea King helicopter from RAF Lossiemouth was conducted en route and although she ran the 19-mile length of Loch Ness with continuous echo sounding, no trace of the legendary monster was found in the 250 metres depth of water.

After travelling a total distance of 60 miles from Inverness along one of the most picturesque stretches of water and passing through 29 locks and 10 swing bridges HMS Sandpiper had achieved something which very few other warships could do.

Before arriving at Swansea, her final port of call, HMS Sandpiper passed through the Gulf of Corryvreckan, famous for its treacherous currents and tidal streams, and passed HMS Upton heading in the opposite direction.

No tall order for Zara

THE firing of a gun from HMS Penelope by Zara Phillips, daughter of the Princess Royal, marked the start of the first leg of the Cutty Sark Tall Ships race from Plymouth to La Coruna in Northern Spain.

A fleet of some 70 old and modern sail training ships from around the world set off across the Bay of Biscay.

The race, founded in Devon in 1956, is run by the Sail Training Association with the aim of sponsoring international friendship.

The Princess Royal was also present for the start of the race from the Penelope, which was communications guardship for the event.

During celebrations before the start, Lieut.-Cdr. John Hunt, executive officer of HMS Pellew and one of the City of Plymouth's liaison officers for the event, presented a ship's badge to the skipper of the Estonian Shipping Company's entry Tormilind, which was crewed by naval cadets from Leningrad.

HMS Pellew is the RNR's Communications Training Centre based at Exeter.



● Zara Phillips, daughter of the Princess Royal, fires the starting gun for the Tall Ships Race. Picture: LA(Phot) Andy Collier

● Among the competitors was the Soviet barque Sedov, seen here at close quarters with HMS Penelope. Picture: Sub-Lieut. Philip Smith

Survey ships shows a range of talents

THE 1,400-ton survey ship HMS Roebuck proved well suited to her extra command, control and communications role during Exercise Blue Harrier 90.

The exercise started with an entertaining visit to Esbjerg, Denmark, during which Roebuck's ship's company got to know the MCM4 staff and FSU personnel who were embarked.

Roebuck visited Antwerp on the way back to Devonport for a maintenance period. During this time the ship was visited by TS Taunton Boxer Sea Cadets and a group from Didcot, Roebuck's adopted town.

Roebuck left for the Hebrides and the Irish Sea — back to her main task of carrying out continental shelf hydrographic surveys, and running in and out of her home from home port of Liverpool.

Meanwhile, HMS Herald, the Plymouth-based survey ship, has been paying an operational visit to the isolated island of Jan Mayen in the Norwegian Sea.

● Herald returned to Devonport after eight weeks in North Norwegian waters. She has now been detailed to provide support to the Royal Navy's role in the Middle East crisis.

GREAT, IF SMALLER, GRIMSBY

THE Hunt class mine countermeasures vessel HMS Brocklesby visited Great Grimsby to renew ties with the village bearing its name — situated nine miles from the port.

Highlight of the visit was the opening of a high rise block of flats converted to sheltered housing for the elderly at which the ship's company were official guests.

The Nelson House opening ceremony was performed by Mr. Austin Mitchell MP and Brocklesby's Commanding Officer, Lieut.-Cdr. John Oakley.

A group from the ship visited the Brocklesby Hunt and the Earl of Yarborough's estate and after a tour of the kennels and stables an enjoyable evening was spent in the nearby Brocklesby Ox pub.

At the same time sailors were guests of the Old Cleve Royal Naval Association. The following evening Old Cleve and Mansfield RNA members were guests at a party on the ship's fore'sle.

Sport was not overlooked during the visit and the ship's soccer team played the local police, losing despite a valiant effort.

CLEAN SWEEP FOR FLEET AIR ARM



Victorious gun crew on parade

THE all-conquering Fleet Air Arm crew swept the board in the centenary Royal Tournament Field Gun competition at Earls Court.

Led by Lieut. Tim Holt, the HMS Daedalus-based Fleet Air Arm gunners became the first team to win all five trophies in the same year — and to culminate a superb achievement the

Volunteer Cadet Competition (VCC) was also won by the junior Daedalus crew.

Return to Daedalus by the victorious crews was marked by the ship's company "clearing

lower deck" as the men, hauling limbers and guns, marched into the base to warm applause. The salute was taken by the captain of Daedalus, Capt. Richard Langton, himself a former field gunner.

The Portsmouth crew ran well to come a close second.

Devonport said farewell to CPO PT Mervyn Cooper, who had been involved in eight Field Gun competitions since he was 19 in 1969.

Results:

Inter Command Points Cup: Fleet Air Arm 29, Portsmouth 24, Devonport 17.
Inter Command Aggregate Time Cup: Fleet Air Arm 46 mins, 13.73 secs; Portsmouth 47.58.04; Devonport 50.27.76.
Fastest Time Cup: FAA 2 mins 45.5 secs.
Pussers Run Trophy, least number of penalties: FAA 59, Portsmouth 66, Devonport 157.
Copenhagen Cup, B Crew competition: FAA.

Recruiting is starting to find the 1991 Portsmouth Field Gun crew. Pre-season training starts at Whale Island at 16.45 on September 18, and every Tuesday and Thursday following. For further information contact CMEM(L) Patilla, first trainer, on Portsmouth Naval Base ext 25814 or 25130.

NELSON'S GREAT EXPECTATIONS

HALF an hour before the Brickwood field gun final, HMS Nelson crew member CK Dino Browning learnt that his wife was about to give birth earlier than expected.

But he judged it beautifully, delaying his departure to help Nelson win the final — and then making it to the hospital to witness the birth of his daughter 40 minutes later.

As briefly reported last month, the Nelson crew pictured right, made a clean sweep of the competition, held at HMS Collingwood, winning the Brickwood Trophy, the aggregate plate and the Jubilee Portsmouth Cup. They also won the award for fastest time of 1.21.9, achieved during the final, in which HMS Sultan came a close second.

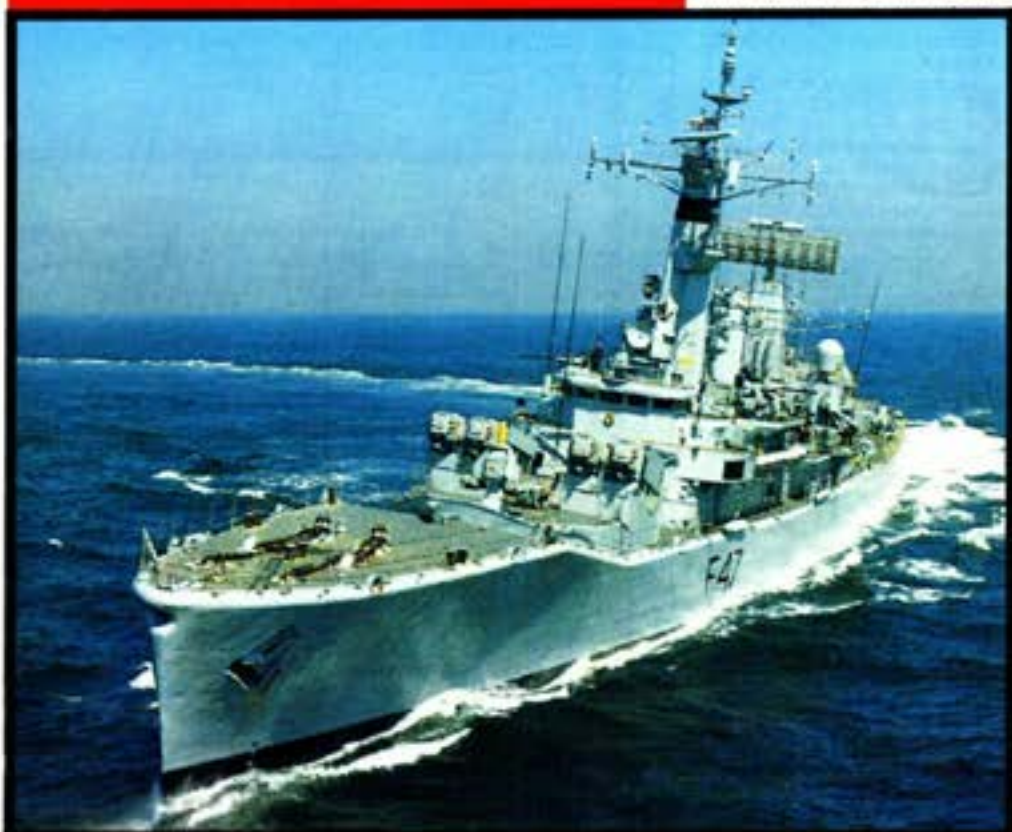
For Nelson it was a sweet day as the last time they won a major trophy in the contest was 1960, when the establishment was RN Barracks, HMS Victory.

Capt. Bill Dainty, from the Royal Engineers, who is based at Gunwharf, scored a first for the Army by competing in the competition for the Nelson crew — and collected the fastest time cup.



Danae sails to southern waters

The 100th show was the most successful in the history of the Royal Tournament, achieving a record attendance level of 320,496 and thanks must go to members of the public who donated £2,109.45 to the King George's Fund for Sailors on the Royal Navy static display.



THE Exocet Leander-class frigate HMS Danae has emerged from a prolonged period in dockyard hands to become fully operational again and head for South Atlantic patrol.

Having entered Devonport for a routine six-week dry-docking and defect rectification period in January last year, a series of mechanical and hull defects forced her to remain in the yard for 15 months. But, thanks to sterling efforts by all concerned, and the dedication and hard work of the ship's company, the Danae successfully completed a short trials schedule before arriving at Portland for basic operational sea training.

After leave and work-up at Portland, the frigate, commanded by Cdr. Nick Holden, sailed

south to relieve HMS Avenger. Ports of call included Gibraltar, Funchal, Dakar and Ascension Island.

Following her South Atlantic patrol, the 23-year old frigate, now in her third commission, is due back at Devonport in time for Christmas. Before that, however, it is hoped that many wives and girlfriends will meet up with the ship at Antigua in the Caribbean.

● HMS Danae is seen at speed off Portland during sea training.



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SCHOOL HOUSE

for 20 young men and 15 young women, situated in the grounds of
Peter Symonds College

WYKE LODGE

for 29 young women, situated in its own grounds close to Peter
Symonds College

PETER SYMONDS COLLEGE

Owens Road, Winchester SO22 6RX. Telephone (0962) 5276; is a
sixth-form co-educational open access college, 1,000 pupils aged
16-19 years. A Specialist Music Course is also available. Students
are considered for transfer from Kings and Westgate School

FEES at these establishments are currently £4,260pa. Tuition is
provided by the Maintained Establishment

Further details may be obtained by contacting the Houseparents at
the school or from Student Services Section, Central Division,
Education Office, Southgate House, St Swithuns Street, Winchester
SO23 9EH. Telephone Winchester (0962) 69611

Royal Hospital School

Holbrook, Nr. Ipswich, Suffolk

Boarding School for sons and grandsons of seafarers, aged 11-19

Outstanding Examination Results

- 'A' level exam results: 85% — 95% pass rate regularly attained
- Highly qualified staff
- Academic Sixth Form of over 120 boys
- 16 'A' level subjects offered
- Excellent record of entry to all forms of Higher Education

Extensive Sport & Leisure Opportunities

- 50 acres playing fields
- Fleet of sailing boats
- Exceptionally good facilities for drama and music

The School offers a well-structured and caring environment where boys achieve
their best both inside and outside the classroom.

Subsidised Fees

An ancient Royal Charter enables the School to offer a first
class boarding education at an exceptionally low fee level.
Almost all parents are also eligible for further subsidy either
from the Services Boarding School Allowance or from
Greenwich Hospital.

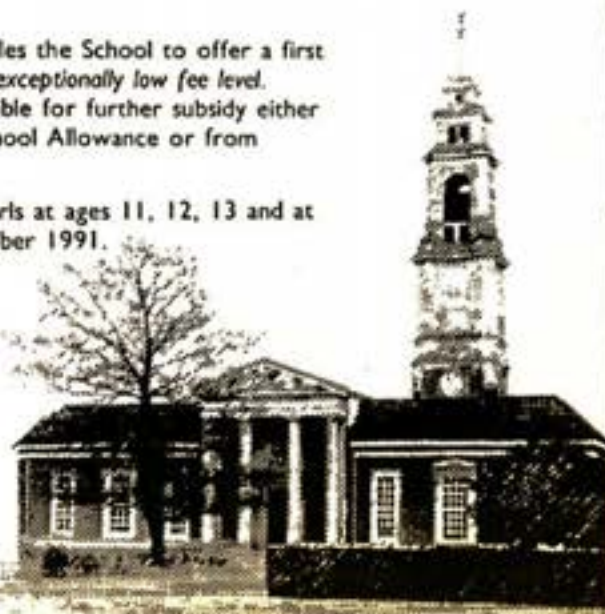
The School will be admitting girls at ages 11, 12, 13 and at
Sixth Form Level from September 1991.

Prospectus and further
information from:

Director of Greenwich
Hospital,
13 Devonshire Square,
Bishopsgate,
London
EC2M 4TQ.

Tel: 071-247 2785/5744

The School
will be
Co-Educational
from
September
1991



Notice Board

New Chief of Fleet Support

REAR-Admiral N. Purvis is to be promoted vice-admiral in January and to become Chief of Fleet Support in succession to Vice-Admiral Sir Jock Slater.

He is at present Director General Naval Manpower and Training, and his previous appointments have included command of HMS Collingwood.

Two promotions to flag rank are also announced. Capt. R. F. Cobbold is to be promoted rear-admiral and to become Assistant Chief of Defence Staff Operational Requirements (Sea Systems) in February.

Capt. C. C. Morgan is to be promoted rear-admiral in December and to be Naval Secretary.

Officer Promotions

The following candidates have been selected for promotion to Acting Sub-Lieutenant on the SD List:

To Acting-Lieutenant(E)(A)(F)(M): CCAEA(M) P. Bowles, and CPOAEM(S) D. L. Barnes, D. A. Harris, K. Overden, and J. P. L. Pressie.

To Acting Sub-Lieutenant(E)(A)(F)(L): CPOAEM(S) D. P. Bell and D. W. Prescott, and CPOAEM(S) L. Butler and J. Watson.

Deaths

M. Lester, CMEA, HMS Nelson, July 17. R. Martin, AA, HMS Raleigh, Aug. 5. C. Stansfield, RS, HMS Invincible, Aug. 5.

Sir Aubrey Mansergh, KBE, CB, DSO, Vice-Admiral (ret'd). Served more than 40 years, including Dardanelles in First World War and command of Royal New Zealand Navy ships Achilles and Leander in second. Later appointments included command of HMS Implacable and President of RN College Greenwich. Aged 91.

A. F. (Tony) Pugsley, CB, DSO and two bars (ret'd). Served 1915-53 and was naval assault force commander at Westkapelle on the Dutch island of Walcheren in 1944. Commanded HMS Javelin at outbreak of Second World War. Later commanded HM Ships Fearless, Paladin, Jervis, Trafalgar and Warrior. Mentioned in Despatches three times. Aged 88.

C. W. (Dick) Whittington, LVO, MBE, Cdr (Ret'd). Served 1937-72, including HM ships Resolution, Renown, Warspite, Liverpool and Ark Royal. Later commanded HMS Victory and was Area Sea Cadet Officer for Scotland. President of RN Boatwains Association and Secretary for Prince of Wales Jubilee Trust in Scotland. Aged 69.

E. C. Palmer, Ex-POSTO. Served 1950-82. L. C. W. Rickards, Ex-CPOGL. Served 1924-50, including HM ships Revenge, Edinburgh, Turnit, Newark, and MTSS. Aged 80.

T. A. Tooley, DSM, Ex-CPO. Served 1925-50, including HM ships Ark Royal, Ramilies, Valiant, Dido, and Cumberland. Aged 81.

E. W. Budden, Ex-CPO. Served 1927-53, including HM ships Active, Sapphire, Hood, Malaysia, Royal Sovereign and Glasgow. Portsmouth Field Gunner 1933 and 1937. W. A. Lydiate, Ex-LTEL. Ships included HMS Hesperus.

J. A. Broe, Ex-CPOSTO. Served 1940-54, including HM submarines Unseen, Unvaliant, Unseen and Scotsman, and HM ships Padstow Bay and Sheffield. Founder member Bristol branch SOCA and later secretary, chairman and president. Also founder member Bath branch, and member of many voluntary service groups. Aged 66.

H. Scarbrow, Lieut-Cdr, RNRV (ret'd). Served 1924-45, including HMS Valiant, Hood, and Princess Charlotte. Later with Sea Cadet Corps, Streatham. Aged 85.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

F. C. (Mick) Smith, Andover. D. Blackburn, ex-PO, Ropon and District. Ships included HMS Illustrious and member FAA Gun Crew. Aged 59.

N. Gooch, Morecambe. Aged 60. R. Potter, former chairman Morecambe. Aged 59.

T. Bayham, Reading. Aged 66. D. Hallmark, Chester. Ships included HMS Glory and Adventure. Aged 63.

E. W. J. Cairns-White, Leighton-Clisland. Ships included HMS Royal Oak, Mauritius and Maidstone. Member Chatham Field Gun Crew 1938 and 1937. Aged 80.

E. James DSM, founder member Battersea. Service included HMS Birmingham, Repulse and Thames.

W. Bardsley, ex-Sig, RNPS, Macclesfield. Aged 70. J. Gale, Brentwood.

B. J. Shaw, ex-CYEO, Royal Leamington Spa. Ships included HMS Royal Sovereign, Rodney, Folkestone and Glasgow.

E. Mayall, DSM, ex-PO DEMS Gunner, founder member Coventry. Aged 79.

R. Farrow, former standard bearer and life vice president, Reigate. Aged 71.

L. Beaford, ex-RM, branch club president West Bromwich. Also former chairman and life member. Aged 63.

B. Evans, Chesham and District. Ships included HMS Petard. Aged 70.

J. Churchill and C. Brown, Weston-super-Mare.

B. Sawers, chairman and founder member, Wivenhoe and Elmstead. Ships included HMS Achilles, Kent and Ajax.

E. Raine, Glocap. Ships included HMS Warspite. Aged 70.

J. C. Middleton, Hinckley, former secretary and vice-president. Also member Royal Leamington Spa. Aged 70.

N. Pritch and S. Palmer, Southampton. N. Thorne, Portsmouth.

G. Cooper, Kettering. Aged 66.

Points Leaders

THE following list shows the total points of the man and women at the top of each advancement roster for petty officer and leading rates as at 1 August, 1990.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during July.

PO(EW)(RS)(M) — Int (9.5.89). Nil. LSW(E)(LR)(M) — Dry. 3. PO(M) — Int (29.9.89). 1. LSW(M) — Int (29.9.89). 7. PO(R) — 94. 6. LSR — Dry. 4. PO(S) — Dry. 3. L(S) — Int (18.3.90). 7. PO(D) — Int (29.9.89). Nil. L(SD) — 136. 1. PO(MW) — Dry. 1. L(MW) — Dry. 2. PO(SA) — Int (9.5.89). Nil. L(SR) — Int (9.5.89). Nil. PO(SA) — Int (9.12.88). Nil. CY — 169. 5. LRO(T) — Int (14.3.89). 8. RS — 151. 5. LRO(G) — Int (5.12.89). 7. POPT — 412. 1. RPO — 116. Nil.

PO(ME)(L)(GS) — Int (1.9.89). 7. L(ME)(L)(GS) — Int (9.3.89). 7. PO(ME)(M)(GS) — 144. 5. L(ME)(M)(GS) — 87. 21. PO(ME)(O)(GS) — Int (7.11.89). 2. L(ME)(O)(GS) — Int (30.8.89). 13. PO(ME)(R)(GS) — Int (8.3.90). 11. L(ME)(R)(GS) — Dry. 10. POCA — Int (22.6.89). 2. POCK(GS) — 216. Nil. LCK(GS) — 123. 7. POSTO(GS) — 490. Nil. LSTD(GS) — Int (21.2.89). 2. PO(SA)(GS) — 370. Nil. LSA(GS) — Int (22.5.89). 6. POWTR(GS) — Int (29.11.89). Nil. LWTR(GS) — Dry. 1. POMA — 239. 3. LMA — Int (10.7.90). 3.

PO(SB) — Dry. 2. L(SB)(SM) — Int (2.9.88). 4. PO(TS)(SM) — Dry. 4. L(TS)(SM) — Dry. 2. RS(SM) — Int (14.6.89). Nil. LRO(SM) — Int (14.3.89). Nil. PO(ME)(L)(SM) — 319. 1. L(ME)(L)(SM) — Int (26.6.88). 6. PO(ME)(M)(SM) — 630. Nil. L(ME)(M)(SM) — 345. Nil. PO(ME)(O)(SM) — Int (5.7.88). Nil. L(ME)(O)(SM) — Int (18.6.88). 1. PO(ME)(R)(SM) — Int (6.3.90). Nil. L(ME)(R)(SM) — 78. Nil. PO(UW)(SM) — Dry. Nil. PO(SA)(SM) — Int (13.4.89). 1. LSA(SM) — Dry. Nil. POWTR(SM) — Int (15.8.88). Nil. LWTR(SM) — Dry. Nil. POCK(SM) — Dry. Nil. LCK(SM) — 438. Nil. POSTD(SM) — Int (20.10.88). Nil. LSTD(SM) — 222. Nil.

PO(AH) — 428. Nil. LA(AH) — 526. Nil. POA(METOC) — 589. 1. LA(METOC) — Int (16.2.90). 1. POA(PHOT) — 950. 1. POA(SE) — 281. Nil. LA(SE) — 97. Nil. POAC(M) — 535. 1. POA(M) — 111. 1. LA(M) — 412. 5. POA(M)(R) — Int (3.11.89). 5. LA(M)(R) — 255. 6. POA(M)(WL) — 167. Nil. LA(M)(WL) — 527. 7. POAC — Dry. Nil. POWREN(R) — 115. Nil. LWREN(R) — 104. 3. POWREN(RS) — 135. Nil. LWREN(RS) — 96. 4. POWREN(R) — 135. Nil. RPOWREN — Int (8.11.88). Nil. POWRENCK — 278. Nil. LWRENCK — Int. Nil. POWRENSTD — 432. Nil. LWRENSTD — 436. Nil. POWRENSA — 284. Nil. LWRENSA — Int (23.2.89). Nil. POWRENTR — Int (5.12.88). Nil. LWRENTR — Dry. 1. POWRENTR(G) — Int (8.12.88). 3. LWRENTR(G) — Dry. Nil. POWRENMETOC — Int. Nil. LWRENMETOC — 99. Nil. POWRENPHOT — 558. Nil.

POWRENAEM(M) — 452. Nil. LWRENAEM(M) — 634. Nil. POWRENAEM(R) — Dry. Nil. LWRENAEM(R) — Int (7.7.89). Nil. POWRENAEM(WL) — Int (9.3.89). Nil. LWRENAEM(WL) — Int (29.9.88). Nil. POWRENETS — Int (16.9.88). 1. LWRENETS — Int (13.12.88). 1. LWRENTEL — 445. 1. POWRENTA — Int (21.5.88). Nil. LWRENTA — Int (11.1.89). Nil. POWRENHYG — 304. Nil. POWRENSA — Int. Nil. LWRENSA — 85. Nil. POEN(G) — 873. Nil. LEN(G) — Int (18.10.88). 7. POEN — Dry. Nil. LMA(G) — Dry. Nil.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR10656 Chapter 22.

POWREN GA — Dry. Nil. POWREN MT — 523. Nil. LWREN MT — Int. Nil. POWREN TEL — 787. 1.

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and address. The letter should be enclosed in a second envelope addressed to "Pen Pals, Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Pipps (23), 5th. 5th. Castle Cary, Somerset. Val (32), 5th. 6th. Sheffield, Tracey (19), 5th. 4th. Birmingham. Ann (26), 5th. 7th. Chelmsford, Essex. Debbie (20), Nottingham. Michelle (24), 5th. 6th. Ramham, Essex. Sarah (22), 5th. 7th. Walsall, Staffs. Hannah (16), 5th. 5th. Bath, Avon. Annette (25), Burnley, Lancs. Denise (27), Torquay, Devon. Lyn (42), Sheffield, Yorks.

Stephanie (20), 5th. 6th. Kingsthorpe, Northampton. Sue (27), 5th. 5th. Eastleigh, Hants. Kathleen (37), 5th. 6th. Maidstone, Kent. Brenda (49), 5th. 7th. Birmingham. Alysian (23), Yeovil, Somerset. Caroline (33), 5th. 6th. Edinburgh. Karen (22), Corby, Gwynedd. Sue (33), 5th. 2nd. St Helens, Merseyside. Tracy (23), 5th. 1st. Windsor, Berks. Vivienne (24), 5th. 4th. St. Manchester.

Dawn (25), Shrewsbury, Salop. Marie (25), 5th. 5th. Maidstone, Kent. Rachael (18), 5th. 6th. West Bromwich. Carol (24), Bury, Lancs. Linda (26), Farnborough, Hants. Michelle (20), Warrimour, London. Lee (29), Welwyn Garden City, Herts. Lisa (33), 5th. 5th. Odiham, Lancs. Pauline (33), Carshalton, Surrey. Amanda (20), Telford, Shropshire.

Sue (21), South Shields, Tyne & Wear. Jackie (26), 5th. 7th. Redditch, Worcs. June (35), Wrexham, Chwyd. Janice (31), 5th. 8th. Abingdon, Oxon. Louise (21), 5th. 1st. Daguerham, Essex. Ruth (23), Cardiff, Allion (18), South Shields. Louise (23), Stockton-on-Tees, Cleveland. Elizabeth (38), Oynore Vale, Bridgend. Michelle (21), Lancaster.

Maureen (55), 5th. 2nd. Chorley, Lancs. Sandra (24), Lincoln. Lisa (26), 5th. 3rd. Walsby, Cambs. Karen (17), Tunbridge Wells, Sharon (22), South Ashford, Kent. Sheena (16), Forbridge, Kent. Sharon (19), 5th. 2nd. Warrley, W. Midlands. Amanda (23), Manor Park, London. Linda (24), Bellingham, London. Wendy (20), Gosport, Hants.

Nicky (20), Purfleet, Essex. Dawn (24), 5th. 7th. Connaught Quay, Deeside, Luncie (19), Deptford, London. Julie (29), 5th. 4th. Leeds, Yorks. Gwyneth (21), Dudley, W. Midlands. Brenda (35), 5th. 4th. Leigh-on-Sea, Essex. Kraty (19), Teignmouth, Devon. Beverly (31), Bromley, Kent. Caroline (20), Plymouth, Devon. Wendy (18), Birmingham.

Sharon (24), Plymouth, Devon. Jackie (22), 5th. 2nd. Bexleyham, Kent. Carol (33), Irlingham, Northants. Alessia (26), 5th. 2nd. Chesham, Gt. Manchester. Chelsey (36), 5th. 2nd. Daventry, Northants. Chris (28), 5th. 5th. Rhyl, Chwyd. Pat (43), Harrow, Middx. Julie (20), Long Eaton, Notts. Bev (33), Bristol. Gwyneth (20), Droyldens, Wiltshire.

Tracey (19), 5th. 5th. Dudley, W. Midlands. Beverly (26), Okehampton, Devon. Victoria (21), Liverpool. Lynne (28), Swansea. Lisa (19), Bristol. Beverly (16), Bristol. Jo (18), Llanelli, Dyfed. Ruth (22), 5th. 7th. Bournemouth, Dorset. Pauline (26), Edinburgh. Cheryl (20), Wembley, Middx.

Elaine (32), 5th. 3rd. Dudley, W. Midlands. Lynne (18), 5th. 5th. Dover, Kent. Angela (17), Luton, Beds. Michelle (18), Basildon, Essex. Sharon (15), Bournemouth-Trent. Staffs. Sharon (22), Halesburg, Scotland. Lisa E. (26), Cardiff. Carolyn (35), 5th. 8th. Blackburn, Lancs. Ann Marie (22), Wakefield, Yorks. Carol (42), Stevenage, Herts.

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Further details and prospectus from J. High, M.A. (Oxon), Headmaster Telephone Isle of Wight (0983) 872101.



Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in August:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(CPS)(EW) — W. A. Peacock (Dryad).

To CPO(MW) — P. R. Cawsey (SMOPS Nelson).

COMMUNICATIONS GROUP

To CRS — I. A. Stairs (Challenger).

MARINE ENGINEERING

To CME(L) — R. Campbell (RNR Tay).

To CME(M) — T. Cox (Fearless).

SUPPLY AND SECRETARIAT

To CPOCK — P. Care (JKSU SHAPE).

To CPOWTR — J. Johnston (ACE SRGN Italy).

To CME(M)(SM) — P. K. Borthwick (Neptune NT).

MEDICAL BRANCH

To CPOMA — G. W. Sells (RNH Haslar).

SUBMARINE SERVICE

To CRS(SM) — A. J. Nash (2400 SP Crew).

To CME(M)(SM) — P. R. Downes (Manchester).

To CME(M)(SM) — P. K. Borthwick (Neptune NT).

FLEET AIR ARM

To CPOA(MET) — W. G. Thomas (ARE Portland).

To CME(M) — R. Lilley (Nelson Whale Island).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in June and July.

CPOMEA — I. Black (Rt Eng Dept), T. E. Davies (Cicopatra), P. R. Downes (Manchester), J. W. Howells (Sultan), R. J. Hulbert (Brilliant), W. M. Lovell (Portsmouth FMRO).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in July for the following ratings to be promoted to acting charge chief artificer.

To ACCMEA — A. P. Gibbons (Sultan), A. G. Naylor (Neptune NT), P. Barker (Revenge Port), A. J. Raymer (Revenge Port), F. J. Dunkley (Defiance FMB), S. P. Eaglestone (Portsmouth FMRO).

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To ACCMEA

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Sport



A LIGHTNING DESPATCH

Heron gets Thunderer out for 43

IN A rather one-sided final HMS Heron retained the Navy Cup when they defeated HMS Thunderer by 166 runs, writes **Lieut.-Cdr. Jim Danks**.

Skipper Lieut. Andy Quinlan RM won the toss and batted first, and setting a fine example himself of attacking play made a rapid 91. He was assisted by Sub-Lieut. Alistair Falconer who made 67 as Heron totalled 209 for 5 from their 35 overs. Thunderer paid the penalty for failing to hold their catches.

Thunderer never recovered from a disastrous start of 9 for 5 brought about by some fine bowling from AEM Tim Barnard who took 4 for 6 from his 8 overs. Only Sub-Lieut. Crossley with 14 reached double figures. CPOPT Perkins with 4 for 15 mopped up the tail as Thunderer were all out for 43. Scores: Heron 209 for 5; Thunderer 43.

Royal Navy v Quidnuncs at Fenner, Cambridge: The Royal Navy travelled to Fenner and in the first of two one-day matches against the Quidnuncs batted first after winning the toss. After a good stand between PO Paul Barsby (56) and LWEM Dean Kitching (46) took the score to 139 for 4, wickets fell steadily as Fitzgerald with 5 for 13 from 11.3 overs ran through the lower half of the innings.

Cruised

The RN were all out for 193. The Navy bowlers could not make an impression on the Quidnuncs batting as they cruised to a 5-wickets win. Scores: Royal Navy 193; Quidnuncs 194 for 5.

Royal Navy v Quidnuncs: In the second match the Quidnuncs batted first and reached 120 for 3 when Mills was out for 60. Fine pace bowling by

Lieut. Chris Slocombe (3-43), supported by the leg spin of Sub-Lieut. Alistair McNeish (HMS Bicester) (3-47) reduced

Devon were reeling at 2 for 2 from just 9 deliveries. Hart partnered by Townsend (20) in a stand of 63, and Daw-

LWEM Dean Kitching, who made 49 not out, and POMEA Stuart Adams, who made 45 in 48 balls, added 84 for the 7th wicket and salvaged some pride.

This pair showed the upper order batsmen what could be achieved by resolute batting and the ability to punish the loose ball. Kitching was left one short of a well deserved half century as the Navy reached 164 for 7 leaving CCC winners by a convincing margin of 70 runs. Scores: CCC 234 for 5; Royal Navy 164 for 7.

Firm pitch

Royal Navy v Southern League XI: In their last match before the Inter-Services, the RN side played hosts to a Southern League XI at Portsmouth. Winning the toss and taking first use of a firm pitch, the Navy batted steadily with several players getting out when looking set for a big score.

Andy Quinlan made 41, Kevin Norwood 42 and skipper Hollington 54 from just 56 balls before he was out with the score at 175 for 4. Stuart Adams chipped in with a useful 33 not out as the RN totalled 230 for 7, a total well short of that promised by the earlier batting.

Corcoran (77) punished some early wayward bowling as the League raced to 100 from just 18 overs. However with the introduction of Bob Learmouth bowling his off-spin (1-31) and Kelson Brooks (1-37) from their allotted overs restricting the scoring, it was left to Robin Savage with a well paced innings of 65 not out to see the League to a 3 wickets win.

Martin King in a fiery second spell took 4 for 15 in 19 balls, as he returned his best figures (4-54) for the Senior side, and forced his way into the side for the Inter-Services. Scores: Royal Navy 239 for 7; Southern League 243 for 7.

Cricket

the home side to 152 for 8 before Dennis (30 not out) took the final total to 200.

The Navy lost 3 quick wickets as they chased victory. McNeish (38) and skipper Capt. Robin Hollington (25) improved matters before another slump made the score 135 for 8, then Lieut. Max Cornish (20) and Lieut. Chris Slocombe added 35 for the 9th wicket.

Entertaining

Slocombe and Cpl. Martin King batted carefully as they sought the 31 runs needed for victory. But with the scores level, Slocombe was out for a well made 37 and the teams had tied after a most entertaining day's cricket. Scores: Quidnuncs 200; Royal Navy 200.

Royal Navy v Devon at Budleigh Salterton: With a strong sea breeze blowing down the pitch at Budleigh, the Navy began their innings in determined mood against a keen Devon attack. After Andy Quinlan was out for 24 with the score at 67, PO Paul Barsby added 97 with Capt. Austin Roberts before he was out to the last ball before lunch for 78 with the score at 164 for 2 from 37 overs.

Roberts was run out for 59 and Hollington made a rapid 46 before Slocombe with 23 not out, including a six from the last ball, saw the Navy to a respectable score of 278 for 8 from their 55 overs. Record with 4 for 52 was the pick of the Devon bowlers.

CPO Kelson Brooks, making his first appearance in the side after three summers away on loan duty in Saudi Arabia, was soon among the wickets. After Martin King had dismissed Morgan first ball, Brooks trapped Davey lbw for 1 as

son (61) in a stand of 130 took the score to 231 before he was sixth out for a well made century. Devon needing 48 from the last 7 overs, made a brave effort, led by Record with 20, but against some accurate bowling by Slocombe and Brooks were all out for 271 with 4 deliveries remaining.

The Navy ended winners of a very exciting match containing much fine batting, fielding and bowling from both sides, with the Navy proving the more experienced side as they gained revenge for a 2 runs defeat in 1989. Scores: Royal Navy 278-8; Devon 271.

Royal Navy v Club Cricket Conference at Bournemouth: CCC took first use of a hard pitch at Bournemouth, but some fine pace bowling restricted their score to 103 for 3 from 30 overs at lunch. Upton, who survived a very confident appeal for a catch close to the wicket to make 84 not out, was helped in a stand of 91 by Simmons, as CCC accelerated to reach 234 for 5 from their 55 overs.

Successful

Bob Learmouth with 2 for 37 from his 11 overs was the most successful bowler, but all the bowlers bowled well and were supported by some excellent fielding through a long hot period in the field.

The Navy lost Barsby in the third over for 0 and slumped to 66 for 6 due to some good pace bowling from Mott. He was aided by Pickers, who bowled his spinners to perfection to return the excellent figures of 2 for 11 from his 11 overs, of which 7 were maidens.

Navy batsmen did not play awfully well up to this stage. Some determined batting by

Inter-Services disappointing

RAF Vine Lane hosted the Royal Navy v Army Inter-Services cricket match. New caps were first awarded to Sub Lieut. Alistair McNeish (Bicester), Cpl. Martin King (Warrior) and LWEM(R) Dean Kitching (Exeter).

After two early RN wickets Robin Hollington joined Andy Quinlan in a partnership of 69. Hollington was caught for 34 and Quinlan made 57, going out with the score on 140.

All out for 173, the Navy needed to bowl the Army out to win, but found little life in the pitch. Result: RN 173; Army 174 for 2.

The Navy v RAF match took place at Uxbridge, the RN batting first again. Tight opening bowling and excellent fielding restricted Paul Barsby and Quinlan in their search for early runs.

Hollington and last year's captain, Charles Hobson, offered the best hope. After taking the score to 110 with some of the best batting of the competition, Hollington was again caught at deep square leg for 35.

Hobson made an excellent 50 before being caught by bowler Ings. The lower order tried to accelerate the scoring, but although all eight batsmen reached double figures only Hobson achieved a half century. The RN's 207 for 6 was well short of their target of 250.

McNeish bowled his leg spin well and with the RAF on 181 for 3 the Navy were offered a slim chance of victory. But Richards had other ideas as he hit 18 from 11 balls. Jones was not out 62. Scores: RN 207 for 6; RAF 211 for 3.

Inconsistent

This was a disappointing Inter-Services for the Navy team. Inconsistent batting failed to produce sufficient runs and the lack of penetration in the bowling attack was reflected in only five opposition wickets being taken in the two matches.

But although the Navy lost both matches, it was good to see the side played their cricket within the spirit of the Laws of the game.

In the deciding match the Army beat the RAF by 24 runs and became this year's Inter-Services champions. Scores: Army 201 for 9; RAF 177.

Robin Hollington, Bob Learmouth and Martin King were selected for the Combined Services side against Pakistan Under 19.

Golfers not half bad!

BEING able to field a strong team for the first time this season certainly helped the Navy golfers achieve a very creditable half (7½-7½) against the Civil Service — a notable achievement as the RN had lost every match against the CS since 1955!

With the first two of the five foursomes pairings losing, the RN did well to be only 2-3 down at lunch. CPO Pat Smith and CPO Derek Ashman (both Culdrose) gained a good win, as did CPO Steve Stephens (Marlborough) and Lieut. Dave Brecken (CINCFLEET Rosyth). The last match went to the 18th, with LWEM(R) Steve Tinsley (Trafalgar) and POMEA Jim Thomson (Valiant) three-putting the last to lose.

In the nail-biting singles the Navy's Surgeon Lieut. (D) Phil Guest (Naval Dental Clinic) and Mne. Greg Smith (Warrior) both won on the last green. Lieut.-Cdr. Alan Bray (Temeraire) halved his match and wins by Stephens and Thomson left the RN needing to win the last match.

Tinsley, standing on the 18th tee all square, more than made up for the lapse of concentration in the foursomes by holing a tricky three-footer to win the last hole, thus gaining a 5½-4½ win in the singles. ● HMS Dolphin won this year's Navy Cup with a tremendous score of 233 Stableford points — highest since the competition began. Cdo. Log. Reg. RM came second with 228 and HMS Collingwood third with 219.

CPO Eddie Edwards (Dolphin) boosted his team's total with scores of 45 and 41 points, a magnificent score considering he was playing off 10 handicap.

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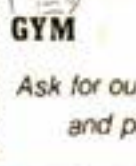
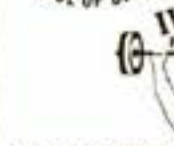
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Royal Sailors' Rests



QUEEN'S MEDAL SHOOT-OUT

ADMIRAL Sir Jeremy Black, captain of the Royal Navy Senior Officers' Pistol Team, led his colleagues to victory against the Army and RAF for the second year in succession in the final event of the Joint Services Skill-at-Arms Meeting at Bisley.

His team-mates were Rear Admiral Douglas Dow, Rear Admiral David Allen and Surgeon Capt.(D) (Hon. Commodore) Geoffrey Sharpe.

Lieut.-Cdr. Brian Witts writes, the battle for the RN and RM Queen's Medal (Service Rifle top 30) proved to be a titanic struggle between Mne. Roy Osbourne (3 Cdo Brig HQ) and Cpl. Dave O'Connor (Cambridge), a former Medal winner from CTCRM.

They started the final match tied on 876 points. At the end of it, five practices later, they were still tied, on 1,041 points. The winner was eventually decided by a head-to-head tie shoot, both men firing a ten round snap practice at 300m. Mne. Osbourne won the tie with a score of 48 out of 50; Cpl. O'Connor was just one point behind.

The RN Command teams fired the new SA80 rifle with optic sights for the first time, and with only two weeks pre-Bisley training scores were significantly higher than achieved in previous years with the 7.62 SLR.

Lieut. Keith Ellett, captain of the Air Command team, put up a fine performance, becoming the overall Champion-at-Arms, and later captained the successful Great Britain Service Rifle Team in the International Service Rifle Competition.

RN Service Rifle Champion was LtA(Phot) Jan Brayley (Air), who also won the Hutton Tankard for service rifle shooting and was eleventh in the top 30 RN and RM Queen's Medal placings. He was later selected for the GB service rifle team.

CPO Nigel Ball (Air) dominated the target rifle events, winning the Target Rifle

Championship, the NRA Silver Medal and the Hutton Tankard. He was also to prove his skill with the service pistol, becoming the Service Pistol Champion and runner-up in the SMG championships.

Other individual awards were taken by CPO Mac McLean (Plymouth Command), who was making his first visit to Bisley. He won the Kendal Trophy for SMG shooting and was Tyro Service Rifle Champion.

Also from Plymouth Command, Lieut. Paul Furse won the under 25 Bounton Cup, while WEM(R) Mac McCrum of Portsmouth Command won the Target Rifle Tyro Championship.

Domination

NAC dominated the team events, winning 12 of the 13 cups, including the Inter-Command Rifle Championships, Inter-Command Pistol Championships and the Inter-Command SMG Championship. Sadly, difficulty in releasing men to shoot for the Commands did not help either Plymouth or Portsmouth to field strong teams.

This being the centenary year for the National Rifle Association, the Australians sent a tri-service team to compete at Bisley. A 12-strong Royal Australian Navy team shot jointly in the RN/RM meeting as a fourth Command.

CPOCOX Bill Sheather became their service rifle champion. Lieut. Britt Gallon the target rifle champion, WO Bob Harvey the SMG champion and Lieut.-Cdr. Peter Kelly the pistol champion. A very close link was forged between the RNRA and the RAN rifle team both on and off the range.



Above: Mne. Roy Osbourne (3 Cdo Brig HQ) is borne aloft after winning the Queen's Medal; the Army champion follows behind.

Other results, Inter-Service — Service rifle: 1. Army; 2. RM; 3. RAF; 4. TA; 5. RN; 6. RNR. Service pistol: 1. Army; 2. RAF; 3. RM; 4. RN; 5. TA; 6. RNR. Service SMG: 1. Army; 2. RN; 3. RAF; 4. TA; 5. RNR. Short range target rifle: 1. RAF; 2. TA; 3. RN; 4. Army; 5. RM; 6. RNR. Long range target rifle: 1. RAF; 2. Army; 3. TA; 4. RN; 5. RN; 6. RNR.

Winter League — RN Smallbore Champion: CPO Ball (Daedalus); RN Smallbore Pistol Champion: Surgeon Lieut.-Cdr. Kallik (Army Air Corps); RN Apprentice Smallbore Champion: WEM Van Impe (Collingwood). HMS Daedalus B won the Inter-Establishment Smallbore Rifle; HMS Daedalus A won the Inter-Establishment Smallbore Pistol; CPO Ball won the NSRA Silver Medal.

Meanwhile, HMS Wessex won the Cock of the Fleet Trophy — the small arms efficiency award — after an all-round performance which dominated the Royal Naval Reserve Skill-at-Arms meeting at Bisley.

Most outstanding was PO David Jordan (Wessex), who won the Neptune Trophy for the overall Champion-at-Arms, the Tyne Trophy for service weapons champion-at-arms, the Clover Cup for the service rifle individual champion, the Graham Trophy for target rifle individual champion, and the Nailman Trophy for the indi-

vidual pistol champion.

Lieut.-Cdr. C. Jones (President) won the Toxophilic Man Trophy for the sub-machine gun individual champion, but the Inter-Unit SMG Cup, the Thames Trophy, went to HMS Claverhouse, with HMS President as runner-up.

President won the Air Squadron Trophy for target rifle and finished runner-up to HMS Flying Fox in the Target Rifle Tyro Pairs. Chief Wren S. Mountford (Flying Fox) won the tyro target rifle prize.

The Mary Priest Trophy for the WRNR smallbore and full-bore target rifle champion was won by Wren C. Greenshields (Flying Fox), but the Mersey Trophy for WRNR Champion-at-Arms was once again won by Chief Officer M. Hocking (Vivid), the unit which won the Vulcan Cup (Pullet Trophy) for HA and CTC Units small arms efficiency.

The inter-services matches of the NRA Bisley meeting are becoming so highly competitive that there is little hope of the RNR ever achieving a high placing when it has not the same facilities for team training

as some of the Regular Services.

But it is the taking part that counts and in spite of the lack of training there were some very creditable scores and an overall improvement.

There were no entries for the "Old Hands" match this year; but there was a special farewell for Old Hand Cdr. John Galpin (Calliope), who was shooting in his last RNR meeting at the age of 62, with an impressive record over many years behind him.

He also represented the RNR in the Inter-Service Service Rifle Match.

HMS Vivid, the Royal Naval Reserve unit at Plymouth, brought home seven trophies from the Royal Naval Skill-at-Arms Competition, Bisley.

MSA Kevin Ternent won individual prizes for gaining top scores in the tyro competition for pistol and sub machine gun, thus taking the Golden Trigger Trophy as overall tyro champion.

Together, he and SEA Neil Penman won the Triumph Cup as the top scoring tyro sub machine gun pair.

Round up

TORRENTIAL rain marred the World Field Archery Championships in Nam-bacca Heads, New South Wales, forcing competitors to move camp to higher ground as the original site sank waist-deep in water.

CPO Barry Stokes (CACTO Rosyth) was among them. Despite the conditions, he was shooting well on the first day and lying second when the event was postponed due to the danger of rising rivers.

But it was decided to cancel that day's scores, have a lay day to carry out urgent repairs to the courses and reduce the championship to a three-day shoot.

An off-day for Barry as the Championships recommenced meant he could not possibly catch the leaders with only another two shoots. This lack of pressure, though, allowed him to enjoy fully the shooting and the company.

At the end he finished sixth out of a field of 23 archers in his discipline, which meant he had increased his world ranking from seventh to sixth.

□ □ □

A TRAINING weekend at Devonport and a trial match against RNEC Manadon will open the Royal Navy under 21 rugby season on September 22/23.

Squad training continues in Portsmouth on October 6/7 with a match versus Petersfield and a final selection match at Burnaby Road on October 21 against Saracens U21.

The team goes on to compete in the South West Counties U21 Championship, with fixtures against Gloucestershire, Devon, Somerset and Cornwall U21s.

Completing the season will be the Inter-Service Championships at Royston on January 17-19, where the trophy will be waiting to be wrested from the Army's grasp.

Selection for the Combined Services U21 squad is also made at the Championships.

For further information, potential players should contact the chairman of RN U21s, Cdr. T. W. D. Le Manuais, on RM Eastney ext. 6391 or the squad coach, POMEM(M) Chris Hayward, on HMS Sultan ext. 2182.

□ □ □

YOUNGEST sports association in the Navy, the RN clay pigeon shooters held their first competition at HMS Raleigh.

RN air station Culdrose took the honours in both skeet and sporting, with Mr R. Mooney dropping only two out of 50 in the afternoon. The turnout of serving personnel was disappointing, but the enthusiasm of those present and the standard of civilian competitors compensated.

Prizes were handed out by Rear Admiral James Carine, a right-handed shooter who had been hampered in the competition by using a left-handed gun, lent to him by the chairman of the RNCPSA, Capt. Ronald Francis-Jones!

□ □ □

THE annual gathering of the RN/RM Motorsports Association, at HMS Daedalus, proved a great success.

Sponsored by Allied Brewers and Lamb's Navy Rum, it involved demonstration runs of the various competition machines and an autotest event for all-comers.

Since its resurrection two years ago the association has attracted many members and anyone wishing to join should contact the secretary, CPO David Hudson at the Engineering Training School, RN air station Culdrose, ext. 316.

□ □ □

FOR the first time the British Forces have held a RNRU/RFU preliminary/intermediate coaching course in Hong Kong. It was run by CPOPT Brian Powell (Invincible), RFU senior coach; CPOPT Ian Doig (Temeraire), RNRU coaching administrator; and WO Alan Payne (Tamar), Tigers RFC coach.

DON'T BLAME THE REF — JOIN HIM

MUCH has been written on the competence — or lack of it — of referees, but how many of the critics have tried refereeing?

Royal Navy referees are enjoying a particularly successful and rewarding period.

An opportunity to find out what it's all about is being offered at RNH Haslar on October 5-7 when the RNFA Referees' Society is organising a course to qualify candidates as Class 3 soccer referees.

For details contact the course organiser, MT1 Neil Wagstaff on Haslar ext. 2372. Former referees returning from sea or abroad are always welcome to re-join the ranks.

Referees' Society secretary POAEM(R) John Martin, ETS, RNAS Yeovilton ext. 6245 is always pleased to answer queries.

Of course

THE 1991 Submarine Flotilla Golf Championships will be held at the Meon Valley Golf and Country Club, not Lee-on-Solent Golf Course as we were originally informed.



SULTAN TAKES THE STRAIN...

HMS Sultan's 560 kilo and 640 kilo tug-of-war teams have had their most successful season for a number of years.

Coached by POPT Micky Bath and LPTs George Ralston and Neil Cockcroft, the team, all MEA Apprentices, won both Portsmouth Command and the Navy Championships, dismissing HMS Collingwood in both finals by two pulls to nil (see picture above).

Weekend shows at Beaulieu, Horsham and Lewes against seasoned civilian opposition gained the teams the required experience for the intense competition of the Royal Tournament Inter-Services Junior Championships.

This proved the season's cli-

max. As sole Navy representatives in the 560 kilo class, the lads beat the RAF's best, only to be beaten by the very strong Royal Artillery teams and finished a creditable fourth overall. The 640 kilo and 680 kilo went much the same way as Sultan came fourth and sixth.

Aldershot was venue for the Inter-Services, which followed. Once again the Army had a clean sweep. Sultan's team finished a close third to the RAF against senior, more experienced opposition — men against boys!

Air nets crown

NARROWLY missing out on promotion to Division 3 South was the unhappy end to the fortunes of the RN men's volleyball team for the 1989/90 season. Top slot rightly went to Whitefield — 18 wins from 18 games — while the Navy and MGI Wessex raced for second.

In the end it was MGI which got there, despite having been beaten by the Navy both times they met.

The Navy men's and women's teams joined forces for an end-of-season trip to Holland. Availability problems led to a squad of only four players from the men's first team and four Wrens. This gave coach Steve Glennon, manager Steve Colthart and secretary Dave Hall their big chance!

Having arrived at a Dutch Army base in Voigt, the RN players first tackled a two-day outdoor tournament at Nijmegen. Sixty teams participated, including some from Poland and West Germany. The RN entered the Men's Div. 2 competition and the mixed league. The mixed team finished third, but both RN teams demonstrated a welcome, light-hearted approach to the game.

For the rest of the visit the squad played at various locations around Nijmegen, teams being selected by drawing lots. Due to the cancellation of the 1990 Inter-Unit Volleyball Championships, the Volleyball Navy Cup was introduced. The four regional finalists, HMS Seahawk, Sultan, Heron and Neptune met at Temeraire.

The trophy was eventually won by the favourites — Seahawk — after an entertaining day's sport.

Seahawk's most difficult opponents proved to be the Neptune players, coached by veteran ex-Navy coach, CPOWtr Ivan Milburn, who played extremely well despite recent ill-health.

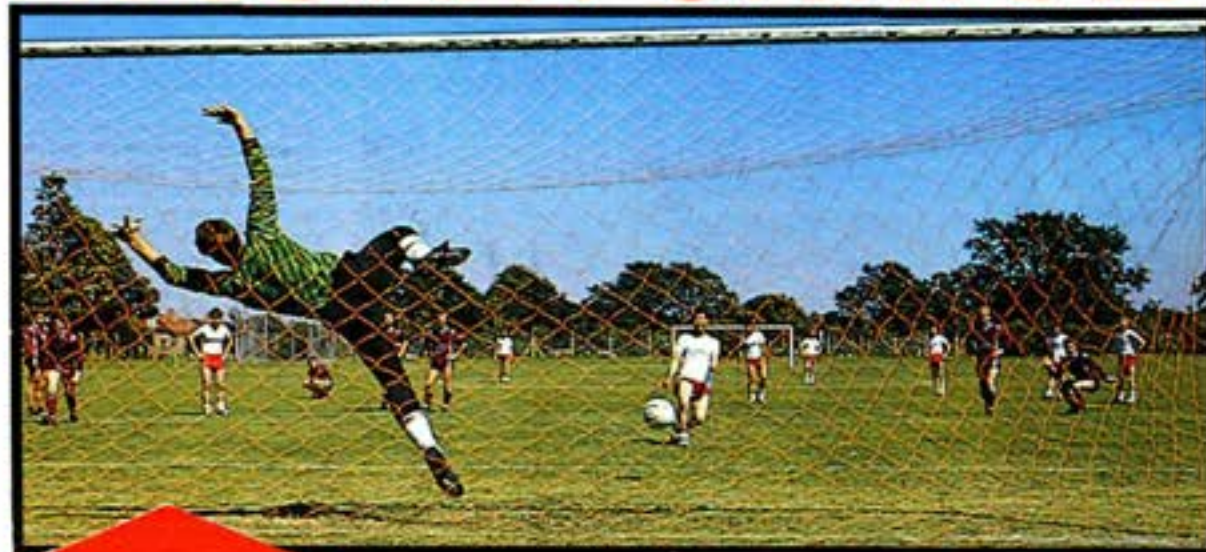
The 1990 Inter-Command Championships followed and saw pre-tournament favourites Air, coached by CPOAEA Dave Robson (Seahawk) — the oldest player taking part — almost beaten by Fleet in the first match.

Led by CPOWtr Dave Hadleigh, the Fleet team were 2-1 sets up, having given a fine display of attacking volleyball. But the more experienced Air Command team fought back and ran out winners by the smallest of margins, 16-14 in the final set.

Air went on to win their remaining games — including another five-setter against Portsmouth — to retain the trophy for the fourth consecutive year.



RUSSIAN FORWARD



FULL stretch — HMS Sultan's keeper demonstrates the athleticism which led his team to an 11-1 victory over Soviet visitors from the destroyer Bozuprechny. The tables were turned, though, when the two met on the volleyball court: the Russians won by 2 sets to 1. See page 2.

Pyatt proves uncatchable

OPEN to both Service and civilian personnel, the 1990 National Bosun Dinghy Sailing Championships took place in Portland Harbour. A total of 32 boats competed in the four race series.

Stormy conditions resulted in some exciting sailing, but caused problems for the less experienced crews and capsize became the order of the day.

The first race gave Steve Pyatt and his crew Vince Grealy the opportunity to show the rest of the fleet what the Army could do. They finished first, despite a strong challenge from Colin Blake for the RAF and CPO Micky Finn in a Royal Navy boat.

As the competition progressed, Steve Pyatt consolidated his position, to become the undisputed Bosun National Champion.

Raleigh Wrens fast learners

MORE than justifying the faith placed in them by organiser Peter Downie, Staff Instructor at Jupiter Point, a WRNS team from HMS Raleigh sailed in fine style the Plymouth to La Coruna (Spain) leg of the Tall Ships Race.

They were led by Dr Anne Walton, yachtmaster examiner and head of maths at Britannia Royal Naval College. Also with them aboard HMSTY Chaser, a Nicholson 55, was charterers representative and Hornet skipper CPO(Phot) John Drew.

Having collected the boat from Hornet, the crew (right) — other than the afterguard — learned to sail her on the way to Plymouth. But up until the last day of their leg they were third in line, ahead of both Royal Marines and RAF crews.

At that stage misfortune struck as the spinnaker got wrapped around the forestay

and they dropped three of four places while it was sorted out.

Second Officer Mandy Belton went up and secured it and then the girls jury rigged the foresail.

Chaser was sixth across the line, leaving Mr Downie jumping up and down with pride.

Another Raleigh crew — all crews were 50 per cent 16-year-old trainees — then took over to sail Chaser to Bordeaux.

This was followed by a race to Fecamp, then on to Zeebrugge and home. HMS Raleigh is already working on plans for next year's race.

Tennis retains appeal

PORTSMOUTH Command made it three in a row by successfully defending the Inter-Command Tennis Championship at Burnaby Road in glorious sunshine.

Particular heroes for the home team were Lieut-Cdr Nick Alves (Centurion) and WEM John Linley (Collingwood), who remained undefeated in their four doubles matches.

Team captain Lieut. Tim Reynolds was delighted with the result and said, "We won the competition with the youngest squad and there is plenty of promising new talent in the Command."

This was emphasised by solid performances from WEA Jim Acton (Collingwood) and RO Dave Shaw (Mercury), who has now become an established member of the RN team. New face, MEA Feli (Sultan) also demonstrated the depth of young talent in the Portsmouth area.

Second post the post was Air

Command, whose players had shown plenty of grit and determination in overcoming the Royal Marines 3-2, as well as Fleet (3-1) and Plymouth (5-0). AB Dolly Gray (Daedalus) played three singles matches and managed to win them all over three close sets. Other members of the Daedalus contingent, CPO John Purdy and Lieut. Ian Stokes also won vital matches.

With 50 matches over the two days there was considerable exhaustion by the time of the presentation. RNLTA chairman Capt. Brian Teyler (Foxhill Bath) was pleased to note that the effort put into and enjoyment of this traditional event have remained pretty much unchanged over his years of involvement with Navy tennis.



Picture: LA(Phot) Andy Collier.

Olympic hopefuls going for broke

AFTER winning four International Europe national championships in as many years, Lieut. Steve Cockerill (Collingwood) is fast making his mark as a helmsman in the highly-respected British Olympic 470 fleet.

Having begun sailing at the age of five, Steve sailed many dinghies on his way to becoming the graduate national champion, national junior champion and captain of the university side which won the University Team Racing Championships, before sailing the International Europe.

His transition to the 470, the Olympic Class two-man dinghy, has not been without difficulties, not least financial. Because of the batter-

ing it receives the 470 remains competitive for just a year.

Training in the Solent at every opportunity has taken its toll, and it will cost £7,000 to replace Steve's two year old boat. The sails also have a very short lifespan — up to three weeks of top level sailing — and cost £700 a set.

All-in-all a would-be Olympic competitor is looking at a bill of around £25,000. In the past four months Steve has spent £1,600 to keep his 470 in competition. But if he succeeds in becoming one of the top three in the country the Royal Yachting Association will offer travel grants of up to 50%.

Making the breakthrough to the top is the most expensive time and backing from local industry has been confined to a gift of sails from the Portsmouth-based Larcome Solicitors, sailing clothing from Gul Wetsuits and help from the Royal Naval Sailing Association —

all of which is much appreciated.

Earlier this year Steve captained the Royal Navy sailing team which won the Victory Trophy for the first time since 1964. His fifth Europe World Championships will follow, together with preparation for the next round of the 470 qualifiers, which will take him to Palma at Christmas, funds permitting.

If it isn't easy having a naval career and pursuing Olympic status, at least Steve can discuss the problems with his fiancée, Second Officer Anne Lucas, who is also aiming for Barcelona '92.

Anne, coming to the end of an appointment to COMNAV SOUTH in Naples and about to rejoin HMS Dryad, previously sailed for Exeter University.

As a member of the WRNS she took part in both dinghy team racing and yacht racing. Having taken her own

Europe dinghy to Naples, she has been training with members of the Italian ladies team.

In the World Championships at the end of July, Anne finished 91st overall — reflecting her lack of experience at this class — but was in the 20s in the last race and ended as second British lady.

To come are the National Championships — a qualifier for next year's World Championships in Brazil. Anne needs to do well; only the top two of the five places will be grant-aided.

Once back in England full time she hopes to qualify for as many international events as she can to make up her lack of experience sailing in large, top-class fleets. The other Services will have to look out, too. Before going to Italy, Anne was Services single-handed ladies champion in 1987 and 1988.



Above: Olympic hopeful Lieut. Steve Cockerill sailing his 470, crewed by CPO Charlie Sheppard (Collingwood).

Picture: LA(Phot) Andy Collier.

Deadline for nine

Ships to go by December listed

HMS Centurion has already been in touch with commanding officers of ships and submarines due for early retirement this year about the future of ships' company members.

"Action is well in hand on deployment of manpower with the intention of making best possible plans for the individual," said Centurion. "The timescale involved will still enable Drafty to operate within the drafting rules."

As briefly reported last month, a series of savings measures designed to ensure the defence programme is not over-spent this financial year is now under way, including deferring equipment purchases and retiring ships early.

The nine ships and submarines to go by the end of December include: The Fleet submarine HMS Conqueror (first commissioned in 1971 and which is remembered worldwide as the sub which sank the Argentine cruiser Belgrano in the Falklands war); the Oberon-class submarines HMS Onslaught and Odin (both first commissioned in 1962); the Leander-class frigate HMS Phoebe (1966); the Ton class minehunters HMS Gavinton and Kirkliston (both 1954); and the Bird class patrol craft HMS Sandpiper and Peterel (both 1977).

"These vessels are relatively elderly and some were due for expensive refits," said MOD. "They are being retired so that investment can be concentrated on newer, more capable ships."

Refits

At the same time the seabed operations vessel HMS Challenger, first commissioned in 1984 — and on which much work has subsequently been carried out — will be offered for sale to the private sector, the plan being to meet any future needs by chartering this and other vessels.

In another announcement MOD said it intended to allo-

All eyes are on Armilla

AB David Harbinson checks the sights of the 20mm Gambo during his watch on board the Type 22 frigate HMS Battleaxe currently on duty in the Gulf.

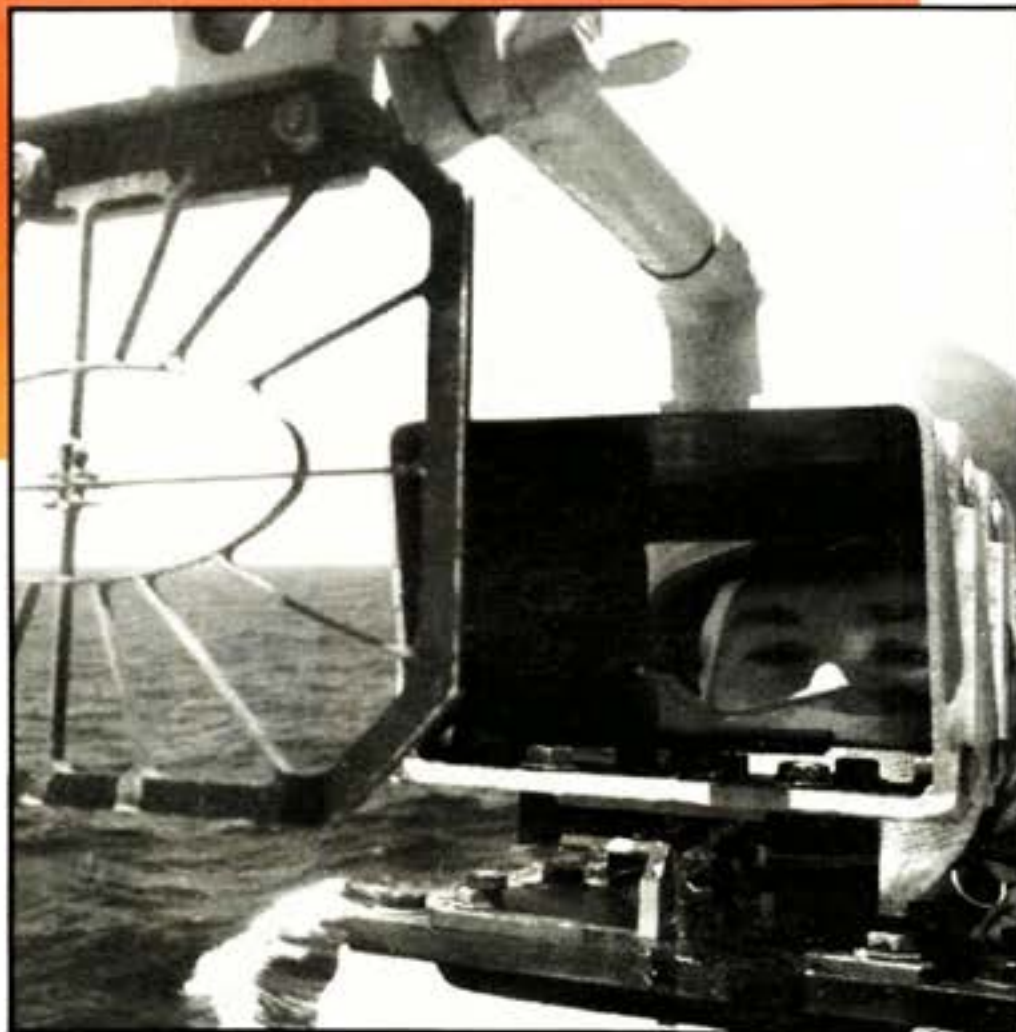
cate the refit of RFA Fort Austin to Devonport Management Ltd, subject to contract negotiations, and proposed directing a further two RFA refits to Devonport later in the present financial year, provided contract negotiations demonstrated value for money.

Job losses

Refits of other RFAs planned for this year would go out to competition.

Revised forecasts of the workload at Devonport over the remainder of DML's contract showed that unless some alleviation was given there would be a steep decline in the short term, followed by a recovery beginning in 1991 when HMS Illustrious is planned to start a major refit.

Meanwhile, DML has announced some 1,400 more job losses at Devonport, where the dockyard work force is likely to fall to about 5,000 by next Spring. The yard is also reducing use of buildings and sites as an ongoing process.



Navy Days to spread the load?

NAVY DAYS may no longer be staged in both Portsmouth and Plymouth every year and, starting in 1991, these naval showpieces could alternate between the two ports. Venue for the first of the new-style events next year would be Plymouth.

Plymouth will also revert to holding Navy Days over the Bank Holiday weekend at the end of August rather than in July, which has been the date in recent years.

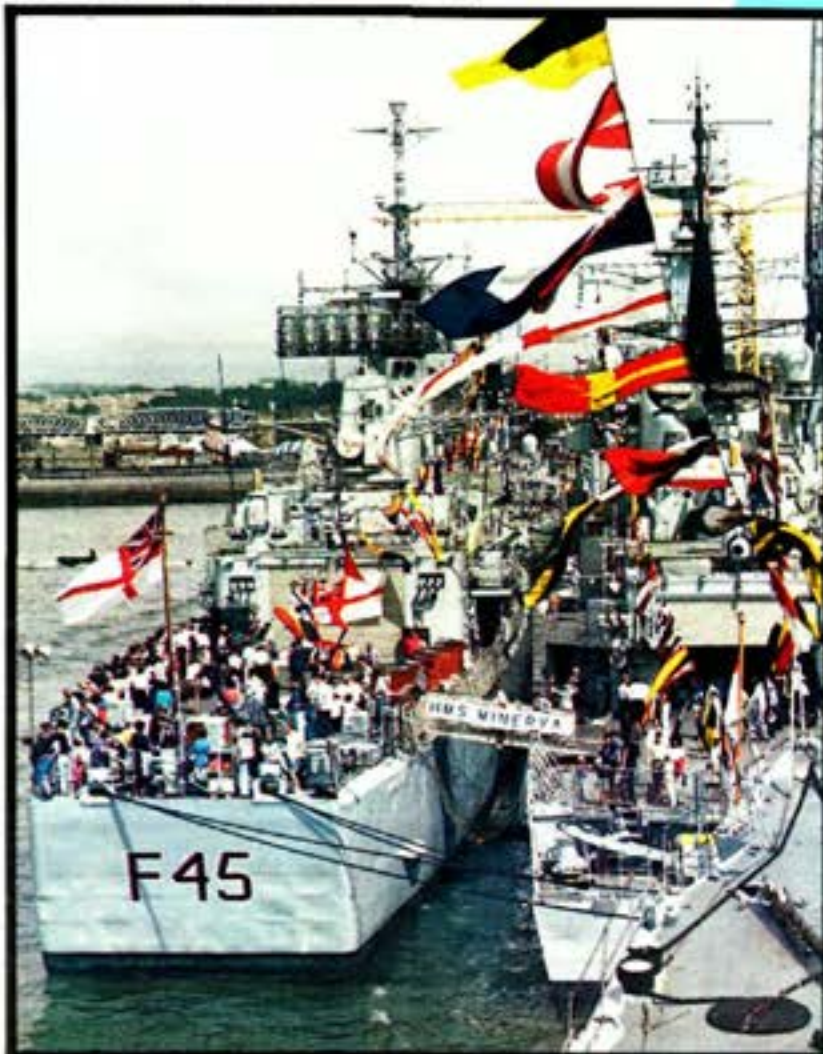
Announcing the plan to alternate between the two bases, Vice-Admiral Sir Alan Grose (Flag Officer Plymouth and Naval Base Commander Devonport) told visitors to this year's Plymouth event, "The intention is to create a much grander show for you, concentrating all the available assets in one place rather than splitting them between the two naval bases, while providing even better value for money."

This year's Plymouth event attracted more than 20,000 visitors over the weekend July 27-29 and for the second year running was concentrated around the new jetty at Weston Mill Lake. Visitors went on board a variety of frigates and other vessels and there were flying, river and arena displays.

Participants included the Royal Marines, HMS Sultan (hornpipe and cutlass displays), and Sea Cadets and GNTC.

● Left — visitors throng the upper decks of the frigates HM ships Minerva and Arrow during Plymouth Navy Days.

Picture: HMS Drake Phot. Section.



STEADY ON COURSE

On duty together in the Gulf as the build-up of naval forces continued — HM ships York (nearest camera) and Jupiter, two of the Royal Navy's current Armilla patrol ships.

Picture: Derek Hudson

Build-up in Gulf

● From page one

also left Plymouth, with two Sea King Mark 4s on board.

The forward repair ship RFA Diligence, which had been operating away from the UK, is also being deployed. Her workshop facilities can undertake the repair of ships on station.

In the Gulf, the routine of talking by radio to merchant ships, asking their port of origin, cargo and destination has taken on added significance in the light of United Nations sanctions against Iraq.

Procedures are well defined and ship's commanding officers are aware of the rules of engagement, although these remain undisclosed.

The hundreds of naval personnel involved, including detachments of Royal Marines are equipped for threats of many kinds. They have been patrolling in sweltering heat, with temperatures of 130F and more in engine rooms and sometimes even hotter on deck.

Some of the men who sailed in the Jupiter when she departed Mombasa early left behind wives, children and girl friends who had flown out to be with them during leave. But after six days together, the ship was ordered to sail.

One wife said later, "We were upset at the time that our holiday had been disrupted, but we understand that our husbands have a job to do. However, that doesn't make the goodbyes any easier, especially as we were so far from home."

Senior Naval Officer Middle East (SNOME), commanding the Armilla patrol ships, is Commodore Paul Haddacks, who took up his new appointment in mid-August.

See also page 19.

GULF RADIO SERVICE

BRITISH Forces Broadcasting Service is now broadcasting live to the Gulf, and wives, families, friends and sweethearts can send in requests and dedications to the following address or phone number: BFBS, Box 786, London. Telephone 071-724-1234.

There are three half-hour live programmes seven days a week. Times and frequencies:

0200 — 0230 GMT: Shortwave frequencies — 7.125, 9.64, 13.745.
0930 — 1000 GMT: Shortwave frequencies — 15.265, 17.695, 21.735.
1330 — 1400 GMT: Shortwave frequencies — 15.195, 17.695, 21.735.



● Hunt Class MCM vessels sail from Rosyth, initially for the Eastern Mediterranean.