

PLAIN ENGLISH CAMPAIGN AWARD WINNER



Navy News

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50TH BIRTHDAY ISSUE

Navy News is 50 years old this month. In this picture (left) HMS Victory staff get up to date with issue No 7 of what was then still just the *Portsmouth Navy News*. Note the blue caps worn in winter until 1956, after which white covers would be retained all year round. Right: our first front page in June 1954, featuring Portsmouth field-gun crew with a bevy of Windmill Theatre girls – and the then new carrier HMS Albion.

- Message from Second Sea Lord – p2
- Special souvenir supplement next month



NEW assault ship HMS Albion was declared ready for front-line operations following exercises off Norway. Now she faces a further test as she sails to take part in major war games in the Atlantic (see back page).

Her predecessor, the Hermes-class carrier that was the sixth RN ship to bear the name, featured on *Navy News*' first front page in June 1954.

Below: HMS Albion in January 1965, on exercises with Wessex Mk5 helicopters of 848 Naval Air Squadron and 41 Commando RM embarked.



ATLANTIC DATE FOR ALBION

● THE SHIP THAT SAVED NORWAY – Centre pages

Oldest squadron goes out with a bang!

MARKING the decommissioning of 800 Naval Air Squadron (see April issue) artist Eddie Ash was commissioned to produce a special painting *Defenders of the Fleet* for the Wardroom at RN air station Yeovilton.

It will move to RAF Cottesmore in April 2006 where 800NAS will reform flying the Harrier GR9.

The painting commemorates the whole Sea Harrier era, depicting both FRS1 and FA2 versions flying over HMS Ark Royal, HMS Hermes and HMS Invincible – all of which have had 800NAS as part of their Carrier Air Groups.

Limited edition prints can be purchased by contacting the artist on 01522 514074 or by email: eddieaviation@mail.com

800NAS will fly GR9s for about six years before re-equipping with the new Joint Combat Aircraft to form an Air Group on the new aircraft carriers around 2012 (see also page 15).

In its last days before decommissioning, the oldest squadron in the Fleet Air Arm won both the Bambara Flight Safety Trophy and the Joint Force Harrier bombing competition. 800NAS wiped the floor in the latter, beating all four RAF GR7 squadrons on their home territory at RAF Cottesmore. Force Commander Cdr Tim Eastaugh had best individual score which included a staggering three out of four direct hits.

Said 800's CO Cdr Paul Stone: "This was a perfect way for us to finish and it gives the RAF an indication of the quality of RN personnel that are in the process of migrating to GR7. It was great to go out with a bang!"

● **LIMITED EDITION:** Eddie Ash's *Defenders of the Fleet*, available as a print



FIGUREHEADS



HMS TREMENDOUS

STANDING just over 5ft tall, this bare-chested three-quarter figure of Neptune with a long, flowing black beard represents HMS Tremendous – one of the oldest surviving British naval figureheads.

Begun at Barnard & Co's yard near Deptford on the Thames as a 3rd Rate vessel of the Ganges/Culloden Class of 1778, taken from designs by Hunt, she was lengthened during build to 170ft – 1,656 tons of 74 guns and a crew of 600 officers and men.

The Admiralty ordered her construction to start on June 30, 1779 and with the keel laid in 1782 she was finally launched on October 30, 1784.

HMS Tremendous had an interesting early life in the Service. She saw outstanding action at Admiral Lord Howe's famous victory at the battle of the Glorious First of June in 1794 and then a year later, under the command of Admiral Elphinstone, at the Battle of Cape of Good Hope.

Few surviving figureheads have such a fine pedigree. By 1810 Tremendous was taken back into the dockyard and rebuilt, at this time given the new name of Grampus. In 1845 she was again cut down to a 50-gun frigate and 4th Rate vessel before becoming a powder hulk for the Ordnance Department in Portsmouth Harbour.

Finally, by 1866 she was again re-established and hulked before becoming a powder depot in the Dockyard there.

The ship was sold to the local firm of J. Read & Co and broken up in the Camber in 1897, ending an exceptional service life span of over 100 years. The figurehead was removed and stood in the breaker's yard until 1906 when it was presented back to the Royal Navy and placed in the collection of the original Dockyard Museum.

It is now part of the Royal Naval Museum collection, on display in its gallery of figureheads.

'Stirring start' scheduled for Trafalgar 200

'A NATIONAL commemoration even larger than in 1905.'

That is what Britain can expect from the bicentennial events marking the Royal Navy's decisive victory at Trafalgar.

Using Nelson's Column as the backdrop, First Sea Lord Admiral Sir Alan West unveiled the grand plan for the 200th anniversary of the battle which continues to define the RN's reputation on the international scene.

The hub of the celebrations will be a Fleet Review and International Festival of the Sea in Portsmouth in June and July next year.

The June 28 review, watched by the Queen, will be, said Admiral West, "a stirring start to six days by the sea", culminating in the festival – last held in the Solent in 2001 when it drew 250,000 visitors.

Around 30 nations have said they want to send their ships to attend the review – including Britain's opponents at Trafalgar, France and Spain.

But that is the crux of Trafalgar 200 – a celebration of the sea and international friendships, rather than triumphalism.

"Our aim is not simply to look back but to raise our sights to future horizons," Admiral West said.

"We will celebrate the importance of the sea in our lives and our international maritime friendships and links, and the importance of the Royal Navy in today's world."

Remaining Trafalgar events will centre not surprisingly around October 21 with a dinner aboard Nelson's flagship HMS Victory, a service of commemoration at St Paul's Cathedral and a 'party' for young people in Trafalgar Square on October 23.

Trafalgar 200 is part of wider events next year generally celebrating Britain's maritime links under the Sea Britain banner. In a world seemingly dominated by air travel, the UK relies on the sea for 95 per

● **RAISING HIS SIGHTS:** First Sea Lord Admiral Sir Alan West announces plans for the Trafalgar bicentenary



cent of its trade. "It's all too easy to underestimate the importance of the sea. 2005 will be a national tribute celebrating our maritime community, raising awareness, stimulating tourism and leaving a legacy for the future in our children," said Armed Forces Minister Adam Ingram.

Nelson expert and Trafalgar 200 organiser Colin White said he hoped 2005 would see "a huge cel-

ebration on a jubilee scale", with individual communities coming up with ideas to mark the anniversary in their own special way.

He added: "1905 was nothing compared to what is planned for 2005."

"This is not a case of a few big national events. The strength lies in lots of local events with a national identity."

2SL says Happy Birthday, Navy News



● **Second Sea Lord Vice Admiral James Burnell-Nugent**

EVERY sailor during a long deployment looks forward to the mail drop, and few things, short of a love letter or lottery cheque, are more eagerly received than the latest copy of *Navy News*.

Its editorial mix of current RN operations, features, historical items, letters and reviews, enlivened by witty cartoons and the best work of RN photographers, makes the paper required reading Navywide.

During its 50 years, the *Navy News* has retained its editorial independence. Many major RN stories, from the end of the rum ration to Wrens serving at sea, were broken in *Navy News*, to be eagerly followed up by the national and international media.

Navy News embraces the best of modern technology. Its award-winning website reaches thousands across the globe, many of them with no personal connection to the Royal Navy.

Its universal appeal is a tribute to good communication and plain English – so important in our technical and acronym-heavy environment.

For all its current sophistication, I like to remember that *Navy News* was founded in 1954 with £350 from the RN Barracks pig swill fund. Rarely can a fund have been put to better use. Many happy returns, *Navy News*!

'HOSTILITY' TO FUND FOUNDED ON IGNORANCE

IN EIGHT months touring ships and establishments promoting the Voluntary Deductions from Pay scheme in aid of Naval charities a single senior rate managed to almost double the take-up.

CPO Steve Gaskin told the annual meeting of King George's Fund for Sailors at the Mansion House, London that he had encountered a lot of hostility on the way, though.

This was, he said, purely down to ignorance of the charity's roles – in some instances he had found 50 per cent of ship's companies were unaware of KGFS' very existence.

New Chairman Vice Admiral the Hon Sir Nicholas Hill-Norton agreed with him: "As a newcomer, I have detected a general lack of understanding about KGFS and what it stands for," he said, noting that 2003 had been "an uncomfortable year" for charities as a whole.

Guest speaker Second Sea Lord Vice Admiral

James Burnell-Nugent went further: "The national perception of our dependence on the sea is dwindling to almost vanishing point in some areas, at the same time that it is actually on the increase," he warned.

In the wake of the uncertainties and insecurities following September 11 and the Iraq war, people's "normal generosity of spirit had become somewhat tight-fisted", said Admiral Hill-Norton.

"All the more remarkable then, that our loyal and hardworking supporters, paid and unpaid, should have raised more voluntary income than in 2002 – a tremendous effort."

He aimed to double KGFS fund raising income over the next five years – and hoped it would be the "charity of choice" for organisers of the many events connected with the Trafalgar bicentenary over the coming year.

"Despite some recovery in the stockmarket, investment income was lower in 2003 and this meant that we had less in grants to distribute than we would

wish. There is no shortage of seafarers needing our help – those from World War II, most now in their 80s; those out of work, often without pensions, as a result of the dramatic reduction in our merchant and fishing fleets; those unfortunate enough to have been injured mentally or physically by some event during their service at sea; and some dependants of all these categories.

"And the cost of looking after them rises inexorably. One home I visited is paying an extra £160,000 to meet additional nursing standards required by the National Care Standards Regulations and a further £100,000 for agency nurses to cover gaps.

"Increased National Insurance contributions, the need to apply for Criminal Records Bureau checks for every staff member and the need for much more frequent, and expensive, legal advice in our increasingly litigious society, add significantly to the burden."

□ See Newsview, p20



● "There is no shortage of seafarers needing our help" – Vice Admiral Sir Nicholas Hill-Norton

HM makes up for missing the party

THE MONARCH visiting, the captain departing, another captain arriving and deployment to the United States.

Unstrained quality of Mersey

DESPITE none-too-kind weather conditions which have prevented boardings on occasions, the Navy's latest fishery protection vessel HMS Mersey has still been providing an effective visual deterrent to any lawbreakers.

Commissioned at Liverpool's Canada Dock on March 26, the ship ran into bad conditions as she was completing five patrols protecting British fish stocks around the west of England into the south west approaches.

Prior to commissioning, the ship's company had been put through their paces as part of Mersey's final period of assessment before becoming fully operational.

For three weeks, two watches would take the lead while the third stood on to observe and take note, enabling all three watches to work with their opposite watch combination.

Every day was packed with tests – from fires and floods to armed boarding and anchorage.

As with her post-commissioning patrols, the weather was unkind to Mersey as she left Portsmouth on the next tasking of fisheries protection on the west coast of the UK.

During the week-long patrol, boardings were carried out as and when the elements allowed. Even after the ship had come alongside the dock in preparation for the commissioning ceremony, the cold and wet conditions did not abate as the ceremonial guard was being trained.

On the day itself, Mersey's sponsor Mrs Jenny Reeve braved drizzle and arctic temperatures to inspect the guard.

All connected with the ship are now hoping that the weather, like her future, is set fair.

All in a month's work for the Royal Navy's flagship HMS Invincible.

The private visit by the Queen was the highlight for the ship's company of a hectic spring which has seen the Portsmouth-based flat-top pushed hard by operational demands – notably winter war games off Norway.

The Queen spent four hours with crew on a blustery day in the Channel off Portland, making good a promise she made last year when a hospital operation prevented her from attending Invincible's rededication; the Duke of York stood in for her at the ceremony.

Her Majesty is the carrier's sponsor, having launched the ship in her Silver Jubilee year back in 1977.

Arriving by royal helicopter, the Queen was led into the hangar to meet 100 crew of all ranks and professions and also visited the carrier's operations room before departing.

Three days after the red carpet was rolled out, Vince's crew bade farewell to Commanding Officer Capt Trevor Soar after nearly 18 months in charge.

He was flown off by a Sea King Mk IV from 846 Naval Air Squadron and flown to his former school, Loughborough Grammar in Leicestershire, for a visit to its Combined Cadet Force.

"It was a delight to be able to demonstrate that a career in the RN is full of excitement and opportunity and an honour to mark my departure from my last sea-going command by visiting my old school," he added.

Newly promoted Rear Admiral Soar is now responsible at Whitehall for procuring front-line equipment.

He has handed over the reins of the Falklands veteran carrier to Capt Neil Morisetti, whose first task has been to lead Invincible to the eastern seaboard of the USA for major war games with Allied navies (see back page).



● FOND FAREWELLS: The Queen gives a wave to the ship's company of HMS Invincible in the Channel off Portland, escorted back to her helicopter by departing CO Capt Trevor Soar



To Russia, with love

TO TIE in with a planned visit to St Petersburg by a Sandown-Class minehunter later this year, our Naval Attache in Moscow asked for yet another of our cutaways to be translated into Russian.

Inside the Type 22 and 23 Frigates illustrations have already received the same treatment and copies given away to thousands of visitors to these ships stopping off in Russian waters in recent years.

The entire series of 18 illustrations by artist Mike Badrocke is shortly to be published in book form as *Inside the Royal Navy*. One of them, *Inside the Flower Class Corvette*, won an award at the 2004 Communicators in Business competition. See p20



From Blackbeard to Brighton

Back in England after her record-breaking stint in the Navy's Gibraltar Squadron, HMS Ranger — one of the smallest ships in the Royal Navy — is now starting life as training ship for the Sussex University RN Unit.

The 49-ton Archer Class patrol vessel returned in March on the back of a chartered Dutch container vessel, having completed thirteen years' service in the squadron for what is described by the RN Historical Branch as the longest period a Royal Navy ship in continual commission has been away from the UK in the last 100 years.

Under her new Commanding Officer, Lt James Parkin, she has just completed a re-fit before embarking on a summer of activities.

Built at Shoreham in 1987, Ranger is the sixteenth in an illustrious line.

This includes the sloop hired in 1718 by Lt Robert Maynard to capture and kill the notorious pirate Blackbeard, and the Opossum Class WWI destroyer which was notable for being the first command of future Admiral of the Fleet David Beatty.

In between came the sixth rate frigate which was originally the French privateer *Deux*



● *Vessel with a history: exclusive first glimpse of HMS Ranger at Portsmouth — now minus guns*

Couronnes, captured by HMS Gloucester in 1747; the cutter which saw the ship get her only battle honour (the Glorious 1st of June) in 1794; the Philomel Class wooden steam gun vessel which spent the period 1860-1867 successfully fighting the West African

slave trade of the coast of Niger; and the Algerine Class composite steam gun vessel which spent seven years on the East Indies station.

Sussex University Royal Naval Unit (URNU), one of 14 located on or near university campuses around the UK, is the only naval

presence in East or West Sussex.

Each unit has a shore headquarters, comprising offices, classrooms and officers' mess and a training vessel like the Ranger of the P2000 Class.

Since coming out of her re-fit on May 10, Ranger's company has

been undergoing a period of training, culminating in operational sea training over the first week of this month.

She will then undergo a six-week summer deployment when the vessel will travel anti-clockwise round the east coast of the UK, through

the Caledonian Canal and down the west coast of Scotland and England.

To round off 2004 – Trafalgar Night comes too early in the academic year – students celebrate Blackbeard night (in mid-November).

Facts and figures

Class: Archer class
P2000
Displacement: 54 tonnes
Length: 20m
Beam: 5.8m
Draught: 1.9m
Complement: 17 (5 ship's company)
Top Speed: 20kts
Range: 550nm at 15kts
Dimensions: 20.8mX19mX5.9
Main machinery: 2 RR CV 12 M800T diesels; 1,590 hp (1.19 MW);
Radars: Navigation: Racal Decca 1216; i-band
Guns: Fitted for but not with 1 Oerlikon 20mm and 2 7.62mm MGs

BATTLE HONOURS

Glorious 1st of June...1794

HEROES OF THE ROYAL NAVY No 3

LS Jack Mantle



● *Right: LS Jack Mantle, who, according to his citation, "behaved too magnificently for words" and (above) an artist's impression gives an indication of what it must have been like for Mantle and his fellow crew members as a force of Stukas attacked the Foylebank*

ONLY one of the VCs won by the Royal Navy was awarded for an act of gallantry within the United Kingdom itself.

That honour went posthumously to 23-year-old Leading Seaman Jack Mantle, serving aboard the armed former merchant cruiser HMS Foylebank.

At the time of his death, he was already about to be mentioned in despatches for his gallantry while serving in the Naval Control Service in the Thames. (He brought down an enemy aircraft with a Lewis gun).

By July 1940, with the Battle of France ended, the Battle of Britain, to quote Churchill, was just beginning.

Soon, operating from airfields in France less than an hour's flying time away, Dornier bombers, Messerschmidt ME109s and Junkers Ju 87 Stuka dive-bombers were raiding and strafing towns, harbours and installations all along the south coast.

The ill-fated Foylebank was ordered to moor near Portland dockyard to give support to the shore anti-aircraft batteries on the island.

On July 4, Admiral Sir William James, the CinC Portsmouth, wrote: "Bombing has started in earnest and Portland has had a bad time from the dive-bombers: we have lost six ships out of one convoy."

That same day, approximately twenty Junkers Stuka dive-bombers swept down from the ship's blind side at about 5,000 feet.

Breaking formation, they dived in small groups on the hapless Foylebank in the harbour, raking her with machine gun fire and releasing their bombs as

they pulled.

With twenty-two direct hits, and the ship's electrical system out of action in the first attack, the main armament had to fire independently, using the ammunition from the ready-to-use lockers on the gundecks.

The secondary armament then became the best form of defence. Despite the carnage (72 of Foylebank's complement of 292 were killed before the ship was sunk), those manning the guns fought back, operating their guns manually.

In particular, the men firing the pom-poms and machine guns in the "short, bloody and fierce" battle continued to engage their attackers until they withdrew.

Mantle was manning the ship's starboard 20mm pom-pom. His left leg was shattered by the blast from a bomb exploding nearby, but he remained at his gun, training and firing it by hand after the power failure. Despite being wounded again several times, he continued to fire the gun.

His citation read: "Between his bursts of fire, he had time to reflect on the grievous injuries of which he was soon to die; but his great courage bore him up till the end of the fight, when he fell by the gun he had so valiantly served."

Mantle's posthumous VC was presented to his parents by King George VI in June 1941.

His mother said: "Jack didn't seem to be the heroic type. He was a quiet, earnest boy. He had an intense dislike of pain, and was always afraid of the dentist..."



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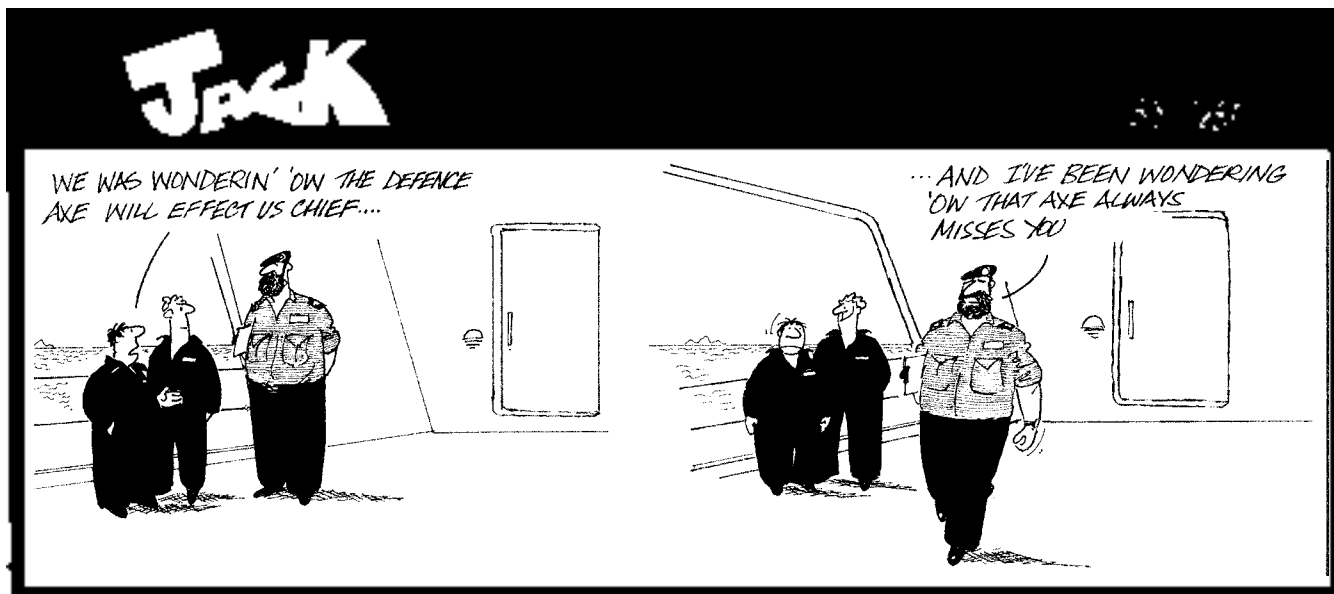


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Deaths in Service

THE ROYAL Naval Research Team, Roger Fryer and Lorna Read, has disbanded after almost two and a half years.

They have completed an extensive research exercise, resulting in the creation of a new database containing records of all Naval deaths in Service since January 1, 1948.

The handover of the database to the Naval Casualty Branch has now taken place and I have every confidence that they will find it an invaluable resource to assist them in their day-to-day work.

Roger and Lorna have relied on the support and goodwill of others without whom they could not have achieved the successful completion of this database with almost 6,000 records.

I would like to take this opportunity to add my personal thanks for your help.

Providing Roger and Lorna with access to back issues of *Navy News* has proved to be an invaluable asset for their research and was often the only way to find some of the required information. – **Lt Col R. Callander**, Armed Forces Memorial Project Team

Perfectly turned out

MY WIFE and I had the pleasure of attending our grandson's Passing Out Parade at BRNC Dartmouth and I was thrilled to see a young Royal Marine Cadet immaculately turned out in his best Blues standing to attention as the Queen's Colour passed.

His salute was perfect. A credit to the Royal Marines (in which I served 1949-56) and to the Portsmouth Sea Cadet unit. – **J. Proudman**, Evington, Leicester

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

Forced march POW married widow of oppo from Undine

FURTHER to the story of HMS Undine (April issue) in 1953-55 I was an EM in HM Submarine Telemachus, based in Sydney.

Our Chief Electrician at this time was Mac McArdle. One day after Divisions I asked him why he only had three medals. He told me that he had joined the Navy in 1930 as a boy and was the LTO on Undine when she was sunk. He spent the rest of the war as a POW.

He told me a few hair-raising stories of his life as a POW, one of which included escaping and then being caught hanging onto the outside of a train as it pulled into a station.

Mac walked with a slight shuffle. This was caused by frostbite as he and other prisoners were marched across Germany before being released.

He was a very quiet and unassuming man and at one time he took over the duties of Cox'n when we lost ours in New Zealand. He carried out both duties until our refit in Singapore in 1954-55.

After the war Mac married the widow of his oppo from Undine who had died in the prison camp. – **B. Gerrish**, Manilla, New South Wales



● **HMS Telemachus in Sydney Harbour. She served with the Royal Australian Navy from 1949-59**

Monmouth cheers cricket fans

I RECENTLY had the good fortune to watch the last two Tests in the West Indies and when we were in Barbados HMS Monmouth was ahead of our small cruise ship.

I'd like to tell you what an excellent impression she made on all my cricket-keen fellow passengers, few if any of whom had any experience of the Navy.

The sailors who came into contact with the public, including many Americans from a very large cruise ship, were smart, cheerful, friendly and happy to talk with pride about their ship with its black flag, black pennant numbers, black ducal coronet and black Naval Crown on top of the Jackstaff.

They were a first class advertisement for the Royal Navy. – Vice Admiral Sir John Lea, Hayling Island, Hants.

● **HMS Monmouth alongside at Barbados**



To Ajax: now that's what I call a polished salute!

WHILE serving in HMS Ajax in the Mediterranean Fleet 1947-48 and at the same time responsible for general maintenance and upkeep of all close-range weapons, plus saluting guns, my fortune fell as follows.

A signal was received stating "The Duke and Duchess of Gloucester will be arriving unexpectedly at Malta RAF airport approximately 1230 hrs, saluting guns crew will be required to close up at short notice to fire a 17 gun salute."

The relevant rounds of ammunition were provided, the crew closed up when signalled to do so, with the duty gunnery officer, stop-watch at the ready.

On the order 'fire one', a blur was seen leaving the muzzle on discharge; the salute continued without a hitch, every round at the appropriate five second interval.

On completion, the gunnery officer asked: "Did you notice anything untoward on the first round?"

My reply was "yes", but I couldn't account for what we both had noticed.

All personnel were stood down and returned to their respective messes for lunch.

During the course of the afternoon a young seaman approached me while my time was spent stripping a pom-pom in the vicinity of the saluting guns.

"Excuse me," he said, "please don't say anything to the gunnery officer this lunchtime, but what you both saw when we fired the salute earlier was the tin of Bluebell polish and a ball of cotton waste I stuffed up the chamber before I dashed below for lunch."

We were tied up in Grand Harbour at the time, so some unfortunate local may have received a tin of Bluebell he certainly didn't want! – **E. Woods**, Teignmouth, Devon.

Blue, not Green

YOU stated under the heading "We will honour them on the beaches" that Green Berets crewed two out of three landing craft on D-Day (May issue).

Never in your life. The large majority of landing craft crews on D-Day were Royal Navy and Royal Marines of Combined Operations.

The Royal Marines were wearing Blue Berets which we continue to do as long as we are able at reunions and parades and which those of us who are returning to Normandy this June 6 will wear with pride. – **S. Blacker**, Shepton Mallet, Somerset.

Scyllas live on

I WAS very interested to read that HMS Scylla had been sunk off the coast of Devon to make a home for marine creatures and a point for divers to visit.

My husband Thomas, who sadly died last November, served aboard the World War II cruiser Scylla which was involved in many wartime exploits, including the Russian convoys and the D-Day landings.

I am sure he would have been pleased to know that the name will not be forgotten. – **L. Bartlett**, Abbey Wood, London



No. 599 51st year

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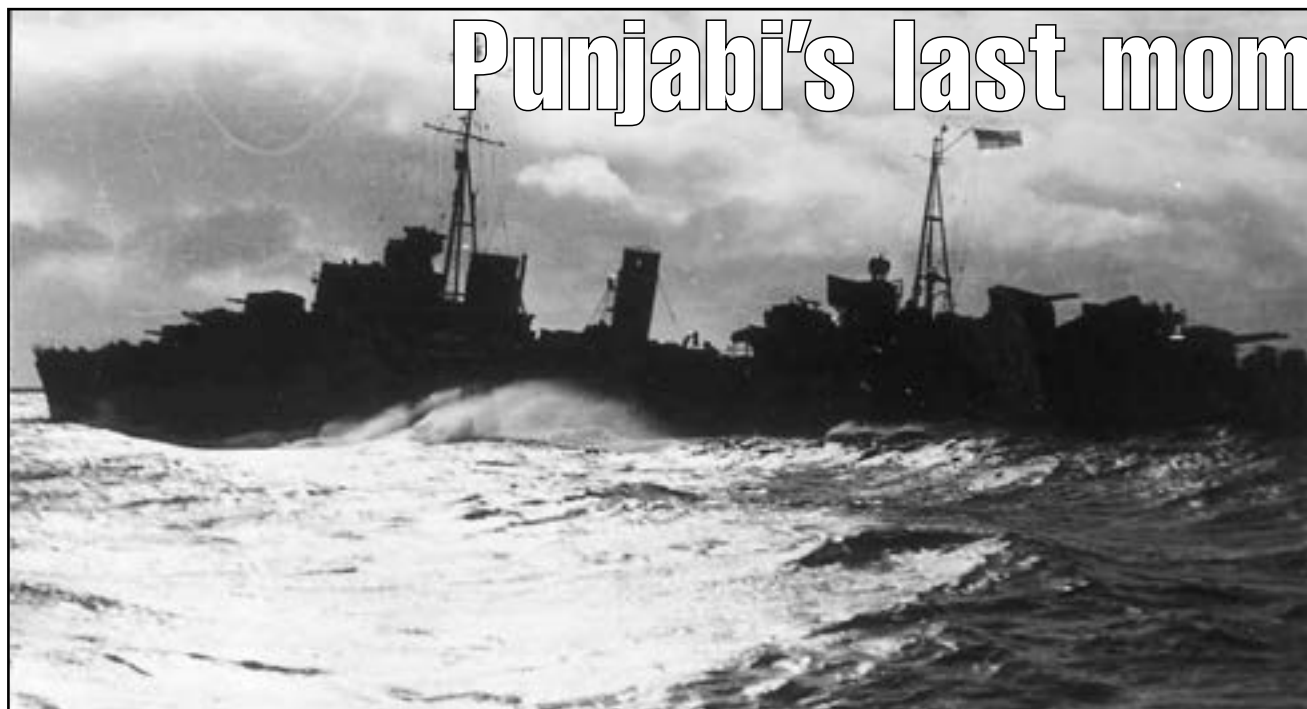
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Punjabi's last moments recalled



MAY 1 saw the 62nd anniversary of the collision between the battleship HMS King George V and the destroyer HMS Punjabi whilst on Russian convoy duties.

The disaster involved my father who was slightly injured in the Punjabi – but 62 were lost, with 169 survivors picked up by HMS Martin and HMS Marne.

The first Dog Watch were having tea just before 1600 when dense fog closed visibility. King George V crashed into Punjabi's port side just abaft the engine room and went through her "like a butter knife" at 25 knots.

Punjabi's stern sank almost immediately. Her ready-use depth charges went off, pinching in the battleship's sides and causing severe internal bruising to survivors in the water.

USS Washington astern of KGV had various fire control mechanisms and radars damaged by the shock of the explosion.

Many who were picked up unconscious could not be revived, but one man perhaps owed his life to the freezing waters. Several of his ribs were broken when he was thrown against the mess table and then scalded when the tea urn overturned on him. The pain and blisters were considerably reduced by his instant immersion in the chilling waters. – S. Wareing, Weston Super Mare.

● Last photograph of HMS Punjabi, possibly leaving Scapa Flow

Jury service slated as an 'intolerable burden' for sailors and messmates

THE MAY 2004 issue of *Navy News* left me totally speechless and indignant with incredulity when I read of the removal of the long standing exemption from jury service of serving members of the RN.

Who within the MOD has allowed this to happen? Of course Jury service is an important civic duty, but can these people not see that serving your Queen and country in the armed forces is a far more onerous and demanding civic duty?

There seems to be a commonly held misconception these days that servicemen are simply civilians who happen to wear a uniform and can be subjected to the same rules and regulations as the rest of the population.

This is a dangerous assumption. In joining the armed forces, personnel surrender many of the rights and privileges taken for granted by civilians.

They give up the right to lead their lives as they wish. They forfeit all rights to regular working hours and predictable holidays. They give up the right to be with their family; to sleep in their own beds every day; and to see their children grow up.

They willingly suffer living conditions that would have the average civilian running for his civil rights lawyer. They surrender the right to form a trade union and to have someone represent their views and opinions. Ultimately, of course, it is implicit that they may have to give their lives for their Queen and country.

To now impose upon these dedicated people the additional burden of jury service on the basis that it is simply a further 'civic duty' that they must perform is an intolerable burden both on the individual, upon their managers who will have to plan around their absence, and not least upon their mess mates who will have to carry out their duties and cover for them in their absence, during what could be a prolonged court case.

Perhaps it is envisaged that personnel could undertake their jury service during their leave periods? Or is it all more sinister? Is it a

way of getting jurors on the cheap?

I once had to appear at court as a witness and was denied any expenses, other than a meal, on the basis that as a serviceman I was already paid 24 hours a day and that the service had provided me with a travel warrant to get to the court.

Of course, it could be said that servicemen and women, by the nature of their training and discipline, can offer a lot to the justice system, but why this contribution should be made whilst they are still serving, and are already making so much of a contribution to the security and safety of their fellow man than most, is quite beyond belief.

This would appear to be just another example of political correctness gone mad, not to mention a complete lack of appreciation of what service life and responsibilities is really all about. All this at a time when a substantial proportion of the civilian population is totally unwilling to even lift a finger in the service of their country or community and see the concept of 'duty' as something to be derided and avoided at all costs.

Seldom have I felt so indignant. – **Cdr C. V. Hanna**, Kirkby in Furness, Cumbria

Flag rules all at sea

I AM indebted to my friend and colleague Cdr Bruce Nicolls for quoting from my research on *The Colours of the Fleet* (May issue) in response to a question about the White Ensign.

I wonder if you will permit me to expand a trifle?

In addition to the places which fly the White Ensign quoted the following should be added:

- HMS Cavalier at Chatham
- HMCS Haida at Toronto
- HMCS Sackville at Halifax, Nova Scotia
- St Anne's Church at Limehouse
- Nelson's Dockyard at Antigua
- The National Maritime Museum in Greenwich

I can explain the background to anybody who would like to know more.

G. Nightingale's original question referred, perhaps unintentionally, to a most interesting debate. Unlike most countries, Britain has no Flag Act, and thus no laws surrounding the flying of flags on land.

Flag flying is largely a matter of custom, practice and protocol, but not of law or regulation (except local government planning regulations).

In England and Wales you can therefore fly more or less any flag you like. Scotland has rather tighter laws, but not much tighter, and Northern Ireland has some special regulations.

Once afloat it all changes and flag flying is covered by the Merchant Shipping Act, which makes it a criminal offence to fly an illegal flag.

All this has some curious results. A Scot may fly his national flag on land and at sea with impunity, however an Englishman may only fly his national flag on land but not at sea, nor on his cabin cruiser on inland waters. Space does not allow me to explain further, but perhaps I am not alone in believing the laws at sea should be modernised whilst a Flag Act to cover flags on land would be a useful constitutional instrument.

However, Pandora had not just a box but a flag locker too, and opening Pandora's Flag Locker would raise many difficult issues best left alone.

Your readers may like to know that the Flag Institute has just published the fully illustrated definitive reference book to British flags and their usage – *British Flags and Emblems* – and details of how to purchase a copy may be found on www.flaginstitute.org – **M. Farrow**, Petersfield, Hants

CONTACT MADE WITH QUEBEC

IN YOUR 'Over to You' section (April issue) I saw the request concerning HM ML114 (I have a photo of her in Copenhagen in June 1945) from Mrs Mercil of Charlesbourg, Quebec, regarding her husband's Naval career.

I recognised ML114 because my late uncle, Bill Nicholas, was a Leading Telegraphist who served in her during World War II.

I contacted Mrs Mercil and sent her the photograph. Either side of him in the picture are Signalman W. B. Fullick and telegraphist F. Simpson. If they are still around I should be pleased to hear from them. I served in the RN

1954-56, joining at Victoria Barracks, Southsea in November and obtaining my first copy of *Navy News*.

The paper was sent home and then to my uncle who in turn passed it on to some other ex-RN friend. This continued until the 1990s when it is now read by ex-Telegraphist Bernard Newington (HMS King George V) who also passes it on to other readers.

I served in HMS Tyne 1955-56 as an ERA and found I was one of three ex-BR apprentices. In the past decade we have all retired from the same BR department. – **D. B. Nicholas**, Belper, Derbyshire

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Helping Hands



● Now this won't hurt a bit... LAEA Daniel Emptage gives blood at the latest of HMS Sultan's donor sessions

Picture: PO(Phot) Chris Brick

Pint after pint after pint at HMS Sultan

THE selfless generosity of the men and women of HMS Sultan in giving blood has been recognised.

The National Blood Service reckons more than 2,300 people have had their lives saved or improved in the past three years alone thanks to donations made by personnel from the Gosport-based school of engineering.

The service has presented the base with a 'supporter loyalty award' as a thank-you for the assistance it has given. Sultan hosts regular blood donation sessions, such that more than 650 pints – or nearly 800 'units' – of blood have been given by Service and civilian personnel since 2000.

Nationally, fewer than one in 15 people give blood and despite the generosity of Sultan, the base's three years of donations are sufficient for the Blood Service's needs for little more than two hours.

"We do do have a lot to say 'thank you' for to everyone at HMS Sultan. It's an extremely important service they offer allowing many people to donate blood in or close to their workplace," said the Blood Service's Louise Coxon.

● They do run run run, they do run run: Royal Marines Police prepared for their 630-mile trek



Coasting to success

THERE are easier ways to get from Minehead on the Somerset coast to Poole in Dorset.

But then simply driving between the two towns wouldn't raise much money.

Six Royal Marines Police decided to take the circuitous route, running around the entire western coastline of England to raise money for comrades and people stricken by arthritis.

The green berets - Capt Mark John, WO2 Steve Cox, Sgts Graham Shakespeare and Darren Broadbent, Cpl Darren Handley and L/Cpl Mark Russell – set out to complete the 630-mile trek in just six days as they pounded the route of the South West Coast Path.

The six-day deadline was set not to beat the record books but because all the commandos were completing the charity run during a spell off work.

The team ran in pairs, each pair completing 10 miles in full uniform before handing over running duties to the next duo – day and night, while support vehicles ferried the runners to their start points for the next leg.

With three pairs running, the marines had about four hours'

down-time between legs to eat, sleep, wash and clean.

"We felt that this was a suitably challenging venture for us – as a fund-raising opportunity a strenuous run like this would be in keeping with the Royal Marines' spirit," said Capt John, by day CO of the Royal Marines Police.

"Also one of the team member's wife suffers from the debilitating effects of arthritis and it's a disease which many ex-servicemen suffer from, so this was an ideal charity to support."

The back-up team in their vehicles were charged with ensuring the runners were well fed; they weren't warned, however, that the beers were on them once the fund-raisers reached Poole exhausted.

The money raised by the run will be split between the RM Benevolent Fund and the Arthritis Research Campaign. Donations can be made via Capt John, OC RM Police, RMB Stonehouse, Plymouth.

Car wash for Trevor helps cancer victims

PERSONNEL from the UK Maritime Battle Staff dipped into their buckets in memory of a former colleague.

The team carried out a sponsored car wash outside their headquarters at HMS Excellent raising £400 for research into bowel cancer at the Royal Victoria Infirmary in Newcastle.

The hospital treated battle staff member LRO(T) Trevor Carlon successfully in his struggle against cancer in 2002 and 2003. Having beaten the disease, Trevor was tragically killed in a road accident earlier this year.

Life-saving sailors sought

ORGANISERS are looking for Senior Service nominees to honour as life savers in a national awards scheme.

The Vodafone Life Savers awards look to reward people who have risked their lives to help others, such as search and rescue crews.

The winners will be honoured by a reception at 10 Downing Street and feature on TV's *This Morning*. Previous winners include an RAF helicopter crew who plucked a sailor from his blazing boat.

Nominees must be in by June 25. Details from www.vodafone.co.uk/lifesavers



● That's the spirit: Pusser's rum owner Charles Tobias makes his latest donation to Second Sea Lord Vice Admiral James Burnell-Nugent aboard his flagship HMS Victory

Rum deal for sailors provides facilities

THE coffers of a fund for sailors' facilities has been swelled by the worldwide love for rum – and the generosity of the man who produces the RN's top tipple.

Charles Tobias, owner of Pusser's Rum, stepped aboard Nelson's flagship at Trafalgar to present the latest contribution from his firm – US \$41,000 (about £23,000) – for sailors' welfare to Second Sea Lord Vice Admiral James Burnell-Nugent.

The money goes into the Sailors' Fund which, under the direction of senior ratings, has over the past 25 years handed out an average of £1m each year to

upgrade amenities and support activities in ships and shore bases.

The fund stems from shrewd business acumen by the RN and Mr Tobias' love for the Senior Service and its favourite drink.

The Canadian-born businessman 'became acquainted' with rum when his father brought a bottle home from the war in 1945.

Years later, sailing a boat around the world, Mr Tobias bumped into a British warship off Gibraltar and re-acquainted himself with the drink.

But he also realised there was a market for the drink in the US – Americans love anything traditionally British – and began producing Pusser's Rum in 1979.

The RN allowed the entrepreneur to produce rum to its original recipe and to use the White Ensign and other Naval insignia on the bottle's label.

In return Mr Tobias promised to pay \$2 into the fund for every case of Pusser's sold around the world until 2079.

"I got a lot of personal pleasure from the rum and wanted to do some good in return," he explained.

Since 1979, Mr Tobias' firm has contributed an estimated £750,000 to the Sailors' Fund.

Maurice looks for a successor

CHARITY stalwart Maurice Hillebrandt is hanging up his collecting tin and hoping someone else takes up the mantle.

Over the past two decades Maurice, from Budleigh Salterton in Devon, has helped raise nearly £11,000 with the aid of friends in the Home Counties for sufferers of post-traumatic stress disorder.

Maurice has been collecting since 1985, in pubs, banks, outside stations, in shops and town centres, but at the age of 80 he has decided to call it a day.

If anyone wishes to take up his challenge on behalf of Combat Stress, the UK's leading charity helping service- and ex-servicemen cope with the horrors of war, Maurice can be contacted at Fiddlers Green, 2 Stoneyford Park, Budleigh Salterton.

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● POA(Phot) Colin Burden captures the moment perfectly as Exeter's Lynx pilot Lt Richard Bartram enjoys a dip in the pool with a young orphan from the Cheshire Madras Home

Exeter curries favour with the orphans of Madras

ORPHANS in one of the world's largest cities have crew of veteran destroyer HMS Exeter to thank for revamping their home.

The Type 42 warship took a break from her Far East deployment to visit Chennai – formerly Madras – the fourth largest city in India with a population of roughly 16m people.

Thirty crew offered to help revamp the Cheshire Madras Home which serves as a refuge for 80 of Chennai's poorest families plus orphans.

After giving the home an overhaul by painting part of the building, the sailors enjoyed some freetime with the youngsters in a local swimming pool.

"We had a fantastic day helping these families and orphans," said an overwhelmed Lt Richard Bartram, Exeter's Lynx pilot.

"The kids were great fun and really appreciated us helping them out and taking some time to play with them."

Cavalier in good company at 60



A LONG with over 200 former ship's company, First Sea Lord Admiral Sir Alan West raised a glass to HMS Cavalier, celebrating her 60th birthday at Chatham Historic Dockyard.

The last surviving World War II RN destroyer, built at J. Samuel White's Cowes, Isle of Wight yard in 1944, saw active service escorting Arctic convoy RA 64 – generally reckoned to have met the worst weather experienced on the Murmansk run.

All her later commissions, except her last, were spent in the Far East, using the bases of Singapore and Hong Kong, with occasional voyages to Australia and New Zealand and participation in the controversial nuclear tests at Christmas Island in the Pacific.

Countess Mountbatten was another guest of honour at her 60th commemorative Service and Parade. She ordered 'Splice the Mainbrace' and a tot of rum was issued to all present.

The modern Service was well represented, with HMS Kent alongside and displays by the Sea Cadet Corps, DNR personnel and the Royal Marines Commando display team.

The latter featured a river-borne hostage rescue display – the 'hostage' played by the current 'Forces sweetheart' model Nell McAndrew (inset).

The day ended with a Tattoo and Beat Retreat by the massed bands, including the Band of HM Royal Marines from Portsmouth.

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People in the News



● The Navy's cavalry unit rued leaving the paddock gate open... Rear Admiral Phil Wilcocks is pulled out of Collingwood on a traditional gun carriage by the officers on his staff.

Stylish send-offs for officers

DEPARTING his post in style was the outgoing commander of the Navy's new Maritime Warfare School at HMS Collingwood.

Rear Admiral Phil Wilcocks handed over the reins of the RN's front-line warfare training establishment to his successor, former HMS Ark Royal captain Cdre Adrian Nance.

And after he did, the ship's company fell in to line the route as the officers on the admiral's staff hauled him to the exit on a gun carriage.

Rear Admiral Wilcocks heads to Northwood as the deputy commander of joint operations (operational support).

Also given an unusual send-off – this time on a mock-up of an aircraft carrier – was Cdre Nigel Savage who left his final RN appointment at the end of a 37-year career on the back of a low-loader, driven out of the Defence Logistics Organisation's base at Andover.

As director of supply chain operations at Andover, the commodore's job reached the peak of intensity during operations in Iraq last year.

"I think that the effort of the organisation as a whole during Operation Telic was outstanding and I was proud to be a part of it," he said.

As a memento of his RN career, Cdre Savage was presented with a framed caricature of himself, presented by First Sea Lord Admiral Sir Alan West.



● Proud to fly the flag: WO Pete Mills shows his allegiance during Operation Telic

Pete's devotion earns praise

BRAVERY and devotion by experienced minewarfare rating Pete Mills in the Gulf have been recognised by the RN's senior front-line officer.

Rear Admiral David Snelson, Commander of UK Maritime Forces and the commander of forces in the Gulf during Operation Telic, singled out the WO for a commendation when he heard of his actions in the opening days of the campaign.

The senior rating was drafted to the new Shallow Water Influence Minesweeping Unit in the run-up to the conflict and, operating from HMS Brocklesby, was charged with clearing underwater devices from the Khawr Abd Allah waterway leading from the Gulf into the port of Umm Qasr.

Alan and Betty return to where it all started

COUPLE Alan and Betty Peaks celebrated nearly 50 years of marriage by returning to the site where they first met half a century ago.

The Peaks celebrate their golden wedding next year; they met at RNAS Yeovilton in 1954 at an air day, when Alan was serving as a Leading Electrical Engineering Mechanic (Air).

The Somerset airbase has changed noticeably since then, but not St Augustine's Chapel, where the couple's son Stephen was baptised in 1959.

Yeovilton's CO Cdre Alan Bennett invited the couple back to the base to mark their anniversary and presented them with a memento of their day.

IT was thiiiiii big...

When not catching drug smugglers in Caribbean waters, crew of Type 23 frigate HMS Monmouth turned their attention to smaller fish.

Six of the Black Duke's crew chartered a boat for three days' fishing around Barbados – partially paid for with a £416 hand-out from the RN Sports Lottery.

The sailors hauled in 17 fish during their trawl, the largest of which was a marlin which tipped the scales at 200lb – and then was served up that night by the frigate's chefs.

Posing with their catches, left to right, are OM Paul Bernard, LOM Simon Hague, LS Matt Hocking, PO (Caterer) Simon Simpson, LOM Darren Jones and LPT Mark Jones.

Returning to her RN roots

THE widow of a Navy officer marked her 80th birthday by revisiting the home she shared with her late husband and a tour of Portsmouth's famous Old Naval Academy.

From 1959-1961 Patricia Rush's husband Capt Denis Calnan served as the secretary to the Commander-in-Chief Naval Home Command and lived at the ONA, between the Naval base's Victory and Marlborough Gates.

More than four decades on Mrs Rush's family and Lt Chris Searle, assistant Naval base secretary, joined her in a tour of the building, which today serves as an officers' ward room, a graphics centre and offices.

"The visit brought back many memories – my daughter was born there and we had many happy times during our two-year stay. The funny thing is that I remember the living accommodation as being a lot bigger than it really was," said Mrs Rush from Farley Hill, near Reading.

She was presented with a birthday cake on behalf of Naval Base Commander Cdre Amjad Hussain.

Sir Henry aids radio buffs

ONE of the RN's most distinguished officers helped radio hams in Sussex celebrate the art of communication.

Former First Sea Lord Admiral of the Fleet Sir Henry Leach, who famously advised Mrs Thatcher to re-take the Falklands and 40 years earlier served at the Battle of the North Cape, performed the honours as the museum to signalling and radio communications was opened at the Fort Museum in Newhaven.

The museum houses the radio collection of the late Station X interceptor Cyril Fairchild, who gathered secret German communications at Bletchley Park. The breaking of the German codes is largely credited with shortening World War II by as much as two years.

Sir Henry met sea cadets and explained the importance of communications in wartime, before meeting a former shipmate and touring the fort which overlooks the Channel.

Jim clocks up more milestones

ANOTHER month, another milestone for the fliers of RNAS Culdrose.

This time it's 814 NAS' senior pilot, Lt Cdr Jim Tayler, who has completed two major flying achievements – more than 4,000 hours in the air, and more than 1,000 of these in a Merlin.

The traditional celebratory cake was laid on for the Fleet Air Arm veteran, who served in submarines before gaining his commission and transferring to the Naval air wing.

In a varied career, Jim has served with several Culdrose-based formations, as well as HMS Illustrious, and as a UN military observer in Sierra Leone.

He is one of Britain's most experienced Merlin pilots, having flown the helicopter since it was introduced into RN service six years ago.

Scholarly reading at Collingwood thanks to Len

A FINE collection of books nestles in the library of HMS Collingwood thanks to the generosity of retired sailor Len Borley.

Mr Borley, vice president of the RN Amateur Radio Society, donated his collection of 300 books on Naval history to the Fareham establishment, as well as a picture of his former ship HMS Belfast, shown leading HMS Sheffield and Norfolk.

He served in the RN until 1946; in uniform, he helped developed the detection equipment which found German U-boats.



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● 'We are grounded, we are grounded...' 14 URNU students pose with their Grob trainer at Roborough airfield



Plane sailing for URNU students

STUDENTS were picked from the RN's 14 University units to take to the skies and experience life in the Fleet Air Arm.

Fourteen students were selected for an intensive two-week course at Roborough airfield, Plymouth, in Grob trainers from RNAS Culdrose and 727 NAS.

Training covered everything from taxiing to aerobatics and formation flying, with each student clocking up around 10 hours in the air.

The students, drawn from Aberdeen, Glasgow, Northumbria, Yorkshire, Liverpool, Manchester, Birmingham, Bristol, Sussex, Oxford, Cambridge, Southampton, Cardiff and London, were also taken on tours of HMS Cornwall and Triumph at Devonport and down to Culdrose to see the Merlins of 814 NAS.





● Capt Victor Konusov at the periscope with Capt Jonathan Holloway (left), Britain's Naval Attache in Moscow, and (right) Cdr Bob Fancy, Triumph's Commanding Officer and (above) Delta Force: The fearsome form of a Soviet Delta I boat

Russian triumph in Devonport

AT the height of his seagoing career Victor Konusov would not have wanted to be anywhere near HMS Triumph.

But the man once charged with commanding a nuclear missile-equipped submarine in missions against the Western alliance was welcomed with open arms aboard Triumph in Devonport.

When the Cold War was at its hottest, Capt Konusov was charged with targeting cities and military installations in the West and – if necessary – destroying them from his Delta I submarine.

At the same time, Triumph and her sister Trafalgar-class boats were hunting down Soviet submarines like Capt Konusov's.

Thankfully, such operations never got beyond cat-and-mouse

'games' thanks to the collapse of the Soviet Bloc.

More than a dozen years after the end of the Cold War in the spirit of co-operation which has since arisen between Britain and Russia, Capt Konusov clambered inside Triumph – a visit practically unthinkable when the two Navies were at loggerheads.

Today, the retired submarine commander is promoting greater ties between the RN and Russian Fleet.

"I feel at home aboard HMS Triumph," the Russian officer said.

"I'm always very pleased to work with the Royal Navy – we have an excellent working relationship and there are many similarities between the two submarine fleets."

The Delta I class of boats Capt Konusov served in were the backbone of the Soviet ballistic missile

submarine fleet throughout the 1970s and 80s. Eighteen of the 120-crew boats were built, each carrying a dozen missiles with ranges upwards of 5,000 miles and with a minimum yield of 800 kilotons – more than 50 times more potent than the bomb dropped on Hiroshima.

The animosity of the Cold War is now forgotten; Russian officers train at HMS Collingwood and at Britannia Royal Naval College, while a British sub-lieutenant is studying at the Naval Institute in St Petersburg.

"There's a unique bond between submariners of all nationalities as they share the same professional ethos and sense of humour – while operating in the same, often harsh, and always challenging environment," said Triumph's CO Cdr Bob Fancy.

St Albans' Blades fans cut down the opposition

THEY'VE arrived back in Blighty just in time to miss the end of the football season.

But five HMS St Albans crew have managed to enjoy as much football as is possible on deployment these days thanks to modern communications.

It's not the Saints who rule supreme aboard the RN's newest frigate (which may, or may not be known as 'The Saint' – HMS Southampton also lays claim to the nickname) or even Pompey (the ship's home port) but the landlocked first division high-fliers Sheffield United.

For a smallish ship's company – 180 or so – the Saint boasts five fans of the Blades: PO(WEA) Jonathan Mills, LOM Kevin Wilson, MEM Paul Willcocks, CPO(WEA) Ian Wood and OM Daniel Crossland.

"The last game we were able to attend was on November 8," said CPO Wood. "With today's modern technology, keeping track of the Blades, even at sea, isn't too difficult."

"We have limited Internet access and the satellite TV – some of us got up early one Sunday morning to watch Cardiff beat us 2-1."

CPO Wood is also ably assisted by his girlfriend Linda (a season ticket holder at Bramall Lane) who sends match reports.

Other partners and girlfriends are a little less supportive; spare a thought for OM Crossland's girlfriend Eleanor who receives a call each Saturday. The first question? "How did we get on?" The 20-year-old junior rating is 'a true Blade': "Not even the beaches of the Seychelles can compare to an afternoon down the Lane."

St Albans is one of the surface ships fitted with satellite TV – an improved system is being installed



● Scythe for sore eyes: Sheffield United through and through, PO(WEA) Jonathan Mills, LOM Kevin Wilson, MEM Paul Willcocks, CPO(WEA) Ian Wood and OM Daniel Crossland don the appropriate kit and unfurl the scarf of their beloved Blades in front of St Albans' 4.5in gun

on more than 80 RN and RFA vessels over the next two years – and as it did with the Operation Telic task force 12 months ago, live sport has proved a real morale-raiser.

"Sport's a major factor of Naval

life and there are some very keen football supporters aboard. When BFBS are broadcasting sport, there's no shortage of viewers," said St Albans' weapon engineer officer Lt Cdr Carl Greener.



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Restoration comedy

PRESENTER of BBC TV's *Restoration* programme Griff Rhys Jones switches on his trademark manic grin for RN photographer Emma Somerfield while on location for the current series.

HM Naval Base Clyde's public relations department helped out with arrangements for some general shots across the Gareloch, from MOD land on the Rosneath peninsula.

It was a very wet and blustery day with squalls of rain and mist sweeping in from the Clyde, but eventually the team managed to get the final touches in the can for the item featuring Portencross Castle – one of many historic buildings around the country in danger of disappearing from lack of funds to restore them.

New shells have four miles more range than old

NEW and improved shells are being distributed to ships for their mainstay principal gun.



● HMS St Albans, the RN's newest frigate, firing her 4.5in gun on the Cape Wrath ranges in Scotland

Targets much further inland can be pounded with the 4.5in gun carried by the Type 42 destroyers and Type 22 and 23 frigates thanks to the improved ammunition.

The modified shells are specifically designed with troop support and bombardment of emplacements and enemy positions ashore in mind – the 4.5in gun proved its efficacy during the Iraq campaign when the Fleet pounded enemy bunkers on the Al Faw Peninsula.

Twenty-six ships in the destroyer and frigate fleet will be supplied with the new ammunition, plus the forthcoming Type 45 destroyers when they join the Fleet later this decade.

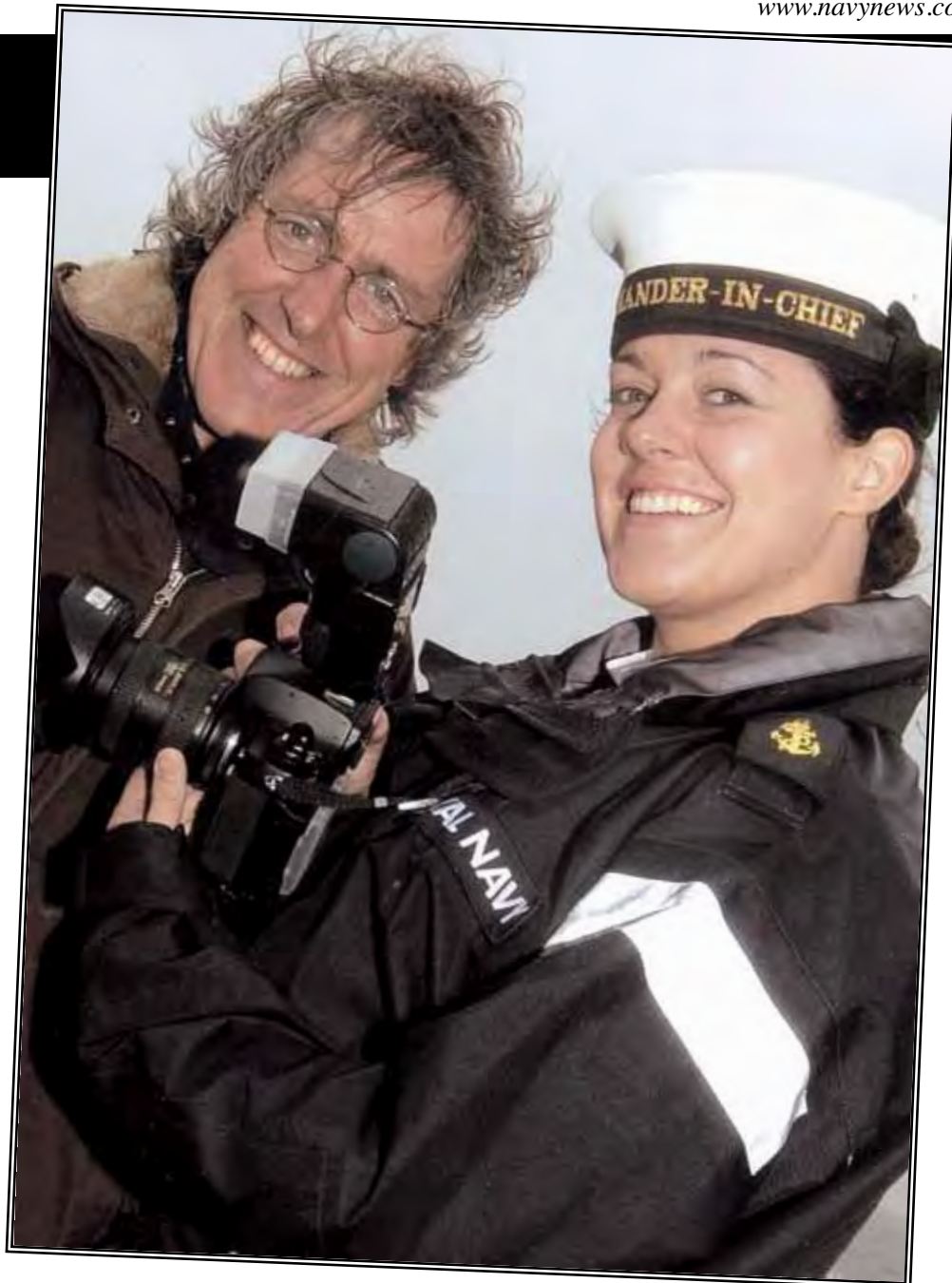
Type 23 frigate HMS Richmond will be the first vessel to receive the improved shells as part of the £77m programme.

The modified shell has a range of up to 27km (16 miles) – nearly four miles more than the existing 4.5in ammunition which has served the Fleet since 1973.

Falklands Service

THE 2004 Service of Remembrance and Thanksgiving at the Falkland Islands Memorial Chapel, Pangbourne College, will be held on Sunday June 13 at 12 noon. All are welcome. Guests of honour will be Air Chief Marshal Sir Jock Stirrup, Chief of the Air Staff, and the Rev Stephen Robbins, Assistant Chaplain General Land Command.

Anyone wishing to attend should call Angela Perry on 01869 233092 to confirm.



Jutland veteran Henry (107) in a toast to HM

SPECIAL guest Henry Allingham made a real impact when he attended the HMS Cossack Association's 13th annual reunion at Eastbourne.

When the time came for the loyal toast, Henry, 107-year-old RNAS veteran of Jutland, Ypres and the Somme, pulled himself out of his wheelchair to lift a glass to the Queen.

Expressing his astonishment, Association president Admiral Sir James Eberle told the guests: "History has been made tonight," adding that he would inform the Palace of what he described as "this outstanding show of loyalty to Her Majesty."

Last year Henry also took part in the Remembrance Day parade at the Cenotaph.

Medics to get 3 per cent rise

RN MEDICAL and Dental Officers have had a 3.225 per cent pay increase recommended by the Armed Forces Pay Review Body.

The AFPRB also recommends the same for medical and dental cadets and an out-of-hours supplementary payment of £4,500 to junior doctors.

Total cost to the Defence Budget will be around £6.3m, to be met within existing departmental expenditure limits.

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● DENTAL CHECK-UP: Surg Cdre (D) Geoffrey Myers welcomes Under Secretary of State for Defence Ivor Caplin to the Headquarters of the Defence Dental Agency at RAF Halton, Bucks

It's big... it's black... it's a barge

THE FIRST vessel to be built in Portsmouth Naval Base for 37 years was named on May 19, in a ceremony held in Bay B of VT Shipbuilding's main ship assembly hall.

Bearing the name Woolston (thus ensuring VT keeps its links with its former shipyard in Southampton), the 90-metre barge was named by Wendy Hussain, wife of the base's commander.

The 1,350 tonnes steel vessel will be used to transport the bow sections, masts and funnels of the Royal Navy's new Type 45 destroyer, currently being constructed at VT, for assembly by BAE Marine in Scotland.

It is the first 'ship' built under the banner HM Naval Base Portsmouth since Leander-class frigate HMS Andromeda hurtled down the slipway in 1967.

After the ceremony, Woolston, accurately described by VT Shipbuilding Managing Director Peter McIntosh as "It's big — and it's black!", headed slowly out of the hall into the glare of a cloudless sky, to be wheeled, in a three-hour manoeuvre, on to another barge berthed directly outside.

The "mother barge" was then due to be moved to the head of an adjoining dock, before being submerged ready for the Woolston to be floated off.

For the launch of all future ship sections or complete ships at the factory, structures will be rolled out by trolley from the assembly hall and placed on the Woolston barge for submerging and floating. VT will also make the vessel available for charter.

"The launch of the Woolston is a significant milestone in the regeneration of Portsmouth Naval Base," said base commander Cdre Amjad Hussain. "It is yet another demonstration of the integral part that VT Shipbuilders are playing in the construction of the most capable class of destroyers ever built for the Royal Navy."

Faslane's fair... Sultan's soaring

HOPING to surpass last year's total of £30,000 handed over to local charities, hospitals and schools are the organisers of the annual HMS Sultan Show at Gosport.

And helping them to make this year's two-day event even more spectacular for the anticipated crowds will be the *Ultimate High* aircraft display, incorporating some of the most difficult manoeuvres in modern aerobatic flying, including tight close formation aerobatics.

Adding to the aerial aspects of the show (being held on June 26 and 27) will be the world-famous Red Devil parachute display team.

Cowboys, motor cycle displays and a field gun competition will be among the attractions on the ground.

Beneficiaries of last year's show (all profit goes directly to deserving causes) included Portsmouth Head and Brain Injury Clinic and Gosport War Memorial Hospital. Sultan's Lt Kirsten Johnston said: "We are very excited about the forthcoming show: the terrific support from local and national businesses will enable us to raise more money than ever for the community."

For further information, visit www.sultan.org.uk

A week earlier than the fun on the south coast is the annual Faslane Fair, with Type 22 frigate HMS Campbelltown guest visitor.

She will anchor off Helensburgh Pier for the June 19 fair, with a boat shuttle running throughout the day.

The public show will close, weather permitting, with a display by the Red Arrows.

Campbelltown has just completed a tour of duty with NATO in the Mediterranean, as well as a Joint Maritime Course off the Scottish coast. Among the hectic operational programme, crew have also managed to find time to visit the ship's affiliated town of the same name in Scotland.

Another near miss for Dunkirk vet



GOD — and weather conditions — willing, the famous MTB 102 will be escorting the ferry carrying D-Day veterans as they travel from Portsmouth to France on June 5 for their historic commemoration.

But she so nearly might not have been able to make the trip at all . . .

In the early hours of April 30, the Lowestoft boatshed outside which the Motor Torpedo Boat was moored just four feet away caught fire.

The MTB — a veteran of Dunkirk, and which, under the name Vimy, carried Churchill and Eisenhower when they reviewed the ships assembled on the coast for the D-Day landings — escaped, apart from debris on her foredeck, without so much as the proverbial scratch.

Sadly, another irreplaceable historic vessel, the World War II gun boat MGB60, which was undergoing restoration inside the shed, was not so fortunate.

Only the transom and a small

section of the keel of the vessel — owned by the Coastal Forces Heritage Trust — were left.

MTB 102 skipper Richard Basey told *Navy News*: "I first heard a report on the radio at breakfast time saying that 75 per cent of the boatyard had been destroyed, including an historic MTB.

"My immediate thought was 'we've lost her', but, thankfully, it turned out to be misleading."

The quick thinking of a member of the Lowestoft fire crew prevented a double tragedy.

With the shed well alight, it was decided to set up a water wall between building and vessel, which was kept up throughout the night while the fire was brought under control.

"I shall buy Leading Firefighter Peaper a crate of beer when I get the opportunity," said Mr Basey.

Undeterred by her brush with mortality (the fire, it is said, was started deliberately), MTB 102 was due to join HMS Belfast in the Pool of London at the end of May as part of the D-Day events.

Next stop, that all-important historic encounter in Portsmouth with the veterans.

● Lucky escape: MTB 102 outside the burned-out shed where MGB 60 was not so fortunate

This Rose never sounded so good

THE experience of seeing Mary Rose sounds a whole lot different after new audio guides were introduced for visitors.

The audio commentary has been introduced for tourists in Portsmouth's historic dockyard explaining the latest work in the conservation process; an Italian translation has been added alongside existing commentaries in French, German and Spanish. A children's commentary has also been specially written.

The new guides are the first step in an overhaul of the ship hall which will see the visibility, lighting and general look of the building improved by the end of 2005.

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● Sunset: Set against a fittingly beautiful dusk, crew of HMS Exeter pay their respects as CPO Henry Baker's ashes are scattered over the wreck of HMS Repulse

Picture: PO(Phot) Colin Burden

Honouring the RN's 'special bond'

SAILORS of two destroyers have paid their respects to their forebears in moving ceremonies half a world apart.

HMS Exeter fulfilled the last wish of former senior rating Henry 'Pash' Baker, who asked that his ashes be scattered over the wreck of battle-cruiser HMS Repulse, where his comrades lie.

In 30 years in the Royal Navy, Mr Baker, who lived in Gravesend, Kent, described his time in Repulse as his fondest.

The ship was sunk with battleship HMS Prince of Wales in December 1941 after sortieing from Singapore to halt Japanese landings.

"It was an honour to be able to fulfil the final wish of Mr Baker and his family. I know they have been waiting for several years for a suitable opportunity," said Exeter's CO Cdr Mark Durkin.

"The special bond between those who serve in the Royal Navy was demonstrated by Mr Baker's desire to be laid to rest with his colleagues. We give thanks for the sacrifice of those who served in World War II, especially those who did not make it home."

Thousands of miles to the west, crew of HMS Gloucester also lined up on the flight deck, this time over the last resting place of her forebear.

The 9th Gloucester put up a ferocious — but ultimately hopeless — fight against German dive bombers during the Crete campaign of May 1941.

In probably the most sustained air attack any RN ship has suffered, the cruiser went down, her ammunition exhausted, while trying to rescue crew of the destroyer Greyhound.

Just one in ten of Gloucester's crew survived the attack, and today's Fighting G pays her respects at the wreck site near the island of Kythira whenever she passes the area.

"We honour the brave men of the Fighting G who perished on that ill-fated day 63 years ago, remember the few who survived a terrible ordeal and give a little comfort to those who are still alive today and the friends and families of all the Gloucester men who have kept the memory of their sacrifice alive through the Fighting G Club," said the destroyer's CO Cdr Malcolm Cree.

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Cricket once more by the Hamble

THE former base for landing craft involved in the D-Day assault will buzz once more on June 2 as veterans of HMS Cricket gather at their former establishment at Hamble, near Southampton.

Around 20 Cricket veterans are due to attend as a memorial is unveiled honouring the vital role of the base, hidden in woodland in what is now Manor Farm Country Park.

In its heyday, Cricket provided accommodation and training for the men who would crew the assault landing craft.

Countess Mountbatten is due to perform the honours, with a Spitfire flypast planned and a visit by a Royal Marines landing craft so veterans can take a trip up the River Hamble in rather more pleasant circumstances than 60 years ago.

Vision will improve with your ideas

IDEAS are needed to help maritime leaders renew the British public's links with the sea.

Organisers of the Sea Vision UK campaign hope to ride the wave of Nelsonian fever to show how important the seven seas and maritime trade are to the nation's livelihood.

The initiative is much more wide-ranging than commemorations for Trafalgar 200 and will continue well past 2005.

Based at the Chamber of Shipping in London, the campaign was launched at last year's London Boat Show.

It aims to raise the profile of the entire maritime sector and promote its wide range of career opportunities.

Over the past year, under the patronage of the Princess Royal, Sea Vision has brought together more than 120 associations and organisations from throughout the wider maritime sector – including the RN – to raise the sector's profile.

Lt Cdr John Hepburn, loaned to Sea Vision by the Navy because the campaign's objectives are so well-aligned with its own, said: "The maritime sector is wide-ranging, covering everything from manufacturing to education, the Royal Navy to commercial fishing and maritime legal and financial services to leisure boating.

"In the past, the maritime industry has not recognised its common interests, but now these have come together to revitalise interest in the sea and those who use it for pleasure and profit."

The Navy is fully supporting the Sea Vision campaign which, although a national one, "can only succeed through the actions of those working locally, with local knowledge." Lt Cdr Hepburn pointed out.

Recent co-operations include a joint stand at this year's London Boat Show and the HMS Marlborough Challenge 2004 for young engineers held in HMS Sultan.

In the run-up to 2005, Sea Vision will continue to take part in public events and trade and careers fairs, using them as platforms to work more closely with local partners.

Rear Admiral Adrian Johns, Assistant Chief of the Naval Staff, has urged RN personnel to contribute any ideas to promote Sea Vision.

"Sea Vision has a huge task ahead of it, with few resources. My time here is certainly busy and challenging," said Lt Cdr Hepburn.

Ideas can be passed to Cdr Mike Blowers on 020 7218 0422.

■ Trafalgar 200 launch, page 2

Campbeltown ends patrol

ABUSY and rewarding tour of duty in the on-going war on terror has ended for HMS Campbeltown with her return to Devonport.

The Type 22 frigate served as the flagship to NATO's Standing Naval Force Atlantic for more than seven months, leading the campaign against terrorists and criminals moving by sea.

The bulk of the deployment was spent in the eastern Mediterranean, where destroyer HMS Edinburgh has taken over from Campbeltown.

"Our effort to counter those wishing to disrupt or destroy our peaceful and democratic way of life demonstrates the RN's continuing commitment to act as a worldwide force for good," said the frigate's Commanding Officer Capt Bruce Williams.

Accolade for Britannia shop

THE gift shop which serves the former Royal Yacht Britannia, now berthed at Leith in Scotland, was named as the second-best store for a tourist attraction in the UK in a national awards scheme. It was beaten by the Royal Horticultural Society Garden at Wisley.



● Changes afoot: The Georgian and Victorian quarter of Portsmouth Naval Base including (1) famous Anchor Lane, (2) Admiralty House and (3) the Old Naval Academy

Fresh lease of life for historic dockyard...

THE historic heart of Portsmouth Naval Base could be turned into a bustling residential and business quarter under radical plans unveiled by its commander.

Around 30 acres of the western part of the base could be released for private development to save upwards of £25m – money which will be ploughed back into upgrading facilities for future destroyers and aircraft carriers, as well as for sailors.

The area proposed to be leased includes the Old Naval Academy – serving as offices and a ward room – Anchor and Stoney Lanes, Short Row and the Block Mills.

Naval Base Commander Cdre Amjad Hussain said these buildings – many dating to the Georgian and Victorian eras – had served the RN well, but no longer met the needs of the 21st Century Fleet.

"British Naval history is in the bricks and mortar of this site, but with a modern Navy we do not

have much application for some of these buildings," he said.

"We want something which is more useful for us and for the community, but at the same time we need to safeguard the security and operational nature of the base. That will not be sacrificed."

Cdre Hussain and his staff, plus Portsmouth Naval Base Property Trust which looks after the existing historic dockyard area open to the public, will begin drawing up detailed plans for the site. Much is still to be decided, including the specific boundaries of the area being considered for leasing.

The Georgian dockyard is divided at present – the public's progress into much of the historic yard is barred by security fencing, although the site has been opened up for major events such as the International Festival of the Sea.

The hope is that when revamped by the end of the decade, the area will mirror the mix of residential, shopping and leisure uses in nearby Gunwharf Quays, on the site of the former HMS Vernon.

Although little remains of Vernon, any developer of the dockyard will have to preserve its character as most of the buildings are protected by law.

They currently house a mix of offices and storerooms, which will be relocated to other parts of the base in more suitable accommodation.

"We have to be extremely sensitive in what we use these buildings for," said Peter Goodship, chief executive of the property trust.

"We are dealing with properties mainly from the 18th and 19th Centuries.

"I think it's inevitable that there's going to be interest in the area, and the Georgian dockyard will once again be reunited after many years of separation."

Not included in the area for lease are the Naval Base headquarters in Semaphore Tower for obvious reasons as the future carriers will be berthed just a few yards from the landmark in years to come, and the Second Sea Lord will continue to use Admiralty House as his official residence.

Also no changes to St Ann's Church are envisaged.



● Orrfff with her head: The figurehead of Queen Charlotte is removed by workmen. It will be resited, as well as the block's 1888 foundation stone. (Right) The barracks in their heyday, complete with ubiquitous rum tub. This picture from HMS Excellent's Museum dates to the last decade of the 19th Century. Up to 30 petty officers and seamen shared this room.

HISTORIC accommodation blocks on Whale Island in Portsmouth have been reduced to rubble in the latest wave of improvements to accommodation for 21st Century sailors.

The bulldozers moved in last month to begin pulling down the blocks which were built in 1888 ahead of sailors moving ashore from the old ship HMS Excellent.

In their prime, A, B and C blocks were the height of Victorian accommodation for sailors during the era of *Pax Britannica*.

The buildings were also the first blocks to be erected on



● Beware: mud on road... or rather mud is the road: The Royal Marines' new armoured vehicle Viking on trials

Viking makes a splash at military vehicles show

THE green berets' new fighting vehicle, the all-terrain warrior Viking, will be star of the show at Europe's biggest shop window for military and emergency vehicles.

The tracked and armoured Viking was star of the DVD (Defence Vehicle Dynamics) show at the Millbrook testing ground in Bedfordshire 12 months ago – so much so it's been asked back for the June 30/July 1 event.

The Viking is filtering through to Royal Marines' front-line units as they learn how to use them before the vehicle is declared operational.

The MOD-led event is used as a showcase for the best British military and emergency vehicles, as well as vehicles and spares for combat support and bomb disposal.

Tickets for DVD are available on 0845 1307 7545 or on the internet at www.theevent.co.uk



● "...and that over there is the Spinakker Tower": Cdr Peter Carden, CO of HMS Iron Duke, with leading members of the Hindu community on the frigate's forecandle

'Definitely a career choice'

THE leaders of Britain's Hindu community became the latest ethnic group to be hosted by the Royal Navy as the Senior Service looks to widen its appeal.

Senior Hindus, including Om Parkash Sharma, president of the National Council of Hindu Temples and an adviser to the MOD on religious issues, visited Portsmouth Naval Base and frigate HMS Iron Duke to strengthen ties between the RN and their community.

Those ties have been growing since Second Sea Lord Vice Admiral Burnell-Nugent visited the Hindu Temple at Neasden in north London last year, a visit

reciprocated by 20 youngsters from the temple who later toured Portsmouth dockyard.

The Hindu leaders discussed ways the RN could improve its image and explained how their community looked upon the service with Vice Admiral Burnell-Nugent.

Said Dr Satish Brahmabhatt, of the Hindu Council: "We had time to discuss the special needs Hindus have and these were all tackled.

"I will be happy to talk to anyone in my community interested in the RN and tell them it is definitely worth looking at as a career choice."

... but the end of an era at Excellent

the artificial island which became home to Excellent, at the time the RN's gunnery school.

Convicts put up the buildings using bricks produced in the dockyard; the bricks in turn had been made from clay dug out of Portsmouth Harbour during the huge expansion programme started in the base in 1864.

Each block consisted of two large rooms, with each room housing up to 30 petty officers or seamen. Gas provided the lighting until electricity arrived in 1905, and it was 1935 before hot water arrived (there were, however, bathrooms with hot and cold water behind the blocks).

For camaraderie, the blocks were hard to match. By 1889 they were home to 500 seamen and petty officers.

"The cleanliness and neatness of these rooms was exemplary," explained HMS Excellent's museum curator Brian Witts.

"The men slept on iron bedsteads, their kit kept in kit bags until lockers were introduced.

"Everyone ate in their rooms buying their own essential food and growing vegetables in the allotments on the west side of the island."

Former occupants of the blocks include PO Edgar Evans who died on Capt Scott's disastrous attempt to win the race to the South Pole.

Despite all this history, the buildings no longer met the needs and wants of today's ratings – and were not sufficiently historically important to warrant protecting – so the diggers moved in.

Saved, however, are the 1888 date stone and the figurehead of Queen Charlotte which adorned one of the blocks, both of which will be found a new and appropriate home.

Feathered fiends have base in flap

SAILORS in Devonport are declaring war again, but the foe is not some evil tyrant or rogue state.

No, the pigeon is the Naval Base's Enemy No.1 as bosses try to clamp down on the feathered fiend's pernicious impact on the dockyard.

The pest control department at Devonport is looking at ways of reducing pigeon and seagull numbers on the base – without culling the birds.

Base staff are apparently fed up with being 'dive bombed', stepping upon droppings, cleaning roofs and generally being inundated with birds about the yard.

The base is seen as an ideal habitat by pigeons especially – plenty of buildings to nest and roost in, a supply of fresh water and an abundance of food.

Conservation and wildlife laws restrict what can be done to curb the menace, but the pest department says basic steps can ensure Devonport remains a less pigeon-friendly environment.

They are encouraging civilian and Service staff to ensure they do not feed the birds or drop food wrappers as litter, keep bin and skip lids closed and avoid nest areas.



Those magnificent men in their flying machines

THE world's finest pilots will join the cream of the Navy's air wing for two summer flying spectacles to wow the crowds. Details of the two major events which open up the world of the Fleet Air Arm to the general public – Culdrose and Yeovilton air days – have been announced.

Culdrose hosts its air show on Wednesday July 14. Stars of the day (apart from the FAA) will be the Frecece Tricolori, Italy's performance team (pictured left), and Poland's Bialo-Czerwone Iskry – the Red and White Sparks.

The Polish Air Force team appeared at the Cornish air station last year, but were unable to perform because of bad weather.

The RN's Historic Flight and its RAF counterpart, the Battle of Britain Memorial Flight, will perform flypasts and vintage and modern aircraft from the world's air forces, including Italy, Holland and the Ukraine will be on display on the ground.

Yeovilton hosts its annual spectacular on Saturday September 18 and will celebrate 90 years of the FAA and its predecessor, the Royal Naval Air Service.

A five-hour flying display is planned, with appearances from a Dutch F16, German Tornado, the historic flights of the RN and RAF, and the return of the Red Arrows after a four-year absence. The display will close with the stunning Commando helicopter assault involving 25 aircraft from the RAF, RN and Army.

Besides static displays, the Royal Marines Band will be performing, and HMS Heron's field gun crew will be put through their paces.

Details on the air shows from www.airday.co.uk (Culdrose) and www.yeoviltonairday.co.uk

Prices: Culdrose £10 adults, £4 children in advance or £14 and £5 respectively on the day; Yeovilton £16 adults, £14 OAPs, £2 children in advance or £20, £20 and £5 on the day.

Organ donations will help Nelson live on in Anglia

WORSHIPPERS in East Anglia are hoping the next 12 months of 'Nelson fever' sweeping the nation will help improve their church which has strong ties to the great admiral.

Without the village of Barsham, between Ipswich and Norwich, and especially its picturesque Holy Trinity Church, there would have been no Nelson.

In 1725, the future admiral's mother Catherine Suckling was born in the adjacent rectory, followed a year later by her brother Maurice – who later suggested the young Nelson join the Navy... which he promptly did in 1771.

The village commemorated its Nelsonian links in 1905 for the centenary of Trafalgar, commissioning a stained-glass window in the church to celebrate the victory.

A century on, worshippers are determined to mark the anniversary once more, led by retired lieutenant commander Michael Giller.

They need to raise £40,000 to give a fresh lease of life to the church's 127-year-old organ in time for October 21 2005.

Mr Giller is falling back on the Naval community in the hope they will support the appeal.

"Nelson and Trafalgar are synonymous, but what is not universally known is the link Barsham has with the events of history," he explained.

"Without Catherine Suckling there would be no Nelson and we'd probably be flying the tricolor in the church grounds."

Details on the appeal are available from Mr Giller at Puddleduck Cottage, 16 Fen Lane, Beccles, Suffolk, NR34 9BB.

■ Trafalgar 200 launch, page 2

Pirate king's flagship 'found'

THE last resting place of the flagship of legendary buccancer Henry Morgan is thought to have been found on the bed of the Caribbean.

The Oxford blew up with Morgan aboard – he escaped, however – off Haiti in 1669 as the government-sanctioned pirate celebrated the capture of two French vessels.

More than three centuries on, nestling in just 12 feet of water off Ile a Vache, off Haiti, Oxford has been discovered by divers working with a television documentary team.

The ship was ordered west in 1668 by the Government to protect British interests in Jamaica, which Morgan promptly did with aplomb, raiding, raping and pillaging.

But as he celebrated the capture of two French warships the following year, a spark from a pig roast on Oxford's deck ignited the ship's magazine.

Her bow was blown off and the force of the blast catapulted Morgan – officially Admiral in Chief of the Confederacy of Buccaneers – through his cabin window and into the Caribbean.

Oxford, a 26-gun frigate, sank, reportedly taking the booty from Morgan's pirate raids with her. The two captured warships tied alongside capsized and went down with Oxford.

Six years later Morgan returned to the spot supposedly to recover the loot, but was shipwrecked in a storm (and survived again).



● A contemporary painting of Morgan's flagship Oxford, lost off Haiti, and (left) a blood-thirsty red engraving of the pirate king himself – Admiral in Chief of the Confederacy of Buccaneers, Sir Henry Morgan

Pictures: S4C

divers are determined that the site is not plundered; they are looking to have it listed by the United Nations, not least because 350 men are entombed in the wreckage.

"While Oxford resembles a large coral reef with cannons, it's still awe-inspiring," said documentary maker Paul Calverley. "The discovery is of real historical significance, particularly to the Caribbean."

Morgan was subsequently knighted and appointed as deputy governor in Jamaica. When he died on the island in 1688 – appropriately after a drinking binge given his wild buccaneer days – he was afforded a state funeral.

The wreck's discovery will be aired in a documentary produced by Channel 4's Welsh-language station S4C, which will also be broadcast on national TV later this year.

"When I saw the reef littered with cannons and thousands of artifacts it was the most extraordinary sight in all my years of diving," said diver Rick Haupt whose research led to Oxford's discovery.

"There's little doubt from the cannons, brass fittings and English Naval anchor that this is the Oxford."

If there is treasure down there or not, the

Turn on... tune in... take notice

FORCES broadcaster BFBS is dedicating more airtime to welfare issues in the military.

BFBS Forces Action is a new slot which has been introduced to concentrate on welfare, defence and consumer issues affecting military communities at home and abroad.

Issues addressed by the feature include debt, education, domestic violence, relationships in the forces, recruits, alcohol and smoking.

The feature will be broadcast Mondays-Fridays between 11am and 1.30pm UK time on BFBS Radio 2.



Christmas comes early for Edinburgh

NO, your eyes are not deceiving you. This is indeed Santa pounding the streets in mid-summer.

Or rather HMS Edinburgh's PO Richard Moore who decided to complete the top of the Rock race in an inflatable Father Christmas suit when the Type 42 destroyer visited Gibraltar.

Shipmates have laid down their own fitness challenge to other RN vessels visiting The Rock.

The four oldest members of the senior rates' mess – WO1(MEA) Mike Cooke, WO2(WEA) George Cuskeran, CPO(WEM(O)) Brian Logan and NAAFI manager Ian Perks (combined age 183 years) – completed the Rock Port Walk in 46 minutes... and are still recovering from the ordeal, colleagues say.

'Eddie' now wants to see if other ships can beat the combined age and time set.

The ship herself has joined NATO's Standing Naval Force Atlantic – SNFL (pronounced 'sniffle') – taking over from HMS Campbeltown in the ongoing war against international terrorism.

Problems with aircraft design will be overcome

THE Royal Navy remains committed to the 'short take-off' version of the Harrier's replacement, despite reports the aircraft is 'too heavy'.

The Anglo-American F35, also known as the Joint Combat Aircraft, will serve as the punch of the Navy's expeditionary force from 2012 onwards.

The aircraft will be the backbone of the future carrier fleet which also enter service early next decade.

Press reports last month suggested a 'short take off vertical launch' (Stovl) variant the JCA would be too heavy and the Navy might have to opt for conventionally-launched jets instead.

A Navy spokesman said

Return of The Saint

THE first tour of duty by Britain's newest frigate successfully concluded when HMS St Albans returned from tackling international terrorism.

For much of her six-month deployment the Type 23 frigate, known by crew as The Saint, served as the command ship for a task force of six warships trying to protect the freedom of the seas.

The Naval group – Task Force 150, consisting of vessels from the USA, France, Germany, Spain and Italy, plus the RN – policed the waters of the Red Sea, Gulf of Aden and Arabian Sea.

By the time St Albans' CO Cdr Mark Knibbs handed over the RN's responsibilities in the region to Type 22 frigate HMS Cumberland, his crew had questioned more than 800 vessels about their movements and intercepted 31 acting suspiciously.

Nothing illegal was found, although the search parties did get a surprise when they landed among 1,500 goats legally on their way to Saudi Arabia.

"We acted as the command platform for Task Force 150 for about two months – the first time a Type 23 frigate has been used in such a role," Cdr Knibbs said.

"There's no doubt that the force's presence had a tangible effect in reducing piracy and other illegal maritime activity."

"My men and women have risen to every challenge and task with professionalism and determination and I'm proud of our successes and achievements."

It's not been all work, work, work during the 38,519-mile patrol.

On the return voyage, St Albans stopped off in Malta at the same time as the country joined the European Union and witnessed two days of celebrations, capped by a firework display in famous Grand Harbour.

Hoe, Hoe, Hoe: Plymouth hosts military show

PLYMOUTH'S famous Hoe will host a three-day military show aimed at bolstering the Armed Forces' presence in the south west next month.

All three Services are lined up to appear at the July 9-11 show which features a mix of static and live displays.

The RAF's Red Arrows display team will open the show on its first day.

On the ground, visitors to the free show will be able to clamber into a Harrier cockpit, inspect a Challenger II tank and sample RAF cooking.

The White Helmet motorcycle display team and the Royal Army Veterinary Corps will be on show, and local Army units will stage a mock attack.

There is also a career aspect to the show, with the first day in particular aimed at local schools and colleges.

More details are available on www.plymoutharmedforceshow.co.uk



● Centaur of attention: Sea Scouts pose by a Centaur tank used by the Royal Marines at Sword Beach

Sea Scouts pay tribute on beaches

SEA Scouts from the west country have paid their respects to the men of D-Day on the shores of France – including a local Royal Marine.

RN Staff Officer Sea Scouts Lt Cdr Rod Williams joined 50 scouts, explorers and leaders and instructors from Watchet in Somerset on a bike tour of the Normandy beaches and landing zones from the Cherbourg peninsula to the River Orne.

Ste Mere Eglise, Utah, Omaha, the gun emplacements at Pointe du Hoc, Arromanches and the remnants of one of the Mulberry Harbour, and Pegasus Bridge were all visited during the 140-mile ride.

For the youngsters the military cemetery at Douvres inland from Sword and Juno beaches proved the most moving site visited.

It is the final resting place of Watchet man Arthur Webber, in 1944 a Royal Marine serving with anti-aircraft landing craft LCF1

providing defence against attack from the skies to the eastern flank of the landing operation.

On August 17 1944, the boat was attacked by torpedo after an hour long battle with German forces. All 70 RN crew and Royal Marine gunners went down with her.

The Sea Scouts laid a wreath on his headstone and with the blessing of Mne Webber's family a service of remembrance was held in his honour.

"The troop learned what sacrifices were made for them back in 1944 to allow them to live free and enjoy life as they are able to do now," said scout leader Simon Bale.

The tour was a precursor to the troop's formal Naval inspection, which if passed (the scouts did) allows the youngsters access to RN equipment at Naval bases and ship visits.



● Angled flight deck: Gazelles and Sea King Mk 4 'Junglies' lined up on HMS Ocean's deck as another Junglie comes in to land, pictured by 42 Commando's official photographer LA(Phot) Husbands.

The Fleet Air Arm squadrons serving the Royal Marines joined Ocean as she sailed with 42 Cdo aboard for Exercise Aurora, the RN's huge spring war games off the Eastern Seaboard of the USA (see the back page).

The green berets trooped aboard the helicopter assault ship at Marchwood military port in Southampton Water.

"We've been very busy over the past 12 months, but it's been almost a year since we've deployed with our air group and landing forces deployed together," explained Ocean's CO Capt Chris Clayton.

"We welcome this opportunity for Ocean to participate fully in the largest amphibious exercise since last year."

40 glorious years for naval air museum

THE national memorial to the Naval air wing is marking its 40th anniversary by adding to its already impressive exhibitions.

The Fleet Air Arm's senior officer – Rear Admiral Adrian Johns, Rear Admiral FAA – has appropriately performed some of the birthday honours, as new displays at the Yeovilton museum honouring naval flight opened celebrating

and commemorating the importance of air power to the UK.

The opening of the Cobham Hall is the highlight of the 40th birthday for the FAA museum, but not its only party piece in this anniversary year.

Another addition to the museum is the 'magic ear' exhibition, opened by Rear Admiral Johns, championing the importance of radar.

And the Naval air wing's vital role in the Normandy landings will be commemorated on June 6 with talks, memoirs from participants and big band music from the 1940s.

Cobham Hall provides a climate-controlled display hall to show off the museum's reserve collection to the public.

'Reserve collection' might suggest lesser aircraft. Not a bit of it. Now on show are a Gazelle in which the Duke of York learned to fly; a Westland Wasp which sank the Argentinian submarine Santa Fe and a bullet-ridden Argentinian

Beechcraft Mentor captured on Pebble Island during the 1982 campaign; the Supermarine 510, the first swept-wing jet to land on a carrier; and Britain's first helicopter, the Westland Dragonfly.

The new exhibition hall is a far cry from the rather humble origins of the Somerset attraction.

The Duke of Edinburgh performed the honours on May 28 1964 when the museum was first opened, commemorating the 50th anniversary of the formation of the Fleet Air Arm's predecessor, the Royal Naval Air Service.

A decade later his son, Prince Charles, laid the foundation stone for the first expansion, the Caspar John Hall, a duty performed while he was training as a helicopter pilot at Yeovilton. Then Prime Minister Harold Wilson opened the hall 12 months later.

It was quickly filled; by 1977 further expansion was needed, this time in the form of the Queen Elizabeth Silver Jubilee Hall to

house the museum's library, lecture hall and storage facilities.

Three years later, the Mountbatten Memorial Hall was added and a new display hall large enough to incorporate Concorde, which had arrived at the museum in 1976.

More recently, a replica of HMS Ark Royal's flight deck with eight aircraft lined up for take-off and giant projector screens to take visitors to the heart of the action have been added.

"The museum is constantly changing and growing. People who visited us a few years ago would barely recognise us today," said museum director Graham Mottram.

"We find people thinking they will spend an hour here but they end up staying four hours or more.

"I'm keen that people who haven't visited for the past few years see our 40th birthday as an opportunity to re-visit. They will see some very significant changes."

Naval role in Normandy campaign remembered

A SYMBOLIC re-crossing of the Channel by the heroes of Normandy will usher in international events honouring the liberation of Europe.

The 60th anniversary events for the D-Day landings will not be on the same scale as those a decade ago, but what they lack in scope, they will make up in spirit and emotion.

A flotilla of small and large ships will shepherd a ferry – the suitably-named Normandie – filled with Normandy veterans across the Channel in rather more benign circumstances than 60 years ago.

HMS Gloucester leads the flotilla out of Portsmouth Harbour at around 9am on Saturday June 5.

French destroyer Cassard, US destroyer Ross, Canadian frigate Charlottetown, RFA Wave Knight and a smattering of smaller vessels such as MTBs connected with the Normandy invasion will escort the passenger ship out of Portsmouth.

Civic and military dignitaries will take the salute on the city walls at the Square Tower as the ships pass.

Frigate HMS Campbeltown is also sailing to France; her crew are to take part in ceremonies in the Caen area.

Gloucester and other escorts will drop anchor off Arromanches and remain there throughout Sunday June 6 as a backdrop for ceremonies ashore.

The commemorations are a fitting bookend to Gloucester's four-month deployment escorting French flagship Charles de Gaulle to the Indian Ocean.

The Type 42 destroyer's deployment ends on June 7, fittingly sailing into Portsmouth accompanied by the French aircraft carrier on her first visit to the port.



● Taking the flak: A German sailor mans the gun simulator at HMS Collingwood

Fock, stock and barrel

SAILORS from the German sailing ship Gorch Fock were shown around the Royal Navy's foremost warfare school when their vessel berthed in nearby Southampton.

Twenty petty officer candidates joined Lt Cdr Grothusen, the Deutsche Marine's liaison officer who serves at the Maritime Warfare School, in touring the school at HMS Collingwood.

All the Gorch Fock's crew are specialists in seamanship, so they were given an insight into front-line training for their RN counterparts, including training on the virtual reality gun in the close-range weapons section of the warfare school.

The German sailors ended their visit to the RN with a look around HM Naval Base Portsmouth, including HMS Victory.

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Virtual team will make first step

WELCOME to Drafty's Corner, writes Captain Naval Drafting Capt George MacDonald.

For those of you who have been following these pages over the years, the title of Captain Naval Drafting will not be an unfamiliar one.

Indeed, until 1996 the drafting organisation within Centurion Building, and prior to that when

HMS Centurion existed as an independent establishment, was headed by a Captain.

But why re-introduce a Captain at the head of the drafting organisation now?

Well, the answer lies within the re-organisation of the Personnel Headquarters, put in train by 2SL with the overall aim of better focussing on the delivery of outputs.

An integral component of the overall HQ Reorganisation is the collocation of all appointing and draft-

ing organisations into one Directorate of Naval Career Management (DNCM).

The aspiration is to create a physically collocated Career Management organisation, drawing together the present staffs of Commodore Naval Officer Appointments (CNOA) from Victory Building and Captain Naval Drafting (CND) staffs from Centurion Building in Gosport and the Royal Marine Drafting Office in Whale Island.

The preferred location for the new Directorate of Naval Career Management is Portsmouth Naval Base.

As a first step towards this goal, organisational changes are in train to produce a virtual organisation by the end of November.

This entails some adjustments to the structure of the present Drafting Divisions, shifting from an organisation founded on fighting arms to one based on Branch.

May 24 sees the Submarine drafting desks move out from the overall management of D4SM to the respective Branch Heads: Warfare to D1 and Engineering to D2 with Logistics and Medical remaining with D4.

Fleet Air Arm drafting desks similarly migrate in mid-November thus creating four pillars: Warfare; Engineering; Logistics and Medical; and Royal Marines.

This new structure matches the CNOA organisation and allows the creation of a four-pillar model uniting officer and rating career manage-



'They must be making it virus-proof!'

Conference keeps WOs up to speed

PERSONNEL management is the overarching theme of this year's Royal Navy and Royal Marines Warrant Officers Conference, to be held as last year at HMS Collingwood in Fareham.

The event, which normally covers two days, has been consolidated down to one - Thursday June 10 - and the capacity is once again 350.

There is also a formal dinner, limited to 300 people, at which the Guest of Honour will be Admiral the Lord Boyce, who will be accompanied by a num-

ber of other senior officers.

The main aim of the conference is to update personnel on current and developing Naval issues, which will be achieved through a series of individual presentations.

All serving RN and RM Warrant Officers are invited to these conferences, and applications have also been welcomed from those WO2s and Chief Petty Officers selected for promotion to WO1 on the 2004 signal.

Details of the conference are available in RNTM 58/04.

ment by branch, each pillar headed by a Captain.

The virtual organisation will stand up by the end of November, with the present CNOA becoming the first incumbent of the DNCM post.

The focus of this initial stage of work is to establish a virtual organisation, thus physical change is not a feature.

The transfer of the submarine and Fleet Air Arm drafting desks is a line management change; drafting desk staff and telephone numbers remain unchanged and the present level of corporate management expertise in support of SM and FAA business will still be available as required.

The transfer of the SM and FAA drafting desks into 'Branch' line management does not entail a change in Appointer for SM and FAA Warrant Officers at this juncture, although the demise of a dedicated Fleet Air Arm Drafting Commander (D3) in the New Year necessitates a review of how best to conduct WO appointing business thereafter.

With some two months under my belt as CND at the time of going to press, I inherit a team just under 100 strong, keen to do their best by both employers and individuals.

The relationship between drafting desks, employers - and notably the Waterfront Manning Offices - are both close and positive.

The RDCAs are in contact with a sizeable swathe of people, both Junior and Senior Rates, and of course the latter are in direct contact with their drafters whenever they feel the need.

The biggest challenge is shortages, with some specialisations particularly hard hit and a terrific amount of management effort from both 2SL and Fleet staffs goes into minimising the effects on both units and individuals.

One of the ways of easing this problem is by the use of Full Time Reserve Personnel (FTRS).

My team have some 800 FTRS volunteers filling a range of billets -

predominantly ashore - which would otherwise be gapped.

FTRS numbers are a function of supply and demand; thus as the Naval Service moves towards manpower balance, the number of opportunities for FTRS are likely to reduce.

In response to this, management of FTRS has been reviewed, resulting in control of overall FTRS numbers being determined alongside that for their regular counterparts.

In most circumstances, commitment will be of 12 months duration other than for those on sea service, together with the assumption that Home Commitment will apply other than again for those on sea service where Full Commitment will be appropriate.

Full Commitment contracts will include liability to be deployed to other billets within normal drafting notice.

Further details are available from WDCO.

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4th Armoured Division, US Army

The Sherman was the backbone tank of the Allied armies in the closing stages of the war; two out of three tanks used by the British was a Sherman.

1:50 scale die-cast model.



Churchill MK III

141 Regiment, British Army
Sword Beach

Another mainstay of British armoured forces, the Churchill was designed to accompany and support infantry

1:50 scale die-cast model.



6th June 1944 marked the start of Operation Neptune with the largest amphibious invasion force ever assembled having set sail from the South coast of England; its destination- the beaches along the coastline of Normandy. That day has since been known simply as D-Day.

To mark the 60th Commemorations, Navy News offers you the opportunity to purchase a number of limited edition items.

For those of you who are in Portsmouth on the 5th & 6th of June, Navy News will have a stand on Castle Field where you will be able to purchase all of these products.

Please drop by and say hello, we would love to see you!



LIMITED EDITION

Supermarine Spitfire MKVB-4Q

VCS-7

This limited edition corgi model in 1:72 scale shows the aircraft in RAF livery, other details include pilot figure, armament, and rotating propeller. It is also presented in special 60th Anniversary packaging.

Spotting for the naval bombardment of the Normandy coast from the 6th June 1944 were several Spitfire Vb's of VCS-7, a specially formed unit of the US Navy.

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'I'm offering ours – provided he brings it back in good condition!'

NEWSVIEW

Judgement deferred

At one point in *Judgement at Nuremberg*, Stanley Kramer's 1961 masterpiece released for the first time on DVD last month, a visiting journalist reveals that he can no longer sell stories about war crimes.

A sensation in its day, thanks to fine performances from a stellar cast including Spencer Tracy, Marlene Dietrich, Burt Lancaster, Maximilian Schell, Judy Garland, Richard Widmark and Montgomery Clift, the film is set in 1948, two years after the trials of the leading Nazis and just as the Berlin Airlift is about to take off.

(Not only does no one back home want to know, there is also mounting political pressure for leniency for four corrupt jurists accused of 'legalising' atrocities, since the Allies need the co-operation of the German people if the operation is to succeed.)

Navy News got started in June 1954, exactly ten years after D-Day. To judge from the total lack of attention we paid to it then, nobody much wanted to be reminded of that either. Even though it marked the greatest seaborne invasion in history, almost entirely mounted by British and Canadian ships.

It was perhaps too fresh in the memories of the then still mostly young men who had taken part in it; they wanted to forget about it and get on with the business of living.

Most of them are dead now, but following the recent success of the movie *Saving Private Ryan* and its TV spin-off series *Band of Brothers*, there is even more interest in D-Day now – particularly by young people – than there was ten years ago, when many more of them were around to take part in the 50th anniversary commemorations.

As D-Day + 60 arrives, the dwindling band of survivors may take heart in the knowledge that the old cliché they may once have viewed with cynicism may still ring true: they will not be forgotten.

Charity begins at home

IN ONE of his classic radio show sketches from the 1940s the great American comedian Jack Benny is held up by a gunman demanding "Your money or your life!"

Dead silence from Jack. Hold-up man: "Come on, I said your money or your life!" Jack: "I'm thinking it over!"

Jack Benny's whole stage persona was based on the pretence of his meanness – yet he was, by all accounts, the most generous of men.

Which is perhaps the problem that lies behind the Voluntary Deduction from Pay scheme's failure to come up with the goods (despite CPO Gaskin's deservedly acclaimed success in raising its take-up by 50 per cent, as reported to King George's Fund for Sailors, the overall figure remains disappointing).

Likewise normally the most generous of people – as *Navy News'* Helping Hands page consistently attests – RN personnel have always suspected they are being ripped off by the powers that be when it comes to looking after their own.

It is a very deep-seated prejudice – and in the distant past, particularly, it had a sound basis in reality; in Nelson's day, the Navy's supply organisation was notoriously corrupt.

So it is not surprising that, even now, sailors need a bit of persuading to sign away even the tiniest part of their earnings to the benefit of their own people, because maybe they still think their money is not being spent as it should be.

The onus remains on KGFS – and on the Second Sea Lord – to put their minds at rest.

Communicators in Business Awards 2004

What the judges said:

"I'm sure that every judge in the CiB's annual awards looks forward to the inclusion of *Navy News* – because it means at least a couple of hours with a glass of Scotch in front of the fire, having a darned good read! ... this is a publication of tremendous charm and professionalism."

"This is the biggest site entered in the competition and provides a wealth of fascinating information as well as a contact service for veterans, transactional services and advertising opportunities. With news, pictures, archives and interactive areas, there's plenty to browse and enjoy. This is a well-used and well-liked treasure trove for people of all ages and nations with an interest in the British Navy."

"This cutaway illustration is a regular CiB contender and every year I am stunned by the quality of the work achieved by the author. The detail is first class in every way, almost down to the screws holding the mirrors on the wall in the crew's quarters!"

"... a well-written feature that conveys vividly the courage, pragmatism and determination of the field hospital staff in Iraq and the conditions in which they were operating. Comparisons with M*A*S*H are inevitable. It's a gripping read for both servicemen and women and the magazine's civilian subscribers. The writing style grips the attention from the dramatic opening to the wonderfully undramatic quote in the sign off paragraph."

"... this cartoon is a superb piece of humorous work. They say a picture speaks a thousand words – it can also convey an image that words alone simply cannot do. That surely is the art of the cartoonist, and something at which Tugg is clearly a master."

"Well – ain't that a cracker then!!!! I know it can't be, but the seal seems almost to be saluting... No, can't be, can it? On the other hand, it might just be giving its seal of approval!"

Salute to *Navy News* with six of the best



●SEAL OF APPROVAL: LA(PHOT) Eddie Wareing's award-winning photo. Below, left to right, the *Navy News* team at Warwick: Stuart Christmas (Website), Sue Sullivan (Editor's Secretary), Lisa Taw (Business Manager), Anne Young (Subscriptions), Mike Gray (Deputy Editor) and Jim Allaway (Editor)

Navy News won six awards in the 2004 Communicators in Business competition – the most by any single publication.

They were for Best News Story, Best Design, Best Photograph, Best Illustration, Best External Online Newsletter and Best Use of Humour.

Over 800 entries were received for this, the biggest competition of its kind in Europe, held at Warwick. Guest speaker was former Defence Secretary Michael Portillo.

Since it first entered the contest in 1972 *Navy News* has won 112 awards without missing a single year – a unique achievement.

Said Editor Jim Allaway: "I am delighted that we managed to 'cover the waterfront' yet again in this, our 50th anniversary year – in which we also picked up our third Plain English Campaign award."

"Particularly since we are still a wholly 'in house' publication in a contest now almost entirely dominated by agencies that have no real connection with the organisations they serve."

"It reflects great credit on all my team – a small outfit that, 50 years on, continues to punch well above its weight and actually sells its product worldwide."





Holiday fun – with the Royal Marines

A BREAK for parents – and Royal Marines-style training for their children – was the result of a busy five days of activities at the Commando Training Centre RM staged by the PTIs around Lympstone.

The holiday activities week was the idea of Commanding Officer Lt Col Nick Arding RM, and by taking up to 50 children, aged 7 to 14, working parents (Military and civilian) had the pressure of childcare eased.

Activities included abseiling,

dragon boating, catering, swimming, sports and a visit to the Fleet Air Arm Museum at Yeovilton.

Lt Col Arding said: "My thanks go to staff at the centre who put on a fantastic, inventive package that provided parents with a solution to child-care worries and most importantly offered the children a great learning experience."

Organisers hope to run another scheme for summer half-term

● **WO2 Sparky Martland RM steers a dragon boat at Exeter Quay**

Portland packed with grey ships

WITH five military vessels in harbour at the beginning of May, Portland saw the largest concentration of warships and Naval auxiliaries since the days of Flag Officer Sea Training.

Since there were three cable ships and a Channel Seaways vessel alongside, the port was all but full.

RFA Sir Tristram continued a maintenance period, and was in port rather longer than the others.

They included new tanker RFA Wave Knight, which had recently returned from a long deployment to the Caribbean, where she was relieved by sister ship Wave Ruler.

Aviation training ship RFA Argus was back at her one-time home after a gap of more than three years, and it was her first visit to Portland since her high-profile stint as a primary casualty receiving ship in the conflict in Iraq last year.

Portsmouth-based mine counter-measures vessel HMS Chiddingfold was conducting trials in the area, and took the opportunity for a break over the Bank Holiday weekend before returning to sea on the Monday.

Finally, the second of three Offshore Patrol Vessels being built by BAE Systems for the Brunei Navy is using the Portland as a base while conducting weapons trials.

Bendahara Sakam is still under the Red Ensign, and is manned by personnel from the shipbuilder.

Following a recent crew change, the Admiralty Master in Command is currently Vice Admiral Sir Fabian Malbon, whose home is in nearby Weymouth.

New brochure

A NEW Defence of the Realm brochure highlighting the defence heritage sites in Hampshire has been produced by the county council.

It provides details of 35 sites, including special events, discount vouchers, and a comprehensive D-Day listing.

Whimbrel could be wartime monument

ENTHUSIASTS are looking for moral and financial support to bring one of the few remaining survivors of the Battle of the Atlantic back to Britain as a monument to the wartime Fleet.

No longer needed by the Egyptians, the former HMS Whimbrel is at the centre of ambitious plans to turn her into a museum in Liverpool, close to the headquarters of Western Approaches from where the Atlantic battle was directed six decades ago.

The Black Swan-class sloop was sold to the Egyptians in 1949 and remained in service with their Navy until two years ago – latterly as an accommodation vessel.

The Egyptian Government has agreed in principle to refit and sell the ship for £1m to the HMS Whimbrel Battle of the Atlantic Memorial organisation provided it can raise the money, and a berth has been offered at Canning Dock in Liverpool, one of her wartime homes.

It is likely to cost a further £2m to

bring Whimbrel home and prepare her for visitors on the Mersey.

Despite the importance and scale of the Royal Navy's greatest challenge since Trafalgar, few vessels of World War II vintage survive.

Fewer still remain pretty much in their wartime configuration like Whimbrel, later renamed Tariq.

Although the name Whimbrel may not necessarily stand out as much as the likes of Duke of York, Hood and Warspite, she typifies the heart of the RN between 1939 and 1945.



● **Admiral Sir Ian Forbes, Deputy Supreme Allied Commander Transformation, greets representatives of the new members of NATO in Norfolk, Virginia**

NATO welcomes new members

A BRITISH admiral has presided over a ceremony at a NATO headquarters in America at which seven new members were welcomed to the Alliance.

Admiral Sir Ian Forbes, Deputy Supreme Allied Commander Transformation, said the new members – Bulgaria, Estonia, Latvia, Lithuania, Romania, Slovakia and Slovenia – would provide new vigour to the NATO family.

"On a personal note, let me say what an enormous priv-

ilege it is for me, as a European, to stand here on US soil representing Supreme Allied Commander Transformation, Admiral Edmund Giambastiani, and to welcome these seven nations to NATO."

The ceremony, at SACT HQ in Norfolk, Virginia, was attended by senior diplomatic staff from the new members, and a similar event was held at NATO HQ in Brussels, where NATO Secretary General Jaap de Hoop Scheffer spoke of the strength of the 26-strong alliance.

Yangtze victims are honoured

A MEMORIAL to those who died in the Yangtze Incident has been dedicated at the National Memorial Arboretum.

Some 150 veterans of the four ships and their guests, mainly from HM ships Black Swan and London, attended – the two associations held their reunions over the weekend.

A service of dedication was conducted by the Rev John Oliver RN ret'd, who served in both Black Swan and London.

The stone, in the Yangtze Grove of the arboretum in Staffordshire, commemorates the 46 men who died as a result of the incident, when HMS Amethyst came under fire from Chinese Communist forces in April 1949 and Black Swan, London and HMS Consort came to her aid.

The Roll of Honour was read by Lt Cdr Stewart Hett (Amethyst), John Dixon (London), Lt Cdr Miles Chapman (Black Swan) and Ray Shenstone (Consort).

Existing memorials to the victims stand in the garden of the Beijing Embassy, St Nicholas Church at HMS Drake, and the China Fleet Club.

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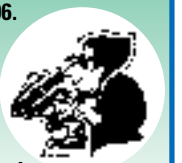
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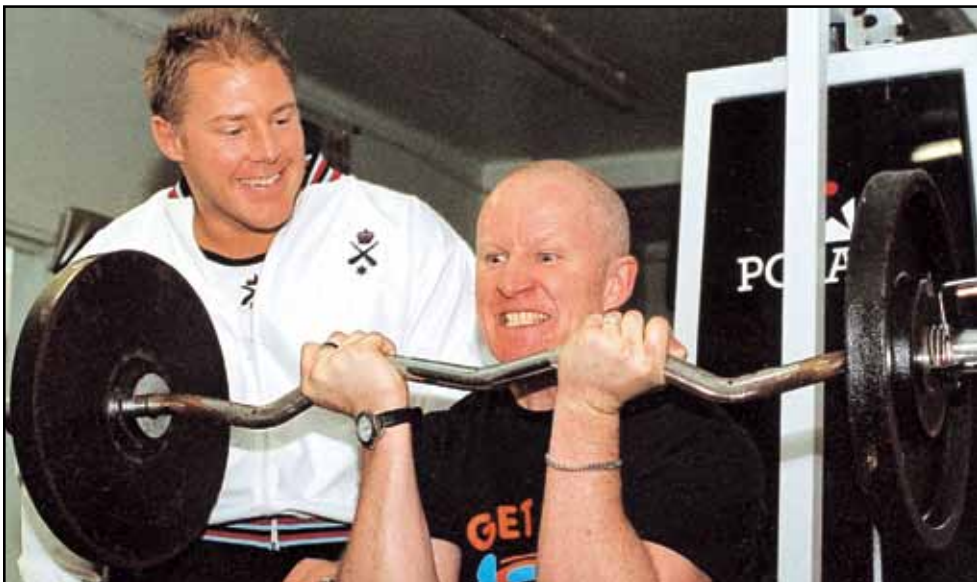
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● **CPOPT Steve Gibson (left) encourages CPOMA George Murrin during a fitness session at the Healthy Lifestyle Club at HMS Caledonia**

HMS CALEDONIA has launched a Healthy Lifestyle Club in line with the introduction of personal function standards (PFS) for fitness training, which promotes individual well-being.

The process begins with an initial health and lifestyle check, carried out at the Sickbay, checking weight, height and body mass index, blood pressure, pulse, urine and cholesterol levels.

Each individual also receives relevant information and support.

On completion of the health checks, personnel are then invited to attend a varied programme of individual and team events organised by the PT staff.

Sessions are of one-hour duration and take place three times weekly as part of the working day – above PFS guidelines, and fully supported by Commanding Officer, Cdr Nick Stenhouse, who rarely misses activities.

Sessions include fitness-based classes, such as weight/circuit training and cardiovascular workouts and team-based activities, including volleyball, five-a-side football or bike relays.

Once a member has attended five times, they can claim a prized Club 'Get Fit – Stay Fit' T-shirt.

Heroes' return for G

MINOR footnotes in wars can have far greater status than they perhaps deserve. Incredible bravery, flashes of inspiration and actions can help shape the history of a nation.

One such footnote saw an audacious foray by Royal Navy cruiser HMS Glasgow into the inferno of Molde as the town, the de facto capital of Norway for just a week, was all but obliterated by waves of German bombers.

Waiting on the edge of the town was King Haakon VII and his son, much of the country's government – and the majority of Norway's gold reserve, some 23 tons of bullion which the Nazi war machine could have used.

The glorious sunshine and snow-capped mountains reflected in the still waters of the Romsdalfjord on April 29, 2004, could not have been more different to the mayhem of 1940.

And for the eight Glasgow veterans who travelled to Molde at the invitation of the Norwegians, there were many contrasts and emotions to wonder at – not least the renaissance of the neat little town, famous for its roses and summer jazz festival.

In most cases, their last sight of it had been an angry red glow in the sky as the big warship zig-zagged wildly down the fjord towards the open sea and the temporary safety of Tromsø.

Along with destroyers Jackal and Javelin, Glasgow had left as the bombers returned, and in her haste she did some damage of her own.

"When we departed we took a bit of the jetty with us. I apologise for that – if you want to find it it's in the water, just the other side of your football stadium," Stan Henty told his audience at a gala dinner, raising one of the many smiles on a night of sombre remembrance and happy reunion.

The dinner, in the splendid glass landmark of the Rica Seilet Hotel built at the edge of the fjord, was just

When HMS Glasgow her sailors won a town of Molde Glasgow veterans

one example of the tidal wave of hospitality which engulfed the Glasgow men and often left them shaking their heads as their honoured status sat uncomfortably with their modesty.

"How did you feel when you knew you had the King of Norway on board?" asked one Norwegian TV news crew. "It was just a day's work for us," replied Bill Watts. "We were sent to do a job and we did it."

"Most of us didn't even realise we had the King on board till we were well out to sea," confided Stan Henty, who had travelled from Cheshire with his two sons and daughter. All four, like the rest of the veterans and their families and friends, were accommodated for free by the Rica Seilet, which also hosted the dinner and a ceremony which saw the eight presented with the Norwegian Medal of Participation 1940-45.

The onslaught on the near-defenceless port – the only ack-ack guns were those on Norwegian destroyer Sleipner, which nightily dodged bombs and blazed away at enemy planes – was designed to kill the King, who on the night of April 29 1940 watched from the edge of the forest, by a birch tree, as Molde crumbled.

That image, of an unbowed king and his son waiting patiently to continue the fight from the north, was captured on film by a journalist and became a symbol of national pride.

One of the fugitives who escaped from the ruins of Molde was the Prime Minister John Nygaardvold, who wrote of the moment he reached the jetty: "Finally we managed to get down to the quay and found the whole of the area in flames."

"The English cruiser Glasgow, a thumping big 11,000 tons, had put in action all its fire hoses and poured a Niagara Falls of water over the quays."

It was fitting that one of the VIP guests at the commemorations should be Kjell Magne Bondevik, the current Prime Minister of Norway and a man who appreciates the daring of the Glasgow action as much as anyone, as he grew up in Molde.

Speaking to *Navy News*, Mr Bondevik said: "When the King was standing in the forest, that image is well-known, because there was a photograph taken. That is famous."

"The story of HMS Glasgow is not as well-known to everybody in Norway – but I hope that these events have brought the story of Glasgow to more Norwegians."

The value of what the cruiser achieved was summed up by Mr Bondevik at the official ceremony, when he told the townspeople and gathered dignitaries: "If it had not



● The town of Molde was ablaze as HMS Glasgow approached the jetty – this picture (above) was taken from the deck of the cruiser by a member of the ship's company. Among the fierce flames can be seen the church steeple, glowing like a torch at the top of the picture – another poignant symbol of the town's suffering

● (Left) Cruiser HMS Glasgow pictured after the war, shortly before she was decommissioned. The ship, built in 1936, served right through the war and was finally sent to Blyth for scrapping in 1958



● (Left) The British Ambassador to Norway, Mrs Mariot Leslie, studies a model of the Norwegian destroyer Sleipner in the Molde Stuene

Colour pictures by Magne Åhjem, Royal Norwegian Navy, and Mike Gray



● Standing by a White Ensign and the Norwegian flag, the Prime Minister Kjell Magne Bondevik, addresses the audience during the ceremony to honour the veterans from HMS Glasgow in Molde (above)



● (Above) The striking Hotel Rica Seilet and the Molde football stadium dominate the waterfront close to where HMS Glasgow berthed at Storkaia during the chaos of the night of April 29, 1940 – the remains of the town's jetty lies on the seabed close by, after Glasgow ripped the end away in her haste to escape

● (Right) The HMS Glasgow veterans wait to receive their Norwegian medals; from left, Arthur Hughes (then an Ordinary Seaman), Bill Watts (Boy Seaman), Reg Samways (Officers' Cook), Jeffrey Russell (Telegraphist), John Ross (Boy Seaman), Stan Henty (Corporal RM), Fred Bunt (Stoker First Class) and Norman Andrews (CPOERA)



Glasgow veterans

The Great Escape – but Molde paid price

reaching effects, though they never achieve... Minor actions can encompass acts of incred-... pivotal decisions – and in rare cases, such...

ow plucked King Haakon VII to safety, a place in the annals of Norway. The rolled out the red carpet for eight, and **MIKE GRAY** saw their return.



Hammero, and County Governor Otar Befring were constantly there to smooth the British party's path or sing their praises, and the impressive Coastguard ship Alesund hosted a lavish lunch for the veterans.

The Royal Norwegian Navy Band played for them, and there were two performances by the Fuglsat Male Voice Choir, led by British director Lindsay Winfield-Chislett.

The choir showed its flexibility by backing the veterans in an impromptu rendition of their old ship's song, *I Belong to Glasgow*.

International opera star Ann-Helen Moen – another Molde-born celebrity – took time out of a busy schedule to serenade the guests, and the Rica Seilet Hotel had carried out considerable building work to create a Glasgow Lounge, with specially-commissioned painting by Rolf Groven.

Also on display, along with a Glasgow ship's plaque, is a mounted coin from the original gold shipment, presented by Jarle Berge, Deputy Governor of the Bank of Norway.

The veterans were staggered by the warmth of the welcome. Stan Henty said: "There was no pomposity at all – it was all genuine, and they didn't leave anything to chance."

"But there were eight of us here today, and each of us represents 100 men who couldn't be here – and some who didn't even survive the war."

The sense of reverence continued all the way to the airport and beyond for at least one of the visitors, Fred Bunt, who was on the last British Airways flight out of Oslo on a bank holiday, and was treated like a VIP by flight purser Mandy Miller and the cabin staff – a welcome indication that there are still those in the UK who appreciate the courage and fortitude of men like Fred to the same degree as our wartime allies.

See Navy News Online for more reports and pictures

been for the Glasgow and her valiant crew, our history might have been dramatically different."

The Prime Minister passed on the good wishes of the current King, Harald V, and added: "We honour you and your comrades for your crucial service in our darkest hour."

"The strong ties between Norway and Britain were greatly enhanced by your efforts."

He concluded: "Our warmest thanks to all of you."

The medal ceremony was just one of the highlights of a whirlwind two-day programme for the RN veterans, two of whom – John Ross and Bill Watts – had flown in from Australia.

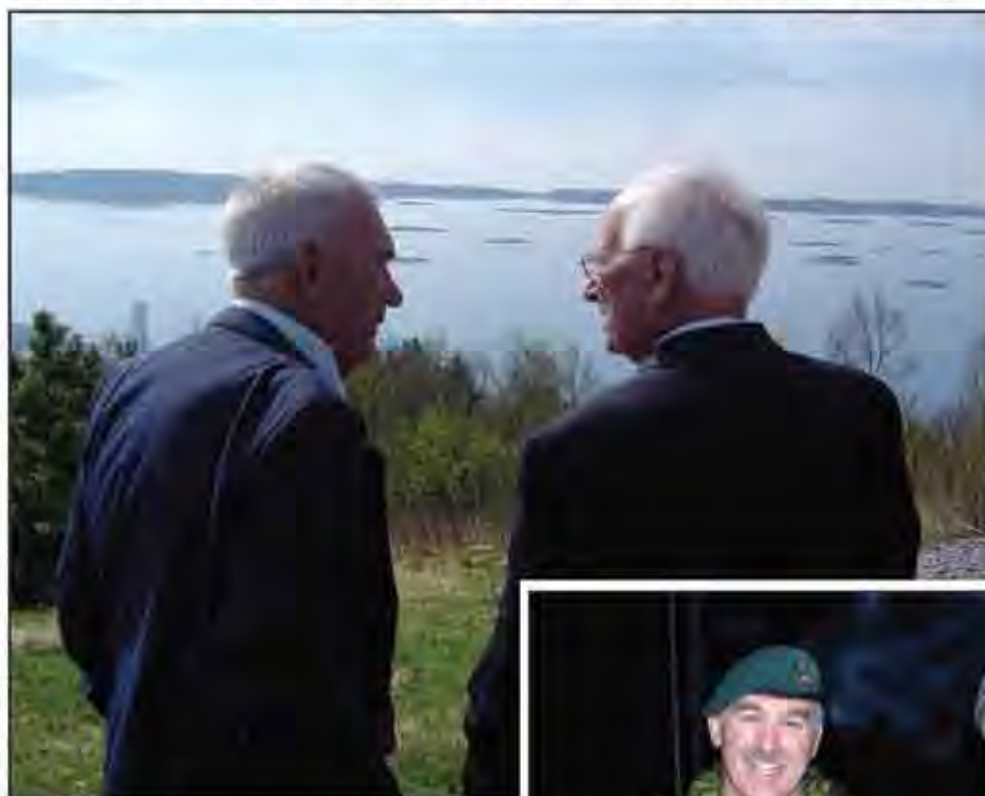
The British Ambassador to Norway, Mrs Mariot Leslie, flew up from Oslo with Defence Attache, Lt Col Steve Hughes RM and Defence Assistant Nicole Granholt, who did much of the groundwork for the visit.

Second Sea Lord's Chief of Staff, Rear Admiral Dick Melly, represented the First Sea Lord, while a number of Norwegian Navy officers were closely involved, as well as Hakon Lund and Olaf Hartmann-Johnsen, representing Norwegian veterans.

The Mayor of Molde, Jan Petter



Glasgow veteran Jeffrey Russell examines Rolf Groven's painting of the night of April 29 – John was on deck, alongside the Walrus seaplane, as the ship pulled away from the jetty 64 years ago



(Above) HMS Glasgow veterans Arthur Hughes (left) and Reg Samways contemplate the spectacular setting of the town of Molde, completely rebuilt after the Germans flattened it during bombing raids in April 1940 in a bid to kill King Haakon VII

Lt Col Steve Hughes RM, Defence Attache at the British Embassy in Oslo, receives an unusual gift from Ivar Jolans (right). Mr Jolans was a young child when Molde was destroyed by the Germans, and in the ruins of a burnt-out house he found the remains of what he believes is a British gun. With the visit of the Glasgow veterans, Mr Jolans thought it an appropriate occasion to hand over his piece of war memorabilia to a representative of the British Armed Forces

THE NORWEGIAN campaign in 1940 was a catalogue of failures on both the Allied and Axis sides – but a campaign studded with vignettes of bravery and heroism.

Norway had hoped to maintain neutrality, but her coastal sea lanes were a vital route for the transport of Swedish iron ore from the port of Narvik, and other ports provided ready access to the North Sea and out into the Atlantic.

Germany coveted these strategic assets – and Britain was determined they should be denied to the enemy.

One of the first military clashes came when destroyer HMS Glowworm encountered a heavy German force, and sank after ramming and damaging the heavy cruiser Hipper as she was battered by crippling gunfire.

On April 9 the Germans carried out the first large-scale joint amphibious invasion when they put paratroopers and seaborne troops into key Norwegian ports.

But the key attack on Oslo went badly wrong when the Oscarborg fort on Oslo Fjord opened fire with antique (German) guns on the new German cruiser Blucher, following up with a couple of torpedoes which sank the warship with the loss of 1,000 men.

This delayed the assault on the capital, and gave the Royal Family and Government the chance to flee north.

Also heading out of Oslo was a fleet of lorries loaded with Norway's gold reserve from the national bank, and after fleeing the advancing German troops and bombing raids from town to town, the parties arrived in Molde on April 23, effectively making the town the capital of Norway for a week or so.

With southern Norway lost, and resistance in central Norway being ruthlessly crushed, hopes hung on a fight-back from the north, where daring destroyer raids on Narvik – with help from the battleship Warspite – inflicted the first major German military defeat.

But with the Low Countries overrun and France teetering on the brink, British forces were in demand elsewhere and Norway had to be abandoned to her fate for the time being.

So it was that the cruiser HMS Glasgow was despatched from Scapa Flow in a race against time to rescue the King, the Government and the gold in one fell swoop before the Germans carried out their threat to kill the King.

Success meant the Norwegians would have a legitimate government in exile and a reason to fight on. Failure would be a crushing blow to the Nordic nation and the morale of the Allies.

A heavy responsibility for one ship...



Second Sea Lord's Chief of Staff, Rear Admiral Dick Melly, congratulates Glasgow veterans Norman Andrews (nearest camera), Fred Bunt (middle) and Stan Henty





At Your Leisure

Masterpiece with a message

HMS ANDREW had a leading role in *On the Beach*, Stanley Kramer's bleak film of the world ending not with a bang but a whimper as nuclear fallout slowly edges south to Australia.

Taken from the novel by

Nevil Shute, the 1958 movie stars Gregory Peck as the commander of the nuclear-powered submarine USS Sawfish, falling half in love with Ava Gardner as he struggles to come to terms with the loss of his family back home in the United States, where all human life is already extinct.

While filming on location in

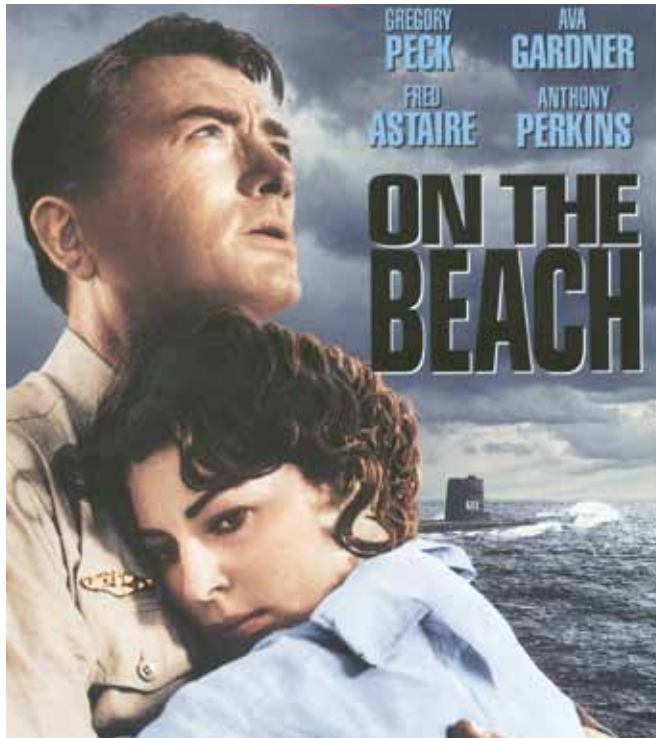
Melbourne, HMS Andrew enjoyed meeting these screen legends on and off duty – together with magical hooper of Hollywood's golden age Fred Astaire, making a new mark in a straight dramatic role, and Anthony Perkins, whose image as a sympathetic but dangerously unbalanced icon of horror would be established the following year in Hitchcock's classic *Psycho*.

The Andrew also had the distinction of being the first vessel to fly the 49-starred US flag – the state of Alaska did not come into being until January 3, 1959, so this was at least one authentic piece of prophecy.

HMS Andrew would also be the last Royal Navy submarine to mount a gun, later preserved at the Alma Mater of the RN Submarine Service, HMS Dolphin at Gosport, Hants – where the last survivor of her class, HMS Alliance, forms the centrepiece of the Royal Navy Submarine Museum.

In 1953 she was the first submarine to make a submerged crossing of the Atlantic, a feat reported on the eve of the Queen's coronation at the same time as the conquest of Everest, which rather stole her thunder.

□ Nevil Shute Norway's first career was in aircraft design and many of his best-selling novels have an aviation theme. He worked for a while in Portsmouth where Norway Road is named after him.



● *On the Beach*, produced and directed by Stanley Kramer, was released on DVD last month at £12.99 – “a film masterpiece with a message that will resonate as long as the world has the power to self-destruct at its own fingertips” says the blurb.

Left: the movie poster featuring HMS Andrew (minus deck gun and diesel-electric powered, not nuclear). Above: on duty in the Far East (note the coolie hats!) Right: the deck gun is removed to be saved for posterity. HMS Andrew herself, despite many attempts to preserve her, ended her days in a Plymouth breakers yard.



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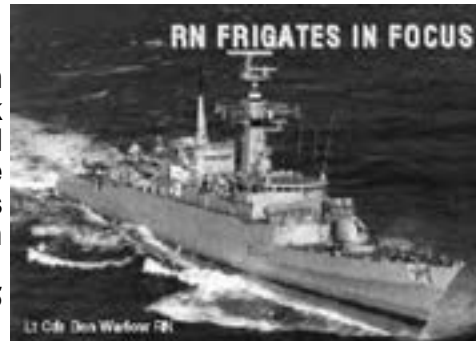
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Blitzkrieg build up rekindles a classic

BURNING Horizons is the eagerly awaited expansion pack to the award-winning computer game *Blitzkrieg*, nicely timed from CDV for the 60th anniversary of D-Day at £19.99.

First thoughts were that this was another variant of *Command and Conquer* which was a huge success in the Nineties. (This is a strategy game set in the near future. Your job, as General, is to build an army almost from scratch and to use tactics and cunning to defeat the enemy in the given scenario.)

I thoroughly enjoyed *Command and Conquer*, so was eager to find out, computer games having progressed so far in terms of graphics and sound, what new improvements in this type of game I was going to find with **Burning Horizons**. I was not disappointed. **Burning Horizons** is not set in the future but back in World War II when there were no hi-tech weapons such as guided air-to-air missiles.

No matter, there is a huge range of tanks, artillery and, well, just about every type of weapon deployed in World War II to call upon in your fight against the enemy.

You start the campaign in charge of a small German battalion but later in the game you can switch to the British or Russians etc, depending on how far you progress.

Learning how to accurately command your army takes practice

and a bit of perseverance. This can be achieved by playing the tutorials provided in the package which guide you through the basics of war strategy and what commands you can use to give you the advantage. These help you immensely, and before long you are ready for war.

My first mission was to take control of a strategic crossroads before my Panzer squad arrived on the scene. My immediate thought, and consequent action, was to just send my squad in, guns blazing, and take control that way. I was swiftly wiped out.

Fun as it was for a brief moment, my mission tactics were awful and my credentials as a master tactician severely dented.

So it was back to the drawing board and before long the French Bofors guns were not reducing my armoured cars, tanks and troops to dust.

Far from it, after deploying my troops a little more carefully and then calling in the paratroopers and a bombing raid (very realistic and satisfying) I was able to hold out for the cavalry.

A great game – and my social life is decreasing by the minute.
– NJA

Power and the glory



ONE of the most famous ships of her time – and then the biggest warship in the world – the Spanish Santissima Trinidad (Holy Trinity) was lost as a result of damage received at Trafalgar where she resisted the attack of three British ships of the line, losing more than a third of her crew dead and wounded.

After her final refit in 1803, the 2,879 ton ship carried 32 36pdr, 34 24pdr, 36 12pdr, 18 8pdr cannon and ten 24pdr mortars.

She took part in nearly all the major naval actions between 1775 and 1805 and flew the flags of admirals Langara, Don Luis de Cordova, Don Antonio de Cordoba, Mazarredo and Uriarte.

Like so many of the Spanish Navy's ships of the period, it was the sea and not the British that claimed her at last. Dismasted by the murderous cannon fire of October 21, 1805, she had surrendered but had to be sunk by her captors while under tow during the ferocious storm that followed the battle.

● From *Trafalgar & the Spanish Navy* by John D. Harbron (Conway Maritime Press £25).

No safe haven

● **Mulberry B at Arromanches in June 1944 and what remains of the great artificial harbour there today. Less than a fortnight after D-Day it was gravely damaged by the most severe storm in 40 years, while its counterpart at Omaha was completely destroyed.**

From *The D-Day Companion* (Osprey £20), edited by Jane Penrose for the National D-Day Museum, New Orleans.



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Civic honour goes down Wells with RN

HMS SOMERSET received an historic tribute at a ceremony in the city of Wells – in the heart of the frigate’s namesake county.

The ceremony started with sailors setting off from Wells Cathedral to parade the Royal Navy’s White Ensign through the streets of Wells.

Joining them was a ceremonial officer and the band of HM Royal Marines Plymouth.

Other events marking the day included the Mayor, Councillor Colin Price, inspecting the Guard, the Acting Dean of Wells Cathedral, Canon Melvyn Matthews, welcoming the ship’s company, and a meeting of the City Council took place to confer the honour presented to the ships Commanding Officer.

The frigate’s Commanding Officer, Cdr David Axon, received from the Mayor the

Report by Stephanie Cole

Freedom of the City of Wells.

In return, Cdr Axon presented the Mayor with a traditional gift of wine, wax and gloves.

The Mayor officially presented a citation to Cdr Axon, which was followed by a civic reception for the ship’s company at the Town Hall.

Cdr Axon said: “My ship’s company and myself are very proud of and value our strong links with the County of Somerset. It is a huge honour to be granted the Freedom of the City of Wells.”

Cllr Price added: “I would like to think that a small part of Wells accompa-

nies the ship wherever she goes and whatever her role.”

HMS Somerset has enjoyed strong affiliations with the County of Somerset since her launch in 1994.

The ship has recently completed the Joint Maritime Course exercise off north-west of Scotland, followed by Operational Sea Training (OST) at Plymouth.

She is now undergoing a period of maintenance before deploying later in the year.

The multi-purpose Duke-class frigate is equipped with a Lynx helicopter, a vertically-launched Seawolf and Harpoon missiles systems, and a 4.5 inch gun, making it a versatile warship, originally designed as an anti-submarine specialist but fulfilling a wide range of tasks around the world.



● Above: On parade through the streets of Wells
 ● Left: Cdr David Axon shakes hands with Mayor Cllr Colin Price.
 ● Right: Wells Cathedral, where sailors from HMS Somerset began the parade. Picture taken by Steven May with the assistance of Lt Simon Hilton and Lt Lee Evans, 815 NAS, from a RN Lynx



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Royal Naval Association

Branch in calmer waters

HAVING survived the stormiest patch in their 20-year history, due to internal tensions, the **Isle of Sheppey** branch is now steaming full ahead.

During this period in troubled waters, they lost some members, but were pleased when some of the old hands returned for the annual Christmas party, which was a big success, and featured musical entertainment as well as a fine raffle.

It was supported by members of **Chatham** and **Sittingbourne**, the former attending a recent lunch given by the branch and greatly enjoyed by all.

A thank-you from the branch to **No 2 Area** for the help, support and advice given to prevent the branch foundering – and also to the Royal British Legion for their continued support.

Delegate issue is a matter for reflection

SHIPMATE Charles Hutton, editor of **No 10 Area's** excellent magazine *Vanguard*, delivers some home truths to area branches who did not send a delegate to the Association's annual conference in Chatham last year.

Replying to those at the area's autumn conference, who questioned why headquarters had asked for an increase in RNA subscription levels and why it had not planned for a Trafalgar 2005 celebration in Portsmouth, S/M Hutton had this to say: "Headquarters has nothing whatsoever to do with the increase in subscription levels."

"The decision was arrived at by a democratic vote at last year's

National Conference, attended by only 11 area delegates, 49 branches failing to send a delegate.

"Had they done so and made their feelings known, their members may have been better off by £2 this year."

"Perhaps, when they have to find a further £1 in 2005 and again, in 2006, the message might sink in."

Referring to HQ's inaction in not organising a celebration to mark Trafalgar 200, he says had they decided to 'push out the boat', the cry from Crewe to Carlisle would be: 'Why has everything to be held in the South?'

Is it likely, he asks, in view of the small turnout of area delegates at the

2003 National Conference, many pleading poverty, that they would be in a position to participate in Trafalgar celebrations in Portsmouth?

In answer to those who questioned why National Conference is held in June – a peak holiday time in some resorts – he reminds them that June was decided on by a majority vote at the Weymouth conference in 2000 – a motion by No 11 Area to have the date changed to spring or autumn being defeated.

S/M Hutton does not beat about the bush when it comes to stressing the importance of Conference, which, he states, is the forum for

effecting change if the RNA is to remain a democratic organisation.

"Before we take Headquarters to task, when things are not to our liking, let us remember, if we do not send a delegate to National Conference, we do not have a vote and therefore, have no say in the decisions made on our behalf."

His message was delivered in time for No 10 Area's spring conference and reunion, held at Pontins Holiday Centre, Lytham-St-Annes, enjoyed by 150 shipmates and friends, who arrived there in glorious sunshine, on St George's Day.

The mood was one of happy celebration as they sat down to dinner, tables decorated with flags of St George.

A lively conference took place on Saturday, followed in the evening by a gala dinner, with tots from the Rum Tub dispensed by S/M Steve Caulfield, music and entertainment by Caroq and David Dalton.

There was some hymn singing the following morning at a service conducted by the Rev Keith Baines, the chaplain of Atherton branch.

The weekend was such a success that plans are already under way for Spring 2005 at Norbreck Castle, Blackpool.

Among those who enjoyed the Pontins weekend were 18 members of **Trafford** branch, who had every excuse for celebrating as St George's Day marked the 18th anniversary of the commissioning of their branch.

Battle of Atlantic is marked by Chesham

MEMBERS of **Chesham** branch, accompanied by their standard, attended a tree-planting ceremony to mark the 60th anniversary of the Battle of the Atlantic.

The tree was planted by the Mayor of Broxbourne, Cllr Charles Tranham, accompanied by the Mayoress.

Chairman S/M Vic Everest delivered a short address and the religious exaltation was given by the Rev Canon Martin Banister, the branch chaplain.

The Last Post was sounded by Sea Cadet Bugler Martin James.

The usual St George's Day service and parade was held on April 25, when members joined the congregation of Christ Church, Waltham Cross, for a service conducted by Canon Banister.

The occasion was attended by the standards of **Enfield, Fleet Street**, and those of Chesham Royal British Legion, including the standard of the Women's Section.

Birthday fund helps hospice

TO MARK his 60th birthday, S/M Stuart Turner of **Stafford** branch held a function to raise funds for the Donna Louise Trust, a children's hospice in Staffordshire.

To his delight, £1,890 was raised by donations and a splendid raffle, with prizes donated by Argos, Interspiro UK and Amerton Farm craft centre.

A thank-you from S/M Stuart to all who gave their support, especially Sea Cadets of TS Superb, who provided an excellent buffet and Shep Wooley, who provided the entertainment.



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Today it has at least a quarter of a million readers – probably many more as we have plenty of evidence of how a few copies may be passed around whole ship's companies, ex-pat communities and ex-Service associations who use its column to keep in touch with present developments and old shipmates.

Foreign embassies and Press correspondents scan its pages, regularly picking up items they have missed through the usual lines of communication.

Since it first entered the Communicators in Business annual competition in 1973 *Navy News* has won over 100 awards without missing a single year – a unique achievement. Last year it won its third award from the Plain English Campaign.

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Endurance trio are reunited

THERE was a great deal to talk about when S/Ms Brian Holden, ex-CMEA(P), and Philip Drewery, ex-Steward, were reunited after more than 20 years, with David Atkinson, ex-Canteen Manager.

The three served together in HMS *Endurance* during the South Atlantic campaign.

When S/Ms Holden and Drewery discovered that S/M Atkinson was living in their neighbourhood, needless to add, he was recruited to the **Soham and District** branch, which is currently planning for its 20th anniversary celebrations in August.

Still time for urgent debate

NO MOTIONS of Urgency have yet been notified to RNA Headquarters – but please note that any Amendments to Motions (as notified in the RNA Circular in March) should arrive at HQ seven days before Conference, while Motions of Urgency will be accepted up to 48 hours before Conference.

Year books

2004 YEAR Books have been sent out to all branches from RN Headquarters, who observe that "sadly, many branches have opted not to receive any extra."

HQ hold copies for those who are interested at a price of £1 per copy.

The 2005 Year Book will cost £4, and order forms have been distributed with the April edition of the RNA Circular.

Raffle date

THE GRAND Raffle at the Annual Conference in Portsmouth will have five prizes of £200, and will be drawn on June 19 – but ticket stubs (with cheques) should be returned to headquarters before Friday June 11.

£50 PRIZE PUZZLE



The mystery ship in our April edition was Ford-class sea-defence ship **HMS Droxford**, which also sailed under the name **HMS Dee**.

The winner of the £50 prize was **D.J. Beynon**, of **Cambridgeshire**.

This month's mystery ship is pictured alongside – and dwarfing – **RFA Wave Baron**.

The giant tanker – she measured almost 70,000 tons deadweight – was one of three chartered by the MOD for service East of Suez, and she was by some way the largest.

Can you identify the ship – and supply her previous civilian name?

Her name has been removed from this picture.

The correct answer could win you £50.

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

Closing date for entries is July 16. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our August edition. The competition is not open to *Navy News* employees or their families.

MYSTERY PICTURE 112

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Rayleigh good day for charity golfers



● (Above) A participant in the Rayleigh golf tournament tackles a combined hazard – water in a bunker. The courses at South Essex were in fine shape after days of torrential rain

● (Right) Corporal Bugler Jim Christopher with Vice Admiral John McAnally, President of the Royal Naval Association, who also took part in the Rayleigh tournament



● Rayleigh's golf event attracted a great deal of interest from RNA ship-mates (left)

over the South of England.

Guest of Honour Rear Admiral Jonathon Reeve had a particularly early start as he had travelled up from Bath to take part.

Representatives from the Royal Navy, Army, Royal Air Force, NATO, United States Navy and United States Air Force, as well as numerous Associations and organisations, made it a truly challenging competition.

Many prizes were played for, but the Best Gross Score, Inter Service Team Event and Team Event all went to the US Navy and USAF.

However, honour for the hosts was restored when Europe won the mini Ryder Event, reversing last year's result.

The RNA National Trophy was again won by Gary Faulkner from Tunbridge Wells, who also took the Top Matelot trophy.

In a repeat performance, Vice Admiral John McAnally, President of the RNA, was again runner-up for the National Trophy – and was also in fine form for the evening, hopefully securing new members from the many ex-matelots present.

The Rayleigh organisers said that Admiral McAnally's presence as Guest of Honour and taking part for the fourth year in succession was greatly appreciated.



● Corporal Bugler Jim Christopher at the Rayleigh golf tournament

Links to Lancashire

AT THE invitation of the HMS Euryalus Association, members of the **Bury** branch attended social and ceremonial events held in the town, commemorating the 75th anniversary of the affiliation of the ship with the Lancashire Fusiliers and the Lorne Scots Canadian regiment of Toronto, following the Gallipoli 'Lancashire Landing'.

No less than 63 of the 80 boat crews – provided by Euryalus – lost their lives during the action.

As the Lancashire Fusiliers were on home ground, the Armoury was the venue on the Saturday night for a gala dinner dance to music by the

two regimental bands, and enjoyed by 350 members and guests.

Following the church service next day, conducted by the Rev John Findon and attended by the President of the Euryalus Association, Sir Andrew Sloan, there was an impressive parade through the town and a wreath-laying ceremony was held at the Cenotaph, with the townspeople turning out in strength to support the occasion.

Lunch and refreshments were provided in the Armoury for all who attended – the regimental bands providing the music with some spectacular drumming and piping renditions.

The evening concluded with speeches and the exchange of a few memories.

Time at sea

DAVID Kennedy, standing in for the **Redruth and Camborne** branch PRO, enjoyed a day at sea with members in HMS Cornwall.

Later, at a reception given by Cornwall County Council, he welcomed the opportunity to meet the Commanding Officer, Capt Simon Charlier, and thank him on behalf of the branch, for the courtesy extended by the ship's company.

Proud day for branch

THE DEDICATION and parade of the new **Spennymoor and Ferryhill** branch standard was a proud occasion for members.

More than 100 shipmates, displaying 28 standards, took part in the parade, led by Jarrow Sea Cadet Band.

The church service was conducted by the Rev Lynda Gough, the first female vicar of Spennymoor, and branch chaplain.

The service was attended by the Mayors of Sedgfield and District, Spennymoor and Ferryhill Town Council and S/M Fred Chambers, former chairman of the RNA's National Council.

The branch thanked Liz Lewarne for organising the event and the Sea Cadets of the Jarrow Band and of Chester-le-Street, who were a credit to their respective commanders.

For S/M Buster Brown, retiring as parade marshal of No 11 Area, it brought to a close a chapter of dedicated service to the RNA.



● ON ST GEORGE'S Day, the **Woking** branch held a gala social, organised by S/M Ian Fraser, and enjoyed by 200 shipmates and friends, including members of **Newbury and Dorking**. St George was honoured again on Sunday April 25 with an impressive parade and service, conducted by the Rev Barry Grimster, the branch honorary chaplain. The parade, in the capable hands of S/M Rod Fraser, included more than 150 shipmates, displaying over 40 standards (above), following which light refreshments were served by the ladies of the branch under the watchful eye of S/M Joe Gadd.

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● (Far left) Scratch one warship: An enemy vessel blazes away after a successful attack by a Perisher student on the course's new attack simulator and (left) an eerie glow to a computerised HMS Invincible using the simulator's night vision mode

Pictures: Alenia Marconi and the Royal Navy Submarine Museum Gosport



● Simulation's what you need: (Left) a close-up look at a passing ship on the attack trainer and (above) for real: a periscope photograph of the propellers of an RFA ship during a training exercise.

Anything but a game

IN calm but crowded seas a steamer slowly makes its way across a bay, oblivious to the prey stalking her.

A couple of destroyers zip around, frantically trying to regain the contact they lost seconds ago.

In the control room, the executive officer checks his stopwatch again. His captain swings the periscope around rapidly, scanning the surface for contacts.

Boom! The freighter is crippled. It sounds like a scene from the Mediterranean, circa 1942. It's actually HMS Drake, spring 2004.

In an innocuous-looking

portable building strapped on to the back of one of Drake's imposing brick buildings lies the latest piece of electronic wizardry which will keep the Silent Service ahead of the game: its new submarine simulator aimed at testing future commanding officers and their deputies to the limit.

It would be all too easy to dismiss this as some glorified computer game. It is not. The wars at sea of the future will be won – or lost – depending on how submariners perform on this simulation.

For Cdr Mike Wallicker, former Commanding Officer of HMS Tireless, now Teacher of the Submarine Command Course, how a deep performs on this piece of gadgetry will help determine whether he takes his own boat to sea or not.

The Submarine Commanding Officers' Qualifying Course. Better known as The Perisher. It is the world's finest test of whether a submariner has 'it', that special quality needed to command.

It is down to Mike Wallicker, ably assisted by hugely experienced senior ratings, to decide whether the six or so officers who turn up for the 23-week course are suitable for commanding £1bn of nuclear-powered submarine.

There are few more important



● Ferry good fun: Passenger ships vie for space in a busy shipping lane with warships and a nuclear submarine

posts in the Silent Service.

Cdr Wallicker makes no bones about the difficulty of Perisher: one in four candidates fails on average, and a failure cannot try again.

"Command is something which is in you or not. It's not something you can pick up," he explained.

And command is more than just the art of running a warship. It's about the paperwork, 'crew management', the ability to cope with the media, of protocol in visiting

foreign ports, of knowing the laws of the oceans.

Mike Wallicker calls it the 'totality of command'.

"You have to understand that the decisions you take don't just affect the 120 men under your command, but their families as well," Cdr Wallicker added.

"You have to take risks. You have to assess the risks, you have to minimize them, but you have to take them. People who cannot take risks don't belong in command."

Drake is home to Perisher for the time being; it's likely to move to Faslane as the decade progresses and the Astutes replace the Trafalgar class as the RN's cutting-edge hunter killer boats.

For the full Perisher experience, students join the RAF at Kinloss to learn about the role the Nimrod plays in modern submarine warfare; they fly in Merlin helicopters, the RN's latest weapon in the ongoing battle against the underwater weapon.

Oxbridge graduates take the course alongside submariners who have come up through the ranks. They must share some characteristics, whatever their background – leadership, concern for safety, a certain presence, positive reaction to adversity, mental agility, profes-

sional knowledge and honesty.

Almost all of these qualities will shine through – or not – on the T-boat command system simulator – known as Talisman – designed by Alenia Marconi.

Simulations are not the be all and end all of training sailors. Candidates spend eight hours a day in the mock-up of a T-boat command centre, but it's still not the same as going to sea.

"You can over-use simulations – there's a danger that it's another computer game. That's why we take candidates to sea for a month to get put through their paces," Cdr Wallicker pointed out.

But simulation saves time – and money. It would cost a lot more if each scenario was played out for real on the high seas.

Like a World War III convoy battle with the Soviet Fleet in the

mid-Atlantic, operations in littoral waters, coping with the threat of an enemy hunter-killer and much more. All of which can be neatly recreated in glorious technicolour at the click of a mouse.

Even WW II battles are replayed by the Perisher students; the scenarios will probably never reappear, but the skills, the levels of awareness, the ability to act decisively under pressure are just what Cdr Wallicker is looking for.

"It's an immeasurable way of assessing the qualities we are after. World War II tactics may not be relevant today, but the aggression shown then is. I want my students to be aggressive – but it has to be tempered," he added.

Tempered aggression. It would be a worthy motto for any man who has proudly pinned on dolphins.

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● Understanding the art of submarine warfare: Teacher explains the black art to Perisher students in the days before computer simulations

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PERISHER was born in 1917. The name derives not from the world-renowned difficulty of the course, but a bastardisation of the word periscope.

Since then around 1,000 submarine commanders and first lieutenants have passed; their names are engraved on a huge wooden panel in the command school.

Glance over the board and names like Wanklyn and Tubby Linton are seemingly buried among a mass of other successful candidates. Wanklyn never returned, nor too more than 70 fellow comrades whose names are engraved here.

Move to the Cold War era and there are familiar names – the Tall brothers, Chris Wreford-Brown and current Second Sea Lord Vice-Admiral James Burnell-Nugent

The Perisher board is a who's who of heroes and great leaders past and present.

It's not surprising passing is a badge of honour, recognised within and without the Royal Navy; there is always a prospective US submarine commander on the course, a measure of the regard Perisher is held in by submariners.

Even an author as staunchly pro-American as thriller writer and submarine buff Tom Clancy concedes the course produces "arguably the world's finest quality submarine captains. Perisher is the RN's commitment to making sure that the men who command their submarines are as good as the boats themselves. It is a course unlike anything else in any other service."

Perhaps the most galling fact about Perisher is that passing does not guarantee command.

The small number of boats in the Silent Service and the competition to command them means that around one third of all those who pass the course never take their own boat to sea.

It does, at least, guarantee that successful candidates will serve as an executive officer in a nuclear submarine; it's a requirement of the Silent Service that every second-in-command is Perisher-qualified.



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Leaving the full-time Navy?

RESERVES

Why not be paid in your spare time?

Please quote "Navy News" when enquiring

The MOD has introduced a policy of routine notification of reserve service to civilian employers. You will be required to provide full details of your employer on joining the reserve forces and you will then be expected to inform them of your reserve liability. Recruits are normally British or Commonwealth subjects, aged between 16 and 40 (45 for ex-RN), male or female and physically fit. A number of career paths however, are only available to British Citizens. CRB disclosure procedures may be required in certain cases.

NAVY NEWS ONLINE

2004 Website Survey

Here is your chance to have a say about how Navy News Online should look, feel and work.

Log on to: www.navynews.co.uk/2004survey

All submissions will be entered into a prize draw!

Prizes include a one years' subscription to Navy News and a rugby shirt with Royal Navy logo. The Editor's decision is final. Draw will be made 1st July 2004.



Join the Naval Careers Service

The Director of Naval Recruiting is currently seeking RN & RM WOs, Senior Rates and SNCOs to work as Careers Advisers at these locations:



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When it comes to test and evaluation, QinetiQ is in a league of its own. On behalf of the MOD and industry partners – both in the UK and internationally – we work on a diverse range of cutting edge projects. From testing the Apache helicopter, F35 Joint Strike Fighter Jet and A400M transporter to proofing of large calibre guns and demilitarisation activities, there are limitless opportunities here to develop your skills and experience.

Aircraft Performance Engineers

£competitive and benefits – Boscombe Down, Salisbury

Acting as aircraft performance analysts, you will advise the MOD on aircraft performance planning data. Working on rotary or fixed-wing military aircraft, you could be supporting an aircraft during its service life or potentially even defining the performance data required for tomorrow's aircraft. Preparing requirements and plans for performance flight trials will also be part of your remit.

You will have a sound knowledge of the principles of aerodynamics and aircraft performance, and a minimum of two years' experience. Familiarity with flight test methods, certification requirements, military operating procedures or electronic aircraft performance presentation systems would be an advantage. Working as part of a multi-disciplinary team, you will have regular contact with the MOD and aircraft manufacturers so good interpersonal and team working skills are essential. Ref: 012136.

Safety & Software Evaluators

£competitive and benefits – Boscombe Down, Salisbury

What will be the safety implications of adding new equipment to an aircraft? Will the software be able to interact with existing systems? Part of a team providing impartial advice to the MOD on aircraft issues, your role will involve assessing safety cases for a range of aircraft by interrogating manufacturers' work, collating data and presenting your analysis.

Educated to degree or HND level in Electrical/Electronics, Avionics or Software Engineering, you'll need at least five years' experience in safety engineering. Your background should demonstrate knowledge of Hazard and Safety Case assessment techniques and safety tools, plus an understanding of the system/software lifecycle and software criticality issues. Ref: 012134.

Electrical & EMC Trials Officers

£competitive and benefits – Boscombe Down, Salisbury

You will plan, lead and conduct ground trials within a range of fixed and rotary wing aircraft from an electrical or EMC perspective, as well as analysing trials evidence in order to provide flight clearance airworthiness recommendations. All these roles call for an Armed Forces, MOD or defence industry background, ideally supported by a degree-level education and accreditation with a professional engineering body.

For the electrical trials role, you will need detailed knowledge of aircraft electrical systems, including the principles of aircraft electrical power generation and distribution systems, along with a familiarity with existing and new power system technologies. For the EMC trials role, experience of aircraft electrical systems will need to be balanced by a familiarity with whole system EMC testing techniques, methodologies, practices and procedures. Ref: 012135.

Aircraft, Demilitarisation and Gunnery Trials Managers

£competitive and benefits – Various locations

We are frequently called on to act as independent specialists in the test and evaluation of aircraft components, weapons and artillery under safe and legal conditions. You will become one of our experts in these areas, working with customers at QinetiQ sites throughout the UK. Your role will involve costing and planning trials, completing risk assessments, leading a multi-disciplinary team during the trials and producing reports on the outcome.

As an Aircraft Trials Manager, you will need to be familiar with Aircraft structures and engine testing. For the Demilitarisation post, you will need to be an Ammunition Technician, Class 1, with EOD experience. For the Gunnery Trials Manager role, we are looking for an Armed Forces background that has focused on artillery or tank gunnery, plus experience of weapons testing and evaluation. A confident personality, a calm head under pressure and a willingness to work outdoors in all weathers will also be key. Ref: 012139.

Range Ammunition Safety Manager

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We require an experienced individual who can hold and maintain the Explosives Licenses for the Shoeburyness range. In addition you will act as the senior professional, on site, for ammunition-related safety. You will also be required to undertake inspections of all licensed buildings in accordance with current regulations. Ref: 012141.

Range Control Officer

£competitive and benefits – Various locations

To ensure a safe working environment we require a calm and responsible person who can take responsibility for the control of range activities. You will have the functional authority over radar and acoustic forecasting with an active interest in the scheduling of trial activities. Ideally you will have a background in trials activities with a working knowledge of weapons danger areas. Ref: 012140.

For all roles, as well as a rewarding long-term career, you can look forward to an attractive salary and benefits package that includes generous pension and holiday allowance.

Please visit www.QinetiQ.com/careers to apply. In the 'Jobs at QinetiQ' section, register your details and search for the vacancy by the relevant reference where you will be able to apply. Closing date is 18 June 2004.

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Resettlement



Nigel shows what you can do with OU

RN social worker Nigel Bell from St George in Somerset has had more than his work and OU studies to contend with over the last few years, but not even family problems kept him from his goal.

The 34-year-old petty officer enlisted in 1986 and will come out in 2010. He works in the RN's social work department, and has Long Service and Good Conduct Medals. He has also completed a Diploma in Higher Education and Social Work with The Open University.

Nigel has served in Plymouth, Portsmouth, Gibraltar, Scotland and now Yeovilton, and has also sailed around the world. His social work training and working with naval personnel and their families has provided him with important skills.

Nigel said: "My job involves providing emotional and practical support to naval personnel, their families and dependents."

"Also working in partnership with external agencies and alongside social services departments to help and support the families."

"I like enabling people to deal with various difficulties. I do not deploy anywhere now and have more stability for my family life."

Nigel was an OU student for two years, and was sponsored by the RN to undertake flexible study so that he could continue working within the Navy.

He added: "My OU qualification will enable me to provide a



better service to the service users within the Royal Navy, their families and dependants.

"I found the flexibility of OU good for juggling full time employment with a young baby, and my employer provided appropriate time from work to study."

"My wife was very supportive and encouraging and my mother was good for providing a quiet room to study!"

"I am already considering further courses with the OU and Julie is as well."

"I would recommend the OU courses to anybody who wishes for flexible study from a well-organised organisation that is very supportive and understanding."

For more information about what the OU can do for you, visit www.open.ac.uk/forces

Safeguarding a brighter future

L/CPL Wayne Carter was an MEM(SM) who served in HMS Opposum in the first Gulf war.

Thanks to his son Joel, an AB(AWW) currently serving in the Mediterranean, Wayne has come back into the military family, this time wearing the DPM of the Military Provost Guard Service.

"When I left the Royal Navy I had good jobs in civvy street, but I did miss the professionalism and sense of Naval team pride," said Wayne, pictured above on duty outside HMS Collingwood in Fareham.

"It was my lad who first noticed an advert in Navy News for armed

guards. I initially volunteered for full time reserve service in Portsmouth and then transferred to the MPGS.

"The banter with ex-soldiers is always lively and I feel that by doing my bit on the gate, Joel and his shipmates can do what they joined up for and get to sea."

"I'd recommend the job to anyone who has gone outside, as the MPGS has offered me another chance at a military career and my wife Linda and I fully appreciate the bonus that a married quarter and membership of Collingwood's gym offers."



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Resettlement

Pick up new skills abroad

AT first glance training abroad looks expensive, but the truth is that residential courses overseas are often less expensive than an

equivalent residential course in the UK.

Up to 30 per cent savings can be made on training abroad, without

compromising quality.

Delegates are away from professional and domestic pressures, able to focus on their studies in a refreshing, vibrant environment.

The MCSA (Microsoft Certified System Administrator) and MCSE (Microsoft Certified System Engineer) route is one of the most popular ways into a career as an IT professional.

Compare a UK based training to the same MCSA training packages that are offered abroad.

The training materials are the same, the time spent training is the same, and the qualifications are also the same.

The cost, though, can be up to 30 per cent less, and this includes the exams, accommodation and subsistence.

This is possible since the British Pound is strong enough to effectively reduce the cost of training without compromising quality. That still leaves the problem of getting there, but remember a round the world ticket costs as little as £850.

In practice most training firms who offer MCSA/MCSE routes to prospective IT professionals usually offer a discount scheme, especially those offering resettlement training.

This applies to both UK based and overseas trainers.

So next time you are considering a training course, think abroad!



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Blue heaven with diving as a career

IMAGINE warm days, spent diving in the sea with like-minded people. It sounds like a holiday paradise that few could call a career. But then, few have experienced the adrenaline-fuelled rush of the Forces, let alone the extremes of active service abroad.

This is what makes people leaving the Forces unique. After living on the edge in intense and sometimes extreme conditions, returning to the mundane routine of ordinary life can seem unappealing at best, daunting at worst. Moving on from a life of strict regulation in a community within which you have gained unique bonds can be as emotional and challenging as serving in the Forces itself.

But if you are about to leave, you are also about to be thrown a lifeline. A resettlement grant gives you the chance to discover new interests and gain vocational qualifications. It is an opportunity to take an exciting leap into a new unknown.

Relaxing in enviable coastal locations with people enjoying similar motivations, it's an opportunity to discover an entirely new social scene.

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The standard of training is second to none with highly motivated and experienced instructors (many ex-services), excellent facilities

with a multitude of modern medical equipment and the aids.

Other courses are run to the syllabus and competencies laid down by the UK Health & Safety Executive, the Norwegian Petroleum Directorate and various other internationally recognised standards as far away as Australia.

Interdive and InterMedic are training providers to the UK Ministry of Defence, including the Royal Navy, Royal Marines, Fleet Air Arm as well as the civilian police and various Army diving teams.

For information on eligibility and course dates, please contact our UK office on 01752 558080.

Communication's what you need

IT'S rare to find people who can combine two kinds of skill, but that's what technical communicators need to be.

Can you describe how a propeller works so a schoolchild can understand it? Without using your hands? Then you could be a technical communicator.

Successfully technical communicators tend to be interested in a range of technical fields. Whilst there are many jobs for technical writers in traditional fields such as heavy engineering and manufacturing, there are many more in the newer industries of information, software systems and computing.

No-one leaves school or college thinking: "Now I'm going to be a

technical writer." Often the best technical writers have spent several years in the nitty-gritty of software design or engineering, but find themselves gradually "drifting" into the task of making other people's work easier, by writing help sheets, or perhaps by designing training to help others understand their technical areas better.

Over 11 years at Hallam University we've educated hundreds of people who found they knew something about communication, but had no qualification in it. Sometimes they are really taken by the idea of making complex things simple: helping others to understand how things do, and should, work. Industry needs more of these people.

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We hand-pick the very best courses and finest locations, such as Mammoth in the USA, Whistler in Canada, New Zealand and Chile. The International Academy provides residential courses for individuals from the armed forces to train as ski and snowboard instructors, gaining a qualification which is recognised worldwide. You don't have to be an expert – most standards can be accepted.

The Academy exists in full partnership with each resort and the courses are conducted within the framework of the official ski schools in each country with quali-

fications awarded by the relevant governing bodies.

Phil Skinner, currently a quality assurance manager in the Royal Navy and due to finish his career in service shortly; attended a snowboard instructor course in Lake Louise, Canada in January 2004.

"Having travelled all around the world with my job, I still feel that the course with The International Academy has been my greatest life changing experience to date! I now hope to attain a position at a resort when I finish my career in the Royal Navy," Phil said.

Alternatively, for water sports fans, 4-6 week diving and white water rafting instructor courses in the Seychelles and British Columbia are available.

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WHEN your career in the Navy comes to a natural conclusion, you will probably be looking for something that will reward your hard work, dedication and initiative. We want people with your skills to consider moving into financial sales. That means making regular, face-to-face contact with businesses and individuals, working to provide the best advice on the investment products that suit their needs.

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Bolster Scotland's Workforce

WORKFORCE Staff and Business Agency is particularly interested in the skill of ex-Service personnel who have the in-depth experience required by companies throughout Scotland.

The Helensburgh and Rosyth Workforce Consultants would be delighted to receive a call or meet anyone informally in their offices to discuss the transition from a Service career to civilian employment.

Workforce has a long history of assisting Service personnel who are considering the options of a new profession when they finish

their Service career.

The change to civilian life can be daunting and Workforce want to help all they can, offering assistance and advice on the presentation and layout of personal details to the best advantage.

"The disciplined working environment and dedicated skills together with the knowledge of human resources departments that Service personnel are deeply committed and are particularly reliable and motivated makes them a desirable asset for prospective employers," explained Bev Leatherby, Workforce area manager.

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YOUNG READERS CLUB

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WORLD WAR II

The story of the war at sea between 1939 and 1945 has been told often. But what was the experience of war like for the ordinary sailors?

The write stuff



Aidan Robinson (mem. no.3229) aged 10 has put pen to paper to draw destroyer HMS Liverpool (above). Aidan's dad served in Liverpool's sister HMS Birmingham (now sadly gone to the ship's graveyard in the sky). So why did Aidan draw Liverpool then? Well, he's a fan of the football team. 'They are cool,' he says.

Michelle Platts (mem. no.3261) has trophies to her name thanks to her skill at gymnastics. Michelle, a member of Portsmouth Gymnastics Club, and her team won the gold medal and collected three trophies for their performance at the British Championships in Poole.

Sea Cadets from TS Diomed in Barnsley spent a week in Portsmouth aboard HMS Bristol. Jamie Clark (mem. no. 3203) has written a Press Gang report for us:

"We all had a great time. The best thing about the visit to HMS Victory was to be able to see the places where Nelson fell and died. I liked the museums in the dockyard, especially the historical information.

"We are all looking forward to going on more courses and ship visits later in the year."

Another visitor to Portsmouth's museums was PRESS GANG reviewer Jamie Grant (mem. no.2855) who has recorded his trip for us. **continued on page 39**

'All hell broke loose' - the terrible war at sea



● **Tuna for tea:** The daily tot of rum is issued in the extremely cramped mess of submarine HMS Tuna, home to 17 crew

No battle lasted longer, no struggle was more unforgiving than the bitter war at sea between 1939 and 1945.

It began with the sinking of a passenger liner on the first day of war, September 3, and ended only with the surrender of Japan in August 1945.

Britain's survival depended on her sea lifeline.

And Germany's hope in defeating Britain depended on cutting this lifeline, using the U-boat.

It was down to the Royal Navy - aided by the Canadians and later the Americans - to ensure the line was not cut.

James Keachie, a junior officer in HMS Bluebell, watched in horror during one convoy as the U-boats pounced.

"It was chaotic. I remember feeling so helpless when we saw these ships being sunk. What do we do? Ships were sunk from different places in the convoy and we would scurry around and try to find the submarine," he said.

Albert Becker, an American gunner aboard the freighter City of Flint, was on the end of a submarine attack.

"There was a big boom - we were hit right where we had the gasoline. It was such a massive explosion it ripped the bridge right off," he remembered.

Albert and his shipmates jumped into the water.

"You could hear your buddies in the water hollering, but there was nothing you could do. There was a lot of fuel in the water. You tried to get it away from you so

it didn't burn, but it stuck to you. It got hotter than hell."

After the U-boat attacks invariably came the surface fleet's revenge as destroyers and corvettes closed in to kill the attackers.

Lt Cdr Evelyn Chavasse described one such attack in May 1943 aboard HMS Broadway.

"The U-boat was a wily bird - she twisted and turned like a snake," he recalled. "A salvo of bombs soared into the air, splashed in a neat circle 250 yards ahead and we were rewarded with a lovely bang. We had hit her fair and square."

The sign of a 'kill' was wreckage and oil rising to the surface.

Radio operator Wolfgang Hirschfeld aboard U-boat U109 was on the other end of one depth charge attack.

It was a terrifying experience.

"All hell broke loose. The depth charges exploded with a sound like the crack of doom and five mighty hammer blows. The men ducked at each blow, the lights flickered.

"It seemed that a volcano had erupted around the boat. The unbelievable din of 15 great thunderclaps one after the other shook and rolled the submarine, an endless cascade of almost unendurable sound."

U109 survived to fight another day. Most submariners were not so fortunate.

Three out of four U-boat crews never returned; British submariners in the Mediterranean lost two out of three boats at the height of the battle there.



● **German submarine U266 sinks in May 1943 at the height of the Battle of the Atlantic.** Few combatants of any nation suffered heavier losses in the war than U-boat crews; three out of four U-boat men never returned from the war

The common enemy

Submariners of opposing nations will always tell you they share a common bond.

Life for British and German submarines in World War II was almost identical. Hard, unrelenting, unforgiving.

One word sums up life aboard a submarine: cramped.

When a boat first set sail, every space was filled with food: tinned coffee, tinned meat, tinned fruit, tinned everything; smoked meat and sausages hung overhead. The smell of this food mingled

with diesel oil, grease, sweat and the stench from the toilets. Men shared bunks; while one crewman worked, his comrade slept in his bed.

German submariner Herbert Werner in U557 described the experience of living in a boat:

"The motion of the boat was a perpetual swinging, swaying, rocking, rolling and listing. Inside the humidity was intolerable.

"Food turned rotten and had to be thrown overboard. Bread became soggy and mildewy. Paper dissolved. Our clothes were clammy and never dried and whatever we touched was wet and slimy."

Petty Officer Ian Nethercott washed in salt water with special salt water soap - if he was allowed. Normally, men wiped themselves over with oily rags.

"If it was very hot - in the tropics we had no air conditioning and the humidity was terrific - you were just one mass of prickly heat and sweat rash," he remembered.

"Between your legs and under your arms it was just great running sores of blood and sweat. We used to buy loads of talcum powder."

The strain soon got to the men. David Wanklyn, Britain's leading submariner, wrote home before his final patrol in HMS Upholder: "Count the days, they are not many."

His former second-in-command, Michael Crawford who became a successful submarine commander in his own right, later wrote:

"The strain of operating against North African convoys was considerable and not helped by any time in harbour. Air raids increased in intensity - submarines in Malta had to spend all day on the bottom of the harbour."



● **Helping Hans:** A German submariner is plucked from the Atlantic after his boat is sunk

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TOMY

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Luke Burdett
Eddie Chadwick
James Clarke
Elizabeth Cox
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Lawrence Haycocks
Tyrone Irving
Charlotte Kilburn
Amy-Louise King
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Lauren Maycock
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Tom Thornicroft
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Xavier Underwood
Helen Vincent
Annya Wadds
Jake Wells
Bobbie Whale
Kayleigh Wharton
Jamie-Lee White
Benjamin White
Elizabeth Whitehouse
Annabelle Williams
Luke Wood
Matthew Woolley
Jonathan Wright

did

you know that if you have too much work to handle you are described as being 'overwhelmed'. You probably did. But you probably didn't know that the phrase comes from the Navy. Why? Because when ships were in particularly bad seas and sank or capsized they were said to have been 'overwhelmed'.

Where in the world...?

The ships and people of the Royal Navy have been travelling all around the world for the past few months. Here are a few of the places they have visited recently...



HMS Grafton
Place: Arabian Gulf
What's it like? Scorching hot at this time of year - well over 40°C on land. The sea is still a tense place to be after the war with Iraq and the ongoing terrorist threat.

HMS Tireless
Place: North Pole
Country: None
What's it like? Very cold, little life, no solid ground only huge ice floes

HMS Exeter
Where: Chennai, India
What's it like? India's fourth largest city with 5m people, it stretches along the coast for more than 10 miles. It used to be known as Madras (like the curries!) and was only founded 350 years ago

Even more write stuff

Continued from page 38
"I went to the D-Day museum and found some interesting things.

"D-Day was actually supposed to happen on June 5 1944, but because of bad weather it was postponed for 24 hours; so on June 6 England, America and Canada invaded occupied France.

"The museum had a huge tapestry that showed what happened before, during and after D-Day. The tapestry was 200ft long and was all hand-stitched.

"It showed you what life at home was like and what it was like out on the battlefield."

Thanks for the detailed report, Jamie. Thanks to Portsmouth Museums and Records Service for the tickets.

We've had letters of thanks from Megan Cox (mem. no.602) and Karyn-Anne and Gavin Mackenzie (mem. nos.2212 and 1145) all of whom received Lord of the Rings stamps and Jack Crosley (mem. no.3228) who won a Turbospoke through YRC competitions. Glad you liked your prizes and keep the letters coming.

YRC readers: we need you

Do you fancy getting your words published in YRC and receiving a free gift to boot?

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We get computer games and books sent to us regularly and although we enjoy reviewing them, we're all old fogeys here so it's much better to have a young person's view.

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If you're interested, write to us and we'll see what we can sort out for you.

The limit of endurance

Few things tested the courage and nerves of sailors in the war at sea more than the hell that was an air attack.

World War II was the first time ships - and sailors - were subjected to attacks from the air in earnest. Navies of the world quickly learned that not even the mightiest battleship could survive if the enemy was unchallenged in the air.

No higher price was paid by the Royal Navy than off the Mediterranean island of Crete in May 1941.

When the Germans invaded, the Fleet was ordered in to support the island's defence.

In the coming fortnight, the Navy would lose eight cruisers, eight destroyers, two battleships and an aircraft carrier, sunk or knocked out by the German Air Force.

At one stage, crew in HMS Naiad counted one bomb aimed at the light cruiser every 45 seconds.

The most feared weapon was the Stuka dive bomber.

"The scream of the aircraft as it made its dive and the infernal whistle of the bomb itself were quite terrifying," recalled a midshipman in HMS Nizam, a destroyer.

"Coupled with the horrendous din of our own guns you have a pretty fair picture of hell."

Lord Mountbatten's ship, HMS Kelly, fell victim to the Stukas.

As she turned at 30 knots she was struck by a bomb and capsized almost instantly.

Below decks, the world of the ordinary sailor was turned upside down as a deck became a ceiling for the men entombed.

In the engine room, engineer Mike Evans urged his men on.

"You see that round hole?" he told them. "That's the way out. Take a deep breath and make sure you are clear of the ship before you surface."

In the Far East, these

lessons were repeated.

New battleship HMS Prince of Wales and battle-cruiser HMS Repulse were pounced on by bombers three days after Pearl Harbor.

In the Prince of Wales, Marine Wade described the scene as a bomb exploded below decks.

There was "a terrific flash and a tremendous explosion with screams being forced out of everyone's throats and a great burning sensation all round and inside my lungs."

More than 800 men died when the two ships sank.

Later in the war kamikaze suicide attacks were a last-ditch effort to stop the invasion of Japanese-occupied islands.

Pilots were ordered to deliberately crash their planes into ships.

Able Seaman Ron Tovey watched in horror as a Zero fighter dived down



● (Top) One of the most famous images of the war: crew of HMS Formidable deal with the aftermath of a kamikaze attack and (above) sailors scramble over the side of HMS Prince of Wales after she was attacked by Japanese bombers in December 1941

on aircraft carrier HMS Formidable.

"As it dived at us, by now I think on fire, we dived for the deck. As I went down I was aware of a tremendous explosion and a sheet of smoke and flame passing

overhead," he remembered.

"I think my abiding memories will be of the disgusting smell of the fire-fighting foam, the ammunition 'cooking off' - exploding - and the smell of boiled oil."

On this day in history

At 8am on Tuesday June 4 1940, German troops moved into the French port of Dunkirk.

They expected to find the flower of the British Army waiting to be taken prisoner.

But in the greatest evacuation in British history, nearly 340,000 soldiers were rescued from Dunkirk, 198,000 of them Britons.

It's not surprising that people today talk of the Dunkirk spirit. The Royal Navy, ably supported by private boat owners - the 'little ships of Dunkirk' - risked punishing air attacks and artillery fire to ferry the soldiers back.

Operation Dynamo, as it was codenamed, began in late May. An evacuation from the Continent had never been considered, let alone planned, so the achievements of Dynamo's leader Admiral Bertram Ramsay, and his staff are all the greater.

The price was heavy: many crew suffered breakdowns from tiredness and the strain of battle - some even jumped overboard - and HMS Wakeful sank in less than a minute after being torpedoed by a motor boat, taking 600 men down with her.

Of the sailors' role at Dunkirk, Winston Churchill said: "The numbers they have brought back are the measure of their devotion and courage."

Even the Germans paid begrudging respect to the men of Dunkirk. It was, one general said, "an achievement which it would be hard to beat."

NEXT MONTH

They began life as fast ships designed to cause havoc with an enemy fleet, evolved to become submarine hunters and ended up becoming the guardians of the Navy against air attacks. Enter the changing world of the Royal Navy's destroyer fleet.

Competition rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees of Navy News and their families or any company associated with the competition. **One entry per person.** The decision of the judge is final. Full competition rules are available by contacting us at the usual address.

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Sea Cadets

Alice is South Africa bound



TOP cadet to represent the UK in the South Africa exchange this year is PPO Alice Kightley of Cambridge unit (above).

She was picked from 23 candidates by a panel at South Africa House, London that included the Commodore Sea Cadets Cdre Roger Parker and the South African Defence and Naval Advisor Brig Gen M. E. Petane.



COLLECTOR'S ITEM

CAP tallies from no less than 180 units have so far been collected by Cadet Richard Fearis of TS Zephyr, Caterham. Anyone wishing to help get him into the Guinness Book of Records may send their contributions to Navy News and we will pass them on to him.

Cadets offered free tattoo

SEA Cadets from around the country are among more than 20,000 youngsters invited to consider their future careers while sampling all the thrills and excitement of Europe's biggest airshow this summer.

They will be the guests of the Royal Navy, Army and RAF at the Armed Forces Youth Day, held as part of the Royal International Air Tattoo at RAF Fairford, Gloucestershire on July 16.

This premier event, not open to the public that day, will give them a taste of the career opportunities available to them in the three Services - free of charge.

Highlight of the programme will be a five-hour fast jet spectacular including the Red Arrows. Also, they will be able to take part in competitions and experience a variety of aircraft, tank and boat simulators.

They will have the opportunity to meet veterans of World War II's legendary 'Great Escape' and enjoy a live performance by pop star Javine.

This year will see RIAT host two

MOD-sponsored events: the 60th anniversary of D-Day and the centenary of the Anglo-French 'Entente Cordiale'.

There will also be a spectacular display featuring fighter aircraft from around the world plus one of the most comprehensive peacetime gatherings of Lockheed Martin C-130 Hercules to mark the aircraft's 50th anniversary.

During the day, members of the Royal Marine Commando Display Team will give two displays of unarmed combat and oversee two challenging wall climbings.

Also taking part will be the award-winning Lynx display team from RNAS Yeovilton, the Black Cats. The flying display will feature a Sea Harrier FA2 from 899 Naval Air Squadron, marking the 25th anniversary of the aircraft.

Other navies sending aircraft include the Dutch, French, Danish, German and US.

Burnley puts safety first

STAFF and cadets of all ranks at Burnley unit show off their First Aid Certificates, their qualifications gained with the help of Heartstart UK.

So that boating activities and Marine field exercises and all training are done with safety in mind, First Aid training at the unit is given by instructor CPO (SCC) Tom Pask with the help of the District and NW Area First Aid Team.



'Exceptional' officer receives Lord Lieutenant's Certificate

FOR THE service and tireless effort he has given to Crew unit TS Ambuscade, S/Lt Jason Precious has been awarded the Lord Lieutenant's Certificate.

His citation, read by Col Gerry Wells-Cole, Chief Executive of the Reserve Forces and Cadets Association for the North West, mentioned that not only had he worked extremely hard to make the unit the best in the district, but he had also developed an excellent affiliation with the Royal Fleet Auxiliary Wave Ruler, which meant many of the unit's cadets had been able to take up the offer of time at sea.

"He is an exceptional Sea Cadet Corps officer in all respects and his genuine concern for the youngsters of Crewe is unparalleled," it said.

● S/Lt Precious receives his Certificate from the Lord Lieutenant of Cheshire, Col William Bromley-Davenport





Newhaven calling

ADMIRAL of the Fleet Sir Henry Leach listens as seven-year-old Scarlett Payne taps out her name in Morse at the new radio station and display set up at Newhaven Fort by Worthing and District Amateur Radio Club.

Scarlett is the great granddaughter of the late Cyril Fairchild, who worked for M16 during World War II and whose lifetime collection makes up the bulk of the exhibits.

Admiral Leach was met by "a very good guard" from Newhaven and Seaford unit.

"They were extremely smart and the town should be very proud of them," he commented.

12m trees to mark victory at Trafalgar

SEA Cadets are joining up with the Woodland Trust in a massive campaign to plant a swathe of 12 million trees across the country – one for every child in the UK.

Piece of cake for BAE

GRADUATES and apprentices at BAE Systems Naval Ships have carried out a complete refurbishment of the James Caird, a 30ft training boat for Clydebank unit.

Said Director Andy Clarke: "We are investing a great deal of money in young people in the business and this was a great chance to have the next generation of Clyde shipbuilders work on a project that will directly benefit some of the Royal Navy's next generation."

The £10,000 project involved removing and overhaul of engines, design and fit of a secondary steering system and installation of a new mast to allow man overboard recovery.

● The team, led by Lynne Paterson and Mike Fivey, with the restored James Caird – and a specially baked 'commissioning cake'

The Trafalgar Woods project is planned as part of the celebrations marking the bicentenary of Nelson's most famous victory, with a new woodland planted for each of the 27 ships of his fleet.

Coastal units are already caring for the environment in partnership with the Marine Conservation Society, taking part in the anti-pollution Beach-Watch and Adopt-a-Beach initiatives.

Now inland units will have an opportunity to join in the eco-mission when the Tree-for-All planting programme begins in the autumn.

Both the ACF and ATC are also signing up for the project and combined cadet involvement is being organised nationally by Woodland

Trust co-ordinator Col Frank Hewitt.

He told *Navy News*: "Having seen the benefits of the ACF partnership with the Woodland Trust during the Millennium project, I am delighted that the Sea Cadet Corps and the Air Training Corps have also agreed to support the Tree-for-All campaign of which Trafalgar Woods will be a major element and of particular interest to the Sea Cadets."

Said SCC spokesman Roger Busby, who helped pioneer tree planting with the National Urban Forestry Unit: "New woodland is vital for the future and this particular project is a golden opportunity for cadets to commemorate the bi-centennial of Trafalgar in the most positive way possible, by planting a tree."

Basingstoke are just BAD

BASINGSTOKE are BAD – and that's official.

The unit is now to be known as Basingstoke and Deane, a name that more accurately describes their catchment area and recognises the key support of the local authority.

But the BAD Cadets are also keen to point out just how good they are.

A case in point is PO Cadet Natalie Eades, selected as Lord Lieutenant's Cadet for Hampshire and now chosen to represent the UK on an International Exchange to Australia.

"Natalie is going from strength to strength," said unit CO Lt Andrew Johnson. "She is an excellent role model for fellow Cadets and indeed all young people, and has demonstrated just what can be achieved by Sea Cadets in this area."

"We have new boats, plan a new building and are now launching a major fund-raising and recruitment effort."

"So if any young people want to be BAD and have some serious fun at very low cost, now is the time to join us."



Woking stretches out

WOKING unit has taken possession of three new training cabins – thanks to construction giant AMEC.

When the building firm completed a major project in the town they donated their work-crew cabins to the unit.

"We wanted to do something for the community and it seemed a fitting new lease of life for our cabins," said AMEC project manager Malcolm Gibbins. "Often the temporary buildings we use on site deteriorate by the time we finish, but these cabins were just too good to dispose of."

AMEC not only erected the cabins so that they linked in with the existing unit HQ, they also fully refurbished them.

Mike Cornish, new SCA Chief Executive, commented: "A gesture of this magnitude is a great boost for TS Dianthus. Thanks to AMEC's generosity, the unit will be able to provide even better opportunities for the youth of Woking."

● Mayor of Woking Cllr Richard Sanderson and Chair of Surrey County Council Cllr Sheila Gruselle inspect TS Dianthus' new extension





● A 19-year-old Q Shillingford dodges the RAF's Cpl Mark Shepherd at the 1989 Combined Services boxing championships. This is, Q assures us, a 'textbook slip'.

Q boxes clever as a clever boxer

LARGER-than-life boxing buff PO(PT) Q Shillingford is now one of the leading lights behind the scenes in the sport after passing his ABA advanced coaching course.

It means the Navy might see less of him – especially at weekends – as he's called up to give advice to and train the cream of English boxing talent when the squad gathers for training weekends.

The Haslar-based physical training instructor serves as the Combined Services boxing coach and is likely to resume coaching duties for the RN pugilists next season (which means the return of Q's legendary fearsome nicknames

to the ring. Neil 'Bazooka' Suku anyone?).

After being named as the RN's sporting official of 2003, he was invited to Crystal Palace to the National Sports Centre to take the ABA advanced coaching course.

Before hanging up his gloves, Q fought 142 times, held the RN title for five years and CS trophy for three, and was ranked third in the UK at the peak of his career.

■ The 700 boxing fans who turned out to watch the RN Boxing Championships staged at HMS Collingwood raised £200 for a cancer information and support centre at Southampton General Hospital.

White lightning

WHAT could be finer on a splendid Arctic day than a quick run out to catch the fresh air?

Just don't mention you'll be inches off the ice, flat on your back and pulling several G.

On the famous ice tracks of Lillehammer in Norway, sailors and Royal Marines are rekindling interest in the most exhilarating of winter sports – the bobsleigh, skeleton and luge.

After a few years of disinterest, fresh blood is leading to a surge of new thrill-seekers aiming to knock the RAF and Army off the (ice) block.

The squad is still minute by RN standards – a little more than a dozen bobsleighters, half a dozen 'skeletons' and a couple of sailors who practise the luge.

The ice sportsmen and women are not helped by the fact that the RAF and Army have slightly better kit – not least because interest in the events has been hit and miss in recent years.

But then there's no keeping down quality.

In Mne Lee Johnston the bobsleighters have a Great Britain driver – and the sole winter sportsman in the Senior Service who is in an Olympic squad.

At the Inter-Services he and his sibling Capt Karl Johnston became the first brothers to compete and win the individual title; fellow green berets Mne Martin Wright and L/Cpl Steve Stacey scored the fastest start.

Team bosses hope the Inter-Services contest at Lillehammer in Norway was a turning point for the three sports.

"We are drawing closer to the other two services. This was the inaugural contest and we acquitted ourselves well in coming away with two or three major prizes," said CPO Mark Harrold, bobsleigh team assistant manager.

CPO Chris Tuckett, who came 15th out of 16 in the National Luge Championships thought he'd be a natural at lying on his back at



● Push off: The bobsleigh team prepares to head off on another run down the Lillehammer ice chute

high speeds.

While the Army and RAF entrants had notched up hundreds of runs – or slides – down the track, the RN's entrants could muster no more than 20 between them ahead of the Inter-Services.

"My first experience of seeing the luge was on TV during the Olympics. I thought that it would be an 'interesting experience', said Chris, based at Faslane.

"The speed rush and adrenaline hit is intense."

Skeleton performances are also trailing behind the other two Forces, but for team manager PO(D) Sid Lawrence the important thing is that the RN is at least challenging the Army and RAF.

He's certainly keeping his chin up, but not much; skeleton riders hurtle down the track, or ice chute, at speeds of up to 80mph with their face as low as three inches off the surface.

"Our team is starting to grow, and there is a good spirit," he explained.

"Skeleton bobsleigh is now an Olympic event and the sport has a high profile.

Ref scupperers Inter-Services victory hope

THE Navy's Women's Football squad were left fuming at the man in black after a controversial decision torpedoed any chance the players had of taking the Inter-Services title.

Barracked by players and vocally chastised by the crowd, the Army ref stood by the decision to award a goal after a re-taken free kick in the RN's 1-1 draw with the RAF.

Cards were waved at numerous players in the ensuing melee as feelings boiled over at HMS Temeraire.

The match had been played at a furious tempo and the sailors looked to be heading for the Inter-Services trophy after OM Julie Hewitt from HMS Northumberland put them one-up from the penalty spot.

But despite having the bulk of the possession, the second goal wouldn't come and after the referee intervened, the match degenerated into a scrappy draw.

"The RAF were happy at not being beaten, but the Navy felt cheated. We knew we were capable of winning – the added pressure of that decision by the referee was all a bit too much for some," said

women's team manager PO(ETS) Ann McCaffrey.

The sailors had gone into the game knowing that a victory by two goals or more would give them the trophy, after drawing previously with the Army.

The clash with the soldiers on their home turf of Aldershot began badly; the Army were 1-0 up inside five minutes.

Star striker OM Hewitt once again proved to be the saviour with an equaliser on 50 minutes, and the Army's keeper pulled off some fine saves – coupled with some unlucky finishing from the RN – to keep the score at 1-1, while HMS Liverpool's Std Lou Lee blocked all attempts to score by the soldiers.

With the season now at an end, awards have been handed out:

Players' player: OM Natalie Bavister (HMS Excellent); **player of the year:** LPT Lisa Farthing (HMS Sultan); **RN caps:** LMETOC Carol Moreton (HMS Drake) and Std Lou Lee (HMS Liverpool); **CS brooches:** PO(PT) Michelle Bowen and LREG Mitch Garrett (HMS Excellent), Std Lee, OM Julie Hewitt (HMS Northumberland)



● Heads up: The RAF look on as LStd Marie Maskell (HMS Invincible) rises to the challenge during the controversial 1-1 draw at Temeraire

Lashings of fun for charity

THE RN Cricket Club takes on Lashings All Stars this month with a unique offer – a chance to play alongside international cricketers for charity.

Stars such as West Indies' Ritchie Richardson, Stuart Williams and Junior Murray, plus Henry Olonga and Grant Flower from Zimbabwe will line up against the RN at the Mote Country Ground in Maidstone, Kent, on June 13.

Lashings are taking bids for one place in their team, with the proceeds going to the UK Brain Tumour Society. Details from Lt Cdr David Cooke on 023 9272 3741.



● Keep your head down: Another exhilarating run down the track on the luge

The bluffer's guide to winter sports

The skeleton – or toboggan as it was originally called – is a small, very low sled which the driver rides head first; it was invented by the Swiss at St Moritz in the late 19th Century.

The driver steers the sled by shifting his or her weight or dragging his or her feet.

The luge is a more recent addition to the winter sports

scene. The driver lies face up and hurtles feet-first down the track, or ice chute, steering the sled by shifting weight, moving straps attached to the runners or by using his or her feet.

Luge has been practised since the early 20th Century but has only been an Olympic sport for the past four decades.

● (Below) Sales of Lycra were not surprisingly up this year... The RN bobsleigh team pose with their sled



● 'The speed rush and adrenaline hit is intense': The skeleton hurtles down the track at speeds of up to 80mph





Navy drivers show RAF the kart d'or

GO Kart racers left the RAF standing at the fliers' own championships – despite being hugely outnumbered by the airmen.

The Navy drivers were the top military team out of 32 civilian and Service racers hurtling around the track at Llandow in Wales for the RAF Endurance Championships.

The achievement is all the greater because of the size and experience of the RN team – it's been some years since the Senior Service entered an event organised by the RAF.

The sailors raced three karts – a Rotax Max from HMS Collingwood in the 2-stroke events and Team Worx provided two Pro-karts for the 4-stroke endurance event.

The Collingwood kart struggled with clutch problems which meant it finished seventh out of eight in its category.

RN1, raced by Lt Richard Scott of the Type 45 project team and HMS York's LOM Stu Williams came in third in the endurance race, despite some technical difficulties; RN2, driven by less experienced karters from HMS Sultan, finished in a credible 19th position.

"It only became apparent at the prizegiving how well RN1 had done," said Lt Scott, kart team captain. "The 1st and 2nd-placed teams were both made up of civilian racers, many of whom had raced for the Wales team.

"RN1 were the top military team – we'd beaten all the RAF teams there, so we're looking forward to the next RAF event in July."

Teams from eight RAF bases entered karts; despite being beaten, the fliers have invited the Navy to their next meeting.

Anyone for (ladies) tennis?

THE impending Wimbledon tennis championships will serve as a handy backdrop for re-invigorating interest in ladies' tennis in the RN.

Tennis development days are being planned this summer to find fresh talent and encourage non-players to pick up racquets.

Ladies' team captain Lt Charlotte Bull said she was keen to see "new blood" for the A and B sides, especially ahead of a tour being planned for 2005. The team has not gone on an overseas tour since visiting the Far East in 2001.

New talent is particularly needed for the A side as it gears up for the Inter-Service Championships held at Wimbledon in early August. Other venues used by the female tennis squad for friendly and competitive matches include London's Queen's Club and the indoor centre in Portsmouth.

The first development day is planned for Portsmouth on June 25; Plymouth and Faslane will follow later in the summer.

Details on the development days from Lt Katherine Rackham on 9380 23958 and on the ladies' team from Lt Bull on 9380 23664.

Oil's well in USA for footballers

YOUNG sailors visited JR country to take on the best junior footballers in the world.

The RN has taken part in the Dallas Cup – renowned as a leading global youth tournament – for 24 years.

The RN's U19 squad represented the Senior Service in the Texan city, and beyond the football pitch the young sailors were given the chance to tour Dallas and visit Southfork Ranch where the TV series was made.

Not surprisingly, most of the footballers were too young to remember JR and his on-screen colleagues, so WOs Paul Spink and Steve Rule and PO Steve Hunt filled in the blanks.



● You're going nowhere, mate. A crunching tackle stops the Army dead in its tracks.

Pictures: SAC Andy Benson

The scoreline doesn't tell half the story

DON'T believe the final scoreline of 32-16 in the Navy's defeat by the Army in the clash of the Rugby Union season.

For much of the game at Twickenham the Babcock Trophy was in the Navy's hands (not literally) as they led their mortal foe.

A crowd of 44,000 turned out to see the traditional season climax under overcast skies.

The Army opened the scoring on nine minutes with a penalty after the RN collapsed a scrum.

But HMS Sultan's LAEM Dave Pascoe levelled the scores with a kick of his own after fine work by Dave Sibson and Matt Parker.

The soldiers re-took the lead when continued pressure ended with prop Steve Tretheway forcing his way over.

Another penalty from LAEM Pascoe on 27 minutes brought the scores back to 8-6 in the Army's favour.

From the kick-off the soldiers were driven back by relentless RN pressure, ending with green beret Capt Matt Parker touching down after a rolling maul, with Pascoe's trusty boot converting.



● I'll have that, thank you very much: CPO Fraser Pearson (HMS Sultan) stakes his claim to the line-out ball

A penalty on the stroke of half time pegged the Senior Service's lead back to 13-11.

It was 15 minutes into the second half before more points were added to the board, this time from

the boot of S/Lt Tim Southall and a drop goal from outside the Army's 22.

That was as good as it got for the RN.

Isoa Damudamu ran over and Mal Roberts converted on 68 minutes to give the Army a two-point lead.

As the RN visibly tired in the closing 10 minutes, running in two converted tries without answer – notably a 60-yard run by Bruno Green.

"The final score flattered the Army," said RNRU spokesman Dave Philpott.

"The RN squad can be justly proud of their achievements. Their spirit and determination deserved greater recognition. 18-16 would have been a much more accurate reflection of the match.

"There were encouraging signs that RNRU is indeed alive and on the up. Given this year's experience, the newcomers will look to next season's game with even more determination. Bring it on!"

Sky TV Man of the Match: C/Sgt Bob Armstrong, 40 Cdo; **RN Man of the Match:** PO(WEA) Simon Burns, HMS St Albans; **Cossack Sword for ground gained and held:** AEM Marsh Cormack, HMS Heron

No civil favours from RL side

THE rugby league season has opened at a frantic pace with a string of matches to keep players on their toes.

The Civil Service were put to the sword at Burnaby Road in the first round of the Scottish Courage Cup, destroyed 40-20.

The white collar men took an early 10-2 lead, but the RN then ran in 26 points unanswered to take an unassailable 28-10 lead at the break. A second-half fightback by the Civil Service was blunted by two tries, a conversion and a penalty goal.

An under strength Royal Marines side lost narrowly to the Royal Logistics Corps 19-22 – but did have four tries disallowed.

Meanwhile, for the third year running LPT Mark Brocklesby of HMS Sultan RL organised the annual RNRL 9s at the home of Gosport and Fareham Vikings.

Despite fielding a typically strong squad, previous winners HMS Heron were not to regain the title.

That honour went to HMS Collingwood who beat HMS Nelson in a tough final. HMS Invincible took the plate trophy for the best ship side, after beating a side from sister ship Ark Royal.

HMS Sultan's full squad headed north to take on first-rate Lancashire amateur side Parkside Golborne from the North West Counties League.

Parkside put on an outstanding display of attacking rugby league to win convincingly 64-14.

Despite the heavy defeat, Sultan showed real character throughout the match and notching up 14 points against Parkside on home turf was a real achievement; the amateurs had only conceded 131 points in their previous 16 home games.

The Parkside management praised the sailors for their determination and fitness levels throughout the match.

Detailed reports on the games and impending RL fixtures can be found on the RN website.



● The polo squad in training – with a specially-marked RN ball – in an open-air pool during their tour of Australia

Water polo players find Aussies in mint condition

The Royal Navy water polo team is back from a very successful tour of Australia.

The high level of opposition and the opportunity to train together for a full fortnight as a complete squad enabled a significant improvement in both individual and collective skills and ability.

This should benefit the team enormously, as long as all tourists are made available, for the Inter Services competition next month – the RN now have an excellent opportunity to retain their position as Inter Service champions, and win the championship for only the third time outright since 1980.

The swimmers visited Sydney, Canberra, Townsville, Cairns, Brisbane and Surfer's Paradise while Down Under.

In Sydney the team trained at the Australian Defence Force's excellent, nine-lane, 50m facility at Randwick Barracks.

The first game was played against The University of New South Wales Killer Whales. The opposition were a leading club in the Sydney league and although the Navy gave a good performance in the first three-quarters, the end result was a 14-9 win for the University side.



● Trout and about: Cdre Alan Bennett, CO of RNAS Yeovilton, shows off his proud catch with fellow fly fishermen

Paradise lost – and re-discovered

WITH an abbreviation like HFFC, you'd expect to find members kicking a football around on a Saturday afternoon.

Not a bit of it. HFFC-ers prefer a much more sedate life.

The HMS Heron Fly Fishers Club was formed in April to celebrate the reopening of the Paradise Pool at the Somerset airbase.

The pool is at the heart of a wildlife haven known as Langport Range which dates back to at least the 1500s and is home to rare orchids, roe deer, heron – appropriately – skylarks and badgers.

Yeovilton's CO Cdre Alan Bennett re-opened the pool in style, catching a 1lb rainbow trout in less than a minute thanks to some advice from fellow fly fisherman.

"We want to give the young people of HMS Heron a healthy and challenging alternative to watching

videos and help put them back in touch with nature," said HFFC chairman Father Charles Howard. "Fly fishing is certainly not just for the J R Hartley generation."

The fishermen promise 'piffle' – personal introduction to fly fishing for lifetime enjoyment – but no waffle in encouraging air station personnel to take up the sport.

The lake has been stocked with rainbow trout and brownies. "Part of our aim in re-opening the pool is to re-establish the otter population on the Millbrook River which flows through the trout lake," explained Tom Marlow, Yeovilton's range and countryside manager.

Details about joining HFFC – the club is open to all service and civilian personnel at Yeovilton past and present and their families – from Paul Rowland on 01935 456623 or Fr Charles on 01935 455257.

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Tireless still on top of the world . . .



IT LASTED just 17 hours, but it was an experience that will linger for a lifetime. Submariners from HMS Tireless are still on top of the world . . .

The nuclear-powered boat became the first British submarine to visit the North Pole in eight years after surfacing with the American 'nuke' USS Hampton at the earth's most northerly point.

The few hours the two submarines spent on the surface, barely half a mile apart, were the highlight of ICEX 04, nine months in the planning and two months in the execution as both submarine services brushed up on their Arctic warfare skills.

Last month's *Navy News* reported Tireless' achievement – but with little from the boat herself as she was still on patrol.

Now back in Blighty after hosting Hampton in Tireless' home port of Devonport, crew say the experience was unforgettable.

If there's one thing which is predictable about the North Pole it's that it's unpredictable: it is a constantly changing environment to operate in.

"Areas of thin ice or open water within the pack ice, known as polynyas, are constantly mapped using upward-looking cameras and ice-avoidance sonar," explained Lt Christopher Morgan, Tireless' public relations officer.

"That provides the submarine with the most up-to-date information, otherwise the ice cap is as hard as steel, forged from thick sheets of huge ice boulders which are impossible to penetrate."

Any data more than a few hours old is unreliable, but beyond the technical wizardry on board the T-boat, Tireless also had a specialist 'ice pilot', Barry

Campbell from the US Arctic Submarine Laboratory (based in the rather sunnier surroundings of San Diego).

Barry had made seven previous trips to the top of the world in British and American boats and provided invaluable advice to Tireless' Commanding Officer Cdr Phillip Titterton on how to avoid the deep ice 'keels' which can extend up to 60 metres – 200ft – below the surface.

Once on the surface, crew had to find suitably thick ice to support Tireless' portable brow so they could 'run ashore' and a sentry was posted to look out for polar bears.

Temperatures hovered around the -23C mark, despite the region being bathed in glorious sunshine for much of the submarine's visit.

The two crews found time for a brief kickabout on the ice, while Cdr Titterton presented submariners' dolphins to Std Tom Bewll, sonar operators Tim Ezared and Paul Hoodless and MEMs Daniel Light and Chris Lloyd-Stafford, before the hatches were sealed and the boats disappeared beneath the ice packs again.

"It may have been just ice, water, sun and sky, but the polar environment has a magical quality that will leave an indelible impression on those fortunate to have made it to the top of the world," said Cdr Titterton.

And it was far from being simply a 'stunt' or 'jolly'. The Arctic remains an important operational environment for British and US submarines, although it is eight years since the two Allied nations last operated together under the Pole, and 13 years since Tireless was there with USS Pargo.

Jutland veteran joins Albion



HMS ALBION has been presented with a Chester clock which has nearly a century of naval history, writes *Stephanie Cole*.

The ship has become the third RN warship to carry the clock.

Captain Peter Hudson was visiting Albion's affiliated city of Chester to make farewell calls before leaving the ship this summer when he received the unexpected gift from the Lord Mayor.

Originally the clock was presented to HMS Chester in 1916 by the city just before the Battle of Jutland.

The ship was badly damaged and the clock was returned to the city hall. There it remained until HMS Broadsword established an affiliation with Chester in the 1970s and received the clock in turn.

When Broadsword was paid off, the clock once again returned to the city, but it has now been refurbished for HMS Albion to carry and mark the special relationship between Chester and the ship.

Captain Hudson said: "The clock now takes pride of place onboard. It is marvellous for a new ship like Albion to have such historic pieces onboard, as well as being a reminder of our excellent affiliation with Chester."

Major war games in the Atlantic

Aurora set to shed new light on amphibious warfare skills

THE LARGEST commitment of Royal Navy personnel since the liberation of Iraq 12 months ago has been sent west for huge war games in the Atlantic.

Eighteen warships, led by Fleet flagship HMS Invincible, are taking part in Exercise Aurora, stretching from the eastern seaboard of the United States to the Gulf of Mexico.

Among the ships deployed are HMS Ocean, Albion, Marlborough, Sutherland, Roebuck and Cornwall, all sailing in small 'packets' to meet up in Norfolk, Virginia.

The crux of the deployment is Exercise Rapid Alliance, involving two US carrier battlegroups and a US Marine task force, staging mock invasions.

Also joining the war games are ships and personnel from Canada, Holland, Germany, Peru, Norway, Italy, Denmark, France and Australia.

Aurora involves 5,900 British service personnel, not purely Naval. GR7 Harriers from 3(F) Squadron RAF have deployed alongside 801 Naval Air Squadron in HMS Invincible.

Also embarked with the force are 42 Commando and 3 Commando Brigade, directed from amphibious flagship HMS Albion by the task group commander Cdre Chris Parry. He said the RN could learn a lot from operating alongside US amphibious forces – "market leaders in this area".

He added: "Aurora is another excellent opportunity to demonstrate and enhance our amphibious capability. We're looking forward to working with the highly sophisticated and advanced capabilities of the US forces."

Capt Neil Morisetti, who took charge of HMS Invincible days before she sailed, added: "This deployment will demonstrate the flexibility of the aircraft and on a personal note it provides a tremendous start to my time in command of Invincible."

Mine countermeasures vessels HMS Pembroke, Walney, Sandown and Middleton left Portsmouth in late April, shepherded by RFA Sir Bedivere which is serving as their command ship for the exercise.

Their slow speed meant they had to depart before the core of the Aurora force which slipped away in early May.

MCMV force commander Cdr Peter Williams said the three-month tour of duty looked to be "hugely attractive".

He continued: "It's a rare opportunity to work alongside our American colleagues on their own turf. There are several exciting port visits as well as a stimulating large-scale exercise."

Beyond the business-end of events, visits by various vessels in the Aurora task force are lined up for the Azores, Bermuda, Virginia, Massachusetts, Nova Scotia,

Newfoundland, New York and Louisiana. Aurora will also prove a further test for new assault ship HMS Albion, which was declared ready for front-line operations following winter exercises off Norway earlier this spring.



● **HOME-GROWN:** the first of the new Iraqi Coastal Defence Force's patrol boats is passed fit for service

RN captain to head training for new Iraqi coastal force

A FLOTILLA of patrol boats ordered by Saddam's regime in Iraq are to be used to help the country back on its feet – with some more help from the Royal Navy.

With operations in Iraq focussed on establishing a period of stabilisation and normalisation, efforts to establish a new home-grown maritime force are moving on apace.

Three key factors are being addressed in the initiative – the need to recruit and build confidence in a competent workforce; to provide the necessary equipment; and the need to set up professional training to allow the new body to gain respect and be capable of protecting the country and its people.

The first factor is being addressed by the Interim Governing Council, recruiting Iraqis to form a military maritime cadre – the term 'navy' has been deliberately avoided as it smacks of a force with potential offensive and expeditionary capabilities.

The force will therefore be

known as the Iraqi Coastal Defence Force (ICDF), echoing the establishment of the Japanese Self-Defence Force after World War II, and falling somewhere between a navy and a coastguard organisation.

The third factor will be addressed once the equipment is available in suitable bases on the Iraqi coast, and the main input here will come from a Coalition Maritime Training Team of British, Australian and American naval personnel, led by a Royal Navy captain.

The second issue is perhaps the most visible – and has been attracting attention in Dubai, with the preparation of five small patrol boats for use by the ICDF.

These boats, originally ordered by Saddam's government from a builder in China, were to have been delivered for use as harbour launches in the autumn of 2002.

But Coalition ships enforcing UN sanctions in the Gulf turned away the commercial freighter carrying the boats piggy-back style, and they were unloaded onto cradles in Jebel Ali.

Once the initial fighting had died down in Iraq, the need to replace the patrol capability along the Iraqi coast became clear, and British planners took the harbour launches into consideration.

The option was taken up and a contract issued to have the boats serviced and prepared in Dubai.

Work began in March, and the first boat began its trials in April, with an eight-man team led by the Royal Navy putting it through a set of basic seaworthiness trials.

The boat was passed fit for service on April 24, and her four sisters will follow, the target being all five available for the ICDF by early this month – and the Force taking the first steps towards assuming responsibility for the country's own maritime sovereignty and security by the end of this month.





A NATION REMEMBERS OPERATION NEPTUNE

'The greatest invasion force the world had ever seen...'

ON a bluff high above the wide, sandy beach stretching from Vierville-sur-Mer to St Honorine in the vast Baie de la Seine, 21-year-old Obergefreiter – Lance Corporal – Heinrich Severloh, peered out from his post, a heavy machine-gun position dug in on top of the cliff.

Severloh, a veteran of the German Army's titanic struggle with the Soviet Union, had been woken at midnight and driven to his post, Widerstandnest – nest of resistance – number 62 overlooking the Channel.

He had been sweeping the horizon with his binoculars for four hours or so now. Nothing.

In mid-Channel, Marine Tom Lovell was carrying out final checks on his landing craft aboard HMT Glenroy around the same time as Severloh was nervously looking across the sea.

Lovell, a 22-year-old coxswain, was charged with delivering 30 men of the Royal Hampshire Regiment, the Tigers, safely on to Gold beach at le Hamel, a few miles east of Arromanches.

"We were all highly trained," the Royal Marine recalled, "but it seemed to me that thoughts of wives, kids and so on were uppermost in the minds of everyone I met.

"Here I was, privileged to be present with the greatest invasion force the world had ever seen and indeed was ever likely to see again."

Lovell chatted with the soldiers he was about to ferry ashore to storm Hitler's vaunted Fortress Europe.

"We talked to each other and expressed our fears about what was to come and whether we would be returning," he remembered.

In the half-light of this grey dawn, the fog hanging over the sea was beginning to fade.

Aboard Glenroy the landing craft were gently lowered into the water below for the final act: the



● **"And when Alexander saw the breadth of his domain, he wept for there were no more worlds to conquer:"** The invasion fleet off the beaches as seen from a passing aircraft – note the distinctive 'D Day' striped markings on its wing.

assault on the beaches.

"On the way in we were going with the sea and it was quite pleasant and fast," recalled Lovell, who throughout the boat's passage consulted a panoramic photograph to aim for his landing point.

From the land it seemed as if the horizon was shimmering. The fog gave way to "the most powerful armada of all time – an endless line of gigantic battleships," Severloh recalled. The armada drew ever closer to the Normandy coastline. "You could not see the water between them. It defied description."

A few miles from Heinrich Severloh's trench, artillery officer Major Werner Pluskat had also been at his command bunker since the small hours. It was "another false alarm", he told his comrades in frustration. Now it was dawning,

Pluskat grabbed his binoculars to scour the waters again. "I thought I could see something on the horizon. It was literally filling with ships of all kinds. I could hardly believe it," he remembered. He passed the binoculars to a comrade. "Take a look," Pluskat told him. He did, then gasped: "My God, it's the invasion."

It's hard to imagine now. Today's Royal Navy musters little more than 100 front-line warships and auxiliaries.

But in June 1944, the Royal Navy delivered the core of the forces sent to liberate occupied Europe on to the beaches of Normandy.

Seven out of ten ships committed to Operation Neptune – code-name for the Naval arm of the assault on Fortress Europe – was

crewed by a British or Commonwealth sailor.

Against this mighty armada, the German Navy – the Kriegsmarine – could muster barely 25 motor torpedo boats and 17 U-boats from Boulogne to Brest.

Ranged against them were battleships, cruisers, destroyers, frigates, troopships, landing craft, tugs, barges, submarines. Overhead hung the protective umbrella of the Allied air forces, the Americans, the British.

And yet for all this might, never surpassed and unlikely to be, the Allied commanders were not hopeful as the landing craft ploughed the waves that Tuesday morning.

Allied Supreme Commander General Dwight Eisenhower had scrawled a communiqué to be issued if the invasion failed.

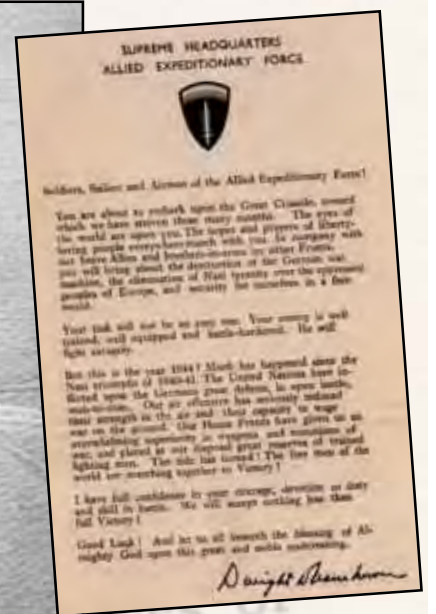
"The troops, the air [forces] and the Navy did all that bravery and devotion could do. If any blame or fault attaches to the attempt, it is mine alone," he wrote.

The Naval commander of the operation, the RN's Admiral Sir Bertram Ramsay, was equally unsure about D-Day's outcome. He confided in his diary on Monday June 5 1944:

"I'm not under any delusions as to the risks involved in this most difficult of all operations. Success will be in the balance."

And then there were the Germans, the Germans who had had four years to strengthen their defences in France, but who had waited until the winter of 1943-44 to start work in earnest.

Continued on Page 2



● **General Eisenhower's famous order of the day to Allied forces embarking upon the 'great crusade'. He implored: "We will accept nothing less than full victory!"**

A commitment rarely equalled

OF THE 6,833 vessels committed to Operation Neptune – mighty men o'war, merchantmen, landing craft and motor boats – nearly eight out of 10 were British or Canadian.

The American maritime input was just 17 per cent of the invasion force. Free French, Norwegians, Dutch, Poles and Greek vessels accounted for the remaining five per cent.

The Fleet Air Arm committed 12 squadrons in support of the invasion, the Royal Marines more than 10,000 men. Of the hundreds of landing craft which assaulted the beaches on Tuesday June 6, 1944, two in every three were crewed by Royal Marines.



● **'Mountains of bodies':** German troops survey the scene at Dieppe in the wake of the Allied raid in August 1942

'A picture like Dunkirk...' Defeat at Dieppe points to victory

IN the dark of the small hours of August 19 1942, German radar stations began to pick up an approaching Allied task force. In the hours which followed, a Canadian-dominated force assisted by Royal Marine Commandos would attempt to storm the port of Dieppe. It was a fiasco.

By mid-morning it was clear the attempt had failed and by 2pm it was all over.

Of the 5,000 Canadians who set foot on French soil, barely 2,200 returned to Britain; 33 landing craft, 106 aircraft and every one of the 28 tanks which put ashore, plus one destroyer, were destroyed. All the Allies had to show for it were a smashed coastal battery, 600 German

dead and 48 enemy aircraft downed.

The day after the raid, a German officer visited the port. He found "bloody English [sic] losses. Everywhere still dead Englishmen. Mountains of bodies. The beach west of Dieppe presents a picture like Dunkirk."

But Dieppe taught the Allies a valuable lesson; they knew now that they could never hope to take a port intact. They would have to bring one with them... the legendary Mulberry harbours, the remnants of which can still be seen in Arromanches.

Lord Mountbatten, then head of Combined Operations, famously stated that D-Day was won on the beaches of Dieppe.



● **Logistics were a key factor in the invasion's success – or failure: one of the guarantors of victory, the sprawling artificial Mulberry harbour**

Pictures: Imperial War Museum

'All the ships are blazing away now. It's a great day...'

From Page 1

Their leaders looked to the impending invasion with near relish.

When news of the Normandy landings reached Adolf Hitler's Alpine retreat, the German leader gloated: "Now we have them where we can destroy them."

But no man - Allied or Germany - who witnessed that great armada that blustery Tuesday morning was in any doubt about the outcome.

Aboard HMS Largs, 19-year-old telegraphist Clifford Palliser was awestruck as he looked out upon Sword beach from 6am onwards. An officer had urged him: "Go and watch a piece of history in the making." He didn't need much urging.

"The small assault craft were slowly making their way ashore, bobbing and weaving," he recalled.

"I watched the inspiring sight of a rocket landing craft slowly position itself, turning sideways to the beach and releasing more than a thousand rockets. The craft vanished in its own smoke."

"I could just see the engineers among the beach obstacles at half tide destroying the various explosive devices in the water."

Overhead, the Seafires and Spitfires of the Fleet Air Arm's No.3 Fighter Wing served as spotter aircraft, guiding the naval bombardment.

Beyond the beaches, venerable Swordfish patrolled the skies hunting U-boats and E-boats.

On the ground, few Allied units had a more bitter first day than 48 Commando, committed around St Aubin-sur-Mer and Langrune in the sector of Juno beach.

When they finally silenced one bunker at St Aubin, the commandos found 70 empty shell cases inside.

It took four hours to clear the beach effectively, before the Royal Marines headed two miles towards Langrune, a heavily fortified position.

A Centaur tank was called up to support the assault; it ran out of ammunition. A second Centaur blew up in a minefield and a Sherman tank was also knocked out.

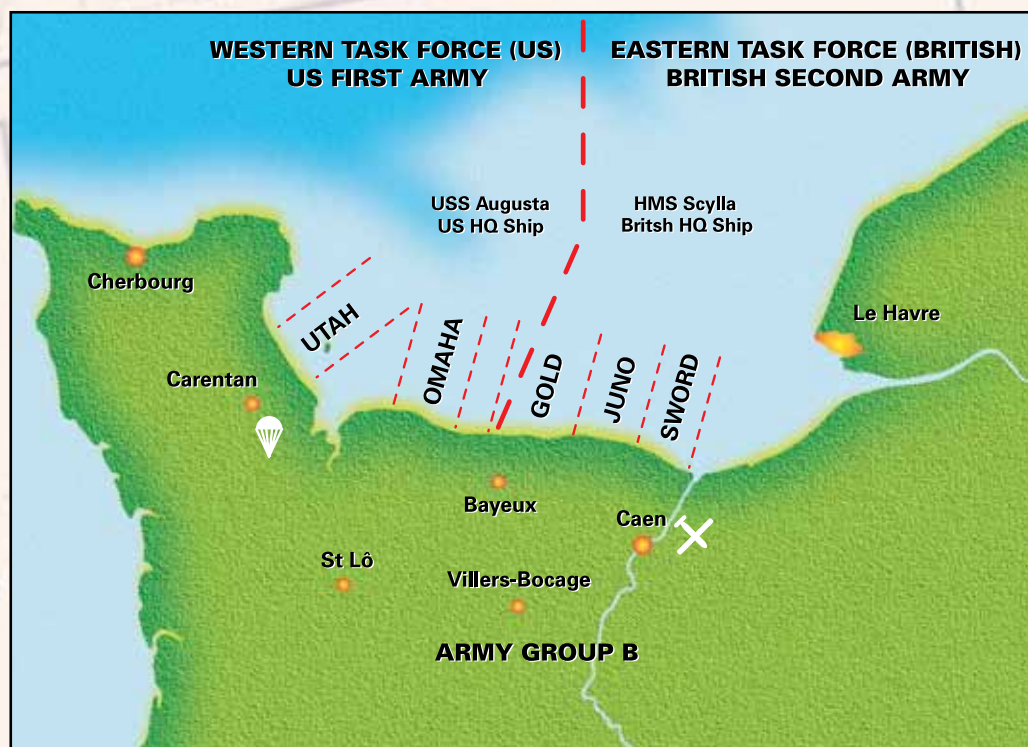
It was only after bitter hand-to-hand fighting that the battle for Langrune ended on June 7; 31 Germans were marched off into captivity.

By then, the struggle for the beachheads had largely been won.

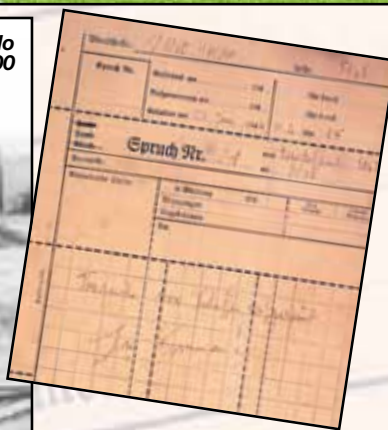
Indeed, by nightfall on June 6, nearly 175,000 Allied soldiers were ashore. The British and Canadians at Gold and Juno had merged to form a sizeable beachhead which stretched to the gates of the historic town of Bayeux.

To the east, there was a good two-mile gap between the Juno and Sword bridgeheads, the latter of which fell short of the city of Caen, objective for D-Day, by two miles. The Americans' foothold at Omaha was limited to a handful of scattered pockets no more than half a mile inland. Only at Utah had US forces enjoyed any great success. Around 25 square miles of the Cotentin peninsula were in American hands and the railway line to Cherbourg was cut.

The price of the Allies' precarious foothold on French soil was fewer than 5,000 casualties. 'Bloody' Omaha cost the Americans 2,400 dead, wounded and missing, but the invading forces at Utah suffered fewer than 200 dead. The British lost



● Green berets of 48 Commando wade ashore at Juno beach, 0900 Hours, June 6 1944



● A German radar station's report, 4.15am, June 6 1944: "Thousands of ships tracked. Sie kommen! - They're coming!"

'They're coming...'

IN A landing craft struggling through heavy seas towards Juno beach, BBC war correspondent Colin Wills accompanied Canadian 3rd Division. He somehow found time to record this dramatic report:

"One could not imagine a more stupendous scene. The sea itself seems restless and excited."

"This is the day and this is the hour! The sea is a glittering mass of silver with all these craft of every kind moving across it and the great battle-ships in the background blazing away at the shore."

"All the ships are blazing away now. All around this great grey-green circle of water there are ships, ships moving in, ships on patrol, ships circling, ships standing to and firing."

"You cannot imagine anything like this march of ships. It's a great day."

A few miles to the west, AB Lol Buxton, a gunner in Hunt class destroyer HMS *Goathland*, was supporting the assault on Gold beach.

"We came under shelling and bombing but we were so geared up by our intensive training that we got on with what he had to do. We were glad that at long last there was something to get our teeth into," he remembered.

Heading for the western flank of Gold, the landing craft of a Capt Wood RM of 47 Commando took a direct hit.

He struggled through the water having "swallowed pints and pints of water". Of the 445 comrades Wood expected to find on the beach, four officers and 68 ranks were missing.

"The scene on the beach begged description. It was under intermittent mortar fire. Tanks burning, vehicles standing about either stranded,

drowned or unable to move. The only markings I saw was a small Union Jack which marked a number of stretcher cases," Capt Wood reported.

As the assault progressed, a shore party from HMS *Goathland* was needed to clear Gold beach of the detritus of the day's fighting.

A party of 50 lower ranks led by two officers set foot in a tiny slice of liberated France.

"I shall never forget what I saw and experienced that day. It was absolute hell," said AB Buxton. "All you could see was dust and smoke and flames and the pungent smell of cordite hung in the air."

"Every time I return to Normandy I know what a fantastic feeling it is to be alive. June 6 1944 was one of the proudest days of my life."

In the Brittany port of Brest, Oberleutnant Herbert Werner, captain of U415 waited for the order to sail against the invasion fleet.

"We never talked about the invasion. We thought of it incessantly - and of our death," he wrote.

Werner commanded one of 17 U-boats held back ready to defeat the invasion when it came.

As night fell on June 6, the U-boats slipped their moorings in Brest to head out to attack the invasion fleet. For Herbert Werner's U415, the mission was suicidal.

He had to "remain on the surface and race unprotected towards the southern English coast at a time when the sky was black with thousands of aircraft and the sea swarmed with hundreds of destroyers and corvettes."

Before June 7 dawned, U415 would be crippled by air attack barely out of Brest.



● Veteran of Jutland, mighty HMS Warspite pounds German positions around the Orne estuary, daybreak, June 6 1944

'The ripple of flashes along the grey horizon...'

Lt Ron Martin sailed from the Clyde in HMS Warspite late on June 4. By dusk the following day, Warspite had joined the core of the invasion fleet off the Isle of Wight.

"Over 6,000 vessels of all shapes and sizes were steaming up and down in well-ordered confusion. We could see the poor soldiers in their landing craft being seasick."

"As dusk fell we lined up behind 40 minesweepers and crept slowly towards the French coast at action stations."

By dawn the next day, Warspite was in position in the eastern Seine Bay ready to cover the landings at Sword Beach by pounding German coastal batteries north of Caen, opening fire at 5.30am on Tuesday June 6.

Each broadside fired by Warspite delivered 11,500lbs of death and destruction upon the vaunted Atlantic Wall.

At the height of the Allied naval bombardment that Tuesday morning, ten tons each minute was being fired by every battleship.

Novelist Douglas Reeman, then serving in a motor torpedo boat that morning, watched in awe as the invasion force opened fire.

"You could see the ripple of flashes along the grey horizon and had to force yourself not to duck as the great shells tore overhead with the sound of tearing canvas."

As the day drew on, the horrors of the fighting ashore became evident to the battleship's crew.

"It was heartbreaking to see dead bodies of Allied troops drifting past the ship," Lt Martin recalled.

The effect of the Allied bombardment ashore was devastating; it was also damaging below decks.

A petty officer in battleship HMS *Ramillies* complained: "Furniture was smashed and heavy pieces

of equipment were shaken from the bulkheads and thrown across the deck."

"The mess decks and spaces below the 15in turrets were a shambles and there were even cracks appearing in the supporting steel stanchions between decks."



● The exhausted gun crew of LCG(L) 1007 catch 40 winks after the initial assault

Architect of Naval victory



● "In the first rank of British Naval leaders": Admiral Ramsay (left) with Rear-Admiral Philip Vian, commanding naval forces in the eastern Bay of the Seine on June 6

LESS flamboyant than Monty and more of a 'hands-on' leader than Eisenhower, Admiral Sir Bertram Home Ramsay was an outstanding organiser and motivator.

Architect of the Dunkirk evacuation in 1940, his ultimate reward was to oversee the planning of the invasion of North Africa in 1942 and Sicily the following year.

In autumn 1943 he was selected as Naval commander for Operation Overlord, serving as Eisenhower's deputy.

His instructions for the landings ran to more than 1,000 pages and covered every eventuality, yet as the fleet sailed he placed his faith in the Almighty: "We shall require all the help that God can give us and I cannot believe that this will not be forthcoming," he wrote in his diary.

He was amazed, then, that the fleet approached France "without a murmur" from the enemy.

Ramsay was killed in a plane crash in January 1945 as he travelled to see Montgomery.

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'Prepare a bloody welcome for our enemies...'



● The myth and reality of the Atlantic Wall: (Far left) A propaganda image of a German soldier standing guard next to a gun emplacement; (left) German dead outside a fortification
Picture: Imperial War Museum



● The wily Desert Fox, Field Marshal Erwin Rommel

Last prouf of the Desert Fox

SCOURGE of the British Army for 18 months in North Africa until El Alamein, Field Marshal Erwin Rommel had been out of favour for much of 1943 until he was recalled by Hitler to strengthen Germany's defences in the West.

"I believe we shall win the defensive battle in the West if we have time to prepare. I believe we can repulse the onslaught," he wrote home to his wife.

Rommel set about his task with vigour, ordering a 1,000-yard wide 'zone of death' created along the entire French coastline with mines and beach obstacles barring an Allied assault.

Under Germany's Supreme Commander in the West, the elderly Field Marshal Gerd von Rundstedt, Rommel was given command of Army Group B, charged with thwarting the invasion.

Fatefully, on the morning of June 6, Rommel was at home in Germany celebrating his wife's birthday. He arrived in Normandy after dusk that day, too late to influence the course of the battle on its critical first day.

As the Battle of Normandy dragged on, Rommel became increasingly fatalistic.

By July 15, the Desert Fox was convinced the war was lost and told Hitler so.

"Everywhere, the troops fight heroically, but the unequal battle is nearing its end. In my opinion, it is necessary to draw the appropriate conclusions from the situation," he reported.

Two days later he was wounded by an air attack on his staff car. Implicated in the failed plot on Hitler's life on July 20, Rommel was forced to commit suicide in October 1944.

SOLDIERS OF THE WESTERN FRONT!

The enemy has begun his long-awaited attack on Europe... You will now defend our continent. Here you will smash the attack by our enemies against our people and our Reich.

Soldiers, in this historic hour, I appeal to your bravery, to your proven courage and to the steadfastness of your hearts. Your task is to deny the enemy entry to Europe at all costs. In this struggle, unite the strength of your weapons with the strength in your souls. Defence against this attack is a matter of life and death for our nation and a historic task, whose fateful dimension demands the very utmost from every one of you... What counts is to stand, to hold or to die. Every leader, every commander of a base, an island or a fortress or a ship is honour-bound to me never to capitulate; he will continue the struggle to the last fighter, to the last shell, to the last round.

In these days, the German people and the entire world are looking at you.

I know, my heroic soldiers, that each one of you is filled with the will to fight for a fortunate future for our people in the next few days - and ultimately to secure the next few days - and ultimately to secure it. Wherever the enemy attacks, he must be destroyed. He will not succeed in gaining a foothold on a coast defended by us. Victory will therefore be ours! You are called upon to fight for it and so fulfil the legacy of our fallen comrades.

- ADOLF HITLER
Order of the Day
June 6, 1944



● The other side of the hill: A German intelligence map shows the state of the Battle for Normandy at the beginning of July

THERE was an air of uneasy confidence in Germany in spring 1944.

After four years of waiting, every German was convinced that the great test in the West would come: the Allied invasion was imminent.

In the years since the fall of France and the Low Countries, the Western Front had become a backwater for burned-out units and old men as the Nazis focused their efforts on defeating the Russians.

But by 1944 Adolf Hitler could afford to neglect the West no longer.

Some of the finest divisions the Third Reich could still muster found themselves defending Festung Europa - Fortress Europe - in the late spring of 1944.

They stood behind the mch-lauded Atlantikwall - the Atlantic Wall, a great line of fortifications defending the shores of occupied France, Belgium and Holland.

Nazi propaganda proclaimed the wall "a double ring of death". Germany's principal newspaper, the *Völkischer Beobachter*, warned that "if the enemy dared to set foot on land, there would be terrible revenge."

The chief architect of this wall was Field Marshal Erwin Rommel, the Desert Fox, vaunted former commander of the *Afrika Korps* and now overseeing the defence of Fortress Europe.

Famously declaring that the day the enemy set foot on the shores of Europe would be "the longest day", Rommel transformed the Atlantic Wall into something approaching the mythical status afforded it by Germany's propaganda machine.

In the six months after his arrival in France, half a million beach obstacles were installed and 6,500,000 mines laid. Four thousand new fortifications had been built.

But the job was half done. In western Normandy alone, only half the planned new defences had been completed.

Yet there was confidence through the supreme strata of Nazi Germany in the late spring of 1944.

No-one was more hopeful than Adolf Hitler himself.

"The Führer is convinced that the invasion will fail," his Propaganda Minister Joseph Goebbels wrote in his diary.

"Nothing particularly unpleasant can happen any more."

Hitler's optimism was infectious.

The German Navy's supreme commander, Grossadmiral Karl Dönitz, expected his men to "prepare a bloody welcome for our enemies and bar their entry to Europe!"

Meanwhile, Rommel wrote to his wife in early May: "Every day, every week we get stronger."

The field marshal's commanders shared his confidence.

"We've done nothing to blame ourselves about. Everything which is humanly possible has been done," General Erich Marcks, defending the Cotentin peninsula and the western stretch of the Seine Bay, declared.

Such confidence filtered down through Nazi society to the ordinary man and woman in the street.

"Most of the public have great hopes that the invasion will provoke a decisive change in the war in our favour," a secret report on public morale observed in the spring of 1944. "People expect the enemy will suffer a heavy defeat."

And now - just as in Britain, Canada and the United States - the hopes and fate of an entire nation rested on the ordinary soldier.

In June 1944, 58 divisions defended Fortress Europe from

the German-Dutch border to Franco-Spanish frontier. Just nine of these divisions held the 190 miles of the Norman shores. Behind them stood 1,370 panzers of 10 German armoured divisions.

The defenders were a mixed bag. There were elite divisions - the *Panzer Lehr*, the 12th SS *Hitlerjugend* - Hitler Youth - and there were second-rate fortress divisions of old men, conscripted Russians and Poles.

The ordinary German soldier, the *landser* - the German equivalent of 'Tommy' and GI Joe - looked to the invasion with confidence.

"We were not afraid," Jochen Leykauf of the Hitler Youth Division declared. "We were looking forward to it."

Peter Masters, who interrogated German prisoners after the invasion began, found most enemy troops expected victory.

"We will easily push them back into the sea. Stukas will dive bomb them, bombers will sink their landing craft; panzers will rout them on the beaches," was the typical view of the defender of Normandy.

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'We, whom William conquered, have set free the Conqueror's fatherland...'

For most of its 1,000-year-plus existence, the tiny seaside hamlet of Hermanville-sur-Mer had thrived relatively undisturbed by world events.

That was until Allied planners designated the seafront at Hermanville part of Sword beach.

Each year since 1974, former AB Billy Swift has headed across to France and stood on the shore at Hermanville, looking out over the Channel to where he was stationed with HMS Scourge and the 23rd Destroyer Flotilla, safeguarding the assault on Sword beach.

Scourge, a veteran of the Russian convoys, had been ordered south to escort minesweepers during the landings, before turning her guns towards enemy positions around Ouistreham.

Already that morning, the 23rd's Norwegian destroyer Svenner had fallen victim to torpedoes launched by German motor boats. Her back broken, she sank in minutes.

Now from his post at 'A' gun, 21-year-old Swift peered through his directors to watch the invasion progress.

"All it seemed you could see were the boys dying on the beach," he recalled.

Scourge spent nearly three weeks off Ouistreham in support of the invasion. Her ammunition almost exhausted, the orders were given to replace her with 23rd Flotilla's HMS Swift.



● No greater sacrifice: The freshly-dug graves of the dead of 48 Commando at St Aubin. Post-war many of the victims of Normandy were re-interred in larger official cemeteries, such as Bayeux

As she moved in, Swift fell victim to an aerial mine which broke the ship in half. Seventeen men were lost with her.

Yet until a handful of years ago, Swift, Svenner and Scourge had no monument to their sacrifices. Today they do. A memorial stands on the seafront at Hermanville honouring 23rd Destroyer Flotilla.

On June 6, 2004, the dwindling band of flotilla survivors, led by John Gower, HMS Swift's former Commanding Officer, will gather with the Band of the Royal Marines to pay their respects.

It was a source of chagrin to the destroyer men that until the turn of the 21st Century there was no monument to their deeds.

To Billy Swift it seemed to sum up D-Day as a whole.

"It was as if there was nothing to commemorate the Navy. If you go to France you find monuments to the French, the British, the Americans. But they're almost all Army," he said.

"Who took all the troops over there? Who escorted the invasion fleet? We did."

All three Armed Services paid heavily in blood for their victory in Normandy.

By the time the struggle for Normandy ended in late August, the Allies had recorded 210,000 casualties, 40,000 of them dead; the Germans lost an estimated

450,000 men, 60,000 of them killed in action.

In death, all are comrades in arms, whatever cause they fought for. Nowhere represents this better than the Commonwealth War Grave Commission's immaculately-kept burial ground on the edge of Bayeux, the first major town liberated by Commonwealth forces. It is the largest final resting place for British victims of World War II in France.

3,935 Britons of all three Services found peace here, alongside brothers in arms from Canada, Australia, New Zealand, South Africa, Poland, France, Czechoslovakia, Italy and Russia, plus more than 450 Germans.



● The Memorial to the Missing, opposite the British military cemetery in Bayeux, honours 1,805 men of the Commonwealth with no known grave. Its inscription reads: Nos a Guilielmo victi victoris patriam liberavimus - We, whom William conquered, have set free the Conqueror's fatherland.

Timetable of commemorations

Some of the principal events

Thursday May 27 onwards: D-Day 60th anniversary exhibition, D-Day Museum, Portsmouth

Friday May 28 onwards: 60th anniversary exhibition at the Caen Memorial

Thursday June 3: March past with regimental standards and Royal Marines Band, Castle Field, Southsea, 4pm

Saturday June 5: Veterans cross to France by ferry, escorted by warships HMS Gloucester; HMS Campbelltown will also be sailing to France as part of the Allied 'fleet'; exhibition of photographs at the Imperial War Museum North, Manchester, until September 22

Sunday June 6: Ceremonies throughout Normandy, including Arromanches and Bayeux, with the main international commemorations focused on Caen - wreath-laying ceremony at the Chateau and monument to 3rd British Infantry Division - culminating in an evening concert at the Abbaye aux Hommes, 8.30pm; beat retreat by the Royal Marines Band, Caen City Hall, 10.15pm; 23rd Destroyer Flotilla service with Band of the Royal Marines, Hermanville-sur-Mer, 3.30pm; traditional service of remembrance in Portsmouth at the D-Day Stone, featuring the Band of the Royal Marines, 10.30am; memorial service, Manchester Cathedral, 3.30pm

Further reading

This supplement has been compiled with the assistance of:

- Stephen Ambrose - *D-Day*, Simon & Schuster, 1994
- Heinz Boberach - *Meldungen aus dem Reich*, Herrsching, 1984
- Max Hastings - *Overlord*, Pan, 1999
- Richard Holmes - *The D-Day Experience*, Carlton, 2004
- David Irving - *The Trail of the Fox*, Weidenfeld & Nicolson, 1977
- Robert Kershaw - *D-Day: Piercing the Atlantic Wall*, Ian Allan, 1993
- Russell Miller - *Nothing Less Than Victory*, Penguin, 1994
- Erwin Rommel - *The Rommel Papers*, Harcourt Brace, 1953
- Cornelius Ryan - *The Longest Day*, Popular Library, 1959
- Salewski, Michael - *Die deutsche Seekriegsleitung*, Bernard & Graefe, 1975



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