

FIFTY YEARS OF PLAIN ENGLISH

Navy News

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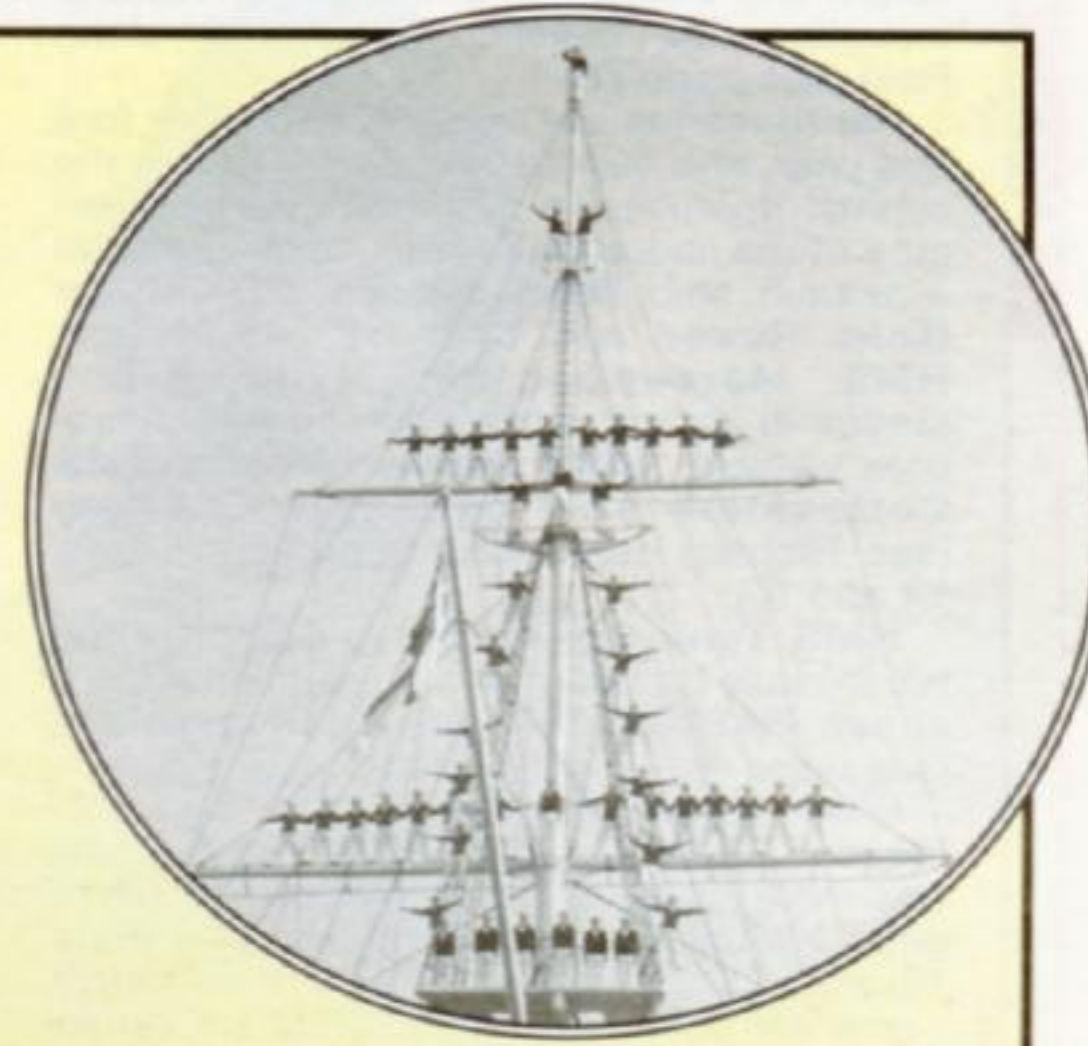
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MISSION TO FREETOWN



HMS PORTLAND (left) has spent four days renovating a remote school in Sierra Leone. See page 18



**Special supplement:
100 years before
the mast - Ganges
boys remember**



**Enduring
freedom:
Channel
Islands
liberation
recalled
- p14-15**



**Marines
getting
high in
the Alps
- p5**

 **Navy News**



 **ROYAL
NAVY**

● HMS VICTORY CUTAWAY INSIDE

Fleet Focus

There is plenty of activity to report this month as thoughts turn to the festivities at the end of this month which will see many Royal Navy and overseas warships involved in the International Fleet Review at Spithead and the subsequent International Festival of the Seas in Portsmouth Naval Base.

Ice patrol ship **HMS Endurance**, back from her Antarctic deployment, is to carry the Queen and the Duke of York out to review the Fleet (see right).

Another ship home in time for the event is Type 23 frigate **HMS Marlborough** (see right), but her sister Duke-class ship, **HMS Argyll**, will be in the Gulf on patrol over the summer (see right).

Argyll at one point worked with the UK-led international task group **CTF 150**, operating in the Arabian Sea, where Coalition ships rescued almost 100 capsized refugees (see page 4).

Type 42 destroyer **HMS York** will also be far from the Solent when the Fleet lines up - she follows a stint on JMC (now evolving into Neptune Warrior) before heading through the Mediterranean and the Suez Canal on a deployment to the Far East (see page 4).

Amphibious assault ship **HMS Bulwark** has been commissioned into the Fleet (see page 17), and from welcoming a big ship **Navy News** also noted the departure of a more modest vessel as Portsmouth Harbour tug **Setter** left service (see page 17).

Talking of big ships, helicopter carrier **HMS Ocean** has been going through the rigours of operational sea training (see page 4) while aircraft carrier **HMS Illustrious** visited London, taking up a berth off Greenwich where she welcomed a number of visitors, including new Defence Minister Dr John Reid (see page 26).

Anniversaries are very much to the fore this year, and several ships took part in the events organised to mark the 60th anniversary of the liberation of the Channel Islands - assault ship **HMS Albion**, RFA tanker **Gold Rover** and offshore patrol ships **HMS Mersey** and **HMS Tyne** were on station in Jersey, while mine countermeasures vessels **HMS Dulverton** and **HMS Cottesmore** were on duty in Guernsey (see Richard Hargreaves' reports on pages 14 and 15).

HMS Tyne also managed a first for the River-class by undertaking a replenishment at sea (RAS) with RFA tanker **Orangeleaf** (see page 4).

Older ships are also in the news this month - the **Mary Rose** is to get a new ship hall home, allowing visitors to get a good look at the Tudor warship (see page 19) while the latest in our series of cutaways - now computer-generated graphics, rather than hand-drawn pictures - features **HMS Victory** (see centre of paper).

The **Royal Marines** celebrated 50 years since receiving the Freedom of the City of Plymouth in a repeat ceremony (see p30), but it was not all ceremonials, as a large number of Green Berets headed to southern Europe and Exercise Bavarian Fest, a nine-week adventurous training programme in the Alps (see page 5).

Type 23 frigate **HMS Northumberland** has been acting as a pilot ship for the new ratings' manning structure - and is also adorned with a new eco-friendly anti-fouling paint on her hull (see page 9).

Sister frigate **HMS Portland** has been active off the West African coast, making her presence felt in the community by helping renovate a school in Sierra Leone (see page 18).

Our Ship of the Month this time is Sandown-class minehunter **HMS Ramsey** (see page 12).

Potential Royal Navy officers of the future had a chance to impress not only the members of the **Admiralty Interview Board**, but also our own Assistant Editor Richard Hargreaves, who sat in on proceedings (see page 13).

RFA tanker **Wave Knight** has continued the impressive drug-busting tradition of the Wave class by helping detain a yacht in the Caribbean which was found to be carrying 183kg of cocaine (see back page).

Also enjoying the warm waters of the Caribbean has been Type 42 destroyer **HMS Liverpool**, which called in at the volcanic island of Montserrat (see back page).

Type 23 frigate **HMS Sutherland** navigated more chilly seas as she made her way to the northern Russian city of Murmansk to help honour the 'Heroes of the Northern Convoys' (see back page).

And back on the theme of anniversaries and nostalgia, the **Ganges Boys** gathered at their old stamping ground in Suffolk for a Centenary Parade to mark 100 years since the training of Boy Seaman moved ashore at Shotley (see supplement).

On a more serious note, Richard Hargreaves (Hasn't he been busy this month! - Ed) travelled to Iraq to see what effect the Navy is having on the rebuilding of the country (see pages 22 and 23).

Royal role for ice patrol ship

ICE PATROL ship **HMS Endurance** was due back from her annual deployment as **Navy News** went to press - and she returns to a high-profile role in the International Fleet Review this month.

It has been officially announced that **Endurance** will act as the royal review vessel for the maritime spectacular at Spithead, with the Queen and the Duke of Edinburgh boarding the Red Plum to sail between the lines of 160 or more vessels.

The ship's bright red hull, designed

to make her visible in the icy wastes of Antarctica, will prove just as effective as she winds her way through the lines of ships off Portsmouth and Gosport on June 28.

Her Commanding Officer, Capt Tom Karsten, said: "We are delighted to be playing such a significant role in the Trafalgar 200 celebrations.

"It will be an important chapter in the history of **HMS Endurance** and all the ship's company are proud to be involved in this way."

Endurance returns from a particularly varied and busy deployment to the Southern Ocean.

Her main tasks included embarking an international inspecting team which conducted inspections under the Antarctic Treaty of research facilities.

Her Lynx helicopters also flew a geological field survey team from the British Antarctic Survey into Joinville Island, where they made observations and gathered data and samples.

New survey equipment installed

during her refit last year, in particular new echo sounders and an upgraded navigation system, were fully tested.

In March **Endurance** went to the aid of a Canadian yacht which was in danger of running aground in gales after her propeller became fouled.

In contrast, there was laughter all round as the ship hosted children from the Casa Jimmy's orphanage in Rio when the ship called in, and she also took part in the US Navy Fleet Week in Fort Lauderdale, Florida.



The Royal Marines boarding team from HMS Argyll set off on a patrol in the Northern Gulf

Picture: LA(PHOT) Shaun Preston

Argyll on guard at Iraq oil platforms

HMS ARGYLL has been at the sharp end of the operation to protect Iraq oil exports, guarding two vital platforms in the Northern Gulf.

The Type 23 frigate took over from sister ship **HMS Marlborough** at the end of March and headed straight into exercises with the Qatar Navy and her first patrol off the coast of Iraq.

The series of exercises was hampered by poor weather, but **Argyll's** first foray north went ahead as planned, when the ship was in company with the USS *Antietam*, *HMAS Darwin* and six US

Navy and Coast Guard patrol vessels.

Working for an Australian Commodore - believed to be the first time an Australian has taken command of a multinational force since World War II - **Argyll** is charged with maintaining a clear zone around the heavily-guarded Iraqi oil terminals in the Gulf.

Between them the installations export around two million barrels of oil each day, accounting for 80 per cent of Iraq's oil revenue.

Working in Defence Watches - a heightened state of alert - the ship sends boat and helicopter patrols out to check

shipping in the region; the terminals lie in valuable fishing grounds which attract many fishing dhows from the Shatt Al Arab waterway each day.

Argyll's sea boat, which is linked to the ship through the Xeres communications suite, can operate many miles from the frigate, hunting for smugglers or just keeping vessels clear of the oil platforms.

Argyll's Logistics Department is having to pull out all the stops by preparing and delivering an extra 120 meals a day for personnel guarding the platforms - a critical factor in morale on these austere installations.

Links with local forces were also high on the agenda - Commodore Mohammed Jawad, Head of the Iraqi Navy, visited **Argyll** to see the Navy at work, touring the ship and watching demonstrations.

The Iraqi Navy has also made a major advance in preparing to take responsibility for the protection of the oil terminals by pushing out from their base at Umm Qasr and operating from the Royal Fleet Auxiliary forward repair ship *Diligence* as a training exercise.

At the end of her first patrol period the frigate stood down at Abu Dhabi for a three-day break, allowing the ship's company to stretch their legs and soak up the atmosphere of the Middle East while the ship underwent routine upgrades and repairs.

Chatham's efforts win royal seal of approval

THE Prince of Wales has praised the efforts of sailors in the aftermath of the Boxing Day tsunami which caused devastation around Asia.

Prince Charles took time out from his visit to **HMS Chatham** to thank crew for their relief mission along the devastated southern and eastern coasts of Sri Lanka.

The heir to the throne spent a night aboard the Devonport-based Type 22 frigate during his visit to Gallipoli, where **Chatham** sailors took part in events commemorating the 90th anniversary of the ill-fated Allied landings

on the peninsula.

Prince Charles has recently visited Sri Lanka to see efforts to restore the country to normality.

Sailors from **Chatham** were among the first rescuers on the scene in the town of Batticaloa, repairing boats and restoring water and power supplies.

"It was great to meet his Royal Highness," said WO Steve Price. "He was clearly impressed by our efforts and was interested in hearing about our clean-up operations and our normal roles on board."



Crew members from HMS Trafalgar with the ship's crest at the site of the former HMS Malabar in Bermuda

Frigate returns from the Gulf

TYPE 23 frigate **HMS Marlborough** has returned from maritime security operations in the Arabian Gulf.

The Portsmouth-based warship was away from home waters for six months, monitoring shipping for suspicious traffic movements and protecting oil platforms at the northern end of the Gulf.

While working with the American, Australian and Singapore navies, **Marlborough** conducted 45 boardings, 161 helicopter sorties and her small boats were sent out on 422 patrols.

She was also closely involved in the rescue of 11 merchant seamen whose vessel, *mv Haydara*, was reported to be sinking.

The frigate's sea boat rescued the sailors from their life raft and took them back to **Marlborough** for food and to warm up.

The merchant vessel's cargo of cement had shifted, causing the ship to develop a serious list to port.

But the following day the list was corrected and the crew was able to continue on their way.

Other highlights of the deployment included participation in the Kuwaiti Staff College Sea Days, and taking part in exercises with the Bahraini Navy.

She also undertook goodwill port visits to Cyprus, Saudi Arabia, the United Arab Emirates, Crete and Spain.

Her place has now been taken by sister frigate **HMS Argyll** (see left).

Rescue craft LR5 is refitted

THE BRITISH submarine rescue vessel has completed a refit which will see it continue for another quarter of a century.

The UK Submarine Rescue System (UKSRS) is based on the submersible **LR5**, which has had its glass-reinforced plastic command module replaced by a steel version.

LR5 is Government-owned but contractor-operated, and is based at Renfrew, near Glasgow Airport, from where she is ready to deploy anywhere in the world at 12 hours notice to rescue submariners from a stricken boat.

The refitted **LR5** gets her first taste of action at the three-yearly exercise *Sorbet Royal*, which will be staged off Southern Italy.

Trafalgar's graffiti could spell the end

SUBMARINERS from **HMS Trafalgar** have done their bit to maintain a tradition of Naval graffiti in Bermuda - but they could be the last to add a splash of colour to the walls of a former British dockyard.

The T-boat called in at Ireland Island, at the entrance to the Great Sound, the site of the old Naval dockyard of **HMS Malabar**, where one wall and several structures on the jetty are covered in paintings of ships' crests.

Although originally a Royal Navy custom, the practice spread and many foreign crests also adorn the site.

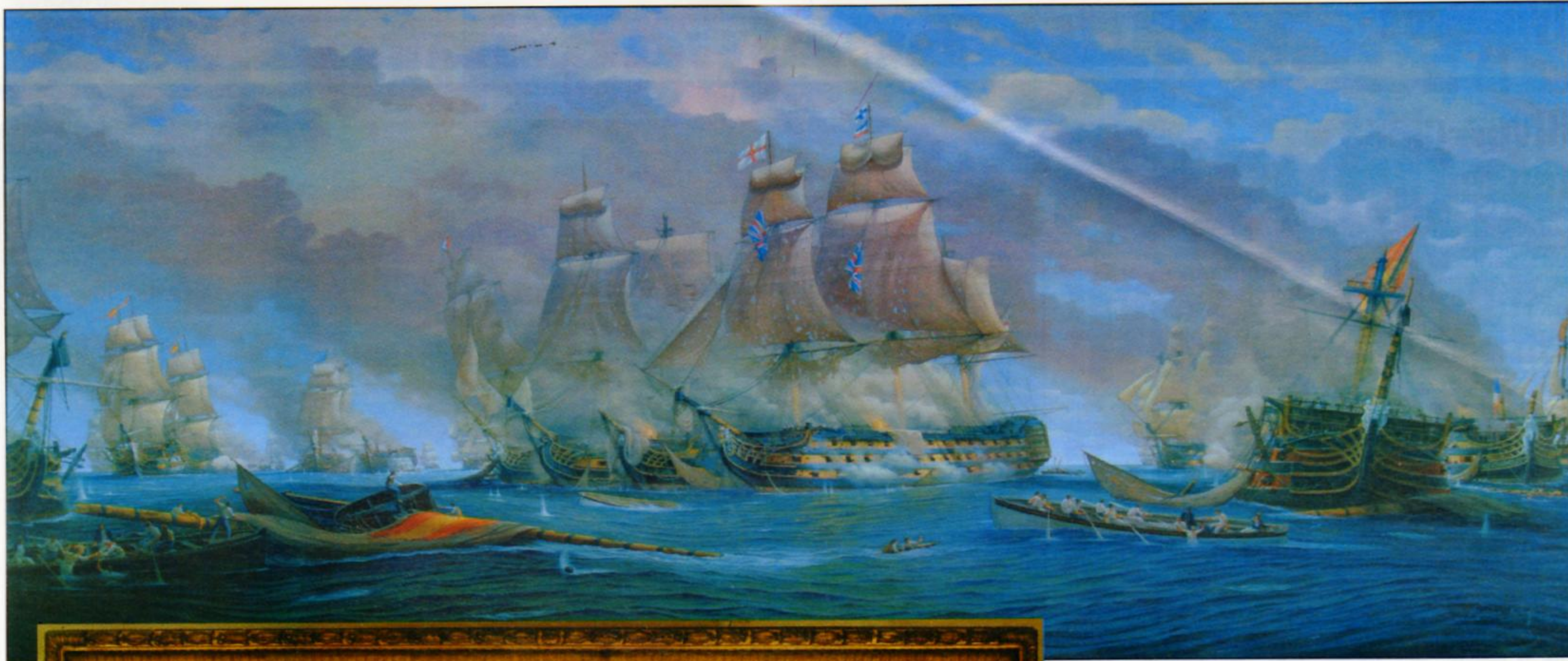
But it now seems that the navalised corner of the North Atlantic island may disappear soon - the area is due

to be redeveloped later this year to serve the booming cruise liner market, and it looks likely that the dockyard wall will be demolished as part of the scheme.

So the submarine's crest will be the last one to be spruced up.

The painting was done by **Trafalgar's** Ordnance Department, taking around six hours to complete - essentially it was a restoration of the crest painted on **Trafalgar's** previous visit in 1993.

The work was undertaken by WO Robinson, OA Travers, OA Griffin, PO Clements, LOM Johnson, OM Thompson, OM Connell, OM Cartwright and OM Manifold.



● NEW LOOK: William Stuart's 1857 painting of the Battle of Trafalgar (above) with William Bishop's corrected version (top).

FIGUREHEADS



LOST: HMS IMPERIEUSE

IN 1938 Castles Shipbreaking Company of Millbank London celebrated a hundred years of business – but their association with the Royal Navy as shipbuilders went back to the late 1600's.

By the nineteenth and early twentieth century they had moved into the other end of a vessel's working life and become famous for the breaking up of the Wooden Walls of Old England, transforming the wood salvaged into garden furniture and firewood for London's ever growing population.

The company head office in London was festooned with salvaged figureheads and other decorative features and one such carving was that from HMS IMPERIEUSE. This was the fourth vessel of the name in the Royal Navy, the first being captured from the French in 1793. The new vessel would be a 51 gun wooden steam frigate from the "Emerald" Class of 1848, designed by Edye & Watts.

Built in Deptford, London she was converted to screw while still on the stocks, being completed and launched on the 15th September 1852 as one of the first generation of British steam warships.

Records show that the figurehead was carved by a member of the famous Hellyer family of ship carvers working from a number of workshops in the London area throughout the nineteenth century. In 1851, they sent in a quoted price of just £20, this was accepted and the carving was duly transported to the Dockyard at Deptford.

On the 18th March, 1854 she departed Spithead to head the Baltic squadron and towards the end of May, together with HMS DRAGON and HMS MAGICIENNE, she helped in the capture of the Russian brigantine "Galliot Antoine", receiving prize money for all the crew. She returned to home waters in 1856 to proceed immediately with the Flying Squadron in time for the great Fleet Review on the 23rd April.

From 1860, serving as Flag Ship on the East Indies and China Stations, she helped in the capture of the Peiho Forts, returning to the United Kingdom two years later. She was sold to Castle and Beech in March 1867 for breaking up at its Charlton Yard.

This fine looking full-length female figurehead together with many others decorated both the Wood yard and Head Office Building at Millbank on the northern end of the Vauxhall bridge until this entire area was lost during World War II.

Admirable speech by Admiral's spouse

Nelson's last fight refought on canvas

ENGLAND expects a lot from an admiral's wife these days – and Sarah, spouse of the C-in-C Fleet, did not disappoint the 1805 Club.

Admiral Sir Jonathon Band was due to address the club at their Great Chase Dinner on board HMS Victory at Portsmouth.

But at the eleventh hour he was struck down, not by a sniper's bullet from up in the rigging but by an equally prostrating dose of serious tummy trouble.

Former schoolteacher Lady Band took a quick look at his notes on Nelson's famous pursuit of the French and Spanish fleets across the Atlantic (see page 21) and said she would have a stab at it in his place.

Her performance delighted the 1805ers – and Admiral Band described it "service above and beyond the call of duty"

Would Lady Hamilton have done the same for Nelson, we asked him?

"Maybe, maybe not," he replied. "They did not enjoy the bonds of matrimony, you know"

The young Bill Bishop gazed at the Victorian painting of the Battle of Trafalgar that hung upon his grandfather's wall and imagined the action as the great sea battle took place.

Decades later, as the professional artist William Bishop he has re-created the scene, using his detailed knowledge of the sea and the battle.

The original, painted by renowned maritime artist William Stuart of Stepney in 1857, was presented to Bill's great grandfather James Bishop when he was Mayor of Southampton in 1884-85.

Auctioneers Christie's in London described the original as "the best Stuart they'd seen".

"It's one of the big influences on why I started painting," said Bill. "I've always loved it."

But over his 25 year career as a professional artist on maritime themes, Bill's work has featured

the Battle of Trafalgar on a number of occasions, and it became clear that the Stuart painting – although stunning – was historically inaccurate.

So as the anniversary of Trafalgar approached, Bill decided it was time to paint his own version of this family treasure.

In honour of the bicentenary, a limited run of 200 prints is available to purchase, with £50 of the £295 price tag going to support the maritime charity, Seafarers UK (formerly KGFS).

But if a copy is not enough, you can buy the original for an estimated guide price of £65,000 although in this year of Nelson, don't be surprised if it goes higher.

Find out more from www.bishopmarineart.com or telephone 023 9248 3489.

Tyne tops up in first River-class tanker RAS

SAILORS in HMS Tyne have proved the capability of the River class by carrying out the first RAS involving the patrol ship.

Tyne hooked up with tanker RFA Orangeleaf for a manoeuvre which is commonplace in much of the surface fleet, but quite a challenge for the small fishery patrol ship.

Most of Tyne's time - and that of sisters Mersey and Severn - is spent acting alone on short hops around European waters, so there is no need to conduct a replenishment at sea (RAS).

But the Navy demanded builders VT design the ships so that if necessary they could be topped up by a tanker on the high seas.

Unlike larger destroyers and frigates which replenish alongside RFA vessels, Tyne came astern of Orangeleaf, which trailed her refuelling hose for her.

"We have 28 crew in total - that's about the size of a RAS team on a Type 42 destroyer," explained Lt Ben Ransom.

"Not surprisingly, the replenishment involved the whole ship's company. It was a really good team effort."

The replenishment manoeuvre was the high point of a week of exercises involving Tyne, her younger sister Mersey and the RFA tanker in the Channel off Plymouth.

The nature of fishery protection means ships operate independently, so every six months two join an RFA for a 'squad exercise' to re-learn the art of operating in a Naval group.

Replenishing, live gunnery, fire-fighting drill, nuclear, biological and chemical warfare precautions, and winching exercises were all carried out by the group under the eyes of the Flag Officer Sea Training's 'wreckers'.

"It's hard work, but it's also good fun because it's a break from the norm," said Tyne's Commanding Officer Lt Cdr Jim Lowther.

Tyne will be honoured with the freedom of the Borough of North Tyneside when she heads to the north-east this autumn.

The ship is due to spend five days at Tynemouth, where ceremonies bestowing the civic honour upon the vessel coincide with Trafalgar 200 commemorations.

Sailors will be taking part in a Trafalgar March on October 23 alongside Sea Cadets and soldiers, and a ceremony at the monument to Admiral Collingwood - the local Trafalgar hero in the North-East.

JMC evolves into Neptune Warrior

A FAMILIAR Naval acronym which has been around for 60 years is to be phased out as combat training moves on to a new level.

The name JMC - Joint Maritime Course - does not now even come close to covering the activities of ships, aircraft and land forces under the auspices of JMOTS, the Joint Maritime Operational Training Staff.

JMCs were not truly joint, and were not solely maritime, and except for specific elements of the whole show, they were not courses.

So as JMCs fade away by the end of the year, so Neptune Warrior takes up the mantle - and builds on the success of recent years.

"We are moving with the times," said Capt Eric Fraser, Director of JMOTS.

"We always were a joint organisation with the RAF, but it is much more so now - instead of just looking at the maritime element, we are now looking at littoral and land operations, which means the Army is getting involved."

Capt Fraser said that the new Neptune Warrior is likely to become a framework for several complementary exercises and training programmes, including parts of the Perisher (submarine commanders course), the uprated JMC and targeting and surveillance-type exercises.

Newcomers will be welcomed into the fold, such as C-130s from the RAF, Army electronic warfare specialists and mortar troops, Army Apache and Lynx helicop-



● Destroyer HMS York takes on stores in Portsmouth before sailing for Neptune Warrior/JMC 052 and her subsequent deployment to the Far East

ters and Rapier missile systems.

That wider invitation extends to allied nations - the Americans often pitch up with a carrier battle group, but this year for Neptune Warrior/JMC 052 there will, in addition to two US Navy destroyers, be units from Turkey, Germany, the Netherlands, France, Norway and Australia, with aircraft carrier HMS Illustrious taking the lead.

Filling the skies will be around 70 aircraft.

"We are also looking at new concepts and doctrines in war-fighting techniques," said Capt Fraser.

"Things like maritime strike

concept, littoral manoeuvres with amphibious units, time-sensitive targeting, force protection and maritime interdiction operations (MIOPs), in addition to the traditional anti-submarine, anti-surface, anti-mine and anti-air warfare.

"We are expanding it out and changing, trying to attract a wider range of participants."

Neptune Warrior will still be run from the Maritime Operations Centre at Faslane, where the "incredibly efficient" core JMOTS staff of 19 will be boosted seven-fold to 140 or 150, mainly augmentees, at the height of the programme.

"It is very much an evolutionary process - we are not trying to break the mould as JMC has been a great success. We are trying to adapt the course so that it can accommodate different ways of doing business," said Capt Fraser.

"We train ships, aircraft and ground forces in advanced war-fighting techniques and procedures so that they can work together in a Naval, air and land task group."

"One of our key roles is to facilitate the advanced training of ships and aircraft of the Joint Rapid Reaction Force so that they are ready for operational deployment."

Experts share ideas

BOARD and Search experts from HMS Raleigh have paid a visit to their counterparts in America to see how the US Coast Guard trains its personnel for boarding operations.

The Torpoint training establishment's Board and Search Training Officer, Lt Peter Biggs, and WO Gary Smith spent a week at the US Coast Guard air station at Opalocka, near Miami in Florida, where they saw the closing stages of a 17-day course designed to train law enforcement teams in

boarding operations.

Lt Biggs said: "The visit enabled us to establish a firm bond with our counterparts within the US Coast Guard and promote an awareness of the Royal Navy's board and search capabilities."

Chicoutimi verdict: Accident

A CHAIN of unforced events has been blamed for the fires which crippled a Canadian submarine and led to the death of one of her officers, an official report has concluded.

As bad weather loomed during her first voyage to Canada in October, vital repairs were being carried out to a hatch on the Chicoutimi in the Atlantic when a freak wave sent seawater pouring into the interior.

That in turn started an electrical fire hours later in which Lt Chris Saunders was injured by smoke inhalation; he later died in hospital.

The former HMS Upholder, one of four boats sold to Canada, was towed back to Faslane after the incident, and later sealed to Halifax, Nova Scotia, where she is now undergoing repairs.

Coalition ships rescue capsized victims

A COALITION task group in the Middle East, under the command of the Royal Navy, has saved almost 100 people from drowning after their overcrowded boat capsized.

The task force, CTF 150, has a fluctuating membership, and is currently configured with six ships from the United States, Pakistan, France and Germany.

Type 23 frigate HMS Argyll was a recent addition to the group, but has since headed north for patrols in the Gulf itself (see page 2).

Last month the Task Force, commanded by Commodore Tony Rix RN and operating around the Horn of Africa and south of the Saudi Arabian peninsula, intercepted a boat leaving Somalia.

The boat, believed to have been ferrying illegal migrants, capsized, pitching more than 100 people into the sea.

Two US patrol boats and a German frigate were close by and hauled most of them from the water, although they could not prevent five of the passengers from drowning.

More routinely, the group gathers information from local fishermen and traders, identifying sus-

Ocean put through her paces

AMPHIBIOUS assault ship HMS Ocean has been put through her paces during an intensive training period off the South West coast of the UK.

The seven-day exercise tested Royal Marines from 42 Commando and 539 Assault Squadron, and included a number of simulated raids against land targets - including a radar site at RAF Portreath and a simulated terrorist training camp in the Braunton area of North Devon.

Also taking part in the exercises was Royal Fleet Auxiliary Landing Ship Logistic Sir Galahad, and a tailored air group (TAG) of six helicopters.

The last time the 22,000-ton Ocean, technically a helicopter carrier, went through such

an intensive training period was two years ago.

But realistic amphibious exercises such as this are seen as essential by the Royal Navy to ensure that ships, landing forces and aircraft are ready to carry out operations in support of a wide range of UK military tasks.

The training was carried out by staff of Flag Officer Sea Training which, like Ocean, is based in Devonport.

FOST is responsible for training all Royal Navy and RFA ships and submarines as well as an increasing number of ships from NATO and non-NATO allied countries.



● American Cyclone-class coastal patrol ship USS Firebolt stands by to help the survivors of the capsized Somali boat out of the water

picious activities as well as normal patterns of traffic, which is passed back to the centre of the group's operations in Bahrain.

A UK-led intelligence unit processes the information, which may prove of value to the coalition ships involved in Operation Enduring Freedom, the campaign against international terrorism.

The task force is run by a team of 21 officers and sailors in Bahrain, based around a core from the Maritime Battle Staff at Whale Island, Portsmouth.

"There is no doubt that the professionalism and dedication of the young men and women assigned to me has enabled our team to produce results," said Cdre Rix.

"We are contributing much to the Coalition end-game of a stable and secure environment."

"However, we are not complacent - it is a large area, and we can't be everywhere at once."

Cdre Rix and his team will leave their Bahrain operations room and return to the UK towards the end of the summer.

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Marines recapture spirit of adventure

AFTER wilting in the sands of Iraq or California's Mojave desert, and shivering in the snows of the Norwegian Arctic Circle, what better way to unwind than a break with your mates in Europe?

A bit of sightseeing, stunning scenery, the odd wet, climbing up the Witch's Cauldron with ice picks and crampons...

One in 12 Royal Marines headed to the Alps for Exercise Bavarian Fest, adventurous training for the green berets spread over nine weeks, writes Sgt Scott Mills, 3 Commando Brigade.

The 21st century has so far been extremely demanding for the Royals with operations in Afghanistan and Iraq and exercises around the globe.

RM leaders decided a break from the norm would be ideal to help the *esprit de corps* and broaden the skill base of 450 green berets.

Ice climbing, kayaking, skiing, mountain biking and rock climbing were all lined up for the commandos, who were accommodated in the Bavarian village of Hindelang near Sonthofen.

The backdrop for Bavarian Fest was mountains rising to 3,500m, glaciers and steep valleys.

Ice climbing was arranged on the Pitztal Glacier across the Austrian border in an area known as the Witch's Cauldron.

Although the Royals regularly head to Norway for Arctic warfare training, generally ice climbing is not part of the package.

"Ice climbing is an activity that very few marines have previously done," explained C/Sgt Paul Farr, the exercises' chief instructor.

"As one person climbs using ice axes and crampons, another belays him, effectively holding his life in his hands. The trust element is total."

Another sport not practised regularly is kayaking; recruits at Lympstone are shown basic kayak strokes and manoeuvres.

An Alpine lake was used for instruction before the Royals moved on to the white waters of the River Iller.

Once dried off, the Royals hit the mountain paths on bikes –

again not a typical RM activity in the field, although the personal strength and motivation needed to steer a cycle around the obstacles on a specially-designed course with numerous climbs and steep drops equates (so we're told) to a yomp.

Skiing at Nebelhorn and rock climbing at Vils in Austria completed the varied package. "It looked so easy on TV, but I was wrong," said Mne Tennet, experiencing skiing for the first time. "With perseverance I picked it up soon enough. I've been to some fantastic places and made some great mates along the way – to be honest I can't imagine a more exciting life."

Cpl Russell Becks added: "The Royal Marines pride themselves on being able to operate in any conditions, from Arctic to jungle, desert to mountains. To achieve this, we need to train all over the world to maintain our skills."

If it all seems like a jolly holiday for the Marines, then it has a serious side. Bavarian Fest bolsters morale, strengthens corps bonds, widens the knowledge and skills of marines and provides a welcome break from the front-line duties.

The exercise was the brainchild of Capt Paul Gellender and C/ Sgt Stan Bloomer who promote adventurous training in the corps.

"Many were under the wrong impression that it was going to be some form of military exercise along the same line as mountain training," said Capt Gellender.

"Our aim was to expose novices in adventurous training to allow them to experience it for themselves. Bavaria made the job easy



● That sinking feeling... A nifty bit of manoeuvring in the kayak

– the scenery, weather and spectrum of activities have allowed us to offer anyone a challenging but enjoyable time. The only criticism was that the days went too quickly."

■ Details about further RM adventurous training from Capt Gellender on 93832 5578 or C/ Sgt Bloomer on 93785 4232.



● Between a rock and a, er, long drop: A spot of Bavarian rock climbing

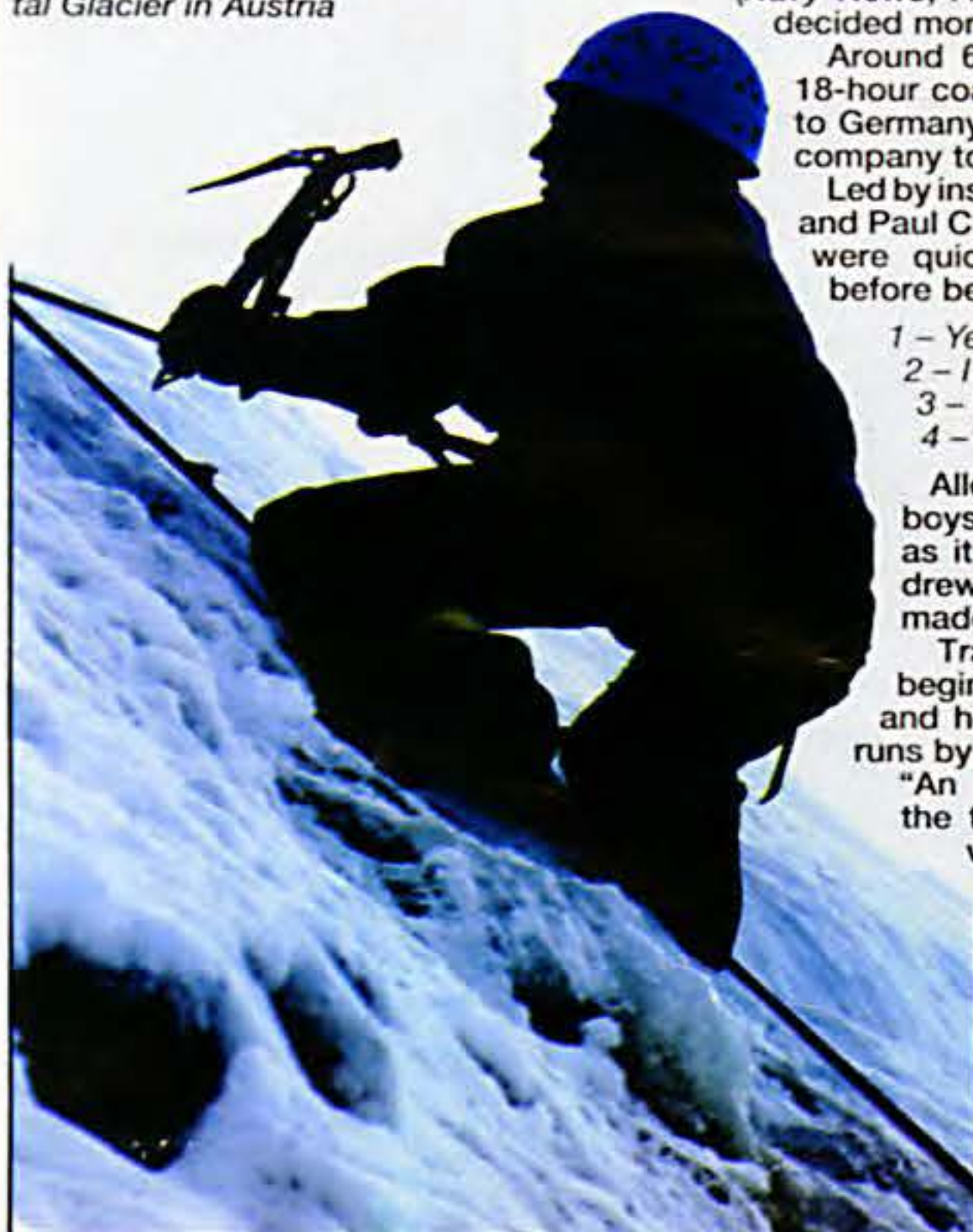
Pictures: PO(Phot) Sean Clew, 3 Commando Brigade



● True blue: A paragliding Royal Marine soars in cloudless Bavarian skies

Home is where the Harz are

● Pick of the day: A Royal makes his way up the Pitztal Glacier in Austria



FRESH from a particularly icy slog through the Scottish Highlands (Navy News, April 2005), Juliet Company 42 Commando decided more snow was just what the doctor ordered.

Around 60 Royals clambered on to a bus for the 18-hour coach journey from their base near Plymouth to Germany's Harz mountains to raise the level of the company to 'above average skiers'.

Led by instructors Sgts Richie Lake, Liam Dowthwaite and Paul Christiansen and Cpl Cowe, the green berets were quickly separated into four distinct groups before being put through their paces:

- 1 – Yes, really I have been to Norway
- 2 – I've been on a civvy ski holiday with my dad
- 3 – I can fit my skis and walk
- 4 – I can't even fit into my bindings.

Allocated their respective groups, the 42 Cdo boys trotted off to Branlage – or 'Brown Lager' as it was dubbed – near Brocken, where they drew a few puzzled looks from locals as they made their way to the top of the slope.

Training was split into two five-day sessions, beginning with the basics such as side-stepping and herring boning on day one to free practice runs by the end of the week.

"An awful lot of tree-dodging occurred and the term 'stay as a group' changed into survival of the fittest," said Cpl Cowe as the skiers moved off-piste on to perfect powder snow once their skills were up to scratch.

"In all, we achieved our aims – all the novices could control themselves and ski to the level required for movement in Arctic conditions.

"Having this opportunity is very rare, and J Company should now have a good head start for next year's winter deployment."

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Letters

JACK

BY TUBBY



Pension pointers

THE ARTICLE carried in your April issue about the new Armed Forces Pension Scheme was one of the best I have seen on this complicated topic.

What it could not do, of course, was to help people understand how the changes will impact on them personally.

The old and new schemes both have their strengths and weaknesses and for many people the choice will not be straightforward. There is also no one-size-fits-all solution as individual circumstances are so different.

The Forces Pension Society is very well informed on all these issues and can help Royal Navy and Royal Marines personnel of all ranks if they wish to take up our services.

We also offer a very valuable advice service for retired people which is in great demand. - Cdre M. D. Macpherson, Forces Pension Society, 68 South Lambeth Rd, Vauxhall, London SW8 1RL

Faulty torpedoes

I WAS interested to read about the pub named after Cdr Tubby Linton (April issue).

I saw him a number of times when I was an ERA at the submarine base 'Medway 2' at Beirut in 1942-43.

I well remember the day the Turbulent returned from a patrol and Tubby came roaring in through the workshop, mad as hell due to having missed with all his torpedoes.

The problem was the American steering gyroscopes - one I was shown had a broken drill stuck into it and about 20% were returned to the States. - H. Jenkins, Victoria, British Columbia, Canada

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

Overwhelming odds meant I 'dipped out' in Cyprus billet

I AM writing after attending the Second Sea Lord presentation which I found both informative and enlightening on the future treatment of members of the RN within the Fleet.

Unfortunately however, I am one of the growing number of RN personnel who fall under the Tri-Service umbrella, and I was dismayed to discover that, seeing as the hierarchy at my place of duty are Army, I must adapt to Army doctrine.

The Royal Navy element at JSSU (Cyprus) amounts to only 14 officers and ratings and my section is a very small component of JSSU (Cyprus). I felt that the working practice that I fell under impinged upon 2SLs Personnel Function Standards and I attempted to air this view at the presentation, only to be informed that because of the Tri-Service nature of my establishment and because the Army was in the ascendancy I basically 'dipped out'.

I find this situation both depressing on a personal level but also a sad indictment of the Tri-Service ethos.

I acknowledge that the way the Navy treats its personnel is different to that of the other Services, and in my view far more forward thinking and enlightened.

However, because I am being employed outside the Fleet environment I have to adapt and attempt to understand working practices that are completely alien to me.

I had wanted to join the Army I would have taken that decision at the recruitment office, not had it taken for me seven years into my Naval career.

Tri-Service working needs to be brought in, especially in the context of an ever decreasing defence budget and in many branches such as mine, generic training can be given to all Services.

I just feel that somewhere along the line the way this affects the individual on a personal level needs to be addressed, whether it be in the form of a Tri Service set of Personal Function Standards or some other way.

I have thoroughly enjoyed my time in the RN, but with more and more Tri Service establishments and working practices being created and with more often than not an Army hierarchy in place due to them being the largest of the Services with the most billets, I find myself looking on my remaining years in the Service with apprehension. - POCT C. Hall, JSSU (Cyprus).

Director of Naval Life Management Cdre Paul Docherty replies:

A set of Personnel Functional Standards has been developed to ensure that essential Terms and Conditions of Service (T&CoS) apply to all Naval personnel, wherever they serve, including in Tri-Service, other service, or MOD units.

Agreements have been negotiated between 2SL and other Service and Joint commands to ensure all Naval personnel benefit, no matter where they are serving, and all establishments with Naval personnel on their staff are required to report if they do not meet the

Two years in Marines paved way to career with Police

REF 'Conscripts who stayed at home' and letters in the April issue, no one has mentioned the Royal Marines.

I was conscripted in November 1952 at the age of 21, after completing a five-year apprenticeship in the building trade.

At my interview I was given the opportunity to join the Royal Marines and duly arrived at Lympstone on the 17th.

There were 41 in our squad and although the training was hard we were never abused.

The sergeants and corporals were strict but fair. At the end of training in February 1953 we were divided up in to Sea Service or Commando Brigade. I was selected for Sea Service and sent to Eastney for gunnery training.

While at Eastney I was part of a Trooping the Colour ceremony and was also sent to London as street lining for Queen Mary's funeral.

I was then drafted to HMS Illustrious where we were part of the Coronation Fleet Review. We were Trials and Training carrier for NATO where we saw many spectacular landings, mostly Sea Furies which after crashing into the barrier net were dropped over the side.

We had a lot of sea time and visited many ports in the UK and also visited the Channel Islands, France and Norway.

I enjoyed my two years and consider it gave me a good start to my next career of 30 years in the Police Service. - R. G. Lawrence, Melksham, Wilts

Thames memorial

UNLIKE many RN warships during World War II HM submarine Thames was never adopted by any town or city. She was lost with all hands while on her first war patrol and there is no known memorial to her.

The circumstances of her loss are vague. She is recorded as 'probably mined' but there is also a theory that she may have been lost while attacking the German battle cruiser Gneisenau.

We, the members of the London branch of the Submariners

Association, have recently adopted HMS Thames and plan to commission a plaque to be sited in a place of worship in the City of London close by the River Thames later this year.

We would be very grateful if any of your readers who have any information at all about HMS Thames were to get in contact with us, especially if they have any knowledge of a memorial to the submarine. - I. Tyson, Desdemona, Eel Pie Island, Twickenham.

Pull the other one . . .

I AM researching what are often known as apprentice tricks, workplace windups or gofers.

They usually involved sending the apprentice/cadet off for things like the left-handed hammer/screwdriver, can of tartan paint, pots for the spot welder etc.

I have a number of specifically marine wind-ups such as the extremely rare ship's foghorn tuning pipe illustrated here and my aim is to compile a book of these things.

If any RN personnel have any good examples I haven't heard of, I will send them a tin of Abercrombie's Excellent Dehydrated Water Pills (just add alcohol). - M. Thomson, 45 Gulfview Rd, Blackwood, South Australia, Australia 5051



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'Down funnel - up screws'

BACK in 1941, Bob Horne and I were home on short leave from Devonport Signal School when Bob's mother suggested he should visit old Mrs Greenham, a local mid-wife who had brought Bob and his four brothers into the world.

He had a nice chat with the old lady who suggested he meet her brother, an ex-Jaunty of some 95 summers who was flaked out in a deckchair sunning himself in the garden.

The old chap peered short-sightedly at Bob and then rapped out "What branch are you in, boy?"

"Signals, visual signals," said Bob.

"Visual signals my Khyber Pass," snapped the stropky nonagenarian. "You mean you're a Bunting Tossler. Alright, my boy - what's the flag hoist for 'Down funnel, up screws'?"

"Eh?" exclaimed Bob. "Down funnel, up screws?" He had a momentary flash it could be some sort of sexual perversion.

"Yes, yes!" said the testy old Jaunty. "You can't rig the bloody sails before the funnel's down, can you?"

When he returned to Signal School, Impregnable Devonport, he asked a Chief Yeoman about the old Jaunty's flag hoist.

Evidently, in the transitional period between sail and steam there were these hybrid ships. The 'up screws' operation was the raising of the screws into a channel in the hull to reduce drag while under sail.

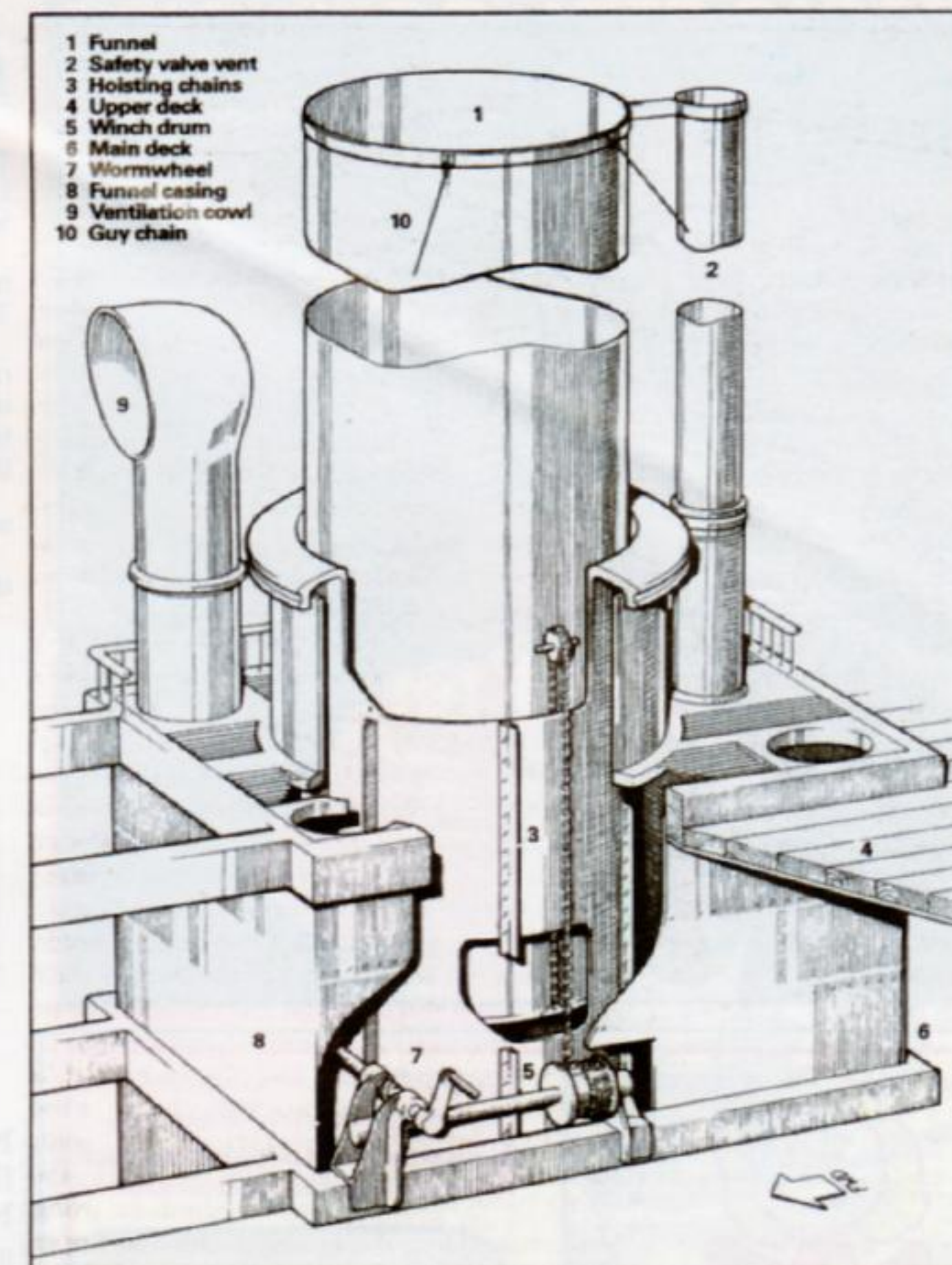
So if the old Jaunty was born in 1846 and at sea say in 1861, that would be about the right time for 'Down funnel, up screws' - M. Cross, Bristol.

Quite right - spot on, in fact. HMS Warrior, the 1861 ironclad preserved at Portsmouth Historic Dockyard, was fitted with an experimental bronze 26-ton screw propeller. To reduce drag on the ship when under sail this could be lifted out of the water through an elliptical well in the stern.

When ready, the propeller was brought to the dockside, fitted into a 'banjo' lifting frame, hoisted by crane and lowered into the screw well so that the tongue in the foremost journal of the propeller fitted into the corresponding slot in the aftermost flange of the propeller shaft known as a 'cheesehead'

As soon as the Warrior was committed to pure sailing, two evolutions had to be carried out simultaneously. To hoist the propeller, a pair of sheerlegs was rigged to straddle the well and two double hemp pendants were shackled, one end to the lifting frame, the other leading to the head of the sheerlegs and down to the upper deck on to a fourfold purchase, its hauling part taken forward on either side.

The ship was then hove to, and the propeller shaft turned by hand until the propeller was exactly vertical to enable the 'cheese coupling' to disengage. Lower deck was cleared so that



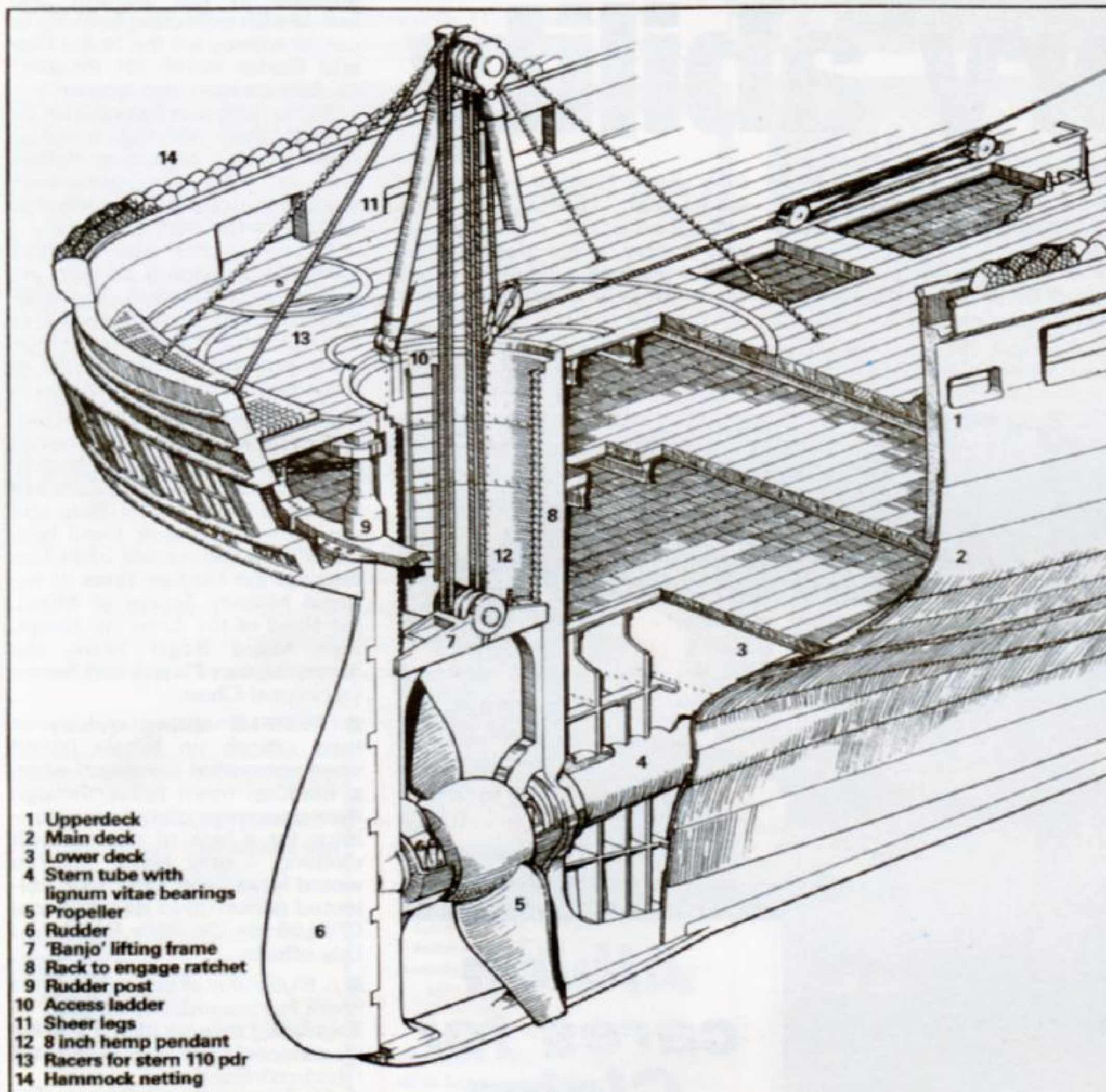
300 men could man the falls either side and at 'hoist away' up came the propeller.

As the lifting frame rose clear of the water its pawls engaged in vertical racks within the well until the propeller was right up, when a hand was sent down the ladder inside the well to secure the plate locking the propeller in position. To prevent the funnels from interfering with wind pressure on the lower sails, the complimentary evolution was to lower the funnels

to just above upper deck level. A system of chain hoists driven through manually operated worm and worm-wheel gearing was invented by a Mr Taplin. 'Up funnel - down screw' was carried out in reverse order.

Warrior also carried a spare propeller blade which could be fitted in event of damage.

The illustrations are taken from The Immortal Warrior by the late Capt John Wells (Kenneth Mason 1987). - Ed



- 1 Upperdeck
- 2 Main deck
- 3 Lower deck
- 4 Stern tube with lignum vitae bearings
- 5 Propeller
- 6 Rudder
- 7 'Banjo' lifting frame
- 8 Rack to engage ratchet
- 9 Rudder post
- 10 Access ladder
- 11 Sheer legs
- 12 8 inch hemp pendant
- 13 Racers for stern 110 pdr
- 14 Hammock netting

Waves need to be seen to be believed

I READ the letter from G. Cooper 'Was Argonaut hit by 1969 tsunami?' (April issue) with relish and checked my Argonaut commission book to confirm that G. Cooper (ME[1] of 11 mess) was there at the same time I

The reason? I remember clearly such a wave but could never remember on which ship or where until I read the letter.

So I can only presume it was the same wave as I cannot remember seeing such a mountain of water at any other time.

I often regale, or bore, my children and now grandchildren with sea stories, one being this mountain of water I witnessed. I recall quite vividly standing on the bridge and looking up to see this huge wave hovering above me for what seemed like an eternity, hundreds of tons of water then suddenly crashing down upon the ship - it was awe inspiring to witness the pure ferocity, violence and cogent power of Neptune.

However, whenever I retell this story I see that glazed look of disbelief.

Now, thanks to G. Cooper of Burton upon Trent, I shall recount that wave story with renewed vigour, keeping upon my person that letter to substantiate what cannot be denied.

I counted the number of times the ship 'bounced' as she fell into the trough, because rumour had it she would break her back on the third or fourth. Any truth in this? Or was that tremulous grip on my life jacket all for naught? - P. Currie, Coventry

FLASHBACK: In October 1982 we carried a dramatic photo of a 'wall of granite' wave bearing down on HMS Apollo. Waves up to 60ft high caused cracks in the Leander-Class frigate which spilled water into the Naafi 'completely re-flavouring the Mars bars'



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Helping Hands



Long road to Spain

TAKING THE theme of Trafalgar 200 to their hearts, 12 cyclists from 847 Squadron at RNAS Yeovilton will be making Nelson proud.

The team have set out to cycle the 1,350 miles from HMS Victory in Portsmouth to Point Trafalgar in southern Spain in just two weeks.

Organiser Capt Tim Gray RM said: "This mammoth cycle ride promises to be highly challenging both physically and mentally and we hope will raise in excess of £50,000 for our chosen good causes.

"It is one way that 847 NAS is trying to help put something back into our local community."

Four charities will benefit from the hard work and the tired legs of the Commando Helicopter

Force cyclists: the Over the Wall Gang - assisting children and their families affected by terminal disease; the Lydia Cross Fund - raising money for a three-year-old girl who lost both her legs to meningitis; Seafarers UK - caring for seafarers and their dependants; and a Spanish Naval charity based in Cadiz.

The team will average 150 miles per day, crossing the English Channel, cycling across France and the high passes of the Pyrenees and Spain before arriving at Point Trafalgar - weary but triumphant.

Anyone wishing to support this long-distance effort should visit www.justgiving.com and select the title 'Herculean Challenge'

Sense and sensory ability

NOW IT'S a well-known fact among people in the Navy that Newcastle is a tempting visit, but for a team of six instructors from HMS Sultan the lure of the north-east was centred around hard work and good deeds.

The six from the Air Engineering School Daedalus at HMS Sultan journeyed up country to build a sensory garden for the Northern Counties School in Newcastle upon Tyne.

An initial call for help from the north-east's deaf school had involved a rough plan and measurements of ten paces by nine paces. CPO Mark Veitch said: "When we got there, it was huge! There was loads of work to be done."

The team set to with a will, and just four days later the schoolchildren could explore a sensory garden, full of different textures and

sensations - from crunchy gravel to bobbly bamboo, from a pebbled circle to a specially-created Naval anchor.

With a plaque set in pride of place at the heart of the garden, the HMS Sultan Sensory Garden

took shape. Amanda Ross of the school said: "Having been given only approximate measurements and a very rough draft of the design they did a fantastic job of transposing the ideas and making the dream a reality."

● In amongst the concrete and paving slabs can be spied (in no particular order): CPOs Mark Veitch, Paul Lees, Mark Weatherall, Lee Norton, Mick Maloney and former CPO Dave McLeod



● The HMS Sultan Sensory Garden, complete with plaque and Naval anchor, as well as textured paving and ground work

Marathon inspires runners

AGED 43, WO Dave Scholey of the Comms Warfare Training Unit decided it was time to do something for those less fortunate than himself.

So he set himself the tough task to tackle his first marathon, completing the London marathon this year, to raise more than £1,100 for Seafarers UK.

Pounding the pavement for five days a week throughout his training regime, Dave netted the respectable time of 4 hours 22 minutes.

Naval man Peter Chilcott also pushed himself to the limit to raise money for Macmillan Cancer Relief.

Peter said: "Completing the course and all the training involved before the event wasn't easy - but it was made that bit easier knowing that every step was helping Macmillan."

Pedal for Pickle

ANYONE in the Navy looking to help a maritime charity should consider taking part in the Pickle Challenge, pedalling from Falmouth to London on behalf of Seafarers UK (formerly KGFS). The normal entry fee of £100 has been waived for Royal Navy teams, with a trophy promised to whichever RN team raises the highest amount of sponsorship. Find out more on www.seafarers-uk.org/pickle.

BRNC takes to the dancefloor

A CHEERFUL chatter over a gin and tonic turned out to be the start of something big at Britannia Royal Naval College.

As the nation went wild over the entertainment of BBC's Strictly Come Dancing, the notion was born that perhaps they could do the same right there.

In short shift, nine couples had donned their dancing pumps and were ready to rumba to the melodious tunes of the RM Band at Dartmouth.

Over 400 people turned out to

Albion cares for Claire

THE HARD work of the ship's company of HMS Albion has produced £1,000 for the Claire House Hospice in Chester. The charity supports terminally ill children and has urgent need for the funds as it begins a programme of rebuilding to provide an extra four beds.

Cdr Jim Lines, the assault ship's Logistics Officer, said: "We have strong links with Chester as our affiliated city, but Claire House has a special place in our hearts for the fantastic work they do.

"The ship's company have lifted weights, held fetes and roared across Florida on motorbikes to raise the money, and it is marvellous to see it go to a good cause."

Links between hospice and warship will be further strengthened in late spring when a team from the ship will be donning gardening gloves and Wellington boots for horticulture work in the gardens.

support one of the biggest whole college charity events at BRNC in recent years, netting over £1,500 for the college's nominated charities.

True to TV form, the judges' comments won cheers and brickbats from their attending audience.

Winners MAA Ian Gritt and UPO Administrator Rachel Airlie displayed an unexpected talent, and won over their audience in the guise of John Travolta and Olivia Newton-John.

News in brief

■ A TEMPORARY home for the Rainbow Centre in Fareham was made safer for the scheme's children when sailors from HMS Excellent grabbed hammers and nails to put up a wooden fence around the children's garden and playground.

Since September last year the unit, that helps children with cerebral palsy overcome their difficulties, has been temporarily located in Cams Hill School and is in the process of raising money for a new purpose built unit.

The enclosed garden means that the children will be able to enjoy playgroup sessions and mealtimes safely outside throughout the sunshine of the summer.

■ A FOOTBALL match between West Ham United and Coventry City was sprinkled with a touch of Naval blue when 12 sailors from RNAS Cudrose in Cornwall patrolled West Ham's London stadium in full uniform and armed with collecting buckets to gather money for the Royal Star and Garter Home for disabled ex-Service men and women.

Three residents from the home helped their serving counterparts in their collecting duties, and in total the generous-spirited football fans contributed £1,156 for the Service Home.

Organiser PO Jan Lambert said: "After helping us with the fundraising activities, the residents moved to the privacy of the box and the sheltered balcony provided a great view of the match."

■ THE END of World War II was commemorated with a big concert at Guildford Cathedral on May 6.

Military charities Royal British Legion, SSAFA Forces Help and the Army Benevolent Fund benefited from the evening event that featured the Fanfare Team of the Royal Military School of Music, the Band of the Army Air Corps, Pipe Major Roger Huth, the Surrey Mozart Players and Surrey Occasional Choir.

■ PEOPLE sitting quietly in their offices on Whale Island were somewhat surprised when a madcap team burst through their doorways demanding penance for a lack of red on their clothing - only Naval doctors would have been safe. Tolls collected added up to an additional £754.06 for the RN's Red Nose Day efforts.

■ A BUSY day of bag packing in a north Portsmouth ASDA store by Regulating trainees netted £1,000 for service charity the RN and RM Children's Fund.

A team of 12 from Initial Regulating Qualifying Course 19 filled people's shopping bags at top speed to collect such a large amount of money in the short time of six hours.

Organiser RPO David Howe said: "The RN Regulating School at HMS Excellent choose a local charity every year to sponsor. Because of the things that we come across in our everyday business, this seemed a very worthwhile charity for the Regulating School to support."

■ BEFORE this year's annual pilgrimage to Lourdes, a group of special needs children from dependant Service families was welcomed to RNAS Cudrose.

The visit is an essential part of the run-up to the pilgrimage, organised by the HCPT (The Pilgrimage Trust), as it allows the helpers and children to meet each other and have a fun day out prior to their journey to the French sacred site.

This year, a 'lively' Mass was held in St Augustine's RC chapel at RNAS Yeovilton before the group visited the Warrant Officers' and Senior Rates' Mess for lunch, followed by a tour of the Fleet Air Arm Museum.

■ TWO TEAMS from HMS Bulwark are looking for Naval challengers at the Duke of Somerset Charity Golf Day on June 14. Keen golfers are competing at Bigbury on Sea to raise money for Bidwell Brook Special Needs School in Dartington. Entry for teams of three players is £90 including golf fees and buffet. Contact Val Shearer on 01803 862252.



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At this time of National Remembrance for those that served through the events of 60 years ago please consider making a donation to help us continue our work. All correspondence to the address below

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HMS NORTHUMBERLAND is leading the way for the Navy as pilot ship for the new Ratings' manning structure which forms a part of the Navy Board Personal Change Programme.

The programme heralds new branches and career paths for the Warfare Department and Engineers and will provide the correct mix of skill sets and numbers required for tomorrow's Royal Navy.

Although the new structure will not be implemented across the Royal Navy until late 2006, Northumberland has 'rebadged' her Ship's Company to establish and prove the new working practices and routines.

The new badges play an important part in building the ethos of the newly established Warfare branches and show the multi-faceted nature of the Engineering Technician's potential career.

Able Seaman (Communications and Information Systems) Jimmy Sewell (second from left in our picture) said: "I really like the new badge. These are important times for the Navy and the badge represents the integral role that Communications and Information Systems play in a modern war fighting environment."

The pilot will pave the way to the eventual phasing out of Operator Mechanics, Artificers and Marine Engineering Mechanics.

These will be replaced by three new Warfare branch specialisations (Seamanship, Warfare and Communication and Information Systems) and the Engineering Technician with career paths in Marine or Weapon Engineering.

Commanding Officer Lt Cdr Chris O'Flaherty said: "The ship is gearing herself up for the challenges that lie ahead, proving new whole-ship as well as departmental management practices."

"The team are looking forward to playing a fundamental

'Greenest ship' shows off a shiny bottom and a new set of badges



● **BADGED UP:** Displaying their new identities on board HMS Northumberland are (L-R) AB (Warfare Specialist) Claire Green, AB (Communications and Information Systems Specialist) Jimmy Sewell, Engineering Technician (Marine Engineering) Rob Cozens, AB (Seaman Specialist) Craig Taylor and Engineering Technician (Weapon Engineer) 'Ginge' Mason

role in the Fleet's future."

The Duke Class Type 23 frigate has just been ceremonially reclaimed from the builders as her year long refit in Scotland draws to a close.

The work, carried out by Babcock's Rosyth Dockyard in Fife, has seen the ship painted with environmentally friendly paint - she calls herself "the Royal Navy's greenest ship" but that has nothing to do with her colour!

She has also had state-of-the-art weapons and sensors fitted.

It has been a while since most of her 140 crew were onboard because much of the ship has been rendered uninhabitable throughout the major-

ity of the work.

Large sections of the deck have been replaced and her accommodation area has been rebuilt. Her electrical and mechanical systems have also been overhauled.

While this was being carried out, her crew were moved into the nearby barracks of HMS Caledonia in Rosyth.

Sailors on board are now working to get everything ready for her post-refit trip to sea later this summer.

They have also taken over fire-fighting and security and safety responsibilities from Babcock Engineering Services.

Watching the ship's company move into their newly sparkling messdecks and cabins, Lt

Cdr O'Flaherty explained: "In days gone by a ship's company would all join a ship on the same day - we had the unique opportunity, as a team, to recreate the sense of pride and camaraderie a sailor has when joining his new ship."

During the refit a new type of self-polishing, environmentally friendly anti-fouling paint was used on her hull, which will help keep her smooth and clean for the next five years.

Until now, anti-fouling coatings have relied upon their inherent toxicity to deter organisms from attaching themselves to the hull. The new, non-toxic anti-fouling paint has a shiny, smooth finish and is self-polishing, thereby preventing marine

growth from becoming established. A clean hull requires less power to move it through the water, which will lead to considerable fuel savings.

The new anti-fouling, which was originally developed by the yacht racing industry, is also less harmful to the environment. HMS Northumberland is a Type 23 Duke class frigate

and she was originally built by Swan Hunter in 1992. Her improvements include the latest low frequency Sonar 2087 and weapons such as the modified and improved 5.5in gun.

Following a period of intensive trials of her new and overhauled systems, she will rejoin the front-line Fleet in the autumn.



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People

Model example from Albion

NORMALLY it is ships which receive gifts from their affiliated towns.

But HMS Albion reversed the trend when sailors visited Chester.

The new assault ship already has strong bonds with the historic city and decided to cement them further by commissioning a model to present to cityfolk.

Not of Albion herself, but HMS Chester, a WW1 cruiser which was the first warship to be affiliated with the city.

The Great War cruiser distinguished herself at Jutland, where she is best known for the actions of John Cornwell who earned the VC for his bravery at his gun position, despite being mortally wounded.

Albion's CO Capt Keith Winstanley commissioned experienced modeller Eric Dyke to recreate the Dreadnought-era warship in miniature.

The replica was presented to Chester's Lord and Lady Mayor during a recent visit to the north west.

Albion has another tie with the old cruiser. A clock from the ship, which was commissioned by the city more than nine decades ago, is on display aboard the landing assault ship.

... and Albion's Mark keeps on winning

LIGHTNING strikes twice, but the RN & RM Sports Lottery hits three times.

Well, for Cpl Mark Costema at any rate.

The green beret, serving with 6 Assault Squadron in HMS Albion, has already picked up £750 and £1,000 from the fund in previous draws, but recently took the top prize of £5,000.

This time the Royal promises to spend the payout sensibly. He's tying the knot with fiancée LSTD Sarah Rawson in St Lucia - a venue the Royal admits is "pretty expensive these days"

Courage above and beyond the norm

ONE of the highest awards for bravery in the search-and-rescue community has been earned by LACMN Darren Jones for selfless action to save submariners aboard the stricken Canadian boat HMCS Chicoutimi.

The fire aboard the former British Upholder-class diesel submarine drew worldwide media attention last October; one officer died as a result of injuries sustained as the submarine conducted trials 100 nautical miles south-west of Donegal.

Less well known until now is the role played by Rescue 177, a SAR flight from HMS Gannet at Prestwick, and in particular LACMN Jones, in rescuing three casualties from the submarine in extremely challenging conditions.

Those actions earned the leading hand the Billy Deacon SAR Memorial Trophy, presented by the Duke of Edinburgh at a ceremony in London last month.

On October 4 2004, Rescue 177 was called to assist Chicoutimi which was wallowing without power in the Atlantic.

Unable to lower the aerials situated aft of her fin - the usual place for a winch transfer - and with the boat unable to maintain her course or position, the aircrew faced the added problem of very bad communications with the submariners.

In spite of all these difficulties, two of three casualties were successfully lifted into the Sea King using the hi-line by LACMN Jones, operating the winch.

But as the third casualty was preparing to be rescued, he suddenly shook his head. He was promptly taken out of the strop



● A video grab of LACMN Darren Jones at the winch over Chicoutimi last October and (right) Lt 'Jake' Wilkinson and colleagues tend to a wounded climber in the Himalayas



and subsequently collapsed unconscious.

The submariners signalled that their shipmate would need to be lifted with assistance, for which LACMN Jones immediately volunteered - despite the risk to himself in the transfer to the fin.

That transfer was carried out, in the words of the winchman's citation, "with a considerable amount of gymnastic dexterity and situational awareness"

With the Canadian casualty ashen-faced and cyanosed and no space or medical kit on Chicoutimi's fin to treat the submariner, the winchman decided an immediate rescue was needed.

Once back in the Sea King, LACMN Jones continued giving medical assistance to the casualty, until he was handed over to medical staff at Sligo Accident and Emergency Hospital.

The award's committee says the personal bravery and presence of mind shown by the aircrewman

prevented further fatalities in Chicoutimi.

The trophy is awarded in memory of winchman Billy Deacon whose bravery saved the lives of ten crew members of the merchantman Green Lily off the Shetland Islands in 1997.

A lifeboat crew managed to rescue five sailors, but when it was forced to break off its attempt, a SAR helicopter was the only solution.

Having saved the lives of all remaining crew on Green Lily, Billy was swept overboard and drowned as his colleagues prepared to winch him to safety.

■ Another lifesaver recognised for personal sacrifice but on the ridge of a mountain rather than the high seas is Lt 'Jake' Wilkinson.

In May 2003, the officer - serving with the Commando Helicopter Force at Yeovilton - was part of a six-strong team assaulting the summit of Rongbuk Glacier in the Himalayas.

The mountaineers broke off their summit attempt when a fellow Brit broke his leg on the North Ridge.

The team committed themselves to rescuing the stricken climber and carrying him on a rope stretcher 1,000 metres down the ridge to the advanced base camp.

By now darkness shrouded the Himalayas, the wind had picked up to 25kts and the temperature dropped to -20°C.

In good conditions, the rescue mission would have been relatively straightforward. But in the dark, with snow blasted into their faces and the climbers increasingly suffering from the effects of the cold, it was another matter entirely.

At a critical moment when the rescuers were swapping positions around the stretcher, the snow anchor gave way. The whole party began to slide down the mountainside and would have fallen 2,000 metres had it not been for the rapid actions of Lt Wilkinson who thrust his ice axe into the glacier to halt the slide.

The team managed to reach initial base camp, then continued their descent to the advanced base camp where the wounded mountaineer could receive treatment.

The Royal Humane Society says without the actions of Lt Wilkinson, the entire rescue mission could have ended with disastrous consequences and has rewarded him with its Bronze Award.

"The success of the rescue was down to a team effort - something the Royal Navy teaches us at a very early stage in our training. I am just glad we were able to help," said Lt Wilkinson.

■ 'Tragic accident', page 4



● Palm seas... Royal Marines and RN personnel pose outside their land-locked HQ in Basrah

Iraq around the clock

LAST month we featured the sole seven sailors with British Forces in Afghanistan.

This month we shift theatres to Iraq and the headquarters of the Allied forces stabilising the south-east of the country.

Around 40 RN and RM personnel work at the HQ of the Multi-National Division (South-east) at Basrah airport, where Pongo-, Crab- and Jackspeck are a minor linguistic barrier.

Twelve nations provide troops for the 16,000-strong division, the bulk of them Brits (9,000).

"It really is a different environment for the RN personnel out here," said Lt 'Nobby' Hall, one of the press team. "We have all

seen and experienced an area of operations we would never normally see.

"Members of the Royal Navy could - and often do - find themselves working in an office represented by 12 different nations."

OM 'Charlie' Drake added: "Initially you feel a little bit like a fish out of water - everything is Army-oriented out here, but you soon get used to it."

"All the RN and RM guys get along. Whenever we see each other, we use the opportunity to catch up and use some Jackspeck."

There is one advantage serving in Iraq as opposed to Afghanistan. The sea is little more than half an hour's flight away by Sea King...

Mayoral visit for Ark Royal

LEEDS' Mayor was given an extensive tour of the ship his city has nurtured for six decades when he visited Portsmouth.

Ark Royal in her various lives has been supported by the Yorkshire industrial powerhouse since the 1940s.

The present Ark, number five, is 'wound down' in Portsmouth in a period of extended readiness; she's due to head to Rosyth next for a revamp before resuming front-line duties.

But that extended readiness does not mean the veteran of the Iraq campaign is sailor-less.

Cllr Christopher Townley made the 250-mile trip from Leeds to spend three hours touring the flat-top, from sitting in the CO's chair on the bridge to inspecting Ark's huge gas turbines in the engine room.

"The ship's company enjoyed chatting with the mayor and gave him an idea of the many and varied roles they carry out," said weapon engineer officer Lt Chris Sharp.

"The ship has always had a strong affiliation with Leeds and meeting the present mayor has helped to keep those ties going."

Men of steel city together

SERVING together for the first time in Naval careers which stretch back to the 1980s are Sheffield brothers Andy and Antony Wilkinson.

It was Andy's deeds in the Senior Service which encouraged his younger brother to sign up for the RN in 1989.

Sixteen years on, PO(AEM) Andy, presently keeping the RN Lynx fleet airworthy, and LMA Antony, working in the sick bay, are finally together at RNAS Yeovilton.

Both have served their country in conflict in the Middle East; Antony has a medal for the first Gulf War, Andy for peacekeeping duties during the tanker wars in the region in the mid-1980s.

"There's no problem with them serving together - they get on extremely well and play golf together regularly," said mum Diane.

"We are extremely proud of both of them. The Royal Navy has given them so many opportunities."

PM to recognise forces lifesavers

SENIOR Service lifesavers could be rewarded for their deeds by the Prime Minister.

The premier will host the people whom judges of the Vodafone Life Savers Awards decide have done most to help others in distress in the past 12 months.

The awards are aimed at the emergency services which includes the Armed Forces.

Nominations can be made by calling 0870 902 3333 or visiting www.vodafone.co.uk/lifesavers Deadline is June 17.



● A day at the races... but no night at the opera. Capt Chris Steel, assistant director of RN recruitment, presents the trophy for the Lord Nelson Royal Navy Maiden Stakes to winning trainer Noel Quinlan, whose Subtle Affair, romped home at Great Yarmouth racecourse, which opened its Nelson stand exactly 12 months earlier. The DNR team also took along their careers display to pull in punters between races

Picture: Keith Whitmore

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We can see clearly now...

HMS Chatham junior officers S/Lts Matthew Rogers and Samuel Stephens received the Queen's Binoculars for their achievements at Dartmouth from her son on a visit to the Type 22 frigate. The young officers were among six trainees at BRNC nominated by their divisional training officers – nominations ratified by Buckingham Palace. The Prince of Wales presented the binoculars to the duo when he spent a night aboard the Devonport-based warship during 90th anniversary commemorations of the Gallipoli landings.

Say it with er, oils

WHAT better way to show your appreciation for your loved one than a present from the heart? Flowers, chocolates, jewellery perhaps...

Or a 10-month labour-of-love, a painting of veteran minehunter HMS Cottesmore.

Lt Cdr Rob Pedre was so impressed by the artistic ability of his partner Inga Friedl that he asked her to put down the ship on canvas.

"When Rob asked me, I was rather worried at first. But he's going to frame it and hang it in his flat," said Inga, who's originally from Bavaria but is now studying Contemporary Europe and Modern Languages at Southampton University.

The oil painting was completed as Lt Cdr Pedre handed over command of Cottesmore, one of a trio of Hunt-class ships providing support to operations in Northern Ireland.

She is being withdrawn from service in July after 22 years under the White Ensign.

Trafalgar knights

IN a year of commemorations and all things Nelsonian, what better than a Trafalgar reunion?

Of course not veterans of the decisive 1805 clash, but men who served in the namesake destroyer on her first tour of duty.

The 2,300-ton destroyer was launched in 1944 and went on to serve her nation for a quarter of a century.

Six decades ago, five strangers became firm friends during the ship's patrols of the Far East and Australasia.

This year they will meet up again – bar one, Chris Coulton, the only one of the 'gang of five' the former sailors have not managed to track down.

If his post-Trafalgar career is

similar to his old shipmates, he won't have done badly in life.

Ivor Rees became the Right Rev Ivor Rees, Bishop of Dyfed; Don Avison made a career as an actor, notably as a judge in TV series *Crown Court*; Bill Richardson became a television presenter and Harry 'Bing' Newman a university lecturer and chartered engineer.

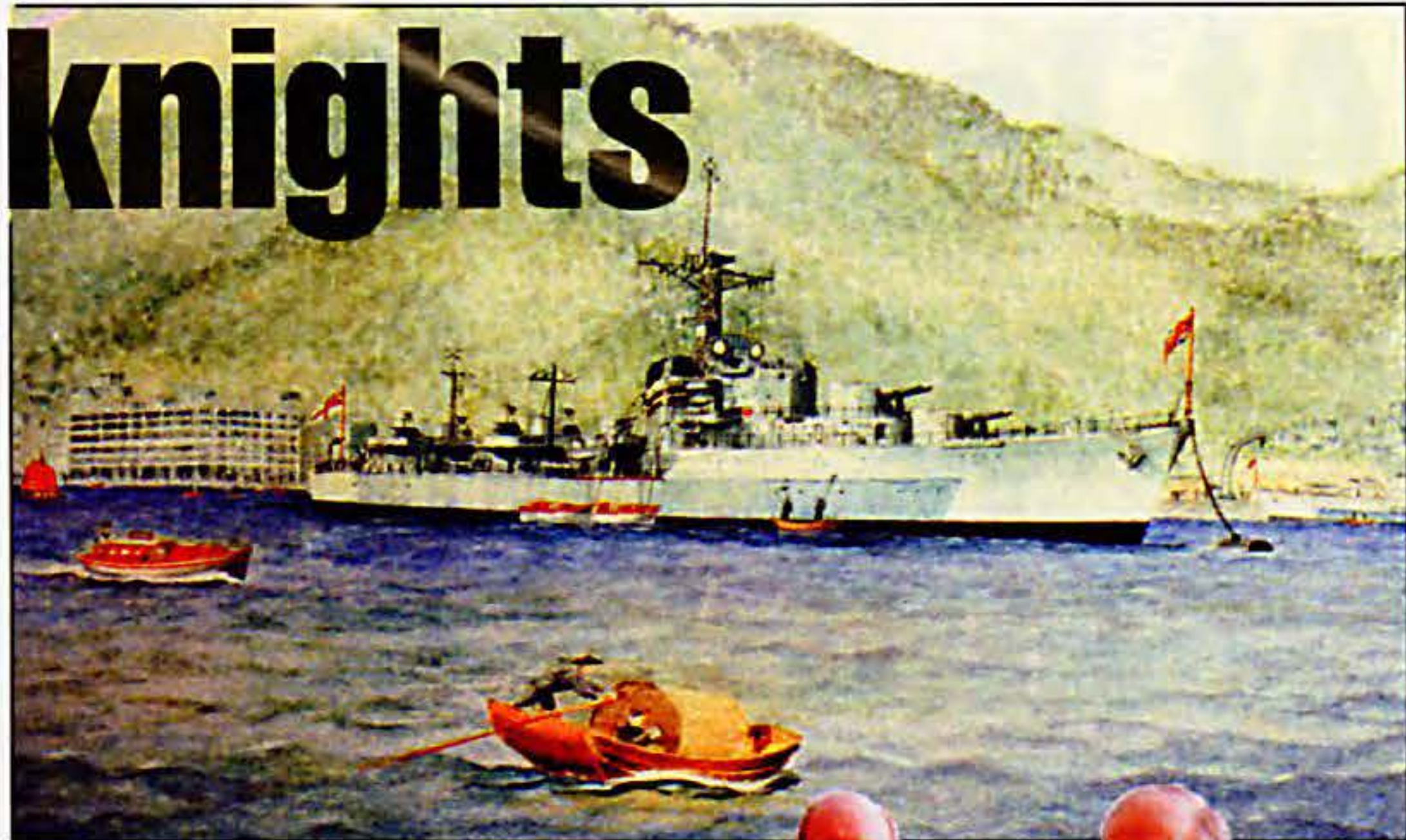
Mr Newman, who today lives in Emsworth, Hampshire, joined the destroyer at Wallsend's Swan Hunter yard ahead of the ship's first commission – two years with the British Pacific Fleet based in Hong Kong as leader of the 19th Battle-class Destroyer Flotilla.

That first commission was eventful: Gibraltar, Alexandria, Colombo, Singapore, Hong Kong in the wake of the Japanese surrender, Saigon to arrest a war criminal, and Sydney.

"During that period friendships



● If you see Sydney, tell 'em: Chris Coulton, Ivor Rees and Don Avison (standing) and kneeling 'Bing' Newman with shipmate Peter Price in Sydney Botanical Gardens at Christmas 1945



● HMS Trafalgar in Hong Kong 1945 with the Fleet Club to the left as painted by Lt Cdr Bob Newton, who subsequently served in her

developed – and adventures in many foreign parts – but in particular there were always five of us who found much common ground," said Mr Newman.

"Four of the five of us meet on many occasions to recall our experiences, so to find Chris would be greatly appreciated."

The ties between this Trafalgar 'band of brothers' stretch beyond October 21 dinners and regular meetings (another reunion is lined up this year).

Long after the Battle-class destroyer ended up in the breaker's yard (she was sold in 1970), the Right Rev Rees was invited to the commissioning of the present Trafalgar, a hunter-killer submarine.

His son, Meirion, was an officer aboard the boat – which also carries a framed photograph of the old destroyer, presented by the clergyman.

If you can help the 'famous five' reunite, Mr Newman can be contacted at Cobbleducks, 3 Seafields, Emsworth, Hampshire.



● Still a band of brothers: Bill Richardson (left) and Harry 'Bing' Newman outside Emsworth Sailing Club in 2005

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Ships of the Royal Navy No 595

At last, a true Ramsey, born and bred

THE PRESENT HMS Ramsey, the mine-countermeasures vessel (MCMV), is the first Ramsey to serve with the Royal Navy that carried the name from her very beginnings – there have been two previous Ramseys, but both of these started life under a different maiden name.

Currently operating as part of the Standing NRF MCM Group 1, HMS Ramsey is busy with exercises in the Baltic and off the West Coast of Scotland, but she will be seen in southern waters at the end of June when she takes part in the International Fleet Review off Portsmouth.

This frontline role follows on from a refit and upkeep period in 2004, but the year before the warship was tasked with the intense work of post-operation mine clearance and survey in Iraqi waters.

Ramsey, in common with her sister Sandowns, was designed primarily to clear mines and conduct survey operations both in harbours and the open ocean as far out as the edge of the eastern Atlantic continental shelf, although she is, and has more than proven herself, capable of a number of other tasks.

The first HMS Ramsey was originally named the Duke of Lancaster and owned by the Lancashire and



BATTLE HONOURS

1942..... Battle of the Atlantic

Yorkshire Railway. She was bought by the Turkish Patriotic Committee in 1911, but despite refitting her engines and boilers her new owners never managed to take possession of her before war broke out between Turkey and Italy.

The Isle of Man Steam Packet Company became her next owners in 1912 and it was under their tutelage that she was named The Ramsey – and so began the affiliation between ship and island.

Two years later, requisitioned by the Navy, the ship began the third stage of her life as HMS Ramsey, an Armed Boarding Steamer attached to the Grand Fleet and based at Scapa Flow.

In August 1915, she intercepted a Russian steamship that revealed herself with gunfire to be the German auxiliary minesweeper Meteor.

Ramsey was sunk with the loss of 55 lives, and the capture of four officers and 39 ratings on August 8.

The next day British Forces overwhelmed Meteor, who transferred her prisoners to neutral ships then scuttled herself.



● Mine countermeasures ship HMS Ramsey deploying for the Gulf in 2003

Picture: LA(Phot) Jack Russell

It was the eventual fate of the USS Meade to become the second HMS Ramsey. This American warship of 1919 was transferred to the Royal Navy in 1940.

After a refit in Devonport, she joined the 5th Escort Group in Liverpool, providing local escort for Atlantic convoys. In 1941 she returned to her near-native shores of Newfoundland as part of the

22nd Escort Group of the NEF. After major works on her engines at both Halifax and South Carolina, she returned to her adopted home in the UK.

She joined B6 Escort Group, Western Approaches Command, but after just one round trip she went back into refit again at Grimsby. The decision was then taken that she should become an Air Target Ship in the Irish Sea until scrapped in 1947.

Facts and Figures

Class: Sandown class mine countermeasures vessel
Pennant Number: M110
Builder: Vosper Thornycroft, Woolston
Launched: November 25, 1999
Accepted: July 26, 2000
Commissioned: June 22, 2001

Length: 50m
Beam: 9m
Draught: 2.4m
Top speed: 13 knots
Displacement: 422 tonnes
Complement: 36
Engines: 2 x Paxman Valenta diesels; Voith-Schneider

propulsion; 2 x Schottel bow thrusters
Main armament: 30mm Bofor gun
Equipment: 2 x remote controlled mine disposal vehicles, team of mine clearance divers

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HEROES OF THE ROYAL NAVY No 14

Ft Sub-Lt Reginald Warneford VC

IN A WAR of trenches and castles of steel on the high seas, only in the air did it seem that conflict retained any individuality.

So it is not surprising that nearly nine decades after the guns of the Western Front fell silent it is the names of the 'aces' – Richthofen, Rickenbacker, Ball – which retain their resonance.

Almost lost among the aces is Reginald 'Rex' Warneford, the first VC of the Naval air wing and the first man to down a zeppelin in combat.

On the night of June 6-7 1915, No.1 Sqn RNAS at St Pol was ordered to attack zeppelin sheds at Evere, near Brussels – raids on London were becoming an increasing thorn in the side.

Instead, the young officer sighted the grey outline of LZ37 returning to Evere after an aborted attack on London.

The airship opened fire and Warneford in his Morane Saulnier pulled out of range initially. For the next 20 or so minutes, the aircraft climbed to 11,000ft, then with the engine off, descended on top of the zeppelin.

"When close above him, I dropped my bombs and, while releasing the last, there was an explosion which lifted my machine and turned it over," the RNAS officer wrote in an official report.

"The aircraft was out of control for a short period, but went into a nose dive and the control was regained."

Aboard the zeppelin, coxswain Alfred Muhler felt the craft shudder, then the huge envelope – the airship's 'skin' – began to collapse as flames engulfed it.

"The scorching heat increased and increased and our clothes burst into flames," he recalled. "The gondola began to tilt and rock until, with a terrible sound of breaking wood and metal, it tore away and plunged towards the ground."

LZ37 plummeted; its wreckage landed on a convent in the Belgian city of Ghent. Muhler was



● Reginald 'Rex' Warneford outside the Paris Ritz in the days after his zeppelin feat

Picture: Fleet Air Arm Museum

the sole survivor.

Rex's aircraft was crippled temporarily and he put down behind enemy lines – where German cavalry were now swarming to find him. He carried out temporary repairs enough to carry his monoplane back to friendly territory.

Within a day, George V decided the airman's act was worthy of the Victoria Cross.

Rex Warneford was born in India in 1891 and joined the merchant marine 14 years later.

Upon the outbreak of war, he volunteered for the submarine service – but was turned down. He then signed up for the 2nd Sportman's Battalion, a unit in the Royal Fusiliers raised from sporting types.

Rex decided the 'elite unit' was 'a sort of Boy Scouts' jamboree for old gentlemen' and transferred to the Royal Naval Air Service in February 1915. He earned his wings in little over a month; one instructor prophetically remarked: "This youngster will either do big things or kill himself."

Rex was not surprisingly fêted at home and abroad in the wake of his success. He was invited to Paris to receive the Croix de Guerre and the Légion d'Honneur.

He was 'billeted' at the Ritz. "It was handshakes, flowers, autograph hunters, gorgeous girls and champagne," Rex's friend and fellow flier Michael

Marsden wrote.

Crowds accompanied the VC winner wherever he went – as did journalists. On June 16, Rex was guest of honour at a dinner in a Parisian restaurant.

"The young hero, rising to his feet, in a loud voice cried: 'Vive la France! Vivent les Alliés! et à bas la Boche!' and sat down blushing with embarrassment," one newspaper wrote.

The next day the young officer was killed, thrown out of a Henry Farman F27 at 700ft during a test flight near Paris. The *Paris Soir* wrote lyrically: "He who defied the storm has been killed by a breeze."

HMS Cardiff's having a ball

SAILORS from veteran Type 42 destroyer HMS Cardiff will mark the Welsh warship's passing with formal dinners and balls this summer.

The Portsmouth-based destroyer is due to decommission by the end of August after more than a quarter of a century under the White Ensign.

A dinner and ball is lined up at Portsmouth Guildhall on Friday July 15 for all members of the ship's company, past and present, plus families and friends of the ship.

Tickets, priced £15 per head, are available from logistics officer Lt Cdr Jim Dickson on 249-dlo@a.dii.mod.uk or Decommissioning Dance, C/O HMS Cardiff, BFPO 249, no later than June 27.

Also celebrating the ship's illustrious history is the petty officers' mess, which is holding a formal ball for all present and former mess members.

It will be a mess undress/black tie affair (evening and ball gowns for ladies).

Details and tickets from PO(AWW) Gary McCulloch at 249-pwoaww2@a.dii.mod.uk or via the POs' mess, HMS Cardiff, BFPO 249.

London parade for veterans

BATTERSEA Park in London will be the venue for a major commemoration to mark the 60th anniversary of the end of World War II.

The Metropolitan Area of the Royal British Legion is helping to organise the VE/VJ parade on August 14.

All standard bearers from every ex-Service organisation are invited as are marching representatives - especially Burma Star holders as the commemorative event takes place close to VJ Day itself.

There will be a civic tea and cakes party after the parade, provided by the Borough of Wandsworth.

Details from Stan Heath at 15 Ashgrove Road, Ashford, Middlesex, TW15 1NS, including a stamped, addressed envelope, or by calling 01784 255006.

Station's action to celebrate Naval links

PASSENGERS passing through Plymouth railway station will notice a Naval theme to the building.

Sixty crests from warships and a 100ft banner welcoming train users to 'Plymouth - Home to the Royal Navy' have been put up as part of a revamp of the station.

With sailors and Royal Marines not surprisingly being among the principal users of rail services in the Plymouth area, station bosses decided to celebrate the Senior Service's long-standing ties with the city.

Also included in the revamp is a recent aerial photograph of Devonport Naval Base and environs.

Parade float for Raleigh

A FLOAT containing a Rigid Inflatable Boat and seven sailors from HMS Raleigh was the Torpoint training establishment's contribution to the Lord Mayor's Day parade in Plymouth last month.

RN engineers fashioned a float carrying the Pacific sea boat to depict the RN's boarding operations - a crucial part of present-day operations, and a skill taught at the Naval Military Training centre at Raleigh.

LS Paul Maplesden headed a team of trainee sailors, who have all completed their initial eight-week course at Raleigh and are now undergoing their specialist training at the Torpoint base.

The next generation game

AFTER an accidental dunking in lukewarm water, a budding officer beams brightly as she struggles out of the pool and gives the thumbs up.

She's still dripping on the bus back to the office as a seasoned petty officer offers a word of encouragement. "Put that behind you."

Then he adds: "Right, you've got 15 minutes to get changed, get your suits on and face the next challenge."

Ah, the pleasures of the Admiralty Interview Board.

The board - the place where today's officer corps decides whether young people have the 'right stuff', those necessary qualities to become the leaders of the future - has undergone its biggest changes in more than three decades to ensure the current breed of candidates rises to the challenges of the 21st century.

The practical tests are fairer, interviews are better suited to the art of leadership, and a fitness 'bleep test' has been introduced as part of the transformation.

But there are many facets of the AIB which today's officer corps will recognise: the negatives - nervousness, anxiety, pressure - and the positives - self-motivation, determination, personal courage.

Yes, there are still those excruciating physical challenges - move the jerry-cans or oil drum across water using planks, poles and ropes.

Yes, there is a gruelling mental challenge to be solved by a team, a grandiose chicken-fox-grain conundrum, where a previously-placid lieutenant barks rapid-fire questions and the candidates turn to jelly.

Yes, there is still an essay to write. Two pages on a subject, although the board is looking less for a Pulitzer Prize winner, than someone who can spell accurately, write clearly and formulate a cohesive argument.

And yes, there is still a formal interview: upwards of 30 minutes' questioning by a captain, commander and lieutenant.

The interview is not the crunch part of the process, but it is where a candidate becomes a person.

There is no 'good cop, bad cop' redolent of so many interviews in civvy street. The board wants to know about candidates' drive, motivation, their personal courage, what makes a good leader,

their attitudes to different races and religions.

Schooling is most definitely not irrelevant, but school is. The board doesn't care whether candidates went to Eton or Fenn Street Comp. In fact, it isn't told.

Also irrelevant - and hence not made known to the board - is the occupation and background of a budding officer's family; there can be no accusations of favouritism to the sons or daughters of Admiral So-and-So.

Applicants still "cram" on the Navy; they know the ship and submarine types, the weapons systems, even the dimensions and top speeds.

Of course, it shows motivation and desire, but it's not exactly what the AIB board wants; as one commander puts it: "We're not especially interested in what ship can do what speed - the anoraky stuff." Of much greater importance is what the RN does with these assets, where in the world they patrol.

And naturally, there's the \$64,000 question. Are you prepared to put your life - and the lives of those under your command - on the line? "Well I wouldn't be here if I wasn't..." one candidate rather coolly responded.

Despite the revamped AIB, it remains a huge challenge to score the requisite 180 out of 300 points needed to pass the AIB. Any score over 200 is regarded as particularly promising; such scores are not commonplace.

Marks out of five for most categories are given. But a 'five' is rare. Criticism (in discussions where the candidates are not present) is at times harsh - "This essay is a waste of paper," "This is one especially scathing remark - but then you're not picking people to stack shelves in a supermarket; in extremis, the RN is a matter of life and death.

And praise can be fulsome. "That's exactly the sort of person we should be looking for."

What is encouraging is that in this PlayStation-MTV generation of today, where youngsters have no respect for their elders and munch fast food all day (so the media constantly bleats), candidates are fit - rowers, dancers, divers, rugby players; they are community-spirited - most are former Scouts, Girl Guides, members of the Boys or Girls Brigades; and they're keen to get on.

They don't want to sit behind a desk all day, or on a production line.

"I've always wanted to be part of a team where what you do matters, where it makes a difference," one interviewee stressed.

Is there a danger that seeing 1,500 candidates a year you lose the 'personal touch', that the AIB becomes a production line for officers?

Not so says a veteran submariner and board member. "You get a big kick when you get a good candidate. People ask: 'Is the AIB like a sausage machine?' It's not - there's tremendous variety; one day you get a group of youngsters, the next senior upper yardmen."

It is a rare privilege to observe a process which is picking the next generation of Naval leaders; there can be few careers where a silent witness, a benign shadow, watches as a person is grilled and his or her career, ultimately their fate, is decided.

On today's evidence the board got it right. One candidate passed, one near-miss, and two a good way off officer material.

Even passing does not guarantee a place at Dartmouth; there must be vacancies in their chosen branches - and if a candidate tomorrow scores substantially higher, today's passer will be bumped down the list.

Which would be a shame, for his desire was obvious. "I cannot think



Time to walk the plank... The gym tests candidates' mental, but especially physical, agility

of anything better than being a member of the Royal Navy," he told the board.

If every successful candidate feels like that, the officer corps should be in safe hands.

Smiles, page 20



A thorough examination: a humorous take on the AIB experience as viewed a decade ago

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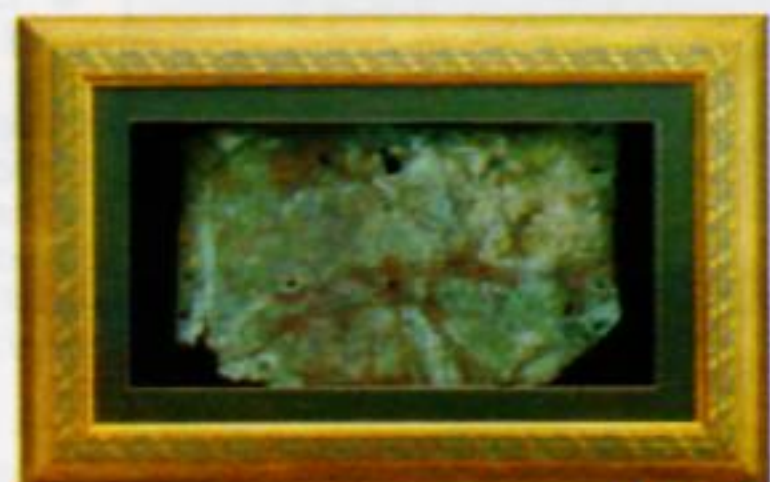
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BATTLE OF TRAFALGAR BICENTENARY Commemorative Products selection

Copper Sheathing Plates from HMS Victory Herself

These plates were originally fitted below the waterline to reduce fouling and stop teredo worms from eating the timber. Each is unique, bearing the scars of age, battle and life at sea.

Limited edition of 500, mounted in frame measuring 21x15" 94325 HMS Victory copper sheathing plate in frame, £149



Genuine Royal Navy Pusser's Rum

The daily rum ration was first introduced for British sailors in the Tropics in 1655, and only ceased in 1970. This, the original Royal Navy "Pusser's" is a smooth blend of aged pot-stilled Caribbean rums to sip neat on the rocks or dilute with water as "grog". It is supplied in beautifully decorated earthenware containers dedicated to Lord Nelson. Contents (both) one litre Pusser's 47.75% abv. (Top) 93200 Pusser's decanter, £79 (Below) 93209 Pusser's flagon, £79

Tribute Model to HMS VICTORY

Special Limited Edition only 1805 will be made. The oak base is made from timber reclaimed from HMS Victory during refit, and Nelson's message "England Expects..." flies from the rigging in authentic 1805 code. 18" long, supplied ready for display.

1805 Trafalgar HMS Victory, £179



Official Nelson Collection Platter

Stunning Trafalgar 200 commemorative piece, featuring paintings, Nelson's signature and coat of arms licensed by the National Maritime Museum and scrollwork derived from the stern gilding of HMS Victory. Flat top, diameter 11" 7660 Nelson Platter, £89



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A model example: OM Stacey Sweet and HMS Victory's CO Lt Cdr Frank Nowosielski with a replica of Nelson's flagship

A Frank talk on the relevance of Nelson

JUNIOR sailors have experienced the 'Nelson touch' thanks to a visit from the Commanding Officer of HMS Victory.

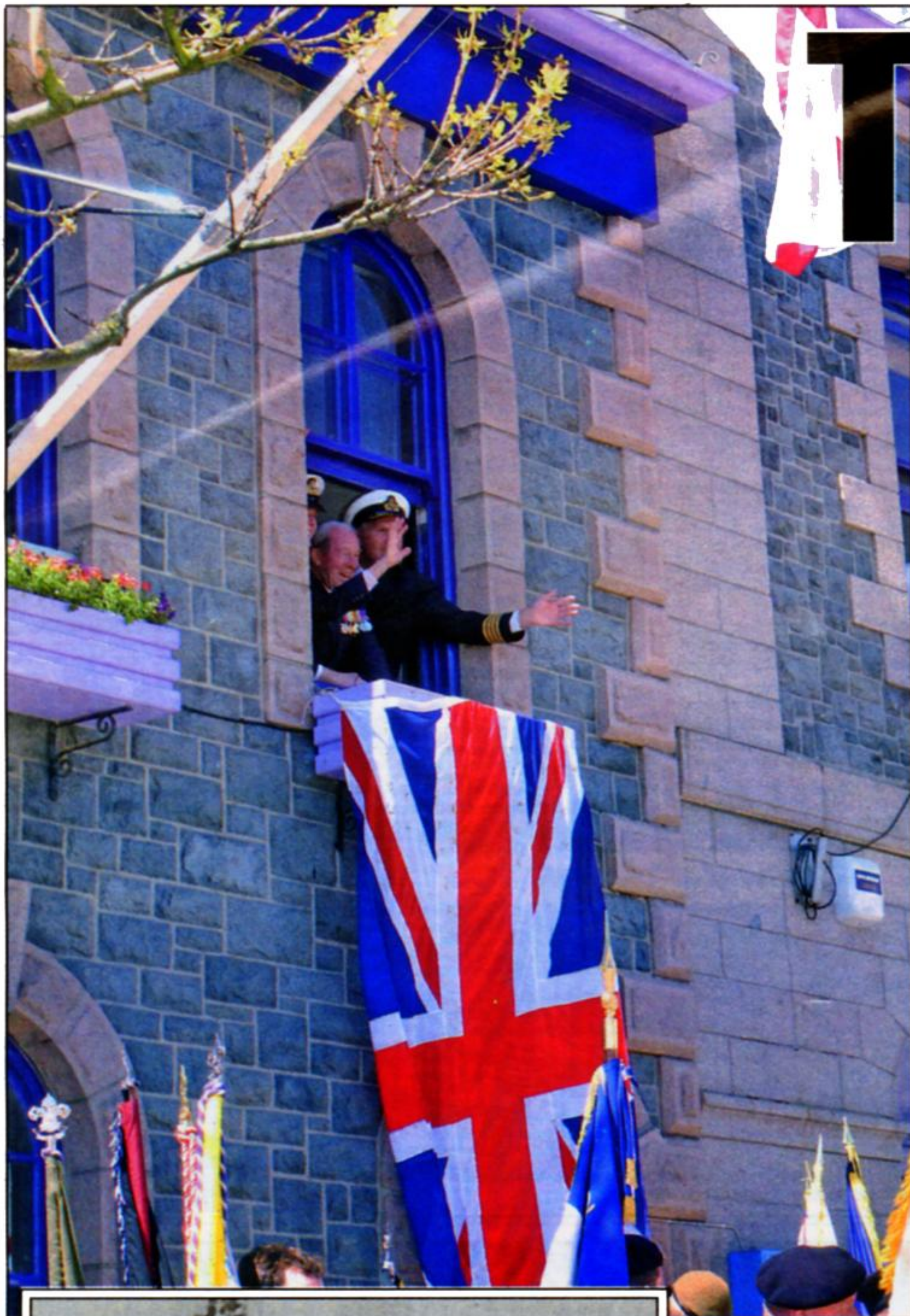
Lt Cdr Frank Nowosielski returned to his roots at HMS Raleigh - his RN career began at the Torpoint establishment three decades ago - to explain how the great admiral, and the sailors who served under him in the campaigns against Napoleon, can inspire today's generation of Servicemen and women.

"It was a delight to return to Raleigh where my service began and to share our Naval heritage with some of the latest recruits," said Lt Cdr Nowosielski.

Raleigh's CO Cdre David Pond added: "It's important that those new to the Naval family have an understanding of their heritage - it's a fundamental part of RN ethos."

Lt Cdr Nowosielski is the longest-serving CO in HMS Victory's unparalleled history; he has been in charge for more than seven years.

SIXTY YEARS AFTER THE CHANNEL ISLANDS WERE LIBERATED FROM NAZI TYRANNY, THE ROYAL NAVY RETURNED EN MASSE.



The Navy's

ON a glorious early summer's day, two young sub lieutenants struggled along the quayside bearing their nation's symbol, the symbol of freedom.

So great the crowd, so impenetrable the multitude, the two men were offered a car to make their way down the pier.

The car came to a halt a few hundred yards away, outside the harbour offices – commandeered by the Germans as the headquarters of their garrison.

The cry: "The Navy's here" echoed around the head of the quay, crammed with cheering people. Minutes later, the Union Flag fluttered proudly over the brick building.

And so it proved again six decades later. Except that by now the harbour office had become a tourist information centre.

And the world was watching. This single act was the symbolic gesture which in an instant relieved an island of five years of occupation.

Its re-creation 60 years to the day was the high point of a memorable weekend as the Navy past and present celebrated liberation with the men and women of Jersey and Guernsey.

If the Army was seen as the liberator on the Continent, then in the Channel Islands the Royal Navy brought deliverance in the form of Task Force 135.

Fittingly it was the Senior Service which led 60th anniversary celebrations: in Jersey assault ship HMS Albion, tanker RFA Gold Rover and fishery protection ships Mersey and Tyne; a few miles away in Guernsey, minehunters Dulverton and Cottesmore.

And fittingly, too, this was the largest Naval presence in the islands since those heady spring days 60 years ago.

On May 9 1945 – liberation came one day late to the islands – Surg S/Lt Ronald McDonald and S/Lt David Milln were the first men ashore, dashing down that quay. They came to check on the islanders' health, but were greeted and treated as liberators.

"There were deafening cheers, the National Anthem was sung and the toughest



● We had to be here... Jersey men through and through, Stanley Sangan with grandson MEM Ben Garnier – who asked for a temporary transfer to HMS Albion to take part in commemorations

witness could not restrain his emotion," islander Leslie Sinel recorded in his diary that momentous day.

On May 9 2005, the now retired Surg Capt McDonald re-enacted the scene, aided by two youthful sub lieutenants, HMS Tyne's Sam Jane and Peter Hough.

In 1945 the crowds, said Surg Capt McDonald, were "the happiest people I have seen" The two officers had clambered ashore from HMS Beagle's launch, to be welcomed by three sullen Germans and thousands of islanders waving, cheering and setting off fireworks.

As the two men unfurled the Union Flag at the harbour office, the crowd burst into *God Save the King*. In 2005, there was a crescendo of cheering and a flurry of small flags waving furiously.

In the officers' wake, hundreds of sailors and soldiers poured ashore.

Among the men of Task Force 135, AB Albert Vaughan and Leading Hand Bill McRitchie liberated Jersey as members of TF135.

To the men – AB Vaughan in Captain-class frigate HMS Cosby, Leading Wireman McRitchie in Motor Minesweeper 250 – May 9 1945 was "just another day of work"

They quickly realised it wasn't.

"When we got here, the scenes were chaotic – understandable after what they went through. There is nothing which can compare with it. The islanders really showed us a great time," said Mr Vaughan, now 80 and living in Essex.

Mr Ritchie, also 80 and today living in Morecambe, added: "So many people came on our boat, she nearly overturned. The greetings, the number of people involved, were utterly overwhelming."

Not quite so welcoming were the Germans.

"They were all lined up, saluting us," said Mr Vaughan. "Jolly Jack knew what do – we gave them the V sign."

The liberators gave up most of their rations to the liberated: chocolates, biscuits, tinned meat, cigarettes. In return, in 2005, locals brewed a special Force 135 beer.

Unable to join the liberators as he was still on duty in Italy with the British Army was Cpl Stanley Sangan, a Jerseyman through and through.

The last time he saw the islands he loved and his family was in the April of 1940; he returned five and a half years later to a Jersey where people were "slightly more withdrawn"

Joining him at a Beat Retreat by the Royal Marines Band

● Liberation day, St Helier, then and now: (Above) Surg Capt Ronald McDonald re-enacts flying the Union Flag from the Harbour Offices to rapturous scenes and (left) a multitude of cheering islanders greet a then Surg S/Lt McDonald and his comrade S/Lt David Milln (right) as the first liberators ashore



● More's the merrier: Hunt-class mine counter-measures vessel HMS Cottesmore arrives in St Peter Port, Guernsey, with the cruise liner Aurora behind her

Occupation, humiliation, and

ON Monday July 1 1940, German forces invaded the Channel Islands. The islands were the only British soil to be occupied by Nazi Germany.

The invasion, devised by Admiral Karlgeorg Schuster and Viceadmiral Eugen Lindau, called for a full-scale assault from the sea, with air support.

In the event, the formidable forces of the Kriegsmarine were confounded by two Luftwaffe pilots who landed at Guernsey's and Jersey's airfields and found the local authorities ready to surrender to them.

Jersey resident Mary Deslandes summarised islanders' attitude to the invader: "No-one hates the poor wretches individually. They provoke no-one and a better behaved, more inoffensive body of men it would be impossible to find.

"What one does hate is the system they represent and the conditions which their presence here imposes."

Almost five years later, on Saturday May 5 1945, a signal was sent to the German headquarters in Guernsey from the Commander-in-Chief of Germany's Southern Command advising that the surrender of the garrison, still numbering more than 30,000 men, was expected without delay.

But on Jersey, diarist Leslie Sinel noted ominously: "There has been no slackening in war like preparations – at night the Germans were at defence posts, guns were manned and searchlights swept the seas." Viceadmiral Friedrich Höffmeier, the C-in-C, responded bluntly: "Commander-in-Chief, Channel Islands, receives orders only from his government."

A fervent Nazi, Höffmeier had vowed to his men upon taking up command in early 1945: "I shall hold out here with you until final victory."

Late on Monday May 7, Southern Command tried again: "A representative of the German High Command signed the unconditional surrender of all German land, sea and air forces in Europe to the Allied Expeditionary Forces earlier today.

"British representatives will arrive in two British destroyers flying the British Naval ensign..."



● Humiliation: German soldiers march through the heart of St Helier

Those vessels were the destroyers HMS Bulldog and Beagle.

Nine B-class destroyers had been launched in 1930, each displacing 1,360 tons and armed with four 4.7in guns, two 2lb pom-poms and eight 21in torpedo tubes. The ships had a complement of 138 officers and men and a top speed of 35kts.

Beagle spent most of the war as a convoy escort in the Atlantic and Arctic before being transferred in March 1945 to Plymouth Command, where Bulldog had been employed for two months already.

Bulldog had sealed her place in history when escorting convoy OB318 south of Iceland in May 1941.

In company with HM ships Broadway and Aubretia, she depth-charged U110 to the surface. Commanded by U-boat ace Fritz Julius Lemp (who had torpedoed the liner Athenia on the first day of the war), the submarine was abandoned by her crew – who failed to scuttle her properly.

A party from Bulldog, led by S/Lt David Balme, rowed to U110 and clambered aboard. Their search yielded code books, charts, papers and a machine that looked like a typewriter but with nowhere to put the paper.

In fact, Balme had captured an Enigma coding machine together with that day's settings, a discovery which would change the course of the war.

On May 7 1945, Winston Churchill, announcing Germany's unconditional surrender, added: "Our dear Channel Islands are also to be freed today" but Beagle and Bulldog (with Rear Admiral G C Stuart aboard as Naval Force Commander) arrived off Guernsey a day later with a party under the command of

RICHARD HARGREAVES WITNESSED THE COMMEMORATIONS. PICTURES: LA(PHOT) JON HAMLET AND CPO DAVE COOMBS

here (again)



► I do like your hat... The Queen receives a flowery gift from an enthusiastic Guernsey youngster in St Peter Port

verlooking St Aubin's Bay, his grandson MEM Ben Garnier. The 25-year-old rating normally serves with frigate HMS Monmouth, but was 'loaned' to Albion for the duration of the festivities. Why? "It's a big day for our people - it's something we're taught about in schools, it's passed down through families," he explained. "It's been a great weekend."

For mainlanders, it is hard to appreciate what May 9 means to Channel Islanders. It's much more than VE Day.

Britons experienced the horrors of war, but not occupation, deportation, starvation. So Liberation Day, as May 9 is known in the islands, is a national holiday like no other. Local TV bulletins and newspapers were dedicated almost entirely to the commemorative events. The peel of church bells sounded all day long. Most shop windows were adorned with the national and island flags and images of liberation. Cars busting around the narrow St Helier streets flew Jersey's standard just as Britons fly the flag during major football tournaments. Channel Islanders have got things in perspective... And wherever the veterans went, a generous, spontaneous wave of applause. At the principal act of remembrance, a service in St Helier's

Liberation Square from where freedom was proclaimed in 1945, hundreds of islanders who endured - and survived - the German occupation gathered to pay homage. "We had so much to make up for," said liberated islander Ron Tierney. "There were not enough hours in the day. We missed singing, dancing, films. We could enjoy ourselves again."

The liberation of the islands was a bloodless affair; despite a German garrison of more than 30,000 men, not a single shot was fired. The sole British casualty was someone with a sprained wrist. And the occupiers? "We all got drunk," recalled Lt Randolph Kruger. "For a soldier's heart it was difficult to accept that the British ships were no longer to be shot at."

If the veterans were overwhelmed by their reception in 1945, today's sailors were surprised by the reaction of islanders to their presence in 2005. The ship's companies of Tyne, Albion and Mersey made a point of attending services Jersey-wide; locals made a point of explaining the indignity they suffered during five years of occupation. "You can understand why this

● A royal welcome: The Queen talks to veterans of the liberation and (right) freedom past and future: Task Force 135 veteran, former PO Fred Newton, with 10-year-old Shaun Channing, getting into the liberation spirit

is of such huge significance," said Lt Cdr Jim Lowther, CO of HMS Tyne. "We were surprised initially by the level of feeling the island attached to our being here. It really is quite moving."

The liberators of Task Force 135 have never forgotten those heady days in May 1945. Memories of 2005 will linger long after the strains of the Royal Marines Band drifted across St Aubin's Bay in Jersey. "It's marvellous to be invited back - a great honour," said Albert Vaughan. Channel Islanders would probably say the honour was all theirs.



eventually liberation



► Liberation: The Union Flag flies once more from St Helier's famous Pomme d'Or Hotel, May 9 1945

Brigadier A E Snow expecting the unconditional German surrender. Hüffmeier's representative, Kapitänleutnant Armin Zimmermann wanted only to discuss terms for an armistice, not sign any unconditional surrender. He added that British warships so close to the islands was a "provocative act" and if they lingered they would be fired upon. Both Brig Snow and Admiral Stuart, aware that they were in range of Guernsey's mighty Batterie Mirus, whose 12in guns

were capable of blowing the thin-skinned destroyers out of the water, gave the order to sail out of range. The new German Führer, Grossadmiral Karl Dönitz, ordered Hüffmeier to surrender however, and the vizeadmiral sorrowfully complied. Thus at 10pm local time (8pm GMT) a signal was received by Bulldog advising that Generalmajor Siegfried Heine, representing the vizeadmiral, would meet them at midnight at the same rendezvous. The signal also guaranteed a safe passage to the vessels and the

services of a German pilot. Precisely at midnight, Heine was piped aboard Bulldog accompanied by a subdued Zimmermann and at 7.14am local time on Wednesday May 9, Heine duly signed the surrender document on a table top resting on Bulldog's rum cask. The generalmajor bowed to Brig Snow and left Bulldog, four years to the day she had changed the course of the war. As the Germans marched off into captivity, Baron Max von Afusess, one of the islands' military administrators, made a last entry in his journal: "My diary must close with this final tribute to British fair play." Later that same day, the British relief force of Operation Nest-Egg arrived in the islands from Plymouth amid heart-felt cheering, flag-waving and welcoming kisses. Beagle and Bulldog's fame did not last long. Both were scrapped at Rosyth in January 1946. Today their names are revered in the Channel Islands as harbingers of peace after a five-year nightmare of war. With thanks to Jersey historian Peter Tabb, whose *A Peculiar Occupation: New Perspectives on Hitler's Channel Islands* was published by Ian Allan last month. Additional reporting by Richard Hargreaves.

Loyalties never in question

IN a small corner of an immaculately-tended park, a couple of dozen wooden crosses bear testament to Jersey residents' gratitude. RAF aircrew, soldiers, US sailors, but mostly men of the Senior Service and in particular the dead of HMS Charybdis. Most are known only to God. A handful were identified. Petty Officer F Thomas - "To the world one, but to us all the world", the simple, moving inscription on his cross; OS JB Riley - "Not one day, but every day we think of you." The Charybdis dead were washed up in Jersey and Guernsey - 29 on the former, 21 on the latter - during the closing weeks of 1943. No act of resistance demonstrated where Channel Islanders' loyalties lay better than their turnout at funerals for the sailors. Remarkably, the Germans buried the sailors with full military honours. "We honour them as soldiers - they did their duty for their country," the military commander said magnanimously. Guernsey was almost denuded of flowers as islanders created wreaths to lay on the servicemen's graves. Guernseyman Frank Falla observed that the Germans were "almost lost in this great mass of passive demonstrators, who were determined that they should be left in no doubt where our sympathies and true feelings lay" More than 60 years later, sailors from HMS Albion paid their



● Sunset: The Union Flag is hauled down as Cdre Jamie Miller, RN Regional Officer, takes the salute from the Band of the Royal Marines in St Helier's People's Park

respects to their forebears with the same act of remembrance at the Charybdis graves. Taking the salute - as he did throughout the weekend at ceremonies in Guernsey and Jersey - was Cdre Jamie Miller, commander of Britain's amphibious forces during the Iraq war. A keen historian, the commodore - RN Regional Officer for the south-west which includes the Channel Islands - made a point of explaining to Albion's sailors the sacrifices made by Charybdis' crew. "If sailors today are afraid going into battle, then I point to examples like the men of Charybdis," he explained.

"They were afraid too. They were the same age. It gives today's generation strength to think that sailors have gone through the same experiences before them." Cdre Miller can relate to the plight of the cruiser's ill-fated crew. Thrown into the icy Channel waters in the dead of the night, many died of exposure long before rescuing destroyers arrived on the scene. Forty years later, the commodore jumped into the icy South Atlantic when HMS Coventry was sunk. Fortunately for the crew it was not the dead of night and helicopters were on the scene within minutes to spare the destroyer sailors the effects of hypothermia.

Response to survey is 'disappointing'

THE LATEST attitude survey in the Royal Navy indicates that there is plenty of pride in the Service – but the survey itself elicited a disappointing response.

The Continuous Attitude Survey (CAS) has been taking soundings of Navy morale since

1989, canvassing views and opinions of sailors and their families on a wide range of issues such as health and welfare, pay and allowances, accommodation and career management.

The latest surveys, administered by QinetiQ, were sent out in September last year, but the response rates were said to be

"disappointing", with 34.5 per cent of the 4,000 RN recipients responding, 25 per cent of the 1,000 Royal Marines and 25.5 per cent of spouses.

Of those who did respond, 82 per cent of the Navy and 96 per cent of Royals agreed they were proud to be part of their organisation, and half of all RN responders reported either good or very good levels of morale, while 20 per cent reported poor morale.

In the case of the Royal Marines 67 per cent said morale was good or very good, with 12 per cent reporting it was poor – a marked improvement on the previous survey.

Security of employment is unanimously regarded as the top area of satisfaction across the Navy, accompanied by high levels of satisfaction with primary and secondary medical care.

Areas of concern included gapping and overstretch, with almost half of all respondents disagreeing with the statement that 'gapped posts are being successfully managed in my unit'.

Job satisfaction was the chief reason why sailors stayed with the Navy (28 per cent) while job satisfaction topped the list for the Royal Marines.

Spouses have been surveyed since 1995, with almost 97 per cent being female; around 20 per cent declared they were not satisfied with 'the overall quality of family life in the Service'.

The Director of Naval Life Management, Commodore Paul Docherty, said the gathering of this sort of data – now done once

a year instead of twice because of 'survey fatigue', was vital to support current and future policy decisions, and that it was important men and women took the time to fill in a survey if they are sent one.



● Commodore Carolyn Stait, Commander Naval Base Clyde, presents Rebecca Morrow with her prizes.

Fair prize for Rebecca

THE ANNUAL Faslane Fair poster competition this year commemorated the 200th anniversary of Trafalgar and the death of Nelson.

More than 500 children from 12 primary schools in the Helensburgh area entered the contest, won by 12-year-old Rebecca Morrow, from St Joseph's Primary School, who painted a full-length portrait of Nelson superimposed on elements of today's Navy.

Her prizes included a framed

copy of her poster, a certificate entitling her and her family to visit a warship of the Third Mine Countermeasures Squadron, a £10 book token and free entry for her and her family to the Fair, which takes place on June 4 at Helensburgh Pier, starting at 11.30am.

Among the highlights will be a display by the Red Arrows, and Type 23 frigate HMS Westminster will be anchored off the pier.



● Capt Greg Fenton RM from 6 Assault Squadron Royal Marines meets a local lad (and his action figure) while the Squadron practises beach landings on St Ouen Bay, Jersey. Picture: LA(PHOT) Jon Hamlet

Day on the beach for Royals

CHOPPY seas, craggy rocks, fearsome concrete emplacements.

All typical obstacles Royal Marines might expect to face coming ashore from a landing craft. But not stock car racers, paragliders and land yachts.

On the sprawling sands of St Ouen Bay in western Jersey, Royal Marines from 6 Assault Squadron thundered ashore in armour from HMS Albion's landing craft against the backdrop of local thrill-seekers enjoying a glorious Saturday morning.

Albion, in the Channel Islands to mark their liberation from Nazi tyranny 60 years ago, took advantage of the visit and Jersey's beaches to carry out landing exercises.

The vast bay is watched over by fortifications built first to keep Napoleon out, then the British – the Germans turned the Channel Islands into one of the most heavily

defended places on earth during their five-year occupation.

Opposed landings today are what the Royals look to avoid, but the bay proved ideal for practising laying artificial roadway over the sand, while the beach recovery vehicle – the BEAST – pushed landing craft back into the sea.

"This is low-level training, but it is still a good opportunity to practise controlling a beach

– something we don't get that many chances to do," said Lt Col George Foster, OC 6ASRM.

"What is particularly rare is to do something like this on such a popular beach."

The exercise in Jersey was a precursor to larger scale landings in the Bristol Channel involving Albion and helicopter carrier HMS Ocean held in mid-May.

■ Islands celebrate: pages 14-15

Cyril Tawney dies aged 74

A NAVAL singer-songwriter whose ballads became firm favourites on the British folk music scene has died at the age of 74.

Cyril Tawney was born into a Naval family in Gosport in 1930, and he joined the Navy in 1946 as an Artificer Apprentice.

It was during his four-year apprenticeship that his talent as a singer was recognised.

In 1957 Cyril caught the eye of

the BBC and began a new career on TV and radio – thought to be the only full-time Serviceman to ever have his own nationally networked TV show.

He left the Navy in 1959, and an indication of his standing can be seen from the fact that the bluesy *Sally Free and Easy*, written in Portsmouth dockyard in the late 50s, was recorded by famous artists, including Bob Dylan.

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Ex-Wrens settle on the Rock

THE EX-WRENS Association made Gibraltar their destination for this year's foreign visit – a case of back to the workplace for one of the party.

Several of them had served during World War II, and one served as a telecommunications specialist inside the Rock.

Organiser Catriona Edwards, a veteran of many such visits, took her charges – some over 80 years old – to all the traditional Gibraltar tourist destinations, including the siege tunnels and the Hundred-Ton Gun.

They also met members of the Navy's Gibraltar Squadron, and went on a tour of the Joint Operating Centre, from where Eisenhower masterminded the invasion of North Africa during World War II.

Scottie Yotties

A GROUP of Scottie Yotties have held a reunion on board their former ship at Leith.

The group – Graham Smith, Jimmy Gould, Tony Kemp, Bill Tranter, Bob Anson, Arthur Haynes and David Rushforth – decided to visit HMY Britannia for their own reunion as they could not make it to the functions down South.

The Scottie Yotties hope to arrange more such events in the future.

Water colours

AN EXHIBITION of art on the themes of sea, river and water was held at BRNC Dartmouth as part of the College's centenary celebrations.

Maritime Reflections included work by the Prince of Wales, and the event coincided with the Dart Music Festival.



● A familiar sight in Portsmouth – but this time one of the tugs was bowing out. Escorted by *Bustler* and *Powerful*, the 248-ton Dog-class tug *Setter* (foreground) is being sold after 36 years of sterling service, most recently as part of the marine services contract undertaken by *Serco-Denholm Ltd*, whose contract manager *Jan Burgess* said it was "a sad day to see her go". Sister ships *Sheepdog*, *Spaniel*, *Husky* and *Saluki* continue to work in Portsmouth, Devonport and Faslane.

'Salary sacrifice' delayed in MOD

NAVAL personnel may have read articles in the press or seen Government-sponsored communications leaflets on schemes set up by the Government that allow employees to purchase a cheap computer, make substantial savings on a new bike, and benefit from Childcare vouchers.

Each scheme is funded by an individual who makes a 'Salary Sacrifice', which enables them to gain tax breaks from government initiatives.

The sacrifice is made on a voluntarily basis to benefit from these and other type of schemes.

The schemes work by money being 'sacrificed' from the service person's gross pay before National Insurance Contributions are taken out by the Inland Revenue.

Unfortunately, the introduction of these initiatives through the MOD has been delayed because of the roll-out of the Joint Personnel Administration (JPA) system, which administer the pay system.

To ensure that JPA is implemented on time a JPA "Chill" precludes the MOD providing access to a Salary Sacrifice scheme before the Army JPA implementation, which is forecast for 2007.

Additionally, for members of



● The ship's company of HMS Bulwark on parade during the commissioning ceremony in Devonport

Bulwark joins sister in Fleet

THE NAVY'S newest ship, HMS Bulwark, joined sister HMS Albion in the Fleet after a commissioning ceremony in Devonport.

During the ceremony on the jetty, the amphibious assault ship's sponsor, Lady Victoria Walker, defied the threatening rain clouds

to inspect the guard and several platoons from the ship's company.

Lady Walker's husband, Chief of Defence Staff Gen Sir Mike Walker, also attended.

HMS Bulwark's Commanding Officer, Capt Jerry Stanford, read a commissioning warrant from Commander-in-Chief Fleet Admiral Sir Jonathon Band and a short service of dedication was conducted by the Chaplain of the Fleet, the Ven Barry Hammett.

The youngest member of the ship's company, 17-year-old OM Jodi Flaven, and Lady Walker jointly cut the commissioning cake, made by the ship's caterers.

A ceremonial fly-past was made by an RAF Chinook helicopter from RAF Odiham.

At the end of the ceremony Capt Stanford presented Lady Walker with an original watercolour painting of the ship, painted by renowned Naval ship painter Mervyn Pearson from the Isle of Wight.

Each member of the ship's company has also been given a limited edition copy of this ship's portrait as a memento.

At 18,500 tons HMS Bulwark is capable of carrying up to 700 Royal Marines and 60 vehicles, from trucks to battle tanks.

Since arriving in Devonport in July last year she has been undergoing sea trials and training in preparation for operations next year.

She now begins a formal programme of training under the staff of Flag Officer Sea Training at Devonport.

Medics association has new standard

THE thriving RN Medical Branch Ratings and Sick Berth Staff Association has dedicated a new standard at St Luke's Church, Haslar.

The standard was donated by serving members of the branch, and the service conducted by the Rev Hill, Chaplain to the Royal Hospital Haslar and Fort Blockhouse.

The branch can trace its history back to 1597, when men were assigned to assist the Barber Surgeons on board fighting ships, an arrangement which was formalised in 1833.

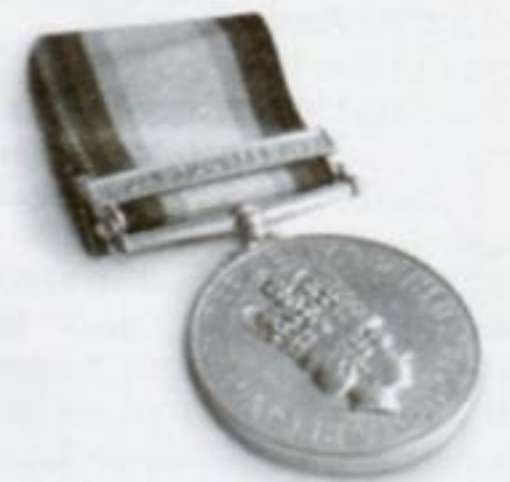
The Sick Berth Branch itself was formed in 1884, and the title changed to the Medical Branch in 1965.



● The new Association standard is dedicated at Haslar

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The stars of Lunsar

PICTURES tell a thousand words, so they say.

We doubt there are any words which capture the gratitude and delight of youngsters at Our Lady of Guadelupe School in the Sierra Leone town of Lunsar as seen here.

Sailors from HMS Portland spent four days renovating the run-down school, wishing they could have done more, and left humbled by the experience.

When the first Portland sailors reached the school - a good two hours' drive from the ship in the capital Freetown - they realised the task ahead of them.

"The school was in a very run-down state - broken walls, doors hanging from their hinges and filthy classrooms covered in grime," said weapon engineer officer Lt Cdr Andy Rayner.

In spite of the heat and humidity, the Portland 'task force' quickly got to grips with cleaning, painting and fixing whatever needed mending.

A wall was demolished to make the playground safe, and the rubble used to create an improvised road to the school, which is attended by more than 1,500 children.

The youngsters were on holiday when sailors from the ship, based in Devonport and currently on South Atlantic patrol duties, arrived - and couldn't help encouraging the sailors.

"It wasn't just renovation that was needed," Lt Cdr Rayner explained.

"The school was badly lacking basic equipment such as books, stationery, toys, tables and chairs."

Friends and families of Portland's crew had collected items prior to the frigate's deployment; the only limit to generosity was the constraint placed by space on the warship.

CO Cdr Steve Allen and ship's doctor Surg Lt Cdr Matthew Turner flew in via Portland's Lynx - it was the first helicopter many of the children had seen - and the latter officer set up a makeshift clinic.

"Having spent time in Africa as a medical student, I was expecting all sorts of exotic tropical diseases," said Surg Lt Cdr Turner.

"I actually saw similar problems to those in the UK - although I made a very unexpected diagnosis of muscular dystrophy in three teenage brothers."

Teams of 25 from the frigate worked for four days solidly - some sailors volunteered to return despite completing their 'stint'.

"This was a most amazing experience," said CPO 'Baz' Sullivan.

"It was the children which made it so worthwhile.

"We gave them some sweets, kicked a football around and chatted to them. They were so friendly and appreciative. In 18 years' service, I have never felt anything like this."

Portland's aid effort wasn't confined to Lunsar. Crew also visited Cardiff Preparatory School in Freetown - named after the destroyer which visited six years ago.

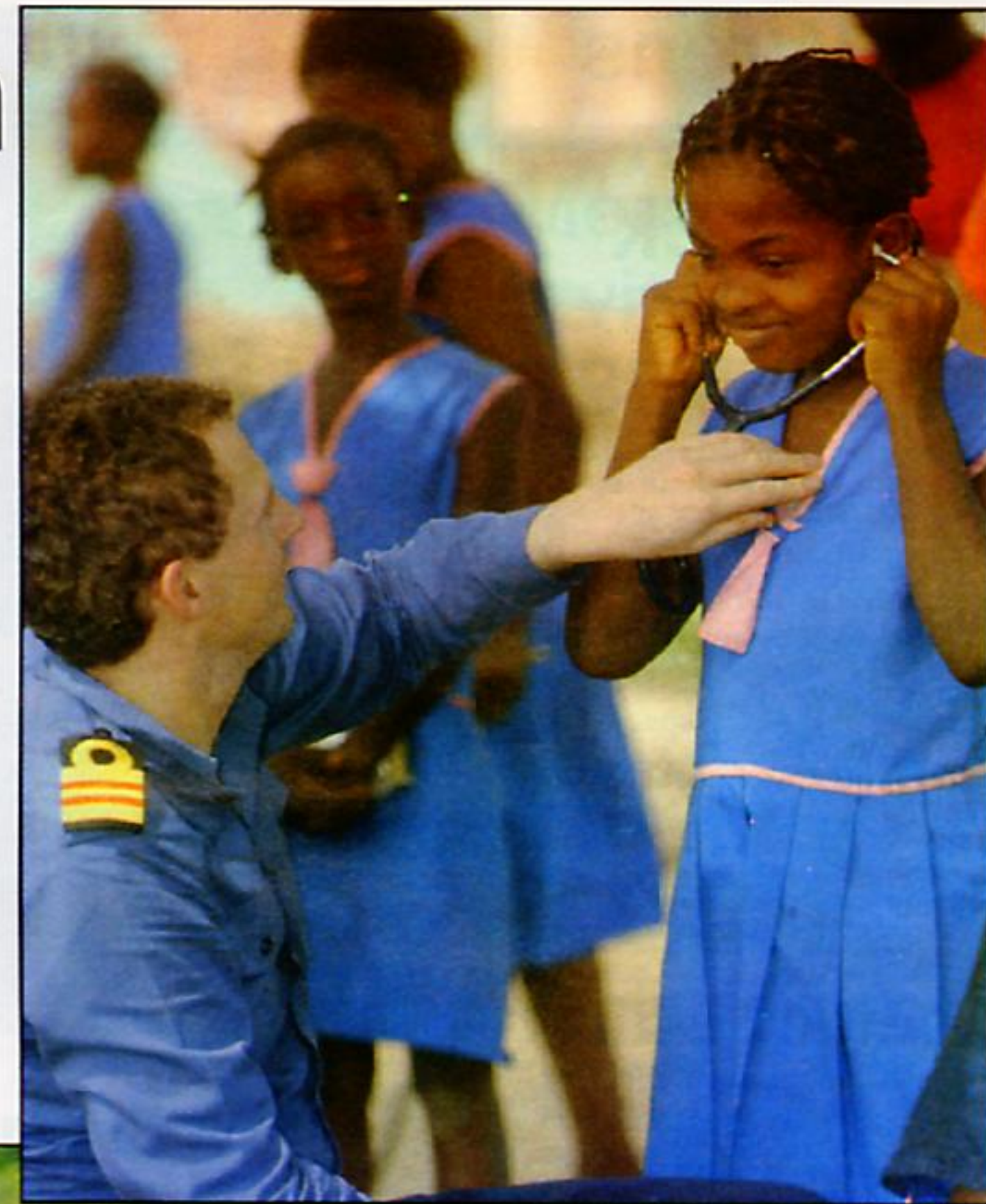
Fundraising by Cardiff and St Peter's Catholic Primary School in Waterlooville raised sufficient funds for a generator, and Portland promptly delivered the much-needed piece of kit.

"It was undoubtedly a most memorable week for my people," said Cdr Allen. "They will long remember Sierra Leone as a place where they were able to make a real difference."



● Helping hands: (Clockwise from above) A cuddle for one youngster from OM(W) Chrissy Edwards; the art of using the stethoscope as demonstrated by Surg Lt Cdr Matthew Turner on one Lunsar youngster; pupils show their gratitude; and another cuddle, this time from OM(W) Stef Jarvis

Pictures: LA(Phot) Luis Holden, FRPU(E)



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PE GCSE? Ok in RN

THE Navy will help youngsters across the land to improve fitness levels after designing a course for them.

Students from St John's College in Southsea tried out the fitness programme set down by the Directorate of Naval Recruiting.

With obesity levels on the rise in the UK, DNR has seen a corresponding increase in the numbers failing the RN's pre-fitness test.

Potential sailors are required to complete a 2.4km run on a treadmill within a set time (men 12m 20s and women 14m 35s for the U24s).

As a result, a fitness package for youngsters has been devised to help schools plan their GCSE physical education teaching and learning.

The computer-based fitness schedule includes video footage and student worksheets.

Around 80 pupils at St John's used the resource to help them towards their GCSEs.

"The college has a close relationship with the Royal Navy," said head of PE Brian Saunders.

"Many of our pupils have either gone into the Service or are currently aiming to – the professionalism and dedication of the RN is the sort of positive role model many of our students aspire to."

The CD-Rom will be available to schools nationwide from September. Details from royalnavy@schools.co.uk

Register interest in historic ships

HISTORIC ship enthusiasts now have additional information on Britain's most treasured vessels – and those most at risk from the breaker's yard or elements.

The National Historic Ships Committee has revamped the internet site which provides details of the vessels nautical experts consider vital for posterity.

More than 1,200 vessels are included on the register – the UK enjoys the largest collection of historic ships and boats in the world.

The revamped register includes details such as designer, builder, dimensions, present location and images.

It also features news affecting historic craft, lists vessels 'at risk' and reveals details of public and private bodies handing out money to restoration projects.

A new feature on the site allows owners of historic vessels to submit applications to join the register.

The website can be found at www.nhsc.org.uk

Mary Rose finished... virtually

THIS is how the world's most famous Tudor warship should look to visitors in half a dozen years.

Bosses of the Mary Rose Trust have picked an 'inside out' approach for the design of a new museum hall to house Henry VIII's flagship.

Architects Wilkinson Eyre and Pringle Brandon have created a hi-tech design to cradle the remains of Mary Rose, with a virtual glass hull simulating the missing section of the ship.

Deck galleries will run down the length of the ship in layers, corresponding to the original decks in the ship.

There will also be exhibition space at the end of the dry dock which has been the wreck's home since she was raised from the bed of the Solent 23 years ago.

The project to preserve the historic timbers by spraying them with a sort of wood 'poly-filla' before drying them out is nearing completion.

That will finally allow visitors to see Mary Rose up close, rather than from behind panes of glass as they have done since she was raised.

And it will also allow the trust to locate the ship and some of the thousands of artifacts

Head start for T200

THE first ships are already on their way for this month's gathering of international naval might in the Solent to mark the 200th anniversary of Trafalgar.

Vessels from South Korea and Japan set sail from their respective homelands at the beginning of May bound for Spithead on June 28 and the International Fleet Review.

Warships from 35 nations are due to attend the event – 16 more than the last time men o' war gathered for Her Majesty at the RN's traditional anchorage in 1977 to mark her Silver Jubilee.

Japan is sending destroyer JDS Yuugiri – a ship which can trace her lineage back to the UK in 1899, when the first vessel to bear the name was built in a British yard before sailing for the Far East.

South Korea is sending brand-new frigate Chungmugong Yi Sun-Shin and auxiliary Chun Jee.

Fifty six Royal Navy and Royal Fleet Auxiliary ships are partaking in the spectacle, led by flat-tops HMS Invincible and Illustrious and the newest vessel in the Senior Service inventory, assault ship HMS Bulwark.

In all, 160 ships will take part in the review – modern warships and historic sailing vessels – and a sail past by 300 private small boats will also take place.

The review will begin at 1pm on Tuesday June 28 and last for about two hours. It will be concluded by a fly and sail past. A 90-minute air display will begin at 5.30pm before a son et lumière light show recreating a period naval clash and firework display to bring the curtain down on the day.

See www.trafalgar200.com for details.

Meanwhile, youngsters across the land are being invited to make figureheads as part of this year's commemorations of victory at Trafalgar.

Not elaborately carved figureheads, but papier-mache models, the best of which will be displayed at the International Festival of the Sea at the end of this month.

The figureheads, harking back to the days of sail, stand up to one and a half metres (five feet) tall and have been provoked by Trafalgar 200 organisers to stimulate interest in all things nautical at an early age.

Appropriately, pupils from Admiral Lord Nelson School in Portsmouth were invited to set the ball rolling.

"Most of the children had a general gist of the era and figureheads, but researching this they've been surprised by how elaborate they were – and how difficult to make," said Paul Fox-Williams,



Play up, HMS Pompey... Capt Steve Bramley, Trafalgar 200's director of marketing, with pupils from Admiral Lord Nelson School and their figurehead creation modelled on a local football fan. Picture: LA(Phot) Gregg Macready, FRPU(E)

head of art at the school. "They've loved making these and gained a lot from it. It's been a brilliant idea."

Fourteen-year-old Alistair Smyth, a self-confessed naval buff, added: "I'm quite interested in the era, so I knew quite a lot about figureheads. I've always found them quite haunting – the way their eyes seem to follow you."

"It's been a lot fun, especially working as a team to build them." The contest is open to eight to 14-year-olds, taking their inspiration from real ships past and present or fantasy vessels.

The ten best figureheads will go on display at the festival in Portsmouth Naval Base, alongside traditional heads created by the Navy's master craftsmen in days of yore.

The overall winning design will earn its creators tickets to the October 23 event in Trafalgar Square which will bring the curtain down on the year's commemorations.

Details are available from www.seeandlearn.co.uk or 023 9272 3890.

Ignominy of Nelson's desertion

NO, not that one... Rather 29-year-old John Nelson who deserted in February 1806 after collecting prize money of £1 17s 8d from his role in HMS Tonnant at Trafalgar.

It's just one fact uncovered by historians Pamela and Derek Aysford who have spent a quarter of a century in the archives to create the definite 'Trafalgar roll'

The roll, which can now be viewed at the Royal Naval Museum in Portsmouth, provides details of the 18,000 sailors in the British Fleet in the decisive clash off Cadiz on October 21 1805.

Among other facts revealed by the Aysfords' indefatigable research are:

- 26 nations were represented in the British force – approximately one in 10 sailors was a non-Brit
- 4,000 sailors were drawn from Ireland, 7,000 from England
- One in six men was press-ganged into service
- 274 boys aged ten-14 served with the Fleet
- The oldest sailor on the British side was HMS Victory's purser Walter Burke aged 69
- Nine Nelsons fought with the Fleet

The roll, part of a permanent display in the Victory Gallery, can be searched, with details (where available) of a sailor's age, ship, birthplace, injuries sustained and career provided.

Another database now available at the museum in Portsmouth's Historic Dockyard is Patrick Marioné's 'Complete Navy List'

The Belgian historian has compiled details of the entire officer corps between 1793-1815 – the duration of the Napoleonic Wars.

Unlike the present-day Navy List, which provides the sparsest of details, M Marioné's roll includes details of an officer's career.

The Aysford's database is also available on a CD-Rom for computers from the RN Museum shop on 023 9282 6682 priced £35.

Gales sailors will enjoy

NELSON'S blood has been downed by the Navy for decades.

Now add Nelson's beer to the menu.

Hampshire brewer George Gale has 'invented' Trafalgar 200 ale – more than just a beer; each bottle comes with a commemorative certificate.

The bottled beer has (so we're told) a barley wine style with a well-rounded character and improves with age.

It's available from Gale's on 023 9257 1212 or www.gales.co.uk

There's a nautical flavour to the brewery's output presently. Also rolling out of the Hordean ale makers is Seafarers Ale

which will see 5p from every pint sold go to swell the Seafarers UK's (formerly KGFS) sea-chest.

Both tipples will be on sale at the International Festival of the Sea at Portsmouth.

"From our home base at Hordean, we have a strong connection with the sea and our latest nautical offering will now cement our connection with the sea as well as help support a very worthwhile charity," said Derek Beaves, Head of Marketing at Gale's.

Seafarers Ale will be available via the trade to Gale's outlets and freehouses across the south from early June.



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'I bet he's been watching that Apprentice programme!'

NEWSVIEW

Remembering Canada's 'Unknown Navy'

WHEN a reader in Calgary, Alberta returned our readership survey form (we've had 6,000 back so far) he enclosed a printed slip The Facts About Wars in Which Canadians Fought.

This revealed that some 1,136,316 Canadian personnel served in World War II, of which 44,893 gave their lives, some 1,146 of them merchant seamen.

As we approach the 60th anniversary of the end of the war, it is appropriate to recognise the immense – and somewhat overlooked – contribution the Dominion made to victory.

Taking the merchant service alone, in World War II Canada actually operated the world's fourth largest merchant fleet, almost all of it built in Canadian shipyards. In construction of the 10,000 ton Park and Fort ships, which became Canada's wartime standard ships, records in productivity were achieved (though unfortunately overshadowed by the better publicised United States Liberty ship programme).

Britain's Joint Parliamentary Secretary to the Ministry of War Transport Sir Arthur Salter described this effort as 'magnificent' and 'one of the most remarkable things in the history of the British Commonwealth'.

Yet it was still the 'Unknown Navy' – and at the end of hostilities it was unceremoniously dissolved.

During wartime, the merchant seamen were the fourth arm of the Services.

But by 1948 they had undergone a quick image change, transformed from heroes to anonymous troublemakers hindering the shipping industry.

And once the fleet was gone, the wartime Canadian merchant sailors vanished from the public consciousness.

Only with the mounting in the late 1980s of a campaign to gain official recognition for them as veterans did they begin to move out from the obscurity of nearly 50 years.

● Robert G. Halford's *The Unknown Navy*, based partly on his own wartime experiences, was published by Vanwell Publishing Ltd, St Catherine's, Ontario in 1995

Corps diplomatique

WHEN a *tres chic et charmante* public relations officer of the Marine Nationale called in at *Navy News* she was asked what the French had to celebrate about the 200th anniversary of Trafalgar.

Quick as a flash – and with the sweetest smile – she responded: "The death of Nelson?"

Good answer, wasn't it? Served us right, too.

All mod cons for RN history men in 18th century storehouse

A TREASURE trove of Royal Navy documents dating back to the 16th century was officially opened at Portsmouth Naval Base by First Sea Lord Admiral Sir Alan West.

The Naval Historical Branch, which comprises 120,000 records, outgrew premises in Great Scotland yard, Whitehall and has moved to a converted 18th century store house.

The branch's new Grade 2 listed home includes climate-controlled storage to help preserve important archived material and a reading room which is open to the public by appointment. The £1.4m conversion was carried out by Havant firm Henry Jones.

Among documents in the collection are Captain Cook's original chart of Newfoundland and ancient atlases by Ortelius, Ptolemy, Steele and Mercator.

More bizarre items include references to the navy's attempt to train seagulls to defecate on enemy periscopes and the amount of nitro-glycerine capable of being extracted from lard.

The archive also includes the Admiralty Library – a collection of more than 160,000 Naval books gathered over the past 200 years.

The material allows the branch to provide historical advice to the RN, Ministry of defence and other government departments, academics and Parliament. It also provides historical information to assist in the making of naval and defence policy – a point underlined by Admiral West, who referred to the RNHB's origins in Naval intelligence in World War I.

Advising the media, in particular documentary makers, has also become a feature of the branch's varied work. Recent BBC series on the Battle of the Atlantic and Dunkirk had an important helping hand from the RNHB's 11 full-time staff.

● **NEW HOME:** First Sea Lord Admiral Sir Alan West and Jenny Wraight of the Royal Naval Historical Branch examine one of the RNHB's treasures newly stored at Portsmouth




NEWS FROM HMS VICTORY

Barbados in just three weeks

After a dramatic chase across the Atlantic, Nelson has finally caught up with the French and Spanish fleet in the West Indies. Our special correspondent *Colin White* is still on board the admiral's flagship HMS Victory – and this is his eve-of-battle report

HMS Victory, Barbados, 5 June 1805

AT LONG last, we are within a few hours of the French and Spanish Combined Fleets. Tomorrow, or the next day at the latest, we will fight the battle for which we have all been waiting and planning for so long and I hope very soon to be able to send you a report of a great victory.

But the past few weeks have also been quite remarkable in their own way and so, just in case anything happens to me, I am sending this account of our extraordinary voyage we have just completed.

We arrived here off Barbados yesterday, 4 June, having made the voyage from Cape St Vincent in just over three weeks – an amazingly quick passage, considering that the fleet is made up mostly of slow battleships, some of them badly in need of a refit.

One in particular, HMS Superb, commanded by Captain Richard Keats, has been on continuous service in the Mediterranean without a major dockyard repair since 1801. And it shows. She has lagged behind the fleet and, on occasions, she has sailed on under full sail even at night so as not to hold us up any more.

Lord Nelson was on deck for most of the time. He hardly ever seemed to sleep – whatever time I went up on deck to check our progress, I always found him there, pacing on the quarterdeck or poop. Occasionally he asked me to join him on these walks and explained to me what was going on.

Once, when the Superb was close to us with every possible sail set and the trailing weed quite clearly visible around her waterline, he said with a laugh: "Captain Keats will be fretting himself into a fever, worrying that he is slowing us down. But I know the Superb does all that is possible for a ship to accomplish."

I commented that we seemed to be flying along. "However that may be," he replied, "even if we all went at ten knots I should not think it fast enough!"



● Dr Colin White is Deputy Director of the Royal Naval Museum and is currently seconded to the National Maritime Museum, where he is Guest Curator for the Museum's major exhibition, *Nelson & Napoleon* (July 7 – November 13).

His latest book, *Nelson – the New Letters* was published in April and has already been acclaimed by the critics. His next, *Nelson the Admiral*, published in association with the Royal Navy and with a foreword by the First Sea Lord, comes out in September

Chaplain Scott told me that the admiral had also been busy at work on his battle plan. I understand that, normally, he would have held a council of war with his captains before any battle, but that was not possible this time. We were constantly under way and he did not want to hold up the progress of the fleet, even for an hour, to allow the captains to come across to the flagship by boat.

Then, about a week ago, he came up with an ingenious solution. My friend Lt William Ramm was officer of the watch and he sent a message, telling me to come on deck if I wanted to see something interesting.

By the time I reached the poop the frigate HMS Amazon (commanded by William Parker, the young captain with whom I paid my visit to Maddalena back in March) had stationed herself on the Victory's weather bow.

She then dropped a boat which came alongside the Victory. A large waterproof dispatch bag was



● FULL SAIL: Victory and Squadron in light airs, from *The Marine Art of Geoff Hunt* (Conway £30). A lot of sail area was required to shift a ship of the line like the Victory, displacing around 3,000 tons. Nelson's fleet's three week Atlantic crossing was a remarkable achievement, given that most of it consisted of slow battleships. When the wind was light extra lightweight sails called stunsails were rigged out on each side on long booms and these gave a huge spread of canvas. If Victory had set main stunsails on both sides she would have spanned over 170ft across.

passed down into the boat and Chaplain Scott, who had also come to watch the manoeuvre, told me it contained a copy for each captain of Nelson's battle plan.

As we watched, Parker dropped the Amazon back until she was on the Victory's lee quarter. So, when the boat cast off from the flagship all that the midshipman steering it had to do was to allow it to fall back alongside the frigate.

Parker then manoeuvred his ship until she was on the weather bow of our next astern, HMS Canopus, the flagship of the second in command, Rear Admiral Thomas Louis.

Once again, the boat dropped back until it was alongside and we saw the letter being handed up while the Amazon moved to the pick up position.

And so it went on for each of the ten battleships. I am not much of a sailor myself but, even to my inexperienced eye, it looked like a simply superb piece of seamanship and ship-handling.

All this time we were still not certain that the French and Spanish were ahead of us. But then, on June 3, we fell in with two British merchant ships and their skippers told us that the enemy had arrived just over two weeks before. That means we have gained an incredible thirteen days on them on our crossing!

When I first came on board the Victory I expected that I would be writing mostly about battles and about the way our sailors fight their ships. But, thinking over the past six months, I realise that I have spent most of my time writing about seamanship. That is what gives us the edge over our opponents.

The next day, June 3, we reached Barbados to find the whole island in arms and the army commander, General Sir William Myers, waiting for us with 2,000 troops, which he immediately offered to embark on our ships. Scarcely had we dropped anchor than the boats began to ply to and fro bringing the redcoats and all their equipment on board.

Even more important, Myers

had up-to-date intelligence for us from one of his colleagues, General Brereton, commanding the forces in St Lucia. Just one week ago, the French and Spanish fleet was seen heading south for Trinidad.

By now they will be committed to an attack on the island and that

means we have them trapped – just like Nelson trapped the French fleet in Aboukir Bay in August 1798.

Straightaway, Lord Nelson sent off two small vessels to reconnoitre and we are now following after them as fast as we can go.

All the ships are cleared for action; all our letters home are written; we are as ready as we can possibly be. At dinner earlier today, Lord Nelson proposed a special toast: "God send us victory – and a happy and speedy meeting with all those we love!"

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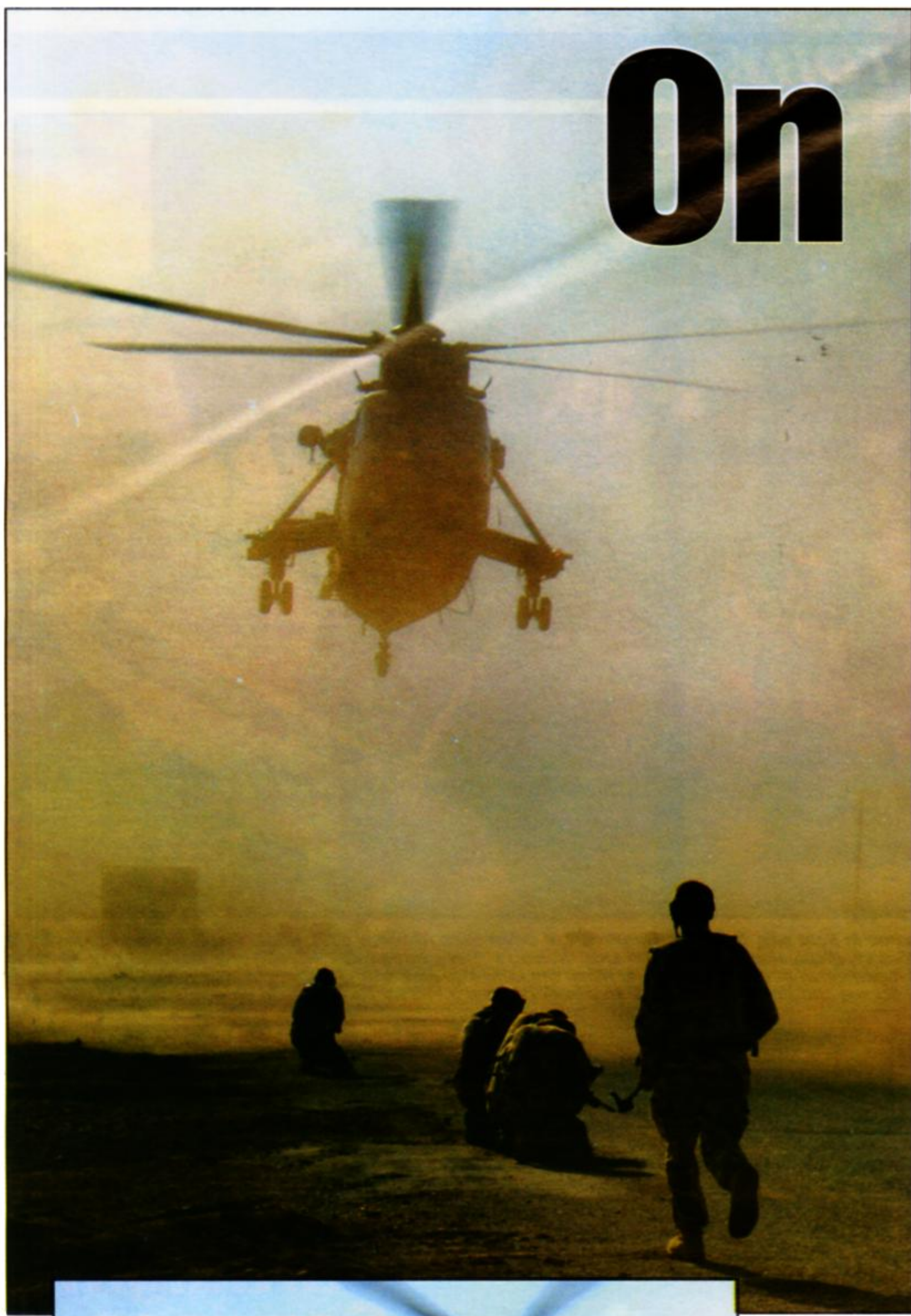
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'Even if we all went at ten knots, I should not think it fast enough!'

On sands and



THIRTY minutes from zero to hero.

Six short words neatly sum up the reason why 80 men and women of the Fleet Air Arm are wilting in the heat of southern Iraq.

But that pithy catchphrase doesn't nearly encapsulate the challenges faced by, nor the experiences and achievements of, 845 Naval Air Squadron during its tour of duty in Basrah.

It's a good place to start, though.

The slogan - fixed to the door of the aircrew ready room - explains what is expected of the jungles, normally based at RNAS Yeovilton, namely to get a Sea King airborne within 30 minutes to respond to an emergency.

They can do it in ten. With the pre-flight checks made and switches set in the right positions, the venerable green giant of the skies sits on the tarmac ready to go.

A few hundred yards away in an air-conditioned shack, the members of the immediate response team wait for the call to come: a road accident, a fire, a casualty evacuation. Hopefully, the phone won't ring.

But when it does, two pilots, an aircrewman, two medics, possibly a doctor, and a team of troops - to defend the aircraft and especially its personnel when it sets down at the emergency site - make a dash for the helicopter.

Of the six Sea Kings which 845 - 'the most operationally deployed Naval Air Squadron', personnel are quick to point out - has sent to the Middle East, one aircraft must always be ready for this task, no matter what. It's the squadron's *raison d'être* in Basrah.

For the remaining 'birds', the British Forces expect to call on at least three of them on any one day: transferring personnel and supplies,

Two years after the Royal Navy played an instrumental role in helping to oust Saddam Hussein's regime, RICHARD HARGREAVES returned to Iraq to observe the Senior Service's efforts to stabilise the country.

helping troops carry out checks on vehicles on Iraq's roads, in short general-purpose duties for a general-purpose helicopter.

845 is just one strand of a substantial helicopter operation - Joint Helicopter Force (Iraq) - using Sea Kings, Chinooks, Pumas, Merlins and Lynxes from the three Armed Services, 27 aircraft and 425 personnel in all, under the direction of 845 CO Cdr Chris Slocombe.

Despite being swallowed up by this tri-service 'air force', 845 - motto *audio hostem*, I hear the enemy - preserves its identity.

"Although we are tied to the land mainly on operations, we are Navy and Fleet Air Arm through and through," said Cdr Slocombe, whose hangar is adorned with a huge White Ensign.

Two years ago, 845 was the first squadron into Iraq, leading the commando assault on the Al Faw peninsula.

This 'back to Iraq' deployment is very different, but no less challenging, personally and professionally.

The war may be over, but Iraq is not at peace. Body armour is the order of the day for all personnel - particularly uncomfortable and restrictive in the heat of an aircraft.

By early spring, temperatures on the ground were touching 35°C; inside a Sea King, that might hit 45°C. Mingle that with fumes from the engines and it's not particularly pleasant.

And then you have to fly the aircraft. And watch out for power lines. And insurgents.

By day, most locals wave benignly as a Sea King rumbles past; aboard, you cannot hear the crackle of small arms fire - intelligence reports from ground troops assure 845 that some locals have taken pot shots at the

passing helicopters. By night, at least you can see the tracer.

If this paints a picture of the Wild West, or rather Wild Middle East, then I should add that

Basrah at any rate attacks are the exception, not the rule. But you cannot be dismissive of the threat.

"You can become

com-

placement if nothing happens for a while," warned Lt Jez Morse.

"You must never let your guard down - always remain focused."

Cdr Slocombe added: "The threat is ever-present and ever-renewed. But on the plus side, we are finding more and more Iraqis reporting incidents.

"British forces are generally seen as honest brokers. Locals know that they can speak out to us against criminals and insurgents."

Not that most of the squadron sees this side of Iraq. The bulk of 845 personnel has spent all its time on Basrah airbase.

"Around here is the birthplace of civilisation - you have the Hanging Gardens of Babylon for example - but only aircrew see this. I wish the guys could go downtown, see the people, see the difference that we are making," Cdr Slocombe added.

Instead, 845 personnel toil on the airbase, plan operations, check supplies, complete reports, and especially keep the aircraft in the skies.

"The biggest problem is dealing with old cabs - some of the airframes are over 25 years old and that means a lot of work," said



● The Eagle has landed: (Above left and left) Sea Kings drop off troops to set up 'Eagle Vehicle Check Points' - check points watched over by armed helicopters - on the roads around Basrah



Winch high Private Guy

THERE are many people who would like to have a Royal Marine straddling them.

I'm not one of them. Unless it's a matter of life and death.

Dangling precariously, ungraciously on a cable lowered from a Sea King, with a Royal Marine wrapped tightly around my lower body and a hoist gripping my chest, the instinct is to grab the cable with both hands.

Only then, you'd plummet to your death below, slipping out of the hoist.

So you let the Royal do all the work. Which is fine by me.

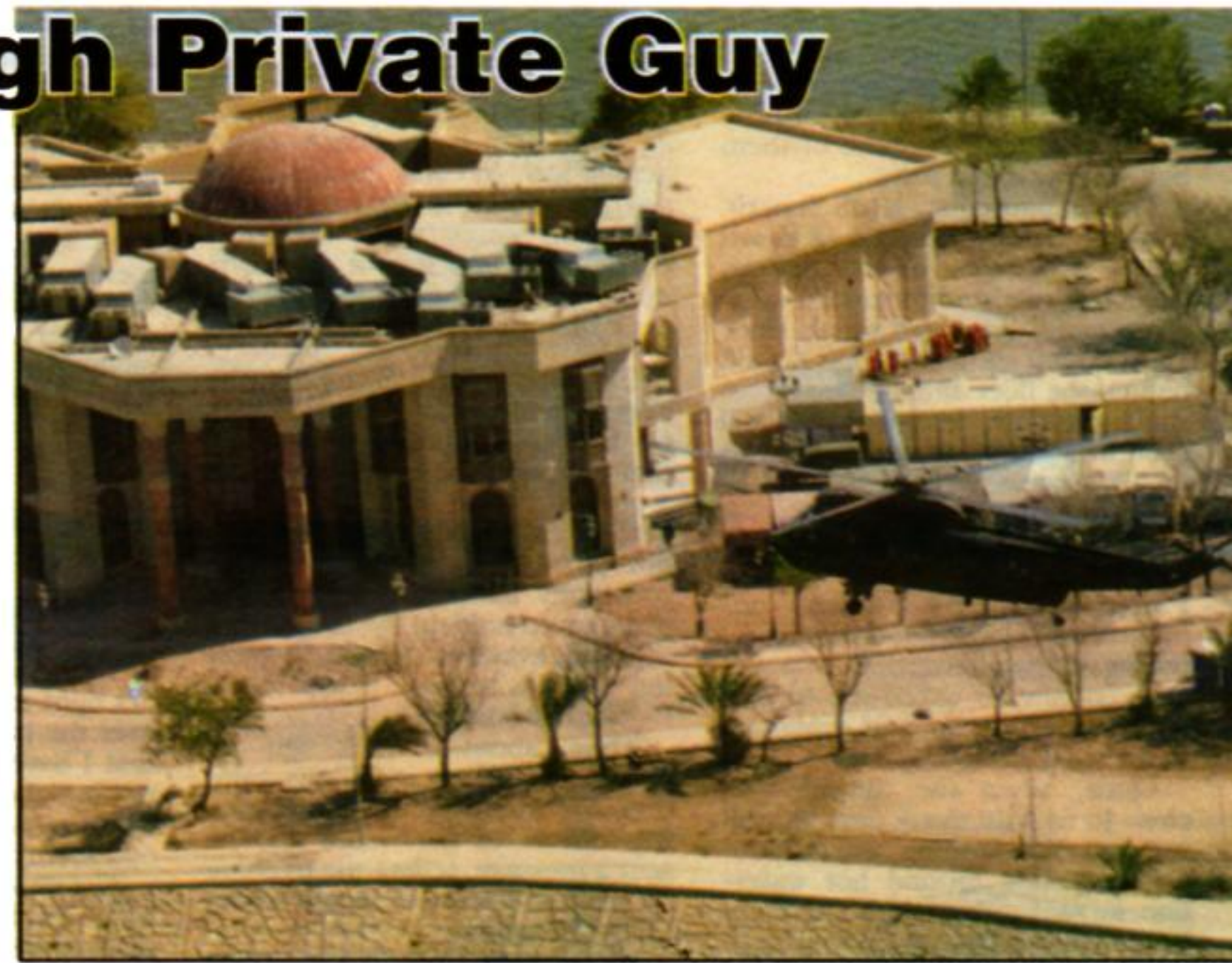
Winching is slow and hardly preferable, but it has to be practised.

Much better to land on the ground swiftly, disgorging your passengers in an instant.

Four troops leap out, set up a perimeter around the emergency site, and wait for the medics to join them on the ground.

Crouching down, shielding themselves from the downwash from the Sea King and the dust storm it whips up, the rescue party waits for the helicopter to depart so it can start its mercy mission.

The bird circles above while the medics do their work and then recall the helicopter to pick



● Dome alone... An 845 Sea King approaches Saddam Hussein's palace complex - part of which now serves as a base for British troops

them up. It takes a matter of minutes.

An almost identical manoeuvre, but one with an entirely different purpose, is the 'Eagle Vehicle Checkpoint', with soldiers replacing the medics.

In a flash, troops set up a checkpoint on a highway, either to trap someone intelligence has warned them about, or

to carry out random checks, while the 'eagle' circles overhead providing cover for its aircrewman scouring the area.

Amazingly, the Sea King can be close as 50ft away, yet no-one on the ground can actually hear the helicopter coming - it's a bit harder to hide it from sight however.

...d shores

AEM 'Brim' Brimson.
 "And when something goes wrong, everything seems to go wrong at the same time."
 LAEM Leon Wood, an electrical expert, added: "We've never seen as many problems - everything seems to go wrong in these conditions. Engines, gear boxes, all have needed changing."

"Most of the work is done at night - not just because of the heat, also because the helicopters are flying all day."

If the strain on the engineers is constant, it is too for the fliers. Night flying is especially demanding.

Night vision goggles turn night into day - but with major caveats. Too little light and the goggles, strapped on to a pilot's helmet, will not work,

too much light and you get 'white outs'.

"The gas and oil terminals blazing away at night look very spectacular but they give off too much light and play havoc with the goggles. It's also very hard to make out the horizon at times," said Lt Morse.

"Flying at night takes training, practice and a bit of balls. There's a certain element of flying by the seat of your pants."

Touch wood, despite such difficulties, 845's aircraft have risen to every challenge safely so far.

"I am proud of the part 845 is playing in the bigger picture in Iraq," said Cdr Slocombe. "It has conducted itself with compassion and humility."

Several people owe their lives to the rapid response of the squadron's helicopters, but what of the less tangible 'bigger picture'?

"There are huge changes in Iraq," Cdr Slocombe explained. "There is a change in the ordinary Iraqis. They are not liberated - that is the wrong word. They are empowered to make decisions of their own. That is something which makes a real difference."



● Two views of Basrah: (Top) The Shatt-al-Arab, southern Iraq's principal artery, once again buzzing with river traffic; the waterway remains littered with wrecks, notably Saddam's yacht, now little more than a shell. (Bottom) The drab mud-brick buildings which typify much of the city



● Oh for the lush green of Somerset... A Junglie flies high above the drab terrain beyond Basrah and (right) Time to show a little flare: Testing counter-measures over the irrigated strip which straddles the Shatt-al-Arab

Pictures by: LA(Phot)
 Lee Durant, FRPU(W)
 Devonport, US Navy,
 Lt Jez Morse



I love the smell of bacon butties in the morning...

IT'S the little things which make all the difference.

The internet, satellite TV, good phone links home, Mr Whippy ice cream in the galley...

Life in Iraq for the airmen and women is much as it is in Yeovilton - except for the heat and dust and tents which replace modern single living accommodation.

Every one of the 200 or so personnel who make up the junglie squadron will pass through Iraq in a rolling programme.

A tented town, with excellent air conditioning and an even better galley, is home to the squadron, plus a few hundred soldiers and RAF personnel - when off duty.

Not that there is much 'off duty'. Most personnel have not had a single day off during their time in Iraq.

"Every day seems like a Monday, but that actually seems to make the weeks fly

by," said AEM Charlie Bradbury.

The workload also makes the days fly by.

Even though the engineers work 24 hours on, 24 hours off, each shift begins at midday - the best they can hope for is a lie in on an 'off' morning.

It's not all work, work, work - DVDs, internet, video games and a bar (*The Camel's Toe*) allow 845 to relax.

There are no runs ashore. Basrah is off-limits.

UK newspapers arrive three or four days late, satellite TV provides instant news and sport, parcels and goods bought on the internet are - remarkably - delivered to the tents care of BFPO.

Basrah is as much of a home from home as you could have in the front line.

These creature comforts are a big improvement on previous deployments.

"Life is as good as you make it out here," explained aircrewman Cpl Scott 'Smokey' Robinson.

"Life is 100 per cent better than it was on Telic I two years ago. There's ice cream on tap in the galley, for example. What more could you ask for?"

(There was a slight dip in morale among all Service personnel at the airbase on the two days the ice cream machine broke down.)

There are bugbears. The RAF and Army earn more leave than the FAA in Iraq, there are never enough internet terminals to keep in touch with home, and flies which irritate in their thousands, but it's a testament to the welfare package that, as AEM Brimson points out, "sometimes you forget where you are"

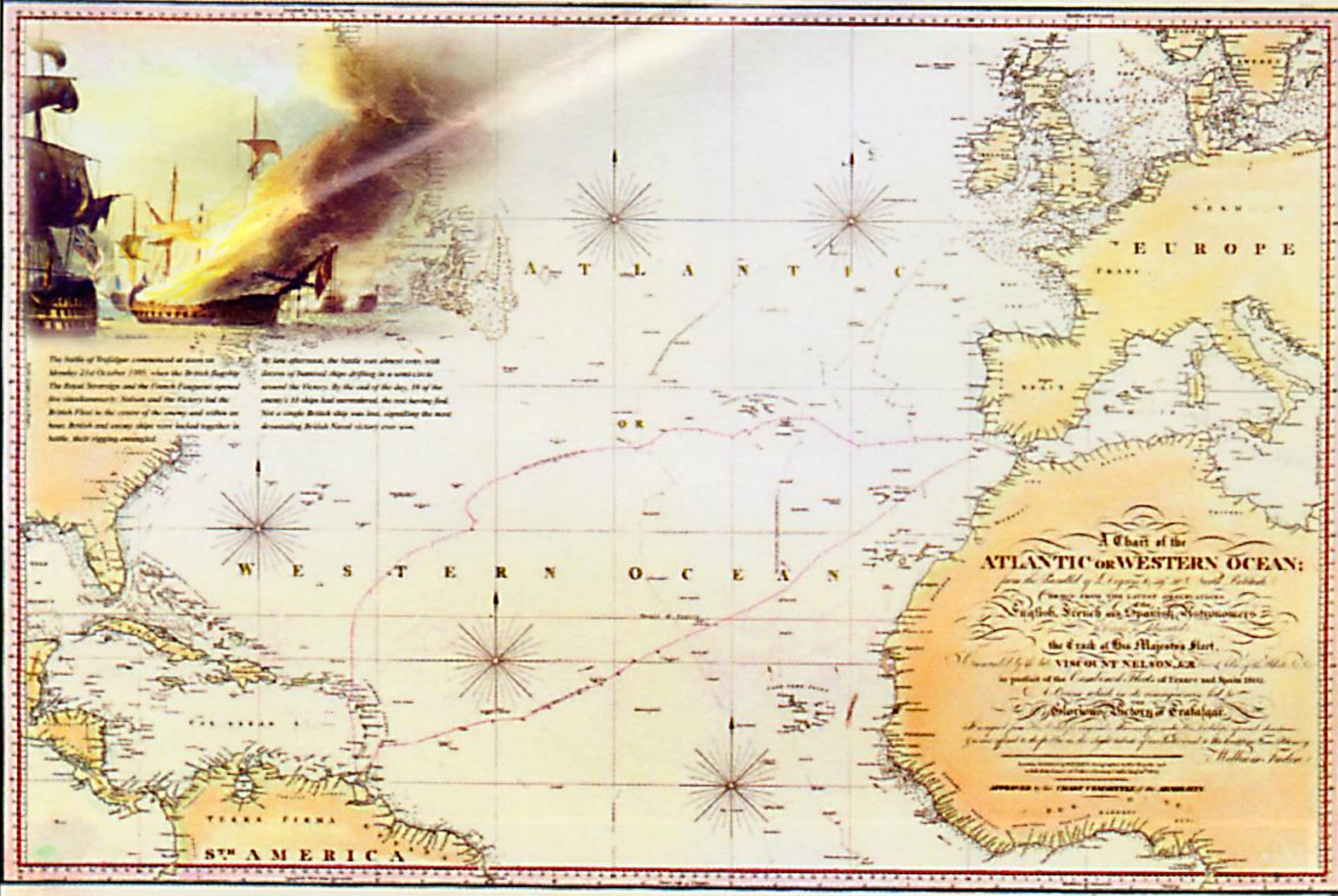
He added: "Apart from the heat, it's exactly the same as being at Yeovilton."



At Your Leisure

Nelson's voyage on HMS Victory leading to the Battle of Trafalgar in 1805.

A chart produced by the United Kingdom Hydrographic Office to commemorate the 200th Anniversary of the Battle of Trafalgar



Admiral Nelson was born on 29th September 1758 in Norfolk and died on 21st October 1805 at the age of 37 as a result of wounds sustained at the Battle of Trafalgar. He was buried in St Paul's Cathedral on 9th January 1806.



The United Kingdom Hydrographic Office was founded in 1795 by an Act of Parliament under King George III in order to better serve the seafarers of the day with up to date charts of the world's oceans. Since that time, a long tradition has continued to provide identical Charts and Publications to all manner of seafarers through the ages. From supporting charts to Nelson's Fleet right up to today's modern superchargers and laser cutters, the UKHO continues to provide a comprehensive world service across the globe. Its portfolio of nearly 1,000 charts and over 100 associated publications is available in either traditional paper or increasingly in new digital formats. The UKHO is an organization with a truly international outlook. In close co-operation with other international hydrographic offices it ensures today's seafarers have the latest essential information to ensure their continued safe navigation.

Pirates walked fine line

FROM Blackbeard (Edward Thatch or Teach) to the pirates' pirate, Black Bart (Bartholomew Roberts), Joel Baer tells the story of the 'golden age of piracy' in **Pirates of the British Isles** (Tempus £20).

The mythical hero of this period, around 1660-1730, lived for the moment and 'the devil take the consequences'

Baer shows how false a notion this really is, how aware freebooters were of the law and how, whenever possible, they attempted to walk a fine line between sanctioned privateering and outright piracy.

'Pirates', as they were sometimes called at the time, were often spectacularly successful at this game, exploiting legal loopholes, corrupt officials, and the shifting sands of international relations to legitimise their actions.

For this global and amorphous war, British law was thoroughly reshaped and this book details several ways in which Parliament suspended or eviscerated traditional legal protections in its attempt to get convictions in the colonies against pirates.

There are parallels here in the current war on terrorism - and a warning that after the threat has been put down, temporary emergency measures to fight terrorism have a way of becoming permanent.

● Nelson's cross-Atlantic-and-back voyage in HMS Victory which led to the Battle of Trafalgar has been reproduced by the United Kingdom Hydrographic Office from the Admiralty Archives and sensitively hand-coloured to form an original piece of artwork to mark the battle's 200th anniversary. The Trafalgar Chart is available from Admiralty Distributors worldwide (UKRRP £7.95).

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Hostages to fortune - or 'miscommunication'?

IN all the war I never received a more direct shock," Winston Churchill recalled of the news of the sinking of HMS Prince of Wales and HMS Repulse by Japanese bombers in what the Japanese call the 'Battle off Malaya' on December 10, 1941.

Churchill has, of course, borne much of the blame for sending Force Z to deter and then stop the expansion of the Japanese Empire - it was a powerful but unbalanced force, crucially lacking air cover. But by far the most controversial decision once Force Z had put to sea is Admiral Tom Phillips' decision to maintain radio silence from the beginning of the operation until after the Prince of Wales had been hit and Capt William Tennant of HMS Repulse had already broken radio silence.

Lt Kenneth Farnhill, Phillips assistant secretary, later wrote that "we had been told (as we left Singapore) that aircraft could not after all be made available" (and so with respect to the decision not to call for fighters) "I can only surmise that (Phillips) thought it pointless to call for something which was not available (so he thought)"

It is thus quite possible, Arthur Nicholson argues in his penetrating new study of the tragedy **Hostages to Fortune** (Sutton £19.99) that, in spite of the fact that Phillips had requested fighter protection off Singora, he and others on the bridge of the Prince of Wales understood that fighter protection simply could not be provided anywhere at all on December 10, even though Force Z was much closer to Singapore than Singora.

"If that is what happened, a tragic miscommunication took

place, since fighter protection from Singapore was available. If a miscommunication took place, it is difficult to understand why it did, in view of the way the 'No fighter protection' signal was worded.

"If it indeed occurred, it would provide a better explanation for not breaking radio silence than a good reason."

Some 837 officers and men from the two ships did not survive - Admiral Phillips among them. Eight days later Lt Iki Haruki of

the Kanoya Air Group flew back to the scene of the battle and dropped bouquets of flowers, one over the Prince of Wales and one over the Repulse, to honour his fallen comrades (three Japanese aircraft had been shot down in which all 21 crewmen were killed) and the British dead.

● **TRIBUTE: Lt Iki Haruki, IJN dropped bouquets over the Prince of Wales and Repulse wreck sites**





Letters that look over Nelson's shoulder

IN THE last letter he wrote – actually an entry in his journal, though it may be read as a letter to posterity – Nelson famously hoped that “humanity after Victory be the predominant feature in the British Fleet”

It is perhaps the most valuable part of his legacy and one well explored by Dr Colin White in **Nelson – The New Letters** (Boydell & Brewer £25), the product of a five-year project that uncovered around 1,300 new or unpublished letters, of which over 500, both private and official and fully annotated from 1777-1805, are here reproduced.

It was a legacy he passed on not only to his own people and their successors, but also to his opponents and theirs – and to many other navies of the world.

These letters show how he sowed the seeds in the hearts of his Spanish foes by his own display of humanity towards them in November 1804, although his action was soon afterward misrepresented, much to his disgust.

On 15 November 1804, shortly after Spain had entered the war, the British captured a transport with a detachment of the Regiment of Castille on board. Instead of sending all the prisoners to Malta to await formal exchange, Nelson immediately made arrangements for landing the officers “upon their Parole of Honour not to serve

until regularly exchanged” (letter to the Governor of Barcelona, 16 Nov 1804).

He ordered them to be placed on board a neutral vessel and gave the ship's Master 50 dollars to transport the Spaniards to Barcelona. With them went one of his battle-ships, HMS Spencer, to make sure they got safely into port (letter to Capt Stopford, 18 Nov).

A few days later the Spanish schooner Ventura was captured. The vessel herself was sent to Malta as a prize and her Master went with her to appear before the prize court.

But Nelson invited the Conde de Clara, the Captain General of Catalonia, to send boats to receive the Ventura's crew (letter to the Conde de Clara, 19 Nov) and also sent orders to Malta to ensure that the Master's imprisonment was not too onerous, directing he should be “allowed to walk about the Town as much as Sir Alexr: Ball and Genl: Villetes may think proper” (letter to Capt Lambe 2 Dec).

This leniency was extended to the crews of other captured Spanish vessels (letter to the Conde de Clara 2 Dec) and also to the ordinary fishermen of Barcelona and the surrounding coast. As Nelson wrote to the Governor of Barcelona, “I have given orders that neither fishing nor Market boats should be detained by the fleet under my Command”

In view of the extraordinary pains he had taken to treat the Spanish mariners humanely, it is

scarcely surprising that Nelson was angry and disappointed when, some months later, he learned that “some very unfair and unjust remarks have been made upon my conduct (suggesting) that a Spanish regiment was sent to a remote Island to die with hunger.”

He wrote to the Marquis de Solana, Governor of Cadiz, to protest and sent him copies of his earlier correspondence with the Conde de Clara, adding: “I could say much more but I am sure it is unnecessary for I rely that should unhappily the War be prolonged and bring us to a nearer communication that nothing will be found in my conduct which the generous and noble heart of Your Excellency will not approve.” (letter dated 11 March 1805).

The war did indeed bring Solana and Nelson's fleet to “a nearer communication” following the Battle of Trafalgar. By then, Cuthbert Collingwood had succeeded his dead friend as Commander-in-Chief and so it was he who continued Nelson's example of humanity by sending ashore all his wounded Spanish prisoners.

Solana responded by offering to take the British wounded into his hospitals, so Nelson's prayer for ‘humanity after victory’ was amply answered.

Other highlights of Nelson's correspondence – he was a prolific letter-writer, sometimes writing an

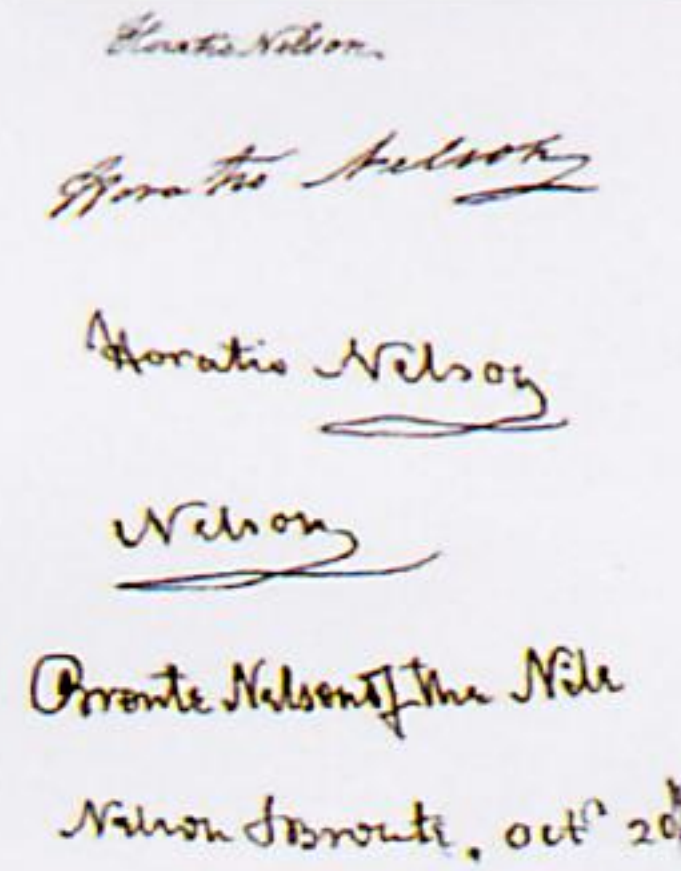
average of ten a day – include his detailed orders for the Trafalgar and Nile campaigns, the Battle of Copenhagen and the 1801 anti-invasion campaign.

Newly discovered private correspondence includes letters to the Duke of Clarence (later William IV), the King and Queen of Naples, Prime Minister Addington – and, inevitably of most interest, those he sent to Emma Hamilton (she kept all his, he destroyed most of hers).

“Last night I did nothing but dream of you altho' I woke 20 times in the night,” he wrote to her at sea on January 29 1800 (this letter seems to suggest that the two friends became lovers in late 1799, rather later than previously supposed). “In one of my dreams I thought I was at a large table you was not present, sitting between a Princess who I detest and another, they both tried to seduce me and the first wanted to take those liberties with me which no woman in this world but yourself ever did”

As Dr White observes, these letters comprise “perhaps the closest we can get to an autobiography”

Certainly, we get “the sensation of looking over Nelson's shoulder”, for when read aloud they have a clear conversational style and rhythm – even revealing his Norfolk accent.



● Above: Nelson in his cabin on the morning of Trafalgar. Charles Lucy's posthumous portrait shows his last letter to Emma Hamilton lying on his desk.

● Left: Nelson's signatures, from top to bottom, young right-handed 1771; mature right-handed 1795; early left-handed 1798; following his elevation to the peerage, early 1799; following his creation as Duke of Bronte, late 1799; final signature 1805

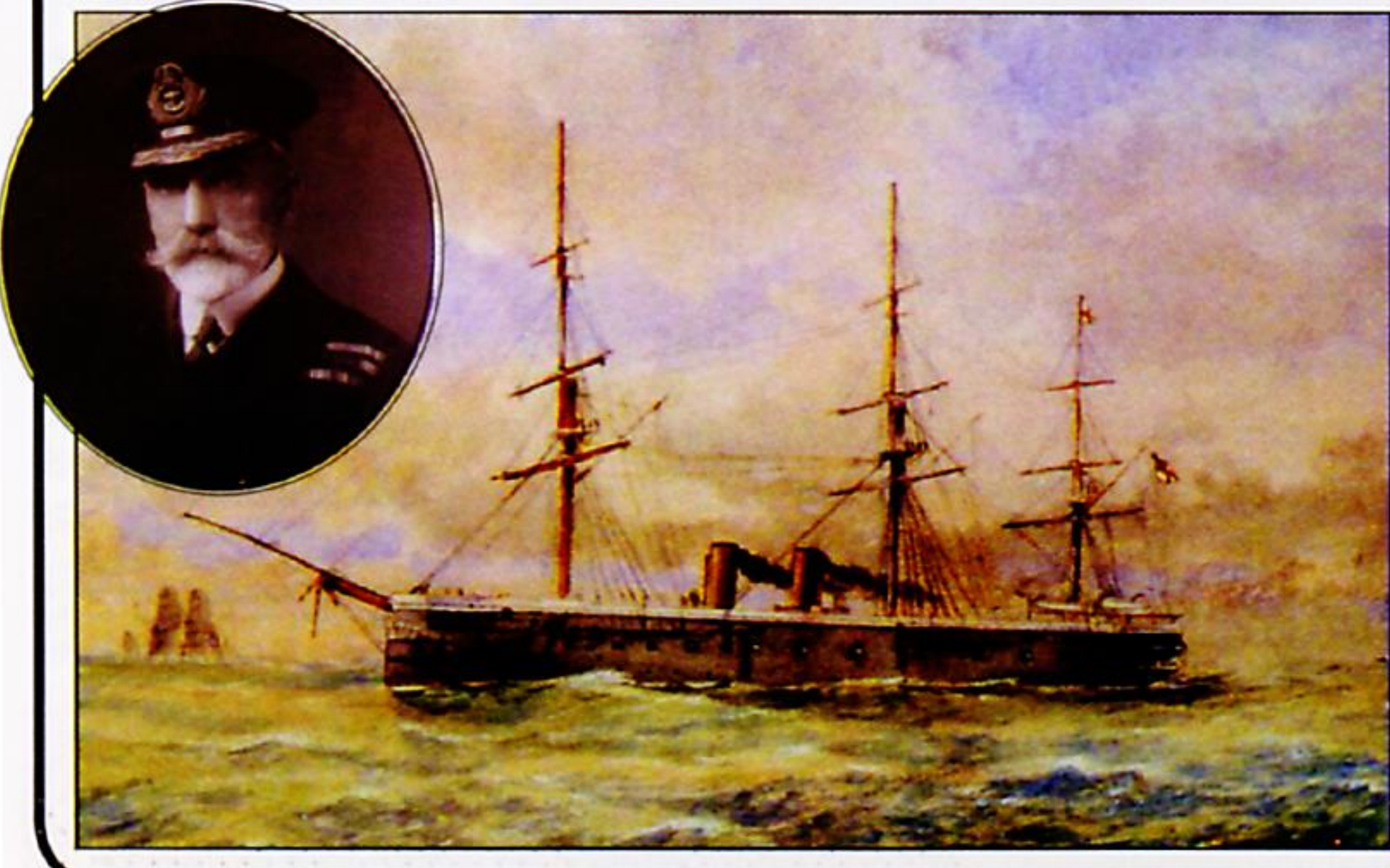
Woolley : Naval artist of Simon's Town, SA

THE WATERCOLOUR of the 1873 frigate HMS Raleigh is one of the treasures of Admiralty House, Simon's Town, South Africa, described in Boet Dommissie's specially commissioned study of the 1743 building, one of the oldest houses in the country still in use.

It is part of a collection of five paintings by Paymaster Rear Admiral Charles Woolley (inset) who was stationed in Simon's Town between 1887 to 1895 when he married Miss Daisy van der Riet, daughter of the local magistrate, and between 1899 and 1901 during the Boer War.

A self-taught but accomplished artist, Woolley moved to Simon's Town when he retired from the Royal Navy in 1921. For around ten years he lived at the Glencairn Hotel, setting up a studio alongside in the signal cabin taken off SS Clan Stuart, which had been wrecked nearby on November 21, 1914. He died in Cape Town in 1940 at the age of 77.

Copies of a limited edition of Admiralty House – Simon's Town are available. Write to J. Dommissie, 11 Dolphin Way, Simon's Town 7975, South Africa for details or email <dolphin.eleven@iafrica.com>



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● **HOMECOMING:** New Defence Secretary and former Armed Forces Minister Dr John Reid with OM(C) Natasha Connerton on board HMS Illustrious

Having your say 'critical' to DVD mag Two-Six's success

Have you seen it? Following the successful delivery of the first edition of *Two-Six*, the Navy's bi-monthly DVD magazine, number two was sent out early last month.

This latest edition has items on pay, recruitment (with a focus on the Royal Marines) and Trafalgar 200.

Lt Cdr Ahmed Ajala, Naval co-ordinator for the magazine, writes: "By now I hope you have had the opportunity to view this internal communications DVD which provides just one means for you to have your say on the issues that matter to you."

"The DVD's light hearted and punchy delivery style give it wide appeal and the feedback we have received so far definitely supports this."

"As well as providing an opportunity for personnel to get their views across, it aims to allow those who can do something about these issues to answer your questions frankly and directly."

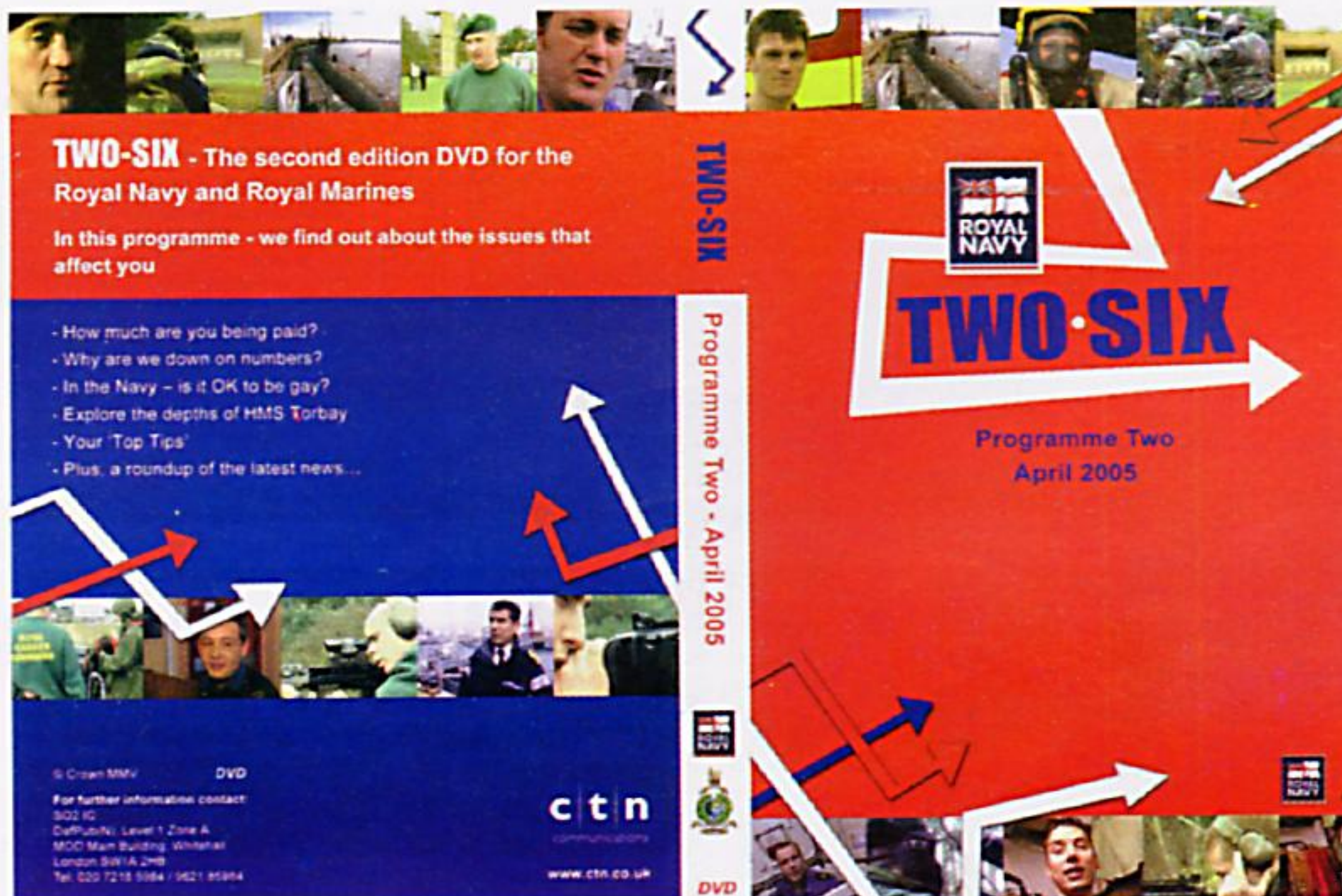
"Needless to say, we are always looking for new articles and features which deal with the 'hot topics' and so your contributions are critical to *Two-Six*'s success."

"Although we will consider all requests, usually the topic should be current and relevant to a good cross section of personnel as we already have mechanisms in place to communicate issues relevant to minority groups."

"As the new desk officer within the Ministry of Defence in London responsible for internal communications within the RN, I hope to continue the *Two-Six* production initiative started by my predecessor and look forward to the continued support of the ships, units and establishments in the making of this DVD."

"Finally, if all this is new to you, check with your admin department to see if your unit has a copy and if you would like more/less copies then please do not hesitate to contact us."

● Email: DGMC-DDefPub NavyInternalCommSO2 or ahmed.ajala124@mod.uk. Tel 9621 85984



FORMER Health supremo Dr John Reid is "enormously proud" to be back at the MOD as Defence Secretary.

Making his first official visit in his new post to the carrier HMS Illustrious at Greenwich, he told members of the ship's company: "In a sense it is, for me, a homecoming since I have never forgotten the warmth, comradeship and pride which came with my first ministerial post as Minister for the Armed Forces."

"I believed then as I do now that nothing could be more important than helping our Armed Forces to be a force for good in the world, defending the United Kingdom and its interests, and strengthening international peace and stability."

"I have long been an admirer of the excellence, skill and professionalism of the Armed Forces and the quality of Defence people - military and civilian - at all levels."

"It will be a great privilege for me to lead the community that delivers this world class capability."

"We have much still to achieve today, in Iraq, Afghanistan, the Balkans and elsewhere. We must also build security for the longer term. To help in this, we have an important programme of change and efficiency, covering virtually all areas of defence."

"I am determined to carry this forward, investing well in our people and their equipment, to ensure the continued effectiveness of the Armed Forces and success in our Defence mission."

"I look forward immensely to working with you, to meeting as many of you as possible, and along with my Ministerial team to leading this vital work in which we are all engaged."

"I could not be more pleased that my first official visit is to one of the UK's most powerful defence capabilities after her successful refit."

Welcoming Dr Reid on board HMS Illustrious her commanding officer Capt Bob Cooling said: "It is a great honour for us to receive the Secretary of State so early in his time in office."

"I know that the ship's company and the Royal Navy wish him well in his new appointment."

Prior to the 1997 elections, Dr Reid was the opposition defence spokesman and he was Armed Forces Minister in 1997-98.

HMS Illustrious was visiting London to commemorate a new affiliation between the ship and the City of London. She was also 'Backing the Bid' by the City to bring the Olympic and Paralympic Games to London in 2012.

The carrier assumes the role of the Nation's flagship at the end of this month when she will be the focal point for the International Festival of the Sea at Portsmouth from June 30 until July 3.

The Royal Navy addressing issues raised by YOU





The Royal Navy addresses issues raised by YOU

Pay as you dine on the menu soon in most places

AFTER years of trials, Pay As You Dine has finally gone to the Second Sea Lord for approval.

All the evidence shows that PAYD is preferable to the current food charging system. Once approved, it will be implemented across the Ministry of Defence over a three year period, with most RN establishments introducing it between mid 2006 and mid 2007.

PAYD will have no impact on the current system of free feeding in ships.

In arriving at the decision to switch off the food charge – which was introduced in 1971 as a temporary measure – the following factors were deemed to be the main drivers affecting people's attitudes towards current catering services:

- Choice – the ability to decide where, when and what to eat

- Fairness – there are a number of inconsistencies in the way food is currently provided, in particular differences between provision to single and married personnel

- Consistency – standards vary considerably between units, depending on uptake numbers attending meals (i.e. establishments that have low attendance enable the caterer to provide a much higher standard of food for those who do eat, with marked differences for those who eat in

high uptake establishments). PAYD will create greater standardisation across all units

- Inward Investment – Transferring catering to a commercial partner will provide the opportunity for the partner to deliver innovative styles of catering, with some messes being refurbished to create a modern catering environment

- Integration – with NAAFI announcing their intention to withdraw from the UK, the opportunity can be taken to introduce integrated catering, retail and leisure, provided by a partner who has considerable experience in this field.

There is, of course, considerable detail associated with the introduction of such a significant change to the way we deliver catering, retail and leisure in shore establishments.

Trials have generated many issues. Some have been resolved, although a number remain for resolution by single Services. More detail will follow, together with divisional briefings and regional presentations.

Further information is also available on the RNLPO website at <http://royalnavy.defence.mod.uk/fleetnso/index.htm>



● DEVELOPING POTENTIAL: Command Training gets a whole new look at HMS Collingwood

Command training branches out

COMMAND Training in the Royal Navy is getting a whole new look – and a new home to go with it.

Underpinning aim of CT is to broaden the command, leadership and management skills of our people by developing their potential, building commitment, improving self confidence and instilling a sense of responsibility and common purpose.

Both the Senior Rates Command Course (SRCC) and Leading Rates Command Course (LRCC) are demanding programmes placing students under varying amounts of mental and physical stress in order to make the individuals aware of their own capabilities and limitations – as well as the capacity of fellow team members.

After the move from Whale

Island and with the core course structure now stable the CTG has spent the past six months improving the infrastructure, facilities and output surrounding CTG.

The most common comment received during post course discussions has been on the state of student accommodation in Electra Block. From May 28 CTG will move into purpose built accommodation in Vivian Block at HMS Collingwood. Here each cabin has adequate storage for all kit issued at CTG, improved security, a study area and above all a comfortable bed.

Also incorporated in the building is a large common room with break out areas to allow students to conduct their numerous extra curricular meetings, a kitchenette, enhanced laundry facilities and purpose built drying rooms for AT equipment.

The new accommodation has come online just in time to house a

six month uplift in LRCC students. From now on CTG will conduct 33 per cent more LRCC courses and several Recuded Syllabus courses for ratings permanently medically downgraded or over 40 to overcome the backlog of personnel in the Fleet still waiting to attend CT.

Changes to the physical element of Command Training have resulted in a more developmental approach to personal fitness being adopted. Students still have to pass the RN Fitness Test on day one but follow a programme during the initial stages of training to help them prepare for the more arduous aspects of CT in the Brecon Beacons and at the Assessed Command Exercise on Salisbury Plain.

Further changes in CT include an enhanced Brecon Beacons Command Exercise for the SRCC which allows Senior Rates on course to gain more exposure to command in arduous and stressful

conditions.

Changes following the Divisional Review are also reflected in CT. Both the LRCC and SRCC now have more exposure to divisional related lectures including RORRS and squad manning as well as conducting numerous practical exercises.

Preparation for CT will increase the chances of success on course. Students must arrive with the four-part documentation outlined in RNTM 260/04, correctly signed and having passed their RNFT.

To help prepare prospective students, CTG are currently enhancing their website to include several powerpoint lectures which form part of a cohesive preparation schedule.

With this support available it is imperative that the Divisional Officer and Divisional Senior Rate take a proactive role in the preparation of candidates for CT

Busy month ahead for Naval attractions

Royal Bath and West Show – June 1-5
Glasgow River Festival and Faslane Fair – June 3-6

Mersey River Festival – June 10-13
RN Field Gun Competition C'Wood – June 18

Trafalgar 200 International Fleet Review – June 28

Trafalgar 200 Son et Lumiere – June 28

T200 International Drumhead Ceremony – June 29

T200 International Festival of the Sea – June 30-July 3

All service personnel and immediate family are eligible to purchase tickets for the International Festival of the Sea at Portsmouth on June 30-July 3 at the Service discount rate.

This is a 37 per cent reduction on the basic adult ticket price. Tickets are on sale via the website www.festivalofthesea.co.uk

Service discounts are only available in advance.

*Spouse/partner and up to two children
** Service discount prices are: Adult £14, Child £7, Senior Citizen £7, Family £35.

The price of the ticket will provide 12 hours of entertainment, so is good value for money.

The first day is geared more towards children and youth.

To enter the Naval Base on the IFOS days all personnel will need an IFOS ticket or T200 pass.

A souvenir brochure will be available for purchase at the entrance which will give a comprehensive list of all the entertainments.

No parking will be available in the Naval Base. Extra public transport and park and ride schemes will be available.

Entry to the International Fleet Review and Son et Lumiere on June 28 is free to all Service personnel and family. Timings are:

- 1300-1500 Fleet review by HM The

Queen

- 1520 Fly Past
- 1525-1630 Sail Past
- 1730-1900 Air Display
- 1900-2210 Son et Lumiere
- 2210 Firework spectacular and lighting up of the Fleet

The International Drumhead ceremony for maritime veterans on Southsea Common on June 29 begins at 1100. The Veterans Centre will open to the public at 1500

For further information visit www.trafalgar200.com





Royal Naval Association

Blessing to be held in Caen

ON JUNE 5 at 1600, the Bishop of Bayeux and Lisieux will conduct a blessing and service in the British Memorial Garden in Caen, enabling organisations to lay wreaths at the appropriate memorials.

Representative standards will be welcome, and standard bearers will be asked to form up at the approach to the Fountain of Spirits where the ceremony will commence.

Members of organisations who may be visiting Normandy will be very welcome to attend and are asked to gather informally around the Fountain of Spirits in the Garden by 1545 on June 5.

Tour of Parliament

MEMBERS of the Rosyth and West Fife branch enjoyed a tour of the Scottish Parliament at the end of April, arranged by their local Member of the Scottish Parliament (MSP) Helen Eadie.

The tour was conducted by Bob Eadie.

Members found the building interesting, and were fortunate to visit most of the main offices including the function room, where the branch have organised to hold their Trafalgar 200 dinner on October 21.

The visitors also sat in the gallery to observe the Chamber in session.

Cenotaph platoons get marching orders

AS THE season of parades, both local and national, gets under way, from the Royal British Legion comes a timely reminder that the rules governing the annual Cenotaph Ceremony must be observed.

A tendency by some ex-Service associations not to do so has prompted the Secretary General of the Legion, Ian Townsend, to take them to task and to remind them of the significance of the annual Ceremony.

It is not, he states, a Victory Parade – and never has been.

The Ceremony takes place to allow the nation to pay homage to the 3 million individuals who made the ultimate sacrifice in the two World Wars and all conflicts since.

The overall organisation of the ceremony is the responsibility of the Department for Constitutional Affairs and the Royal British Legion, one of whose tasks is the co-ordination of the ex-Service and civilian contingents taking part in the march past the Cenotaph.

To ensure the march-past of

thousands of wartime veterans goes without a hitch, ex-service associations form up on Horse Guards Parade under columns A to F, and relevant civilian organisations under Column M, in Whitehall.

According to the Secretary General, there has been a growing tendency in recent years for some ex-Service associations to include other relatives in their ranks, other than the widows or widowers of those who have died.

He reminds them that tickets clearly state that only ex-Service personnel may march in the col-

umns A to F, and that close relatives can be accommodated in column M – and asks them to respect this arrangement.

There has also been an increase in the 'labelling' of contingents over the past years, according to Mr Townsend, and this must be discouraged.

All individuals and organisations are reminded that banners, standards, flags and armbands or other artificial labels do more to confuse the television commentator and the general public, although the wearing of regimen-

tal berets is accepted.

He reminds them that each contingent is provided with a column letter and number by the legion to help the commentator identify them for the cameras, and that there is no need for additional distinguishing marks.

Failure to comply with this request, said Mr Townsend, could result in some contingents being denied representation at the ceremony, and he regrets that the actions in the past of just a few associations have brought this situation about.

Members invited to RBL parade

MEMBERS of the RNA are invited to attend the 60th anniversary parade and thanksgiving service of the Orpington and District branch of the Royal British Legion on Sunday June 26.

The parade leaves from Spur Road at 10.30am, marching to Priory Gardens – the local Memorial Gardens – where a thanksgiving service will be held at 11am.

It is estimated that the service will finish at 11.40am, when the Parade will march off.

As well as the RBL and RNA, it is expected that a number of other ex-Service associations will take part, including the Normandy Veterans Association, the Burma Star Association and the RAF Association.

For members whose parading days are past, they will be just as welcome to watch. For further details, contact the RBL.



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Shipmates' careers follow an identical pattern

THE NAVAL careers of oppos often follow similar courses – but there were times when two Sherborne shipmates almost seemed to be joined at the hip.

Les Laver and Derek Layton met on a station in Portsmouth early in 1946 as both made their way to train as tiffies at Lee-on-Solent.

Their Service numbers were very similar, but that in itself would not have marked the friendship out as being unusual – they were just two lads aged 15 in a class of 118.

But from then on their lives ran almost parallel.

They were both in Drake division at HMS Daedalus, and having finished their aircraft artificer training they served together in the same ships and air stations.

When they married, each was Best Man on the other's big day, and they both converted to electrical artificers at the same time.

Their departure from the Senior Service broke the link – but only temporarily.

Les went outside first, after 22 years, to be followed by Derek five years later.

However, both families lived in Yeovil, close to HMS Heron and to Westland, where Les had got a job as a training instructor.

On leaving the Navy, Derek too signed up with Westland, and after six months – with some encouragement from Les – he transferred from his job as technical author to the customer training section, in time also becoming an instructor.

Both joined Sherborne branch in 1976 – and they retired from Westland on the same day in 1991.

£50 PRIZE PUZZLE



THE mystery ship in our April edition was Type 41 Leopard-class frigate HMS Jaguar, and the £50 prize for identifying her goes to WO1 Sedgley RN, of RAF Wyton.

This month's boat earned herself a place in RN history more than once – on one occasion it was for an Atlantic crossing and another it was for a notable firing of her 4in gun.

Can you name her? 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 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our August edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 124

Name _____

Address _____

My answer _____



Turn-out is low at AGM on the Rock

THE GIBRALTAR branch, one of the newest branches in the Association, held their second AGM on the Rock in March – but the turn-out was not as high as was hoped.

Branch officials think this could possibly have happened because the branch has recently moved to a new venue.

Despite that, the branch is hoping to expand in the coming year.

S/M Brian Griffith was voted in as the new branch chairman, taking over the helm from founding Chairman S/M Jim Graham, who is retiring from the Royal Navy.

Branch members wish S/M Jim well for the future.

The Gibraltar branch now meets at the Royal Calpe at 176, Main Street, on the first Thursday of every month at 2000.

Visitors to the area are always welcome – further details from S/M Tom Steele on 0034 952 796 820, email tomsteele@spansurf.com or from S/M Sian Tainton on 0034 956 675 624.

Two stalwarts step down

AT THE AGM of the Cheshunt branch two committee men retired.

Long-serving PRO S/M Vernon Elphick stood down and was replaced by S/M Christian Owens, who has been an associate member for the past three years.

Branch secretary S/M Robert Coote was replaced by S/M Eric Robinson, a full member of the branch for the past two years.

Freedom day

GOSPORT Borough Council will grant the Freedom of the Borough to all Falklands veterans on Wednesday August 24.

The honour can only be granted to an organisation which has ties to the town – in this case, the Falklands Veterans Foundation (FVF), which has its base in Gosport and will co-ordinate the event.

There will be a fund-raising evening on August 23, with tickets limited to 300.

The march-past the next day will be followed by a social event provided by the council.

Contact Derek 'Smokey' Cole on info@fvf.org.uk, see the website at www.fvf.org.uk or telephone 023 9251 1582.

New Swiss branch toasts Eric's memory

THE SWISS branch of the Royal Naval Association was commissioned on April 22 2005 in Grens, a small village near Geneva.

The ceremony was the culmination of a process originally started by S/M Eric Jackson in trying to form a Geneva branch.

Sadly, S/M Eric never completed the task, as he died in November at 81 after a long illness.

S/M Nick Anastasi was volunteered to take over from him, and in arranging for members to be told of Eric's death the seeds of the new branch were sown.

The Swiss members of the RNA, at that time on the HQ Roll, had to be informed of Eric's funeral, so HQ provided Nick with the details of the members known to them and he contacted them to let them know of the arrangements for S/M Eric's funeral.

He then contacted them with a view to getting together the five founder members required to form a branch.

S/Ms Ritchie Pannetti, Geoffrey Pinder, Peter Stone and David Smith valiantly said "Aye"

Later Nick received Eric's old files and obtained a full view of the membership of the future Branch – now 43 members strong.

RNA coffers benefit as Nelson's debt is paid

A 200-YEAR-OLD debt incurred by Nelson for the sake of his Emma has been settled by a Norfolk entrepreneur – and the gesture has helped boost the RNA's charity coffers.

In 1802 Nelson ordered several fine china services from

Chamberlain's, now Royal Worcester and Spode.

A breakfast service was delivered to Emma Hamilton in 1806, after Nelson's death at Trafalgar, but the debt remained on the manufacturer's books ever since.

Now fellow Norfolk man James Boddy – who attended the same school as Nelson, The Paston

School at North Walsham – decided that this potential blemish on a national hero's character should be expunged, fulfilling one of Nelson's hopes.

As *Navy News* went to press, Mr Boddy was due to hand over a cheque to Royal Worcester for the delivered china, which will in turn be handed on to the RNA.

The breakfast service which went to Emma Hamilton cost Nelson £120, which when converted to modern values, plus 200 years' interest, meant a cheque for £3750 was set to be handed over to RNA General Secretary S/M Barry Leighton.

The handover was due to take place in the crypt of St Paul's Cathedral as part of a reception to mark the launch of the Nelson Bicentenary Collection, a collection of fine commemorative objects and furniture produced by Remember Nelson to honour the hero of Trafalgar and his love for Emma.

The collection includes Dartington crystal, Royal Worcester china and fabrics, and many pieces have been made from oak and copper taken from HMS Victory.

A percentage of sales will be donated to a number of Naval and maritime charities.

James Boddy, who was sched-

uled to present the cheque to Royal Worcester's Marketing Director Peter Watson, said: "The desire to honour the love of Nelson and Emma has been my life's dream.

"Now, through this Bicentenary Collection, I have the ability to fulfil it in two ways.

"Firstly, by clearing a long outstanding debt, Nelson's honour is preserved.

"Secondly, many of the pieces in this collection honour Emma in the way that Nelson would have wished – as his partner and the love of his life.

"Two hundred years after she was shunned by the Establishment of the day, we are honouring her for the nation and fulfilling Nelson's dying wish.

"To be able to do so at St Paul's, his final resting place, is just perfect."

Peter Watson said: "Royal Worcester is delighted to accept and pass on this cheque to the Royal Naval Association," adding that both the Nelson memory and design were a treasured part of the company's past, present and future.

Among the guests invited to the ceremony were descendants of Nelson and Emma Hamilton, of Thomas Hardy, and of Nelson's Band of Brothers – his trusted captains – as well as members of the 1805 Club, the Nelson Society, Naval dignitaries and historians.

Beccles duo are caught by surprise

SHIPMATES from Beccles branch agree that it is usually nice to get a surprise – and sprang a surprise on two of their comrades.

The duo were recipients of Life Membership of the Association.

Standard bearer S/M Frank Sparham was the first to be honoured, at the AGM in March.

Frank selflessly travels to ceremonies, locally and nationally, with the branch standard, promoting the RNA and the branch.

Branch secretary S/M Geoff Richards received his certificate at the April meeting – and it really was a surprise, as virtually all correspondence goes through him.

Geoff works hard to keep members informed about the RNA nationally and issues to do with the RN when they arise.

Beccles is enjoying something of a boom, with more than 90 full members and nearly 50 associates.

York ready for Minster date

YORK branch will play a leading role in the 60th Anniversary Thanksgiving service, to be hosted by the Dean and officials of York Minster.

Meantime, a party of shipmates has accepted an invitation from the CO of HMS York, Cdr Matt Harvey, to join him and the ship's company for a trip to sea.

On June 4 members will be out with boxes collecting for the Alexandra Rose charity in York.

The branch's secretarial duo, S/Ms Michael and Pat Farrington, helped by the committee, have organised a Trafalgar Night dinner dance for members.



Standards are paraded at the service to dedicate the new Arbroath and Angus branch standard at St Christopher's Church

Silver celebration

THREE days of celebration marked the 25th anniversary of the Arbroath and Angus branch, confirming that when it comes to birthdays, they know how to celebrate north of the border.

The gala weekend began with a reception hosted at the RBL Club on Friday evening, enjoyed by members, guests and shipmates from neighbouring branches.

Next day, they gathered at RM Condor for the biannual area standard bearers competition, after which they spent the evening dancing in the RBL club.

The competition was won by S/M Bob Coburn, of the Inverness branch, with S/M Diana Dargie, a first-time competitor of the host

branch, the runner-up.

The Deputy Lord Lieutenant of Angus, Frances Duncan, an honorary member of the host branch, presented the awards.

There was a big turn-out on Sunday for the dedication of the new branch standard and the laying-up of the old in St Christopher's church.

The parade which followed was led by the Arbroath Pipe Band and the local instrumental band.

Outgoing branch chairman S/M Ken Smith thanked all who supported the celebrations and contributed to a successful weekend, especially S/M Granville Cooper, who was event organiser and also the Parade Commander.



Say (Swiss) cheese – VIPs, shipmates and guests at the commissioning of the Swiss branch line up for the camera

The commissioning was carried out by the British Defence Attaché in Berne, Lt Col Patrick Bangham of the RTR, and the new branch was blessed by its Chaplain, the Reverend Paul Holley, the Chaplain of the La Côte Anglican Church, in the presence of 20 members and guests, including Alastair Church, British Consul in Geneva; M. Jean Robert Bettens, Mayor of Grens; Richard Walsh, Chairman of the British Residents' Association of Switzerland and Treasurer of the

Swiss Branch of the RBL; and Alan Baker, Hon Sec of the Swiss Branch of the RAFA.

After the ceremony, our Patron – the Queen – and the President of the Swiss Confederation, the Hon Samuel Schmid, were toasted, and a further toast was drunk to the memory of S/M Eric.

A few more wets ensured shipmates did justice to the wine offered by the Mayor of Grens, since he not only let us use the village hall free of charge but brought with him two bottles.

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There ain't no topping us

THE latest stage in the revamp of the spiritual home of the Silent Service is complete with the 'topping out' of a £3m new exhibition hall.

The futuristic-looking John Fieldhouse Building - named after the admiral and submariner - is due to open in August, providing much-needed extra display space for the RN Submarine Museum in Gosport.

The submarine-shaped building, with 600 square metres of exhibition space, will house the museum's large educational collection, as well as HMS X24, one of a handful of reminders of the days of midget submarines; it had previously been exposed to the elements.

Admiral Fieldhouse's widow, Lady Midge Fieldhouse, and submarine museum director Cdr Jeff Tall performed the honours of 'topping out' - the moment builders are satisfied that the outer structure of a building is completed.

The next step is to finish fitting out the 'submarine's' innards.

"Although we still have lots to do to complete the building, there's no doubt that the scale of it, the ambiance and the brilliance of the design can be seen even at this early stage," said Cdr Tall.

"When completed I believe it will be a marvellous tribute to the man it is named after."

The ground floor will contain a combined information and reception area, plus lecture and corporate entertainment facilities.

A submarine and science gallery on the first floor will improve the educational side of the museum's work, and there will be space for temporary exhibitions.

As well as the new addition to the submarine museum 'family', the existing history galleries are being overhauled and expanded, with more photographs, artefacts and accounts of life in the underwater arm of the RN on display.

Empire's role celebrated

THE role the Navies of the Empire played in defeating tyranny between 1939 and 1945 is being celebrated aboard Britain's last 'big-gun' warship.

Veteran cruiser HMS Belfast is hosting an exhibition on the decisive contribution of the Commonwealth fleets in World War II. (See *Newsview*, page 20)

By the war's close, almost 200,000 men and women from the far-flung corners of Empire were supporting the effort at sea, serving in every major theatre and campaign, from the Battle of the River Plate to the invasion of Okinawa.

The exhibition runs from July 28 until March 31 next year. Belfast is moored on the Thames in London near Tower Bridge.



● Once a marine, always a marine: (above) veteran green berets watch the ceremony and (left) Lord Mayor of Plymouth Cllr Claude Miller inspects the massed ranks of the Royal Marines guard

Pictures: PO(Phot) Sean Clee, 3 Commando Brigade

Honour of freedom is conferred again

NOT 60, but 50 years of freedom were celebrated in Plymouth.

Fifty years of the Royal Marines enjoying the Freedom of the City, that is.

The RN's elite amphibious troops marched through the heart of the city as they were symbolically presented with a casket containing a scroll - repeating a gesture carried out exactly five decades earlier.

Then the Lord Mayor presented the parade commander Major General Robert Houghton RM (also a former brigade commander) with the Freedom Scroll and the Royal Marines exercised their right of freedom by marching through the streets of Plymouth with colours flying and bayonets fixed.

Fifty years later, Maj Gen Houghton, now 93, watched as the honour was bestowed again, this time with Brig John Rose, Commanding Officer of 3 Commando Brigade, receiving the scroll of freedom.

The casket containing the scroll was briefly taken out of its position of honour at Stonehouse Barracks for the ceremony



● Freedom, 1955 style: a grainy image of Royals exercising their right to march through Plymouth 50 years ago

before being returned whence it came.

Lord Mayor of Plymouth Cllr Claude Miller said the green berets epitomised "duty, loyal, courage and professionalism and we owe them a great deal. The ceremony reaffirmed the immense pride and affection Plymouth has for her Royal Marines."

Brig Rose added: "Plymouth has been a fantastic home to many Royal Marines units and during the deployments that Plymouth-based units have been involved in over the last

50 years, our families and loved ones have always been looked after by the town's people.

"We have always been offered the warmest welcome on our return."

The original gesture was prompted by the 200th anniversary of the formation of the first marines unit in Plymouth.

RN and RM tune to FM

THE first radio station dedicated to sailors and Royal Marines powers up this month for a trial run in the Portsmouth area.

Navy Radio follows on from successful 'squaddie station' Garrison Radio beamed to major Army bases such as Catterick and Colchester.

Programmers promise a mix of music back to the 1970s and news, sport, information and entertainment aimed specifically at a Senior Service audience.

Around Army barracks, the sta-



tions have proved second only to Radios 1 and 2 in popularity - but competition around Portsmouth (the radio waves will reach HMS Sultan and Collingwood as well as the main Naval base and HMS Excellent) is especially fierce: there are 30 radio stations fighting for a share of the audience.

Bosses have deliberately picked the month spanning the Fleet Review and International Festival of the Sea - although this is Navy Radio, listeners outside the base in about a seven-mile radius should be able to pick up the station.

"The signs are good for a dedicated Navy service," said Navy Radio boss and former Radio 1 DJ Mark Page.

"There are not going to be half-hour-long documentaries, but there is going to be news and welfare information aimed at the Naval world - sailors, their families, MOD civilians.

"The thing which most people want from a radio station is music and entertainment, mixed with something specifically for a Naval environment.

"It's also going to be a good way of showcasing the Navy and what it does for the local populace."

The commercial station switches on at midnight on June 5/6 and will broadcast until midnight on July 3 on 87.9FM, 24 hours a day. If the trial proves successful, bosses will apply for a permanent licence to broadcast on medium wave.



Rootin', tootin' recruitin' vehicles

THE mobile recruiting teams who hit the road to raise the RN's profile have spanking new vans.

The Directorate of Naval Recruitment has ordered eight 'mobile recruiting vehicles' - eight Peugeot Boxers (pictured above) with a bright Naval livery.

The display vans feature a

computer, DVD player and plasma screens. A ramp for disabled access is also provided.

For 'crew', there's air conditioning, a sink, fridge, microwave, seating area and seven-compartment holder.

The vehicles will be used by DNR at numerous events and locations, including city centres and schools/colleges.

Falklands civic honour

FALKLANDS veterans are to receive the freedom of Gosport at a ceremony this summer.

The honour will be granted by the town's council to the men and women of the 1982 campaign of all branches of the Armed Forces via the charity based in Gosport, the Falklands Veterans Foundation.

There will be a march through the town, followed by a social event laid on by Gosport Borough Council on the Wednesday August 24 ceremonies.

Details are available from former HMS Intrepid crewman Derek 'Smokey' Cole, chief executive of the foundation, via its website www.fvf.org.uk

There is a fund-raising event for Falklands veterans on the night before the ceremony - tickets are limited to 300.

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Reunions

HMS Danae 70-72 Commission: Seeking all members for a reunion. Contact David Pary at davidpary1@hotmail.com or tel: 01270 500463.

June 2005

HMS Victorious 1941-45: Mini-reunion at Gloucester RNA Club on June 25 from 11:30. Please contact Frank Short on 01981 540 585.

July 2005

HMS Londonderry 1981-4 Stokehold Association: Reunion in Havant on July 2. Details from Peter Hill on 07971 498607, Peter Wells on 023 9248 3300 or Peter Ritchie on 01647 24271.

HMS Hampshire: The fourth reunion takes place on July 8 in Portsmouth. It is 30 years since the end of her service with the RN. All shipmates are welcome to attend. Contact Ray Crawford, email to ray@rcrawford1956.freeserve.co.uk or tel: 01606 77648 or mob: 07971 563503.

Cardiff University Naval Division: April 10, 1945 intake: 60th anniversary reunion, Cardiff, July 22-24. For details contact Cardiff Alumni Office at alumni@cardiff.ac.uk or Ian Wilson at ian@jilkin.com or tel: 029 2087 6473.

Jungle Cocktail Party: For all 'Junglies' past and present. The cocktail party will be at Sherborne Castle on July 22. Invitations are limited to officers who have served in the Commando Helicopter Force and their spouses or partners. Double ticket £40. Request with Mess number or cheque made payable to RNAS Yeovilton Wardroom Mess and address to 848 Squadron, RNAS Yeovilton.

August 2005

HMS Narwhal: Reunion at Plymouth on August 6. Contact Peter Powell, tel: 01493 661972.

HMS Wave: Reunion in Birmingham, August 19-21. Contact Ken Wardle, email: kandwardle@tiscali.co.uk or tel: 01472 870835.

Falklands Veterans are to receive the Freedom of the Borough at Gosport on August 28. The council were unanimous in their decision to grant the honour. The event will be co-ordinated by the Falklands Veterans Foundation (FVF). If you are a veteran and would like to attend, contact Derek 'Smookey' Cole at info@fvf.org.uk or go to the website www.fvf.org.uk or tel: 023 9251 1582.

September 2005

Taiwan PoW Camps: Memorial services will be taking place in Taiwan around the first weekend of September. It is hoped that many of those who took part in the evacuation of PoWs and the PoWs themselves might like to attend. Some of the ships involved are Argonaut, Bermuda, Belfast, Barle, Colossus, Turmüt, Tuscan and Tyrian. For details contact Michael Hurst, Taiwan PoW Camps Memorial Society, PO Box 665, Yung ho, Taipei 234, Taiwan, ROC or email: society@powtaiwan.org or visit www.powtaiwan.org on the internet.

HMS Blackpool: Reunion at the Stretton Hotel, Blackpool, on September 2-3. All former crew members are invited to attend, meet old shipmates and celebrate the 40th anniversary of the ship's last visit to the town. Contact Bob Jones at carol.bob77@ntlworld.com or tel: 023 9236 3752.

Meikela Reunion will take place in the Sgts Mess, RM Poole, September 9-11. Open to all members of Combined Operations Bombard Units, FOBs, 95 Cdo AO Troops, members of Amphibious Bombard Association and all current and former members of 148 Cdo FO Bty. Anyone wishing to attend should contact 148btyadminoffice@a.dii.mod.uk or tel: 01202 333526.

HMS Suffolk Gala Reunion: Falcon Hotel, Stratford upon Avon, September 9-11. Guest speaker is Cdr Rob Bellfield, CO

of HMS Grafton. Contact John Blackman on 01273 302147.

HMS Figgard, Artificer Apprentice, Series 25: 50th anniversary dinner in Portsmouth on September 12. If you joined Figgard on September 12, 1955, you are series 25, so come along. Contact Sam 'Paddy' Hawthorne at samuelhawthorne@hotmail.com or write to: 2 Rue Segurier, 75006, Paris, France.

HMS Glory: Reunion at the County Hotel, Llandudno, September 23-26. Contact Tom Stallard at margaretstallard@yahoo.co.uk or tel: 01303 256457.

October 2005

River Plate Veterans and Families Association: 66th anniversary reunion at the Royal Fleet Club, Devonport, October 27-30. Contact J. Smith, email: family@lyntordale.fsnet.co.uk or tel: 01302 841806.

November 2005

HMS Mohawk: The inaugural reunion will take place, November 4-6. For detail contact Joe Artis, email: joeartis@hmsmohawk.org.uk or tel: 01483 824418. For more information visit www.hmsmohawk.org.uk on the internet.

Royal Naval Photographers Association (RNPA): A reunion for serving and former RN Photographers will take place in Malta from November 10-17. For details contact Lt Stuart Antrobus, FRPU, PP3, HM Naval Base, Portsmouth, PO1 3LR or Peter Newton, 147 Meadow Road, Worthing, West Sussex, BN 11 2SA. Alternatively email: fawnewton@aol.com or go to the website: www.mpa.org.uk on the internet.

March 2006

Safety Equipment and Survival Association: Reunion on the weekend of March 18 at the Royal Court Hotel, Coventry. Contact Gordon 'Pixie' Parkes at gordon.parkes@ntlworld.com or tel: 01483 823181.

leshack@alphalink.com.au or write to 6 Sykes Court, Pakenham, 3810 Victoria, Australia.

HMS Diligence 1955: Tony Ward is seeking POSM Littlefield from Hull with whom he served in 1955 - they had a lot of laughs and Tony is keen to meet up again. Contact ERA Tony Ward on 01926 859081.

HMS Almain 1958-59: Looking for any communication people. Contact Mike 'Dolly' Gray on retreats@tassie.net.au or write to 223 Weld Street, Beaconsfield, Tasmania 7270, Australia.

HMS Intrepid 1943: Albert Poulter is trying to contact any of his shipmates who survived the sinking of Intrepid by German Ju88 bombers on September 26-27 in the Port Laiki, island of Leris in the Dodecanese. If there are any still living, please contact Albert at abpoulter@ntlworld.com or call 01689 830119.

HMS Hardy: John Sheldon is looking for Thomas 'Donny' Donohue from the Stockport area with whom he served as a stoker on Hardy, 1969-71. He has made contacts with lots of shipmates but is still searching for Donny. Please contact John at john.sheldon6@btinternet.com (mobile) 07960 240 856 or write to 34 Nickleby House, All Saints Road, Mile End, Portsmouth, PO1 4EL.

AB Bob Bore. Mike 'Mick' Leary, a former Cook, served with Bob in HMS Alderney in 1984 on fishery protection. Bob is believed to be from the Middleborough and next drafted to HMS Starling in Hong Kong. If anyone can help, contact him at mike.leary@highland.gov.uk or call on 01320 366245, (mobile) 07796 930 088.

HMS Ariadne 1982-84: Bob Beaken is seeking RO1(T) Al Phillips. A number of former 3MP Comms mess are trying to arrange a reunion and are keen to reach Al. Also anyone else from the Mess who recalls Bob, Brigham Young, Phil Guy or Steve Hickson. Contact him at bob.beaken@ntlworld.com or call 01509 551 942, (mobile) 07958 497 576.

HMS Manchester: MEM 'Wally' Walton is trying to contact any old shipmates from 3Q Mess HMS Manchester, 1988-92. Contact anthonywalton72@ntlworld.com or 41 Highbank, Blackburn, BB1 9SX.

HMS Morecambe Bay: Doug Turk is seeking Coder Ed Bright and Sig J. Parker from Morecambe Bay, 1952-54, Far East. Contact D. Turk on 01252 664 694.

HMS Brighton 1972-74: Dave Howes is looking for Tony Silva and Ian Carlton

both of whom might have made it to the Wardroom. Contact Dave Howes at merlesman@blueyonder.co.uk or call 01634 321828.

HMS Ariadne 1985-88: Charlie Peck (former AB EW) is trying to trace anyone with whom he served in Ariadne, especially AB Fred Longman from Marchwood and AB Steve Venn from Bristol. Contact Charlie on 01493 750 531.

Jill Brett: Joan Russell (née Moore) is seeking Jill, who married Cyril Keen in 1955. Joan is already in touch with WRNS from HMS Raleigh, 1953-55, and is keen to hear from anyone else from that time. Contact her at 444 New Road, Saltash, Cornwall, PL12 6HW.

Royal Naval Engineerroom Association: Now has a website <http://royalnavalengineerroomassociation.org.uk>, or contact robertstyants@yahoo.co.uk, or call 0121 422 4115.

HMS Ark Royal 1961-64: Mick Lockier is looking for any of his old messmates from the old 5N21 Mess, Ark Royal, are still about. Get in touch with Mick at retirement@talktalk.net or call 01382 774739.

HMS Rothsey 1981-82: Former WEM(O) Gary Chatterton is looking for old mates from Rothsey. Contact him at gary@healthyoptionpetfood.co.uk or call 01772 315 235.

HMS Yarmouth 1971: Johnny Bryant (former AB FC2) is looking for two lost oppos from Yarmouth: AB Taff Owen. GOW Gunner, and AB SG7 Titch Arnell, both now in their 50s. Unfortunately he doesn't know their real names. Can anyone help? Contact Johnny at johnnybirdog251@msn.com or call 0117 947 0122.

HMS Ganges, January 2, 1961. Rodney then Collingwood, Brian 'Wilky' Wilkinson is trying to contact 283 Buntings (Binnie Hales), 294 Sparkers (Polly Perkins), plus 284 Sparkers (Basher Briggs). Some already in contact, any more out there? Contact 'Wilky' at bwuntings@yahoo.co.uk or call 0117 960 2397.

HMS Montgomery and 'Northern Foam'. Tom Jordan, Royal Australian Navy, served during WW2 on loan to the RN 1940-42 in old US destroyer, HMS Montgomery, based in Liverpool on escort duties and anti-submarine HMS Northern Foam, based in Kirkwall, Orkney. Seeking any former shipmates. Contact Tom at tpjay@bigpond.net.au or write to Unit 307/405 Mooloolaba Road, Buderim, Queensland, Australia 4556.

Haven, Wales. She met several of the men from the ship and their wives during that time and would like to hear from them. Contact Annie Reid at msmcloed@sympatico.ca or write to, 502-1790 Lawrence Avenue, East Scarborough, Ontario, Canada, M1R 2Y2.

William Thomas Jack Baker RM. Ian Meadows has recently inherited his late grandfather's WW2 photos, and is keen to put names to faces or warships. His grandfather was in HO 33 Squad in 1940 and was an Acting Temporary Corporal RM (Yeovil) in the RN Camp, Normandy, in 1945. The pictures can be seen on www.ianmeadows.me.uk/jack on the internet. Contact Ian by email at ianmeadows.me.uk or at Walnut Cottage, 8 Higher Rads End, Eversholt, MK17 9ED.

HMS Vanguard: Anyone know Bob Newton who served in HMS Vanguard and is believed to be from the London area? Someone from the US is trying to contact him. Contact R. Newton on 0208 653 7963.

Calling old shipmates

HMS Collingwood: Looking for Derek E. Stacey, who was best man to Alan and June in Southall, Middlesex, on August 6, 1955. Alan and Derek were both on the killicks course at Collingwood in 1954, they were also ship's buglers. Contact Alan Swallow at AlanSwallow@aol.com or tel: 01255 503082.

HMS Mauritius: Seeking information of members of Mess 41(Hangar) 1946-48 commission, Mediterranean Fleet: Pete Setterfield, Johnny Giles, Alf Bonning, Taff Evans, Johnny Ashcroft, Ronnie Smith, Ken Cable, Blondie Cattell etc. Contact Danny Maher on 01630 652919.

HMS Gloucester: Seeking RS Dave Gillian who served with LOM S. 'Billy' Graham in HMS Gloucester. Billy has lost contact since leaving the service. Contact Billy at billymaxine@grahamb47.fsnet.co.uk or tel: 01270 585144.

HMS Bulwark: Seeking Ken 'George' Cliff, 1967. Contact Phil 'Fritz' Furner, tel: 01622 843496.

HMS Caledonian: Seeking news of Ken Coleman, who joined the Navy in January 1946 at Rosyth as an Artificer Apprentice. He originated from the Chatham area but during the war lived with his aunt in Weeting, Norfolk, and attended the evacuees school. Contact Laurie Leone at Lamieone@aol.com or tel: 01241 874032.

HMS Whitesand Bay Association are still looking for anyone who served onboard at any time between 1945-56. Active reunions still held. Contact Geoff Nightingale, tel: 01442 263405.

HMS Leeds Castle: Seeking any former Naval ratings who served in Leeds Castle from 1943 to 1956. Would love to hear from you. Tom served on board from 1947 to 1948, when demobbed served as a Officers' Steward. Contact Thomas Jackson at tmjackson@bigpond.com or write to, 36 Trenton Street, Yagoona, 2199, NSW, Australia.

HMS Ulster 1958-60 commission are considering having a 50th and final reunion in 2008. For details of this and other commissions, see the website at www.cando.com/vcoat/ulster.html. The commission are always trying to make contact with old shipmates. Contact Norrie Millen at alwayns@cando.com or write to 5-85 Inverloch Blvd, Thornhill, Ontario, L3T 3R5, Canada.

Ivor Parry: John W. Tyson is trying to contact his old shipmate, they served together in HMS Glasgow and Agincourt, his officer was a chap called Price. Contact

Over to you

HMS Cottesmore is due to decommission later this year. To mark the occasion, it is intended to publish a short document covering the history of the ship. Does anyone have any old pictures or dijs they would like to be included - either from the current or former HMS Cottesmore? Contact Lt Tom Williams, HMS Cottesmore, BFPO 257 or tel: 07802 695843.

Alexandria: Does anyone remember the concert party called 'The Ramblers' in Alexandria, Egypt, during WW2? If you do, could you contact Peter Johnston at PeterJohnston@northcottasc.org.uk or tel: 0136 384511.

Photograph: Bungy Williams has a photograph taken from the air of seven Battleclass destroyers steaming in a 'V' formation with a cruiser believed to be HMS Bermuda following the lead destroyer believed to be HMS Solebay (D70). On her starboard side are three destroyers while on her port side is HMS Trafalgar (D77) with two more destroyers on her port side. They could be Jutland and Dunkirk. The photo could have been taken in the 1950-60s. Contact Bungy Williams, 3 Westcombe Crescent, Plymouth, PL9 9QQ.

Fleet Air Arm: If the names Machrihanish, HMS Landraill, Campbeltown or Kintyre ring a bell with you, you may want to get in touch. A group of people in Campbeltown are working on a commemorative exhibition documenting the town and the region's role during WW2. If you have memories or family stories, photographs or other memorabilia from relatives who were here, please contact Marij van Helmond at VanHelmond@argyll-bute.gov.uk or tel: 01369 703214.

HMS Starling: Seeking friends and shipmates of Valdemiro Ferreira who served in Starling. He died in 1959 in Singapore. His brother would like to contact anyone who knew him. Contact Fernando Ferreira, email: fernando@ferreira239.fsnet.co.uk or

History repeating on HMS Hurworth

TO CELEBRATE her 20 years of Naval service, minehunter HMS Hurworth welcomed back all 13 of her former commanding officers.

The ship's sponsor, Lady Anne Hallifax, joined the one-time COs and friends and family of the present ship's company to mark the occasion of the little ship's birthday in May.

Lt Cdr David Hunkin, the present captain of the mine countermeasures vessel, said: "A twentieth birthday is a major milestone in anyone's life, so we decided to commemorate this anniversary by having a celebration which will allow all those connected to HMS Hurworth, both past and present, to come on board and join us and our families."

Since her launch by Lady Hallifax in 1985, the small ship has enjoyed a varied career, even winning her then CO Lt Cdr Richard Ibbotson a Distinguished Service Cross in 1991 during the first Gulf War when she helped clear densely-mined areas in the northern Persian Gulf.

Hurworth had earlier made a name for herself helping in the rescue following the Herald of Free Enterprise disaster off Zeebrugge in 1987.

The youngest member of the present ship's company OM Alex

Hind joined the current CO's wife Rosie Hunkin to cut the cake at the birthday celebrations.

● **Lady Anne Hallifax, sponsor of HMS Hurworth, flanked by the minehunter's former - and current - commanding officers**

Picture: LA(Phot) Gregg MacReady



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For information on these hotels contact Bryan Pitman on 01803 329292.

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For further information please contact:

David Fisher at Richard Griffiths & Co Solicitors using the services of Pump Court Barristers Chambers on:

UK Tel: 01722 329966

UK Fax: 01722 329988

E-mail: rgriffthsandco@aol.com

At Your Service entries

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

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.

■ Please send in Reunions at least three months (preferably four) before the month of the event.

■ There may be a delay before items appear, due to the volume of requests.

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■ The Editor reserves the right to edit or refuse publication of submitted notices.

■ Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.



NoticeBoard

Deaths

Lt Col Richard E. Van der Horst RM. Commanding Officer of the Special Boat Service. Joined Royal Marines in 1984 as a University Cadet Entrant, and passed out in 1988 with the sword of honour. Appointed to 45 Commando Group, commanded a Rifle Troop and the Mortar Troop, with operational tours in Northern Ireland and Iraq, and deployments to Norway and the Caribbean. Completed Special Forces selection in 1991; saw service in Far East, Middle East, Africa, Europe and North America, awarded Queen's Commendation for Bravery in 1995; 40 Cdo as Operations Officer, serving in Mediterranean and Northern Ireland, then commanded B Company, 40 Cdo, and deployed on Ex Ocean Wave to Far East and South Africa; on completion of a Masters degree at JSCSC in 1999, he joined UK Special Forces Headquarters as Group's Operations Officer, including the rescue of six British soldiers captured by rebels in Sierra Leone, promoted to Lt Col in 2000; UKSF Liaison Officer to US Central Command, and Deputy Director of Operations during the Gulf War; Chief of Staff to HQ 3 Cdo in 2003; CO of SBS from November 2004 (as his father Brig Rupert van der Horst before him, 1978-80). A brave, determined and inspiring leader who was greatly respected wherever he served. Aged 58. March 14.

CSgt Richard Anthony Carl Walton RM. RM Div Leconfield. Joined Royal Marines in 1985 and served two days short of 20 years. Served at Poole, 40 Commando, Commando Logistics Regiment, 42 Commando, Commando Training Centre RM, DST Leconfield and Special Boat Service. Aged 41. April 27.

LOM(C) Richard Peacock. DCSA Common Whitehall. May 5.

LWEM(R) Mark Kenworthy. Commander MCC Northwood. May 5.

Capt Mervyn Wingfield DSO, DSC and Bar. Submarine continuously at sea during WW2. Entered Dartmouth in 1925 after a RNR cadetship at Pangbourne Nautical College. Ships included Benbow, Warspite and volunteered for submarines in 1934. Boats included Odin, H50, Odin again for the outbreak of WW2 - the boat didn't return from her first patrol, as CO in H43, Umpire, Sturgeon (Russian convoys and St Nazaire Raid - DSO), Taurus (Mediterranean - DSC, Indian Ocean - DSC), Euryalus (as 2iC). British Naval Staff Washington, Staff job with US Navy in Norfolk, Virginia, CO of the Reserve Fleet in the Clyde, Naval attaché Athens and Tel Aviv, CO RNAS Abbotsinch. Retired 1962. Aged 94. March 15.

Capt Tony Wilks. One of the last national servicemen to be given a permanent commission. Early career in submarines up to grounding of Alliance off Isle of Wight, CO of minesweeper Belton protecting British Isles from over-fishing, Indian Naval Staff College, Jupiter, Dartmouth, aide de camp to the governor of Hong Kong, CO of Aurora, commander of RN College Greenwich, captain of the Port of Rosyth and Queen's Harbourmaster, later civilianised to Chief

Harbourmaster, Firth of Forth. Aged 68. January 23.

Cyril Francis Tawney. Songwriter, folksinger and Naval historian. Artificer Electrician 1. Joined RN aged 16 in 1946 from a Naval family, submarine service 1953-58 in Trepasser, Tudor, Talent and Sturdy. While still in the Navy in 1957 had his own TV show 'Watch Aboard', left RN in 1959 for professional singing career - famous songs included 'Sally Free and Easy' and 'Grey Funnel Liner'. Submariners Association, Exeter branch. Aged 74. April 21.

Norman Walton. Petty Officer. Lone survivor of the sinking of HMS Neptune in December 1941 - survived three days in the water and two on a raft before rescue by Italian torpedo boat and being taken to a PoW camp in Italy for more than a year. Joined RN in 1938, other ships included Janus, Woolwich, Tetrarch (albeit very briefly when after enjoying a 'wet' with a friend and eventually realising that the submarine had sailed; Walton was signed on to the boat's list, but swam back to shore from Alexandria harbour breakwater - Tetrarch did not return from that patrol); once released from PoW camp, he returned to sea on Russian convoys, and Rowena. Left service in 1946 before being called up again during Korean War, where he served another five years. President of the Neptune Association. Aged 84. April 20.

A.N. Knox. AB Seaman, HMS Belfast Association, served in ship 1961-62. April 13.

William Ball. PO. HMS Belfast Association, served in ship 1952. February 7.

Ron Cattermole. PO Air Fitter. Served 1940-45 in ships Activity, Argus, Nairana, 835 Squadron, Chaser and Battler. Fleet Air Arm Association, Greater Manchester branch, HMS Royal Arthur Association. Aged 89. April 23.

Len Bateman. CPO. Served 1947-72 in Ganges, Belfast (Korea), Corinna, Superb, Scott, Lincoln, Vidal and Rooke. April 10.

A.C.E. 'Alf' Moore. AB SD. Submariners Association, Gosport branch. Submarine service 1940-45 in Unswerving, Upholder and Ursula. Aged 88.

H. 'Freddie' Fox. CRS. Submariners Association, Welsh branch. Submarine service 1947-69 in Ambush, Thermopylae, Scythian, Aeneas, Sleuth, Subtle, Trepasser, Porpoise, Sentinel and Dreadnought. Aged 77.

L. 'Les' Draper. AB. Submariners Association, Blyth branch. Submarine service 1944-47 in Otway, Torbay, Virtue and Turpin. Aged 79.

S.F. 'Sydney' Dolton. L/Sig. Submariners Association, Dorset branch. Submarine service 1949-62 in Tireless, Tudor, Seneschal and Alliance. Aged 82.

Charlie D. Codling. AMI(A/E). Served 1947-69. Ships included Ark Royal and Eagle, and air stations Lossiemouth, Brawdy, Arbroath, Yeovilton and Stretton. 800 Naval Air Squadron. Fleet Air Arm Association, Angus branch.

Sub Lt Alexander B. Gibb RNVR. Served 1943-47. Fleet Air Arm Association, Angus branch.

Gordon E. Collins DSC. Algerines Association, served in Hound. Aged 88. October 23, 2004.

Frederick B. Collinson. Algerines Association, served in Tanganyika. Aged 79. January 11.

Len Billingham. Algerines Association, served in Cheerful. Aged 77. April 16.

Alan Statham. Algerines Association, served in Rinaldo. April 21.

Chas V. Hutchings. Algerines Association, served in Pincher. April 17.

Derek F. Ritchie. Algerines Association, served in Cockatrice. Aged 80. February 27.

James E.L. Cullen. Algerines Association, served in Espiegle. Aged 78. May 8.

Steve Barton. Algerines Association (associate), served in Stork, Cygnet. May 5.

Ron Cattermole. POAM(A). Served 1940-46. Fleet Air Arm Association, Greater Manchester branch. Royal Arthur Association. April 23.

Jack Williams. AF(E). Served 1941-46 in Furious, Implacable, 801 Squadron and at RAF Hednesford, Concor and Dipper. Fleet Air Arm Association, Daedalus branch. March 20.

James 'Jock' McQuade. Electricians Mate (Air). 804 Naval Air Squadron. HMS Glory (Korea). 14th Carrier Air Group Association. April 23.

ASSOCIATION OF RN OFFICERS

Cdr P.S. Birch. Served: Diamond, Ausonia, Zest, President, Drake, Warrior, and NATO.

Lt Cdr A.K.M. Browne. Served: Kent, Frobisher, Galeon, Actaon, Chaplet, Afrikander and Raleigh.

Cdr R.G.A. Gaunt DSC. Served Dalhousie, Grey Fox, Mauritius, Scorpion, Diamond, Leopard and Ganges.

Lt Cdr D.P. Gilbert DSM RNVR. Served Dido, Constance, Watchful, Solebay, Woodbridge Haven and Neptune.

Cdr L.G. Goodall. Served Pembroke, Ranpura, President, Excellent, Drake, Raleigh and Naval Hospital Plymouth.

Lt Cdr E.J. Hobbs. Served Ariel and 830 Naval Air Squadron.

Lt A.G. Johnson. Served Comus, Ganges, Jutland, Caesar, Victory, Excellent, Victorious and Warrior.

Lt G. Jubb. Served Flowerdown, Ganges, Victorious and Mauritius.

Chief Officer D.L. Kellett WRNS.

Lt Cdr W.L. Payne. Served Resource, Liverpool, Wizard, Surprise, Cardigan Bay, Bulwark, Victorious, Afrikander, Mercury and Hermes.

Lt Cdr (The Rev) C.H. Read. Served Upholder, Mauritius, Defiance and Raleigh.

Cdr R.A.M. Viole. Served Terror, Defender, Eagle, Pembroke, Brighton, Tamar, Seahawk and NATO.

Cdr N.W. Watts. Served Quilliam, Pembroke, Saker, Dolphin, Drake and Tyne.

Second Officer N.M. Wolfe WRNS.

Appointments

ROYAL NAVAL ASSOCIATIONS

Walter Durrant. Norwich. Served 1936-50. Aged 85. March 8.

Ken Brown. Peterborough and district. Served 1941-46 in RN Patrol Service at Skegness, Portsmouth on MLs to Gibraltar and Freetown, then D-Day invasion. Aged 83. January 4.

Meg Gurney née Gordon. Peterborough and district, press officer, Area 6 Scribe of the Year 2002. City of London Red Cross 1942-44, joined RN as VAD, served at Barrow Gurney and Newton Abbott 1945. VAD (RN) Association. January 13.

Kenneth 'Ken' Seward. Skipton and district, former president. Served during WW2 in ships Bideford, Canopus, Carisbroke Castle, Delphinium and Scotia. Flower Class Corvettes Association. Aged 81. April 9.

Harold 'Rasher' Bacon. Dartford. Leading Telegraphist. Served 1943-46. Aged 79. February.

Geoffrey 'Geoff' Moon. Dartford. Telegraphist. Served 1945-47. Aged 76. April.

Ernest Fox. Oswestry, member for 36 years. Stoker. Served 1945-46 in HMS Portland Bill. Aged 81.

Stanley Webb. Kingsbury and Kenton, former treasurer and chairman. Served in Royal Marines 1941-46 in HMS Anson. Atlantic Convoys, Despatch Rider CINCNORE HQ. Aged 81. March.

Alfred Hopping. Thurrock, past member. PO Seaman. Served 1938-50. Ships include Chevron and Bonaventure. Aged 86. April 20.

Dennis Hunt. Thurrock, past associate member. Marine engineer, Merchant Navy. Aged 94. April 20.

Stan Ackland-Severn. Southampton. Chief Yeoman. Joined Ganges 1947. Ships included Mercury, Forth, Terror, and Permanent Staff of HMS Wessex. March 22.

Blyth F. Green. Carlisle and district. WREN Sick Berth Attendant from 1952. Establishments include President, Drake, Mercury and Kalafra (Malta). April 2.

William James 'Jim' Gorman. Belfast, former secretary and member. Served during WW2. Aged 91.

Leonard Randle. Nuneaton. Ships included King George V. Aged 83. April 19.

Robert Welsh. Nuneaton. Aged 87. April 26.

Henry E. Davey. Swindon. Served 1940-47 in Curacao, Malabar and Ardrossan. Awarded 1939-45, Atlantic and Pacific Stars. April 4.

Edward 'Ted' H. Brown. Swindon, PFO and Scribe. Telegraphist. Served 1941-46 in Tartar. Awarded Atlantic, Pacific, Africa and 1939-45 Stars. May 2.

Fred Day. Swindon. Served in Fleet Air Arm 1940-47 in Vengeance. Awarded 1939-45, Atlantic, Pacific and Africa Star. May 2.

Angela Holsworth. Norwich, associate. Aged 59. May 7.

James 'John'o' Johnstone. Birchington-on-Sea. PO ERA 4. Survivor of HMS Gloucester sunk off Crete in 1941. Aged 84. May 9.

Cdre P.K. Walpole to Fleet Waterfront Organisation Devonport as Commodore Devonport Flotilla on September 6.

Lt Col G. Matthews to RMR Tyne as CO on September 23.

Lt Cdr H. Duffy to HMS Liverpool as CO on August 30.

Lt Cdr P.J. Green to HMS Trafalgar as CO on August 2.

Maj A.P. Thornhill to RM Band Plymouth as Director of Music on September 5.

Cdre A.M. Massey to be promoted Rear Admiral to be Assistant Chief of the Naval Staff on July 5.

Acting Cdr M.R. Honoraty to HMS Vigilant (Starboard) as CO on September 13.

Cdr W.Q.F. Evans to HMS Manchester as CO on April 24.

Acting Cdr A.A. Jordan to HMS Iron Duke as CO on May 17.

Lt Cdr A.J.L. Watt to HMS Montrose as CO on August 30.

Swap drafts

LOM(AWW) R.J. Austin, Type 42 Gun Controller/WD(V) Sea/ Harbour QM/ Top pos. Draft: HMS York, far deployment (current). Will swap for: any Portsmouth based ship not deploying or shore draft in the Portsmouth area. Contact: 9380 22873, (mob) 07752 071761, (email) theaustinfamily3@aol.com.

WTR1 Zed Hodgson. Draft: HMS Illustrious, June 05. Will swap for: any Portsmouth Type 42 or 23. Contact: NBC(P) Registry, Semaphore Tower, 9380 22992.

CPOMEM(L) B. Roberts. Draft: JSU Northwood PQ0700, August 05 - MEM(L) or (M). Will swap for: any Portsmouth area shore billet (not London). Contact: HMS Manchester, BFPO 331, (mob) 07984 144810.

Ratings seeking to swap drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same king of service - sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on a Form C240. Forms for ratings within a Squad should be sent to their Waterfront Manning Office; forms for all others should be sent to NDD, Centurion Building.

Sports lottery

April 16: £5,000 - WTR1 J. Hunter, HMS Lancaster; £1,500 - Cdr J. Scott, Nelson W/F; £500 - MEM P. Wright, HMS Sultan

April 23: £5,000 - LOM S. Murray, HMS Cardiff; £1,500 - OM A. Cockburn, RM Poole; £500 - MEM T. Vodonaivalu, HMS Nottingham

April 30: £5,000 - Sgt D. Thompson, CTCRM; £1,500 - MEM M. Jones, HMS Illustrious; £500 - LOM D. Todd, HMS Nelson

Navy to benefit from NAAFI bonus

THE NAVY'S welfare and leisure facilities will gain to the tune of £82,547 from a payout from the NAAFI (Navy, Army and Air Force Institutes).

The money is the interim dividend for the financial year 2004/2005, and will be split so that each unit commander will receive a share to provide leisure facilities for the use of Service people and their families.

"NAAFI is constantly striving to enhance its customer offers and innovating new ranges in order to meet the changing needs of the Services in the provision of retail, food and leisure facilities," said Chris Reilly, chief executive of NAAFI.

"This investment ensures that we deliver value for money, popular and quality ranges and provide excellent customer service wherever the Armed Forces are based or deployed.

"Amongst this year's successes are the improvements at Whale Island. Any profits are either returned to NAAFI's customers in the form of dividend, or re-invested into the business outlets.

"We are delighted to be in a position to make this dividend payment and we hope it will make a difference to the troops and their families."

There will be another final payment for the year's hard work coming from NAAFI in September this year.

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THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the June headlines of past decades...



● Alongside in Hong Kong, HMS Chichester is made spick and span in 1975

40 years ago

ORGANISERS announced that they hoped to bring together some 70 Naval ships for a planned visit to the Clyde by the Queen later that year.

The Queen was to arrive in HMY Britannia with a 21-gun salute before sailing through the lines of ships to the cheers of the ship's companies.

The event promised the presence of an aircraft carrier, a guided missile destroyer, cruisers, survey vessels, and RFA ships, alongside frigates, submarines and small ships.

We wonder if this year's Fleet Review will bring back memories...

30 years ago

TEN YEARS on and the Queen and the Duke of Edinburgh were welcomed on board HMS Chichester in Hong Kong to watch the first firework display on the island since the pyrotechnics were banned in 1967.

However shortly before her royal engagement, HMS Chichester had rushed to the rescue of 4,620 Vietnamese refugees picked up by the Danish cargo ship, Clara Maersk. The Danes had sent out an urgent call for help and medical aid.

Two hours later HMS Chichester was under way, with two fully-equipped medical teams and aid supplies.

20 years ago

SERVING and former members of the Royal Navy joined the Queen in Westminster Abbey for a service to commemorate the 40th anniversary of the end of World War II in Europe.

In his address, the then Archbishop of Canterbury, Dr Robert Runcie said: "We remember the steadfastness and unity of the nations that came together in the allied cause."

"We remember the qualities of our own sailors and soldiers and airmen; the loyalty they showed to their units and to their friends; their endurance of hardship and danger."

Flight safety award goes to Yeovilton

RNAS YEOVILTON has won the Bambara Flight Safety trophy for 2004.

The award recognises the extensive measures taken by the Somerset air base to enhance flight safety, reducing the cost of 'foreign object damage' or FOD by more than 50 per cent.

One key aspect has been the appointment of a dedicated station flight safety officer (a lieutenant) and a station FOD officer (a warrant officer).

Rear Admiral Adrian Johns, Assistant Chief of Naval Staff, presented the trophy to the station, and also handed the Bambara Flight Safety Shield to the winning Naval Air Squadron, 846 NAS.

Despite a demanding schedule of deployments during the year, 846 NAS met all its targets safely, and managed to qualify virtually all aircrew and a number of extra maintenance personnel on the Air 302 Flight Safety course.

RN admiral in charge at key NATO exercise

A BRITISH admiral has been placed in temporary charge of a NATO headquarters – just in time for a crucial assessment.

Rear Admiral David Cooke has been appointed to command Striking Forces NATO (SFN), the Naples-based Maritime Command HQ, for SFN's milestone assessment by the NATO Certification Team, demonstrating its readiness for operational deployment.

Normally fulfilling the role as Deputy Commander to an American vice admiral who is dual-hatted as the Commander of Joint Command Lisbon, Admiral Cooke has been appointed by Supreme Allied Command Europe to take command of SFN for the

four weeks between Vice Admiral Harry Ulrich leaving at short notice to take over JFC Naples, and the arrival of his successor Vice Admiral 'Boomer' Stufflebeem.

This period will cover Exercise Allied Action 05, for which Admiral Cooke and SFN Staff will be embarked in the command ship USS Mount Whitney off the Mediterranean coast of Spain.

During Allied Action SFN will demonstrate its capabilities as the large-scale Maritime Component Commander, and will be formally assessed by NATO to ensure that it meets the criteria for Initial Operational Capability (IOC). SFN will then be available at

short notice to deploy for operational use by NATO as a High Readiness HQ or as a NATO Response Force HQ – a role currently being filled for 12 months by the UK Maritime Force under Rear Admiral Charles Style.

Admiral Cooke said: "Successful certification for IOC will be a major milestone for SFN, and it is another very welcome vote of confidence in the Royal Navy's qualities that SACEUR has approved its being placed under UK leadership for this period."

Of SFN's current eight member nations – France and Poland will be joining in the near future – the UK contributes nearly 20 per cent of the 100 or so personnel, ranging in rank from Rear Admiral to Writer,

and is second only to the US.

It is very much a bootneck-friendly environment, with about a quarter of its personnel being marines, five from the UK.

SFN can be deployed anywhere that NATO goes, but being based in Naples it offers abundant opportunities to take full advantage of the delights of Italy.

There are not many other places that you can get a foreign accompanied draft with excellent skiing only 90 minutes away, your very own volcano, Roman remains aplenty, and the pleasures of the Med and its islands on your doorstep.

Proof of the attractions of both SFN and Naples is the presence of a number of RNR augmentees for Allied Action ...

Belfast – ring any bells?

A NAVAL historian is seeking answers as to the whereabouts of a ship's bell at key points in the ship's service.

Ernest Smith is producing a book entitled *HMS Belfast Association: Men of the Sea*, and one of the chapters concentrates on the cruiser's solid silver bell.

Mr Smith said it is known that the bell was donated to the ship by the people of Belfast through public subscription, but the first details he has date from October 21, 1948, when the ship's company marched through the streets.

Ernest would like to know: ■ How much money was raised by the City of Belfast – and how much the bell was originally worth?

■ Who made it? ■ Where it was stored between 1939 and 1948?

■ Where it was stored between 1963 and the early 1970s?

■ Was the bell ever on board the ship prior to 1948?

If anyone can answer these queries, they should contact Ernest on 01460 30651 as soon as possible.

Beds bonus

A MORE efficient and economic hotel booking service has not only driven down accommodation costs for the MOD, but also delivered a £970,000 share of the commission earned.

The MOD's Central Hotel Booking Service is run by Expotel, which has continuously bettered the average bed-per-night target rate set by the Ministry.

The Defence Travel Modernisation team is now seeking to create a simplified, streamlined business travel booking system to build on the savings demonstrated by the Expotel example.



● The three Fleet Air Arm helicopter types during Exercise Loyal Mariner – the Lynx (closest to camera), the Sea King and the Merlin (background)

Fast boats test the Loyal Mariner team

THE ROYAL Navy returned to the waters off Jutland, but it was fast patrol boats and jet skis which posed the greatest threat to ships, rather than the lines of the High Seas Fleet.

A sizeable RN presence was committed to NATO's Exercise Loyal Mariner, a substantial war game in the Skagerrak and Kattegat from southern Norway to Denmark, drawing upon assets from 19 Allied nations.

Submarines, minhunters, patrol craft, destroyers and frigates and jets were among the military firepower committed.

The Fleet Air Arm sent ten helicopters across the North Sea – two Merlins, three Sea King airborne early warning sentries and five Lynxes – from 700, 702, 815 and 849 Naval Air Squadrons, making use

of Danish facilities at Aalborg airbase, ranging from refuelling to accommodation and hangar space.

On the operational front, Loyal Mariner provided a rare opportunity for the three remaining FAA helicopter types to fly side-by-side on front-line duties.

And at sea, the potent radar of the 849 Sea King's proved invaluable in the anti-terrorist exercises.

The aircraft vectored Lynx in to intercept small Danish T17 propeller aircraft attempting to attack the NATO fleet.

On the surface, RN sailors tried out the latest theories on asymmetric warfare, buzzing around ships on jet skis to simulate the threat posed by suicide bombers – similar to the devastating attack on the USS Cole five years ago.



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Resettlement

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WORKFORCE Staff and Business Agency is particularly interested in the skills of Service personnel who have the in-depth experience required by companies throughout Scotland.

"Our clients are aware of the disciplined working environment and dedicated skills offered by members of the Armed Forces, making them a desirable asset for prospective employers," said Bev Leatherby, area manager.

"We have a long history of assisting Service personnel who are considering a new profession. The change from Service to civilian life can be daunting and we will assist, offering free assistance and advice on the presentation and layout of personal details, whilst trying to place them in jobs appropriate to their needs and skills."

May the Mediforce be with you

MEDIFORCE Paramedic Services (UK) Ltd. was Established in January 2002 by three state-registered, serving paramedics Dickie Henderson, Martin King and Peter Sumnall.

The remit of the company was to supply quality medical personnel to the private sector at events including professional polo matches, showjumping, cross-country eventing and professional horse racing.

The reputation of the company as a professional outfit soon grew and MediForce found itself supporting large motorsports events at stock car circuits, speedway and scrambling events and ultimately Silverstone race circuit to cover the

World Super Bike Championships in 2003/2004 and concerts such as Glastonbury.

Dickie Henderson the managing director of the company said "We started MediForce on the back of another company we had formed called "Medifours" - this was more of a hobby for us than a serious business adventure.

"We only supplied 4x4 ambulances for off road events. It was a bit of niche market however and it grew at such a rate that we had to think seriously about the future structure of the company and its growth potential."

MediForce Paramedic Services opened for business in January 2002. The decision to form a training division within the company was made in December 2002 and so was born MediTrain.

MediTrain was set up primarily to provide HSE First Aid at Work courses but again it soon became evident that, due to the professional attitude of its instructors, a more advanced line of medical training was required, so we developed our EMT - Emergency Medical Technician - courses.

EMT is a relatively new term and qualification here in the UK - it was adapted from US ambu-

lance services rank structure.

In the United States a trainee paramedic will usually start their career as a fire-fighter and then specialise as an EMT Basic.

Although all services in the UK use different systems, most ambulance services call their newly-trained personnel 'ambulance technicians', although some services have moved away from this and now use term EMT.

To qualify as an ambulance technician in the UK you must first attend a six-week basic training course.

If you successfully pass this course you will be known as a trainee technician or in some services an '80 per center' or even a TAP - trainee assistant paramedic.

Then you will spend the next year being assessed for NVQs and mentored by work-base assessors who will usually be experienced paramedics.

At the end of this training year you will be asked to sit a qualifying examination to qualify as an ambulance technician or EMT.

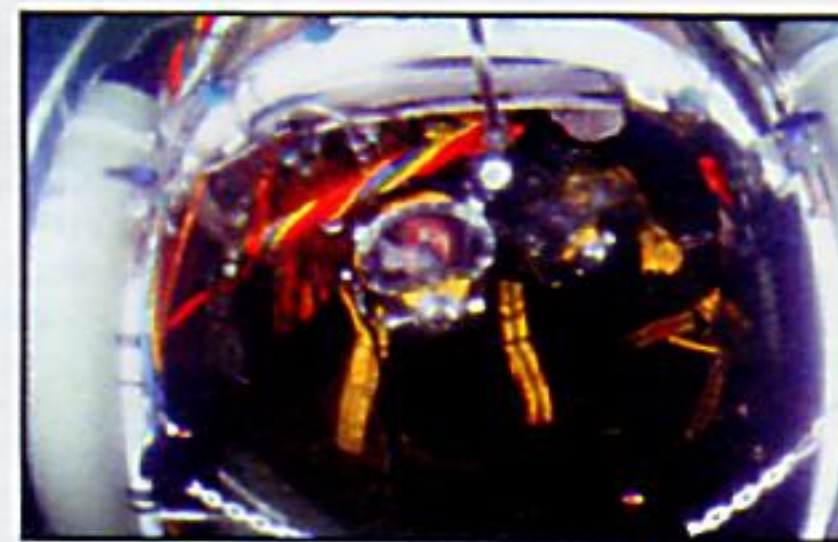
Once qualified you should technically spend the next three to four years gaining experience on the road before you are allowed to apply to sit your paramedic entrance examination.

If successful you will attend an extremely intense six-week paramedic course and then attend hospital theatres for two weeks and another fortnight in A&E and cardiac care units.

The student should be taught to deal with the most severe of traumatic injuries and illnesses that could render a patient unconscious, assess the situation and do as much as they can with the equipment available to preserve life until the arrival of emergency medical personnel.

Dive, dive, dive with the professionals

THE Professional Diving Academy is a new British diver training school based near Glasgow offering commercial diver training to the exacting national standards set by the UK Health and Safety Executive for air diving to 50 metres (or 165 feet).



These qualifications are the stepping stone to a career into the diving industry.

The academy is situated on the sheltered waters of the Holy Loch with varied and deep water conditions in nearby locations.

We have brought back the practical tooling skills required for students to become more readily accepted, and acceptable, to the commercial diving industry.

We offer HSE Approved courses, which are recognised around the world, in:

Professional scuba: this qualifies you to perform work using scuba diving equipment including full face masks, through water communications etc. Employment can be found in areas such as scientific diving, engineering surveys, shellfish diving, media/films.

Surface demand air diving: this is the first step to work in the commercial diving industry utilising helmets, umbilicals, decompression chambers and the equipment associated with underwater salvage and construction.

Wet bell: this is the deeper level of surface demand diving involving being lowered into the water in a wetbell system. It is a common method of diving on offshore oil-field sites around the world.

We have a number of new approaches and initiatives: the academy offers training in specific skills which already qualified divers may require to assist proof of 'competence' on particularly difficult jobs such as: underwater welding, underwater cutting, contaminated water diving, enclosed space diving, safe operation of

pneumatic and hydraulic tools, underwater inspection, NDT techniques, salvage techniques, underwater video techniques, underwater photography, underwater painting, hull cleaning, search and rescue techniques, rigging underwater.

We have established a modern, and professional facility utilising the best of equipment which is maintained to exceptionally high standards.

Our premises are a 9000sq ft modern warehouse and office facility, within a mile of the diving site, and offers lecture rooms, offices, warehousing and training workshops. It will also contain a deep diving tank offering a controlled and sheltered environment for early training safety and underwater training for certain tools skills. A large, fully equipped DDC for chamber dives and as a back-up facility is also installed.

Pier and beach access is available through the Holy Loch Marina at Sandbank, Dunoon, permitting initial open-water diving to take place from the shore, and also allowing mooring facilities for the school's diving related vessels.

We have recently fitted out a 38m long vessel to use as a diving platform for the deeper diving phase of the courses.

A decompression chamber, dive control, and compressor room are also mounted in weather-proof containers as a realistic introduction to real diving situations.

The Professional Diving Academy Ltd, Unit 19 Sandbank Business Park, Sandbank, Dunoon, Argyll, PA23 8QZ. 01369 701701 or enquiries@professionaldivingacademy.com

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Resettlement



The road to a new future

THE job of an approved driving instructor (ADI) is an interesting and rewarding one.

Driving instructors come from all walks of life; ex-Service personnel, teachers, office, banking, retail, salesmen and many others.

In fact, anyone who is looking for something different from the usual nine-to-five job and for whom the idea of being their own boss is attractive, should look at this opportunity to start a new career.

Job satisfaction is high – there is nothing like the feeling of a job well done when a pupil passes their test first time.

It is a very sociable form of work.

A full-time instructor will probably have between 20 and 30 pupils on his or her books at any one time; each one has a different personality and learning ability.

Experts in dive safety

Interdive Services Ltd, the Plymouth-based offshore diving operations management and training company (and sister company InterMedic™ Services) have been running first aid and advanced medical skills training courses since 1985 – even before the UK diving regulations required such qualifications.

Courses include the HSE Offshore Medic – required for medics who work on offshore rigs, platforms, vessels and barges involved in the oil and gas industry.

The standard of training is second to none with highly motivated and experienced instructors (many ex-Services), excellent facilities with a multitude of mod-

The Central Instructors Association (CIA) was formed in 1980 and since then we have grown to become one of the largest driver and instructor training organisations in the country.

CIA have been running their Instructor Training School since 1988 and during that time, their course has evolved into one of the most effective ADI training courses available.

CIA is a member of ORDIT – a scheme run by the Department of Transport (Driving Standards Agency) and the driver training industry.

To be an ORDIT member, the organisation concerned has to pass a rigorous and ongoing assessment process.

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ern medical equipment and the latest training 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 civilian police and various Army diving teams.

For information contact 01752 558080 or e-mail medic@interdive.co.uk. Website www.interdive.co.uk

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KAWNS Safety Services provides safety-training to the highest professional standards. Kawns are members of several national organisations including the BSC, ROSPA, and IOSH.

Our training programmes are accredited by several globally recognised organisations such as the HSE, CI EH, NEBOSH & IOSH.

The remit is to provide training which will greatly enhance the professional development for people within the Armed Forces.

This is done by using a staff of specialised and professional tutors and by continuously upgrading the course programmes. The company is run by ex-servicemen so we understand your specific needs.

Based in Gosport, Hampshire, Kawns' training facilities are modern and in a location that is conducive to learning.

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Courses can be tailored to

Armed Forces specific needs and can be used for resettlement.

The choice of safety and emergency medical courses provided is not surpassed elsewhere.

Kawns' portfolio is extensive and details can be found on the website. Some of our courses are registered with ELCAS for ELC funding. Courses include:

NEBOSH General Certificate, IOSH Managing Safety, CIEH Principles of Manual Handling, CIEH Principles of COSHH, CIEH Basic Health and Safety, People Handling in Nursing & Care, People Handling in Nursing and Care Advisor, HSE Accredited First Aid, First Aid or Manual Handling Instructor Training

If you are looking for a job in the safety training industry you can register on the safety trainer website for free and we will help you find a job.

Contact Kevin Mitchell, Kawns Safety Services Ltd, Haslar Marine Technology Park, Haslar Road, Gosport, Hants, PO12 2AG.

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The Pensions Appeal Tribunals principally deal with appeals by ex-service personnel in connection with their claims for a War Pension and related benefits. Service Members sit with a legally qualified Chairman and a Medical Member.

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All completed application forms must be received by 14th June 2005.

The Secretary of State and Lord Chancellor is committed to equality of opportunity in the appointments process for all those who are eligible for judicial office. He encourages and welcomes applications from women, minority ethnic and applicants with disabilities.

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One of the positives of terrible events like wars is a big surge in creativity - artists, writers and scientists driven to react to the awful situation that surrounds them. However for scientists, there is a fine line between brilliance and bizarreness...

This month

On June 1, 1794, the first major sea battle took place between the two warring countries of France and Britain.

Admiral Lord Howe led the British Navy against the fleet of French Admiral Villaret-Joyeuse.

This battle became known as the Glorious First of June - with Howe capturing six French ships as prizes and sinking a seventh. However despite their losses, the French did not really lose to their British enemies.

The French fleet had set out to protect a large convoy of grain ships, carrying much needed food from America to a starving France.

And every one of those ships arrived safely at their French destination.

The conclusive battle came at the end of weeks of patrolling by Admiral Howe's British warships, and after several smaller battles over the preceding days.

It's not surprising really that Admiral Howe and his men did not manage to battle on to stop the grain convoy.

And why is the battle called 'The Glorious First of June'?

The problem was it didn't really take place anywhere with a particular name, so rather than calling it after a map reference - well, it would have been a tad dull, wouldn't it? - the battle was called after its date, the Glorious First of June.

Rub a dub dub it's a round tub

In the late nineteenth century, the Russians built two entirely unique circular ships.

The Novgorod and the Vice Admiral Popov - named after their inventor - were 101 feet and 120 feet respectively in diameter, protected by thick armour plating, armed with a bevy of guns.

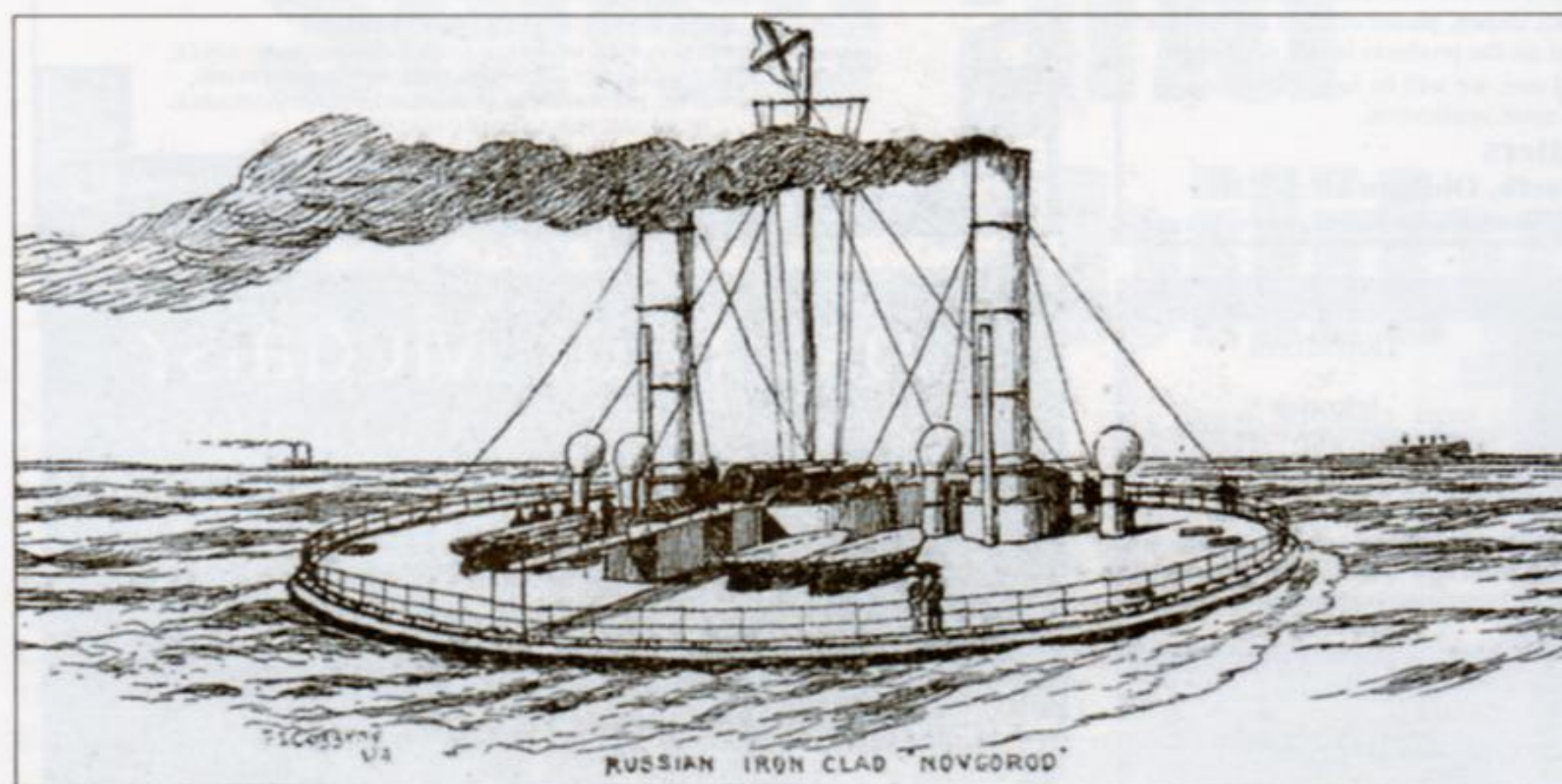
It is said that these ships were total failures, with dreadful sea-keeping properties and a tendency to drive even the hardiest mariner to appalling seasickness.

However, before you begin to feel too smug at the Russian's barmy ideas, a report written for an eminent Naval journal of 1874 said: 'It is in fact an extraordinary development of the principle, carried out by Mr Reed in the British Navy, of shortening ships'

So it seems the British notion of eccentric invention may well have filtered into the Imperial Russian Navy...

The two round ships served as coastal defence ships, held in permanent anchorage to protect the Russian port of Nikolayev by the Dnieper river.

Well, at least the people of Nikolayev had an unusual sight anchored outside their windows to point out to visitors.



● The Russian round coastal defence ship, Novgorod

Picture: Naval Historical Foundation, NH74565

Take two giant ice cubes, and stir into a berg ship

We know it sounds bizarre, but for a while during World War II spent a lot of time and effort seriously considering the notion of an aircraft carrier built entirely from ice.

Scientist Geoffrey Pyke proposed an unusual solution to the Admiralty of the problem of lack of aircraft carriers.

The cheap, quick and practical idea that he put forward was to build carriers out of ice.

Now there were good reasons behind this suggestion - think about it, ice floats and is remarkably difficult to break up.

Lord Mountbatten persuaded Winston Churchill to put some money into researching the idea and the difficulties in this unusual building

material were investigated.

It became clear that ice was not quite as sturdy as had been first hoped, but Pyke once more came up with a brilliant solution - the addition of wood pulp would create a form of frozen concrete, known as Pykrete after its inventor.

However after further research and even the building of a mini-carrier on the frozen Canadian lakes, the idea of the ice carrier was rejected - although the design would have worked, the production costs and frigid building atmosphere required would have made the berg ships just too expensive.

At the bottom of Patricia Lake in Alberta, divers still explore the sunken remains of the Navy's prototype ice ship, Habakkuk.

Pigeon tales

Another bizarre notion investigated by the military during World War II, although this time we can blame the idea on the Americans, is the pigeon-guided missile.

The design involved three pigeons, strapped into the nose cone of a missile, who were trained to steer the missile by pecking at a target on the screen.

In this way, the pigeons would steer the bomb on to their target.

The idea was proposed by a behavioural psychologist B.F. Skinner, and the US military initially looked into its merits.

One pigeon trained by Skinner pecked at an image more than 10,000 times in 45 minutes, providing an unusually fine degree of target selection.

The idea was that by each pigeon pecking carefully on its trained target, a guidance system could be brought into play to make sure that the bomb arrived directly on its intended destination.

But eventually, despite the development of a prototype pigeon-holding missile nose cone the idea was rejected by the US military as impractical.

There is no record of what the pigeons thought of the idea...

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 Mersey
Place: St Helier, Jersey
Country: Channel Islands, UK
What's it like: Attractive islands, a bit like England with a French twist

3 Commando Brigade
Place: Bavaria, near Munich
Country: Germany
Capital: Berlin
What's it like: Famous for its October beer festival, but with plenty of other attractions besides

HMS Portland
Place: Freetown
Capital: Freetown
Country: Sierra Leone
What's it like: West African country still recovering from an awful civil war





Jack and Royal get it together

THE AMALGAMATION of DNCM saw the drafters relocate to Jago Road but what happened to promotions?

The RN Ratings promotions from Centurion and the Royal Marine Other Ranks promotions from Whale Island have been brought together on the first floor of Victory Building working to ADNOCM(PROM), Capt K. Day RN.

An SO2 RM, with both a WO1 RN and WO1 RM to oversee their respective areas, currently heads this combined organisation.

It will surprise nobody to hear that despite having the same Merit Based Promotion (MBP) system, Jack and Royal have been doing things very differently and the benefits of being amalgamated into one organisation have already been seen.

There is now a one-stop shop for all appraisal reporting and promotion matters that will ensure a common standard across the Naval Service.

REPORTS

The Promotions Office, following the introduction of Annual Reports for all, now holds in excess of 30,000 promotion dossiers for personnel on the trained

By Maj Nick Jepson RM, SO2 Prom

strength. As you can imagine reports are the lifeblood of the promotion process; without them individuals, no matter how good, will not be promoted.

It is therefore very disappointing that, despite wide publicity, the times laid down in Table 1 are not met.

Reports are received late, sometimes the day prior to Boards sitting; this helps no one.

It is the responsibility of the Divisional Officer to raise the report on the correct dates and of the individual to ensure that they are aware of these report dates and what it means to them.

The annual reports, together with copies of any Command Course Reports, are the only documents that are presented to promotion boards.

No report, a poorly completed one or incorrect information in the report means very little chance of selection.

Individuals are asked to ensure that their own report is accurate, factually correct and submitted on time.

Box 3 (Potential) is the most

important area; this is where the Reporting Officer should talk about your potential and ability to undertake the duties of the higher rate.

Where possible this should be supported with evidence from the current job.

It is no use saying that this person "is an excellent Leading Hand, doing an excellent job and is very strongly recommended for Petty Officer"

Where is the evidence? What stands this person out from others?

Boards continue to report that on too many occasions text in this section covered current performance rather than potential.

RM other ranks should by now have had their mid-term appraisal (PAD).

Everyone should insist on a PAD from their Reporting Officer to ensure that their final report is accurate, comprehensive and does not contain any surprises.

Remember under MBP it is the reports that count, not purely seniority dates.

PROMOTION BOARDS

Promotion Boards are formed from volunteers from the Fleet, Training and HQ staffs, with a slightly differing rank composition dependant on the level.

A number of the board members become standing for the Senior Rate/SNCO Boards; the Branch Manager and the SO1 Ratings Career Managers(X/E/L/RM).

However, for the Junior Rate Boards the RN WO is always looking for Lt Cdr/Lt (especially Warfare Officers) to assist.

It is a day out of the Office, away from the hustle and bustle of your ship, into the peace and serenity of Victory Building! Volunteers to 9380 28125.

COMMON PROMOTION DATE (CPD) - (RNTM 112/04 and DCI (90/04))

The change to CPD ensures that everyone selected at the same board will now have the same seniority date.

Personnel selected for promotion who have completed the necessary training will, when drafted, into a billet for the higher rate, be promoted into the Acting Higher Rank until their CPD with consequential impact on pay and pensions.

Confirmation in rank on the CPD is dependant on achieving an RNFT pass in the last 12 months.

SECTION NOTES

The Warfare Desk continues to find that many missing reports have not been raised due to drafting turbulence; it is important that the discharging unit plans ahead and raises "an early interim" rather than just ignoring it and hoping that somebody else will complete a report.

Many OM are not being recommended for LOM because reporting officers feel they cannot recommend them for promotion because they currently lack an element of the required qualifications (taskbooks etc).

Individuals can be recommended and hence selected for promotion but must complete any outstanding qualifications before commencing the LOMQC.

A total of 85 RM Promotion Selection Boards (PSB) were conducted in Nov 04 with Board members coming from around the Corps.

These PSBs selected 34 WO2, 52 C/Sgt, 91 Sgt, 275 Cpl for a CPD of 31 Mar 06.

Further selections will be made throughout the year as specific specialisation requirements change.

RM ranks who were not selected and wish to know where they stand may request a Promotion Prospect Assessment from the RM promotions WO, provided they fill the following criteria: Mne/L/Cpl - Candidate with at least C* Grade on their appraisal; Cpl - 18 months Seniority with at least C*; Sgt - 18 months Seniority with at least C*, C/Sgt - at least C*.

DRAFTY'S One-Stop Shop



'Annual Reports permitting ...?'

Table 1 - Ratings and Other Rank Reporting Timelines

Rank	Report Date	Promotion Boards
AB	31 Jan	May/June
LH	31 Mar	June/early July
PO (non Tech)	31 May	Oct/Nov
CPO (Tech)	30 Jun	Sept/Oct
CPO (Non Tech)	30 Nov	Feb/Mar
WO2 (Tech)	30 Nov	Feb/Mar
WO1	30 Sep	N/A
All Royal Marines	31 Aug	Nov

RN Ratings and RM Other Ranks Promotions Team

PROM SO2	Maj Nick Jepson RM	VB 24619
PROM RNWO	WO1 Andy Meredith RN	VB 28125
PROM RN BS1	CPO Mick Rundle	VB20212
PROM RN BS2	CPO Kev Rowe	VB 24304
PROM RN X1	LWTR Sarah Jackson	VB 24483
PROM RN X2	LWTR Lynsey Home	VB 24776
PROM RN X3	Mr Meyrick Young	VB 20527
PROM RN L1	LWTR Davey Crockett	VB 25397
PROM RN L2	Mr David Albray	VB 27069
PROM RN E1	LWTR Rob Coombs	VB 24779
PROM RN E2	LWTR Kev Stapleton	VB 27065
PROM RN E3	LWTR Helen Thacker	VB 23284
PROM RN E4	Ms Tracey Webster	VB 24778
PROM RM WO	WO1 Paul Hadley RM	VB 22080
PROM RM AO	Ms Di Keeling	VB 23828
PROM RM NCO	Cpl Dave Bonsall	VB 24566
PROM RM WTR	WTR Matt Wright	VB 22409

Writing rules rewritten in communications revamp

THE HARD and fast rules of Defence correspondence have been revamped in a bid to improve communications.

From now on the emphasis will be on the message, not on the medium.

Changes to the Bible of Defence writing - JSP101 - have moved the focus to effective writing rather than prescriptive convention, much of which has been overtaken by modern means of communications.

The number of types of correspondence has been rationalised and the Guide itself has been significantly shortened - thereby making it easier to use and more likely to be read than the former heavy tome.

The new principles have been taught in the Ministry of Defence since the beginning of the year, and although it is still early days, MOD officials say that their initial impression has been "wholly positive - the students are focusing on content but are able to select an appropriate style and presentation which is 'fit for purpose', resulting in clear, concise and effective written communication."

Electronic tools to help develop writing skills are being made available on Defence intranets and will soon also be available on CD and, through the NavyStar system, on ships, although the disparate nature of MOD IT systems has not made this task an easy one.

One of the biggest changes is in the classification of routine types of correspondence, which now lists just three types - emails, loose minutes (for correspondence within the MOD) and letters

Hire cars, lower costs

A POTENTIAL multi-million pound saving in vehicle hire within the MOD has been made possible after some tough negotiations - but even greater savings are possible, according to the travel team behind the scheme.

The 'UK White Fleet Contract', worth £640 million and awarded to Lex Defence Management in 2001, provides two key vehicle services - 'continuous use' (leased vehicles) and hire vehicles.

Now the latter element of the

ters which can be used in most circumstances.

More innovations arise within the creation of an agenda and the minutes of a meeting, which are simplified.

All documents are to be presented in "most readable format", and recommended fonts and layout are provided.

The author is thus trusted to use his or her judgement when creating a document, ensuring a degree of flexibility.

contract has been renegotiated, resulting in the 'Vehicle Rental Service', which could bring savings of up to £7 million between now and 2011, based on current patterns of volume and demand.

But the teams which negotiated the new deal have identified areas where further savings are possible.

These include taking more care in the proposed hire start and finish times, and careful consideration over whether home deliveries are really necessary.



Children's Education Advisory Service

For any enquiries on Children's Education, parents should contact CEAS for help and advice



for FREE advice and support:

Tel: 01980 618244 Mil: 94344 8244

Fax: 01980 618245 Mil: 94344 8245

email: enquiries.ceas@gtnet.gov.uk



TOP MARKS FOR TRITON



CADETS from Great Yarmouth, Lowestoft and Beccles units had the chance to sail up from London to Great Yarmouth in the research vessel Triton.

The monster trimaran, built by Vosper in 2002, was until recently on trials with the Royal Navy and she has now been acquired by Gardline Geo Surveys.

Gardline spokesman Willie Anderson said: "The cadets had a wonderful time on the trip and were a credit to the Sea Cadets."



Pellew back with the best

CONGRATULATIONS to Truro Unit and Marine Cadet Detachment (TS Pellew) for receiving their first burgee for ten years.

The award, presented to units deemed to be among the best in their particular area of the country, is here presented by TS Pellew patron the Hon Evelyn Boscawen to CO Capt Tony Benton RMR.

Taff's in the frame

WHAT some people will do to get in Navy News

PO Taff Squibb from HMS Gloucester was a special guest at the Type 42 destroyer's name-sake unit's Royal Navy Inspection - and brought along a framed photo of her, which he presented to OIC Yonna Berry.

PO Squibb told her that in 26 years' service with the RN he had never appeared in the paper - so what could we do?

Through 21 locks in 12 hours



NORTHAMPTON unit got back onto the water in fine style by rowing one of their pulling boats from Northampton to Thrapston for their annual camp.

Over 12 hours they covered 22 miles and passed through 21 locks on the River Nene.

This exercise marked the completion of the cadets' Duke of Edinburgh Bronze Award. The Boatwork Week held at the Sea Cadet Training centre in Thrapston was attended by 21 cadets who gained qualifications in sailing, powerboating and pulling.

To help develop sailing and windsurfing training Carillon URS have given the unit a new safety boat. This 10ft inflatable Avon, complete with trailer, means TS Laforey can now offer all waterborne training offered within the Sea Cadets.

The Northampton unit marked the annual HMS Laforey Memorial parade by parading its Colour through the streets before reviewing officer Rear Admiral John Roberts.

At a Service of remembrance unit chaplain David Willerton told of the 'vital but dangerous work' HMS Laforey carried out in relieving the siege of Malta. Of the 250-strong crew who set out on the ship's final mission, 182 lost their lives when she sank in minutes on March 30, 1944.

* LONG PULL: Northampton rowers prepare to negotiate one of 21 locks on the River Nene.



Warden's 'personal wardens'

SEA CADETS were out in force at the Installation at Dover castle as the new Warden of the Cinque Ports, reported in our May issue.

For Tim Weaver from Ramsgate and Craig Clark from Hastings it was a very special day – their first official duty since their appointment by the former Chief of defence Staff on March 14.

Their role was to escort him throughout the ceremony and in the evening at a cocktail party on board HMS Albion.

"As it is only the second time in history that an admiral from the Royal Navy has been appointed Lord Warden, it is extremely appropriate for me to have two Sea Cadets as my personal 'wardens'" commented Lord Boyce.

Escorting the Lord Lieutenant of East Sussex, Mrs Phyllida Stewart-Roberts was SC Gourley of Hastings unit while SC Crosbie (Maidstone) and MC Acquaviva (Folkestone) accompanied the Lord Lieutenant of Kent, Mr Allan Willett.

Also, 12 Sea cadets and 12 Marine Cadets formed the front and second ranks of the 48-strong Honour Guard to receive the Lord Warden on the parade ground inside Dover College. Guard Commander was Lt Kevin Martin from TS Bulldog, Ramsgate and Broadstairs unit.

Some 50 Sea cadets representing units in Canterbury, Dover, Folkestone, Maidstone, Margate, New Romney, Ramsgate, Hastings and Rye joined hundreds of schoolchildren and other groups to line the route of the procession through Dover.

● **FIRST DUTY:** Cadets Tim Weaver and Craig Clark form up with Admiral Lord Boyce and other dignitaries and officials to escort the former Chief of Defence Staff to his installation as Lord Warden of the Cinque Ports.

Lowestoft in time warp

SIXTY years on from the end of World War II, Lowestoft Unit marked the occasion by turning out in period uniform to perform 1945 vintage drill for their annual inspection.

Many of their audience also dressed in Forties styles – housewives in rollers and headscarves, a spiv with watches up each arm.

After the formal part of the proceedings, the cadets performed some evolutions based around wartime events.

An air raid siren sounded as an ARP warden shouted a warning about the amount of light in the building. When the lights returned, a defused bomb was lifted from a crater with a gin.

Dried potatoes and eggs were cooked for tasting by the Inspecting Officer, Cdr Stuart Watt and the finale included the audience singing wartime favourites.

In conclusion, three of the unit's Instructors took to the floor as Lowestoft's answer to the Andrews Sisters and danced their way through Boogie Woogie Bugle Boy of Company B.

● **FORTIES FASHION:** Black caps (which lasted until the mid 1950s) are worn by Lowestoft cadets to mark the 60th anniversary of World War II



SCC 'looking for growth'

WEATHER was wet but spirits were undampened when HMS Albion entered Liverpool to host the last of three national sea cadet events across the country in which frontline capital ships have supported SCC recruiting during the year of SeaBritain.

A thousand cadets from across the North West area descended on the assault ship with bands, ceremonial guards and horn-pipe display teams.

Many were able to stay on board overnight.

At a reception to pay tribute to the adult volunteers whose tireless work underpins the success of every unit, SCC Chairman Vice Admiral Jonathan Tod (above) said he was "looking for growth, not only in terms of numbers but also the quality of the training and qualifications which the SCC can provide."



● **CROYDON** unit broke a record at TS Rebel, gaining the most qualifications by a single group in a single weekend. In the picture are Able Cadets Wilkins (helm) and Bentley and OC Bland crewing TS Leopold Muller under the guidance of Civilian Instructor Dean Woodberry.



Another gong for the up 'n' under boys

THE Rugby League squad has clocked up victories on and off the pitch, annihilating a Solent side and picking up the title of 'sports association of the year'. Normally only 13 RN players are allowed on the pitch at any one time.

More than 20 sailors and Royal Marines turned out at Gosport Park for the 'A grade' side's clash with Gosport and Fareham Vikings; many of the RN players are regulars with the civvy side.

The servicemen proved far too strong for the opposition in the friendly.

Eight RN players ran in 13 tries, while scrum half Lee Taylor kicked an impressive 10 goals in the 74-14 victory. Carl Maynard and Tom Dorgan scored a hat trick of tries, while Fijian Mike Mua and second row Mark Salama bagged two.

The 'association of the year' award for 2004 was bestowed by the Navy Board.

The title recognises RNRL's first triumph in the Inter-Services, and the efforts to nurture the sport from scratch in the Senior Service (it has been established less than a decade).

Back on the pitch, the RN side takes part in the prestigious York International 9s on June 4 and 5.



Robbie reveals his va-va-vroom

AFTER a lengthy absence due to injury, CPO(STD) Robbie Robson has finally returned to the motocross scene – and is looking for fellow sailors to join him on the tracks.

The steward, based at HMS Nelson, took to his KTM 400SX at the Golding Barn circuit (above) last month in Brighton, where he is hoping to return with 20 sailors on June 21.

There are places on a first come, first served basis for riders of all abilities with road-legal Enduro based machines. You will need to tape up all the lights and indicators, but that aside it's an excellent opportunity to test the off-roading abilities of bikes on a first-rate circuit.

The cost is £30 per rider. Contact Robbie on 9380 22089.

Services eye up Twenty20 vision

THE Armed Forces embrace Twenty20 cricket for the first time this month with the inaugural Combined Services championships.

The Army Cricket Ground in Aldershot hosts the Sunday June 19 event where legendary umpire Dickie Bird will present the Energy Plus UK Trophy to the winning Service side.

The contest begins at 9.30am and should conclude around 7pm. Tickets are priced £5 (or free for U16s) with proceeds going to the Dickie Bird Foundation. Details from 01943 873482 or info@thedickiebirdfoundation.org

Rewriting the history books

YOU wait three decades for a historic triumph on the hockey pitch and then two come all at once...

After taking the Inter-Service title 12 months ago after a quarter of a century break, the men's hockey squad held on to the trophy – a feat unequalled in nearly a century of the sport in the RN.

It was the task of player/coach Lt Matt Wesson (DCMH Portsmouth) to prepare the team in six warm-up matches before the decisive clashes against the Army and RAF.

The sailors steamrolled the Army in the opening match, led by LMEM Danny Makaruk (HMS Southampton). Mne 'Woody' McNally proved lethal in front of the sticks, bagging all four goals in the 4-1 victory.

The Army collected the wooden spoon after a narrow defeat by the RAF, so the airmen's clash with the Senior Service would decide the destination of the cup.

The game began promisingly for the RN with quick goals from Lt Adam Duke and Surg Lt Dave Potter – who went on to take 'player of the tournament' title – while Mne McNally also got on the scoresheet as the Navy ended the first half 3 to the good.

The RAF, coached by Guildford star Ian Jennings, fought back in the second half as expected and eventually drew level.

That, however, was good enough for the trophy to remain in RN hands – and guarantee the team's place in hockey history.

"I'm so proud of what the lads achieved this year," said Lt Wesson. "Retaining this trophy has taken 96 years but it was down to a great squad to finally achieve it."

"I'm already looking forward to the challenges of next year and hopefully putting ourselves in the history books again."

The RN hockey cup remains in the trophy cabinet at HMS Sultan after its team won the competition for the third consecutive year.

HMS Drake were the opponents at Burnaby Road, and mounted a stiff challenge initially. Only fine



● Can't catch me... Surg Lt Dave Potter, Inter-Services player of the tournament, tries to get away from his Army opponent in the RN's 4-1 thrashing of the squaddies

saves from OM Richie Luff kept the Devonport boys at bay.

Having soaked up the pressure, Sultan struck back, led by LPT Sam Howard whose mazy run ended with the opening goal, then a spectacular reverse stick lob from an acute angle added number two.

Drake's LMEA Stu McNally struck back before half time, and the west country side opened the second period with a flurry – but failed to capitalise on their pressure.

Lt Mark Dixon put the game beyond Drake's reach after pounc-

ing on a loose ball to make it 3-1 and LMEA Russ Garner put the seal on the win with a fine reverse stick goal.

Other players of note were LAEA Lou Wrightson and MEA Johnny Li, and especially Capt Reggie Perrin REME who completed the London Marathon just three days before the final.

Sultan are only the second team in the competition's 50-year history to win the cup three years on the trot; no-one has lifted it for four years in succession – yet...

Three out of four ain't bad

CRICKETERS have opened the 2005 season with a flurry, with just one defeat in the opening four matches.

The opening fixture, a traditional two-day clash with Incogniti, saw a comfortable 10-wicket victory (and a victory in the Twenty20 clash following).

Accurate bowling from AEA K Adams (Sultan) and MA G Freeman (Birmingham School of Medicine) reduced the opposition to 85 all out in their first innings. In reply, the RN declared on 196-6 after a solid performance from OM C Penner (Exeter) and Lt J Matthews (Culdrose) in particular.

Another solid performance from the bowlers dismissed Incogniti for 122, leaving the sailors needing just 12 runs for victory.

A much tougher test was offered at Burnaby Road by the Free Foresters, who clocked up 219 runs in 61 overs, where MA Freeman and PO(AEA) A Troughton (Yeovilton) bowled particularly impressively.

OM Penner and Cpl S Needham (Cdo Logs Regt) opened the RN batting in style with a partnership of 83; Needham went on to hit 92 as the Navy sealed a seven-wicket victory.

A weakened RN side took the field against the Stragglers of Asia, who were dismissed for 134.



● Yes, we'll take a cheque... RNCC captain Lt Peter Andrew receives a cheque for £15,000 from BAE Systems' Mike Perowne, sponsorship for the 2005 season

Picture: LA(Phot) Gregg MacReady

In response, the Navy batsmen struggled to get going. Opener MEM J Richards (Montrose) proved the backbone, but was running out of partners at 91-8 until MA Freeman joined him at the crease and helped the RN to 135-8; the medic scored an unbeaten 26 and Richards 61 n.o.

The sole defeat – but a narrow one – came at the hands of English Universities on RN home turf.

Newcomer CPO D Astley (Drake), in his first senior appearance for the Navy, took man of the

match with his 5-50 in ten overs. Otherwise, the wicket belonged to student D Margerum with a blistering 154 as the Universities ran up 269-9.

In reply, a 22 from OM Penner and 61 from Cpl S Needham (Cdo Logs Regt) provided a solid foundation and a wagging tail from CPO B Regan (Nelson) and MA Freeman who notched up 53 between them. Regan was finally bowled in the 46th over, bringing the RN innings to a close 22 runs short of the students' total.

Steve and Sean set the cycling pace

GREEN beret Steve Mercer and PTI Sean Childs prove the men to beat in the saddle in the hotly-contested struggle to be the RN's top cyclists.

The RN and RM Cycling Association is riding the crest of a biking wave with the largest membership in its history.

Merryfield, Ilton, hosted more than 40 riders at the annual RNRMCA Championships.

In the novice race (seven laps of the three-mile course), associate member Rob Wilcox crossed the line first, followed by CPO Nigel Wood (Abbeywood) and Lt Simon Paget (HMS Raleigh).

The 11-lap open race was contested at a frantic pace. A local guest rider was first past the post in a bunch who sprinted forward, ahead of Mne Steve Mercer (RMR Bristol), CPO(MA) James Smith (HMS Vivid) and Paul Murphy (associate member).

In battles against the clock, RN cycling stalwart CPO(PT) Sean Childs (HMS Illustrious) notched up his second victory of the year, taking the St Austell Wheelers CC South-west 10-mile Championships in

22m 22s. The following week in Truro, Sean came second in the 25-mile open TT, completing the course in just under an hour.

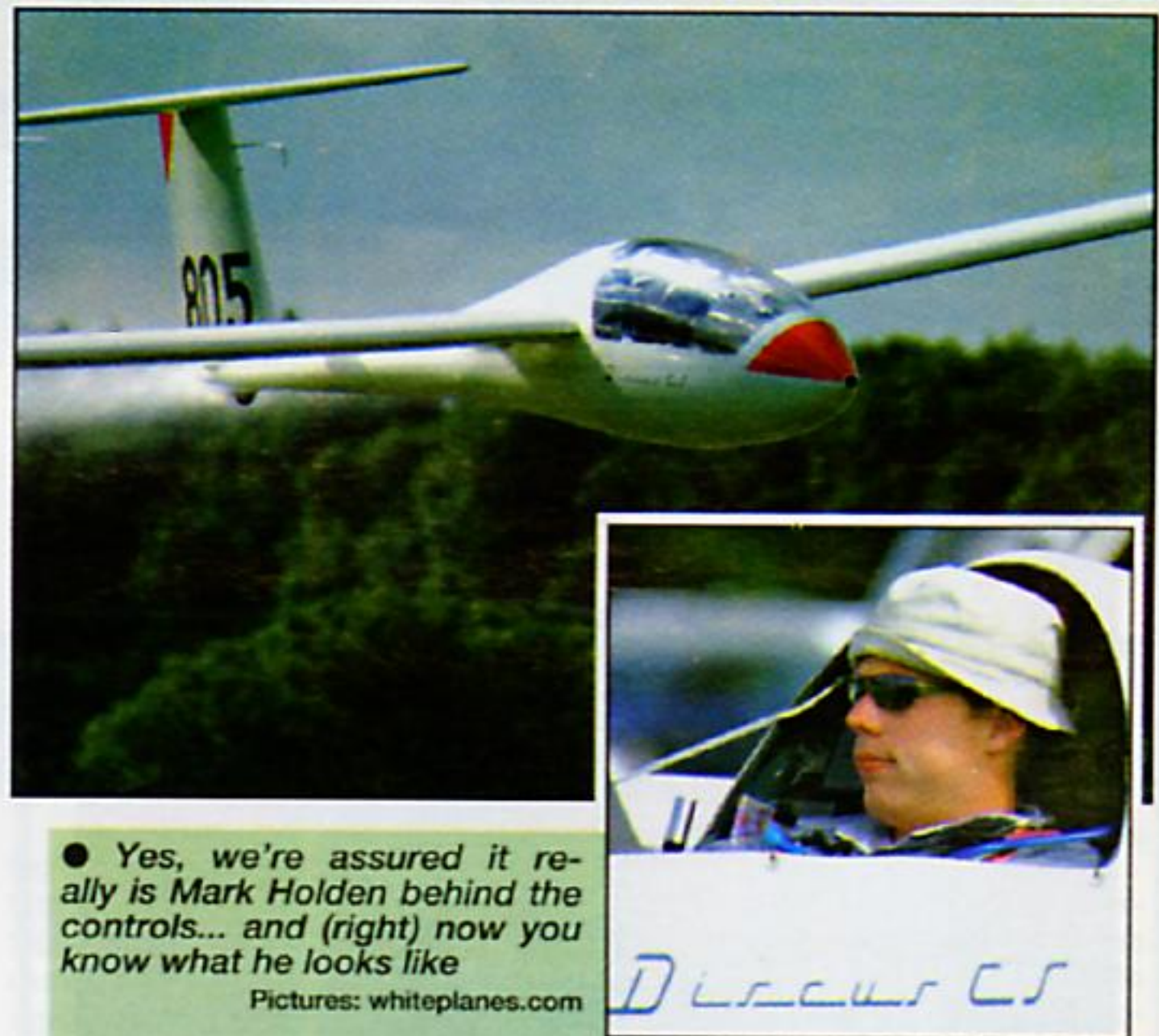
At the Tamar CC Open 10-mile TT near Okehampton, CPO Mark Gorman (PJHQ Northwood) crossed the line in seventh place on 22m 22s.

The RN squad turned out in force at the Corinthian CC Open 10-mile TT in Plymouth, where CPO Childs came home second, posting the club's fastest time of the year with 21m 34s. Paul Murphy came sixth on 22m 55s, three seconds ahead of CPO Gorman.

At the 25-mile level, Lt Stuart Dodd (HMS Vengeance) has clocked up the club's fastest run of the year with 59m 1s.

Mne Mercer is currently top of the club's points competition, ahead of CPO Smith and Paul Murphy, while the best all-rounder is CPO Childs, narrowly ahead of Lt Dodd and CPO Gorman.

More on RN cycling from CPO Childs at HMS Illustrious-CPOPT on Navy Net or www.navycycling.org.uk



● Yes, we're assured it really is Mark Holden behind the controls... and (right) now you know what he looks like

Pictures: whiteplanes.com

Mark's a sight for soar eyes

A BRIGHT prospect for a national and world title in gliding is prospective Naval officer Mark Holden.

The 22-year-old, who has been flying with Portsmouth Naval Gliding Club – where he's also an instructor – from its home at the former HMS Daedalus site in Lee-on-the-Solent for 13 years, is due to compete in both events this summer.

Mark, a qualified air technician, is hoping to join the Naval officer corps – naturally with a leaning towards the aerial side of the Senior Service.

Since flying solo, the budding officer has notched up 500 hours' gliding and 150 hours' powered flight.

Last year was his best yet in unpowered aircraft; he finished third in the UK Junior Championships and sixth in the pre World Championships.

The world event is lined up for Husbands Bosworth in Leicestershire in August, followed by the national juniors at Tibenham at the end of that month.

The club itself has recently returned from an expedition to Spain.



● Surf's up – or rather down for many of these beginners who headed to Sennen Cove near Land's End for an introductory weekend on the boards. Instruction was provided by the experienced hands of the RN & RM Boardriders (right) who were pretty conspicuous...

Pictures: PO Bob Sharples, 771 NAS





Pool sharks shatter 11 records

THE RN Masters swimming team broke 11 records at the Midland District Championships – and another seven records at their open meeting in HMS Heron.

Naval swimmers took to the water for 44 events at the Midland event, taking 29 medals – 20 of them gold or silver.

Old and new faces jumped into the pool, led by former RNASA President Rear Admiral Peter Davies.

New swimmers making their mark included Lts Karen McCullough and Andrea Chan.

The increasing interest at the 19-24 age group should give the Senior Service squad added impetus ahead of important events in the UK and beyond this summer.

The sailor-swimmers will be competing at the nationals in Wales and Scotland, the Inter-Services and the World Masters Games in Edmonton, Canada.

Training takes place at Temeraire on Tuesdays 6.30-7.30pm and Wednesdays 6-7pm and at Collingwood on Wednesdays from 6-7.30pm.

Details from Lt Sarah Buck on 01296 656427.

Naval support rubs off on youth squad

ONE of the top rugby union youth sides in the north-west is trotting out with a fresh kit thanks to the RN and RM.

Naval bosses in the region decided St Ambrose College First XV would be the ideal sporting side to sponsor given its success.

Area recruiting officer Lt Cdr Richard Cowley presented the team with the new kit prior to its demolition of Lymm High in the Cheshire Cup final.

Further proof of the talent in the side was its victory in the RN-sponsored National U19 Rugby Sevens and the selection of Matthew Simpson as centre for the England U18 squad.

"It's a great honour to earn the sponsorship of the Royal Navy and Royal Marines," said Nigel Handy, director of sport at the college.

"The team will wear the emblems with immense pride – we only hope we can do this with the same dignity and courage that so many Servicemen and women have displayed."

Ifos 'Olympics'

THREE days of sporting events are lined up for sailors (British and foreign) taking part in the International Fleet Review and subsequent festival in Portsmouth.

HMS Temeraire will host a two-day 'Olympiad', culminating in an *It's a Knockout*-esque tournament on Sunday June 26.

Basin No.3 in Portsmouth dockyard will host 'dragonboat' racing on June 24 and 25.

And Temeraire is offering football coaching sessions on June 24.

On a social front, HMS Collingwood, Sultan and Nelson are all organising various evening events on the Saturday and Sunday nights (June 25/26).



● The red steamroller: (Left) The Army line in full flow during their comprehensive victory and (above) hopefully there's an RN player out of frame of the picture...

Pictures: LA(Phot) Owen King

Crash of the titans

EXCITEMENT, anticipation, optimism and finally heartbreak – it just about sums up the singlemost prestigious day in the Inter-Service sporting calendar.

A little under 45,000 spectators – an attendance greater than the Varsity match – filed into Twickenham for the titanic Army-Navy clash, writes RNRU publicity officer Lt Cdr Gary Bushell.

Lets face facts: nobody gave the Navy a chance of winning this game after losing to an RAF team which had been hammered by the Army. Well, nobody save the Navy squad and coaching staff.

The Army went in front with a penalty in the 11th minute but it was the Navy who had the better of the opening exchanges and finally got their reward when the Greg Morgan collected a sublime chip ahead by Manoa Satala to touch down. The conversion was missed but the Navy had taken the lead.

The Army appeared to be stunned by the passion and ability of the Navy with no greater demonstration on display than the dynamism of Will Pilkington; he was quite simply outstanding in every aspect of his back row play.

The Army came back hard but the defensive Navy line refused to be breached.

On and on the pressure came and on 33 minutes the New Zealander and full time prop with Northampton Saints Chris Budgen scrambled on to the line and the touch judge signalled that a try should be awarded; with no video referee to provide further confirmation the try was awarded much to the chagrin of the Navy forwards. The try unconverted, the Army score moved to an 8-5 lead.

The Navy came back with an impressive mauling display by the forwards leading to a penalty which Dave Pascoe converted.

As the game went into its 4th



● The squad poses with mascots and C-in-C Fleet, Admiral Sir Jonathon Band (in the beige jacket)

minute of extra time Will Pilkington tackled the Army Captain Mal Roberts stopping him in his tracks but the supporting players in red drove hard into Pilkington, who emerged shaken from the encounter. Unbeknown to the watching crowd Will had suffered a fractured cheek bone and it wasn't until the half time whistle went, a full two minutes later, that he signalled for assistance.

With the score at 8 all the atmosphere within Twickenham was tangible, incredible and electric. Could we really do it?

Changes for the restart saw Les Dennis replace Pilkington and John Court on for Nick Bartlett.

The second half started with little to choose between the teams but tactical replacements for the Army on 51 minutes soon reaped rewards and the staunch Navy defence was breached on 54 minutes and with the try converted the score went to 15-8 to the Army.

It was now the turn of the Army defence to prove its ability; it was not found wanting. At every attempt by the Navy to spread the ball wide the red line held.

Two tries in as many minutes as the match moved into the last ten minutes should have taken the wind out of the Navy sails, but for the next five minutes they pressed the Army deep into their 22 metres.

The fourth and decisive victory was provided by WEA Jack Stewarts (Collingwood), whose blistering last round ensured P Scottow lost on points.

Defeated on the night were Mne 'Trav' Travis (45 Cdo) who lost a narrow points decision, as did Mne Louis O'Brien (45 Cdo).

Meanwhile, the England squad has been back at the Nelson gym for training prior to three major contests.

The 16-strong squad, plus coaches – including the RN's own PO(PT) 'Q' Shillingford – were preparing for a clash against Sweden and multi-national tournaments in Lithuania

and Croatia.

And as *Navy News* went to press, MA 'Max' Khan (DNR) and PO(PT) Stu O'Connor (Collingwood) were competing in the finals of the All England Novice championships. Four RN fighters reached the semi-final stage, where unfortunately Mne 'Robo' Robinson (40 Cdo) and MEM Daz Hoare (Bristol) were eliminated.

And female boxers Lt Lucy Abel and OM Stacey Wilson (HMS Nottingham and Southampton respectively) were competing in the English championships in Aldershot with good prospects of a title.

facing Greg Morgan, the winner of the Cossack Sword for the most ground made and held, with the other developing members of the Navy squad in 12 months time. Will Pilkington has the potential to be a future captain of the Navy side and although he retired early through injury he was awarded the Navy Man of the Match.

The Army Coach Andy Hickling said after the match that the Navy challenged his team well in every department and that it wasn't until the last ten minutes that he felt confident.

There was to be no fairytale ending for Nick Bartlett in his last representative game for the Navy but he, along with Bob Armstrong, who has been forced to retire through injury, will no doubt be around to mould the future players to once more win the inter-Services.

■ It's not been all doom and gloom on the rugby pitch; the RN was victorious in the Rugby League 9s hosted by the Army Medical Services at Fort Blockhouse, Gosport.

HMS Collingwood lifted the trophy after a thrilling final in which they defeated 4 GS Regiment 21-10.

An excellent HMS Southampton side (they drew 10 each with Collingwood in the preliminary stages of the contest) took the plate after defeating Gosport and Fareham U21s.

Making waves for Beijing '08

TWO Naval officers are bidding for a place in the GB sailing squad to take to the water at the Beijing Olympics in 2008.

Lt Penny Mountford, a member of the tune-up crew for medal winner Shirley Robertson at the Athens games, has seized the opportunity presented by the introduction of the Laser Radial as an Olympic boat to get back into single-handers.

Penny has been practising during the winter from Stokes Bay Sailing Club in the Solent.

Competition for her began in Palma, Majorca, with the Princess Sofia Trophy up for grabs.

She took seventh place in all, coming home as the second British sailor behind a RYA performance level-funded racer.

The event was the opener to a hectic season of racing, culminating in the Laser Radial World Championships in December.

A top-ten finish for the young officer at the world event should guarantee selection for Team GB – and funding.

Meanwhile, Lt Diana Shanks has teamed up with Dom Lindsey and Fleur Oswald in a new Yngling partnership bidding for the exclusive Team GB spot in Beijing.

Dom sailed with Penny in training at Athens; Diana will be mainsheet trimmer and tactician, converting the helm's boat speed into regatta victories.

Lt Shanks, until recently operations officer of HMS Severn, has purchased a part share in a new Yngling with help from a loan from the RN Sailing Association to ensure that the team has the best possible chance of being selected.

At Palma, the team finished eighth behind the leading two GB boats, one of which included Athens gold medal winner Sarah Ayton.

Wake-up call

AFTER just six RN and RM personnel competed for the inaugural Senior Service wakeboarding squad, boarders are hoping for a stronger turnout when they take to the water again this month.

The fledgling sport – a cross between waterskiing and surfing – has enough followers to allow a Tri-Service contest this year.

The first round of that is hosted by the RAF near Milton Keynes on June 7-10, followed by the Army-Navy clash in September.

The wakeboarding squad was formed for the first Army-Navy meeting last year.

Anyone wanting to bolster the numbers in the competition in either the boat or cable disciplines should contact team manager Lt Cdr Vee Arden on 01252 397679 or navywakeboarding@hotmail.com

A fight against the Old Bill? Easy Pc

RN amateur boxers proved too strong for Britain's largest police force.

The Metropolitan bobbies went down 4-2 in a keenly-contested night of bouts.

Top of the bill was RN Cup title holder OM 'Chile' Jenkins (Albion) against Met champion G Walker. The rating's elusive style, plus his power and speed, proved too much for the bobby. Jenkins took a unanimous points decision.

Mne Al Hunter (45 Cdo) proved too strong for O Edis, who was stopped in the third round and Mne 'Buster' Brown (also 45 Cdo) knocked out M Hillier, also in the third.

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Sutherland honours heroes of the north



● Members of the ship's company of HMS Sutherland stand with their Russian counterparts before the Alyosha statue during the Murmansk ceremony of remembrance for the end of World War II

Picture: LA(Phot) Chris Wenham

Events begin to mark sixty years on

THE FIRST Sea Lord, together with the other Service Chiefs of Staff, laid a wreath at the Cenotaph in the heart of London to mark the sixtieth anniversary of Victory in Europe (VE) Day on May 8.

The remembrance ceremony was led by the Prince of Wales, and the new Secretary of State for Defence Dr John Reid and the Chief of Defence Staff, General Sir Michael Walker, also laid wreaths at the sombre ceremony in Whitehall.

A number of events are planned for the course of this year as part of the commemorations, and the Ministry of Defence is working with a team drawn from various veterans' organisations to bring together both VE and VJ (Victory in Japan) Days on a National Commemoration Day on Sunday, July 10.

The week before - July 4-10 - is Veterans Awareness Week, with events planned across the country to include all those who served

their country in the Armed Forces at home and overseas.

The Big Lottery's Home Front Recall scheme is providing grants to fund celebrations by charities and other organisations.

The National Commemoration Day aims to be an opportunity for those who lived through the war to remember their family, friends and colleagues who died, but also to serve as a reminder to all to celebrate the ending of the war and to endeavour to seek a peaceful

resolution to international conflict.

The main events are all-ticket functions and while they are sold out at present, reserve lists are being put together.

Big screens will display events on July 10 to those in and around the Mall and the public are encouraged to come to the Park and take part in the commemorations.

For more information, call the Veterans Agency on 0800 169 2277.

Dusk in the Caribbean

DESTROYER HMS Liverpool paid a call on the Caribbean island of Montserrat in the course of her patrol duties in the international War on Drugs in early May.

The British warship is working closely with French, US, Dutch and Jamaican units to fight the anti-drug war.

The Type 42's visit to Montserrat saw the ship's company get involved in a different type of community action when nine people from the ship were airlifted high on to the island's infamous Mount Soufrieres.

The team were armed with machetes to clear the undergrowth around the helicopter landing sites that allow geologists access to monitoring stations which measure the seismic activity on the still-active volcano.

● HMS Liverpool anchored in Little Bay off the Caribbean island of Montserrat

A PLATOON of sailors from Type 23 frigate HMS Sutherland marched proudly alongside their Russian counterparts in the city of Murmansk to honour the 'Heroes of the Northern Convoys'.

Veterans from the Arctic convoys joined with their younger brethren to gather in the Russian city to commemorate Victory Day and remember the sacrifices of World War II.

The First Sea Lord, Admiral Sir Alan West, and Prince Andrew, the Duke of York, were also present at the ceremonies to honour the men of the Arctic convoys. In his address, the Prince spoke of the courage of the veterans and the sacrifices made by both countries in the defeat of Nazism.

The parade began in the Five Corners Square in the heart of the city before marching to the giant Alyosha statue that dominates the city's skyline as a dark and brooding reminder of the Russian people's battles.

During the ceremony, the Russian Parade Commander stood before each platoon in turn, proclaiming victory, and the Russian men replied in well-rehearsed unison.

The assembled townsfolk cheered wildly when they heard the British sailors reply loudly in their own Russian tongue.

Commander of the British Platoon, Lt Tom Corbett said: "It was amazing. The crowd responded with the loudest cheer of the day."

"We all felt fantastic." The sun shone brightly throughout the day on the city that had been the cold destination for so many of the Arctic convoys bringing supplies to the Eastern Front.

Don't drink and drive afloat

THE MINISTRY of Defence Police Marine Unit at Devonport Naval Base have issued a warning to all users of the sea to be aware of the dangers of drinking while on the water.

The advice follows the arrest and conviction of a Russian skipper who was fined £2,000 after being found drunk in charge of his ship in the Port of Plymouth in early May.

Alcohol can be a factor in causing accidents at sea, and the Police Marine Unit advise zero consumption while in charge of any vessel, whether a windsurf board or a large yacht.



● RFA Wave Knight escorts the yacht to the US Virgin Islands

Drugs yacht busted by Wave Knight

ROYAL Fleet Auxiliary tanker RFA Wave Knight brought to a stop the journey of a drug-laden yacht bound for Europe from the Caribbean.

The yacht had been the focus of a joint intelligence-led investigation by the Royal Navy and HM Revenue and Customs, working together with their colleagues in the US and France.

Shortly after leaving Antigua on May 10, the RFA was called upon to track down the cocaine-trafficking vessel.

After a day's intensive search, Wave Knight kept a wary eye upon the 49-foot yacht, waiting for the go-ahead to board and search for contraband.

At first light, a boat from Wave Knight carried a party from the United States Legal Enforcement Detachment (LEDET) on to the yacht, where after several hours of searching a cache of 183kg of cocaine was discovered on board.

The Fleet tanker then carried the yacht's detained crew to the US authorities on the US Virgin Islands, while personnel from the RFA sailed the luxury yacht back to the same destination.

Since being handed over, the yacht has undergone what is termed 'a destructive search' to check for further drugs hidden within the structure of the boat.

RFA Wave Knight is deployed in the Caribbean as part of the

UK Task Group fighting the international drugs trade.

In addition to her RFA complement, the ship carries a Lynx helicopter from 815 Naval Air Squadron and a US Coastguard Law Enforcement Detachment - a squad embarked specifically to board any vessels suspected of carrying illegal substances.

Presentation team tour goes on

THE ROYAL Navy's Presentation Team continue their regular patrol around the towns and cities of the UK with events in June at:

June 1 - Solihull; June 2 - Leicester; June 7 - Kircaldy; June 8 - Falkirk; June 9 - Stirling; June 15 - Ayr (including Irvine and Troon); June 16 - Dunoon; June 17 - Rothesay; June 21 - Wells; June 22 - Honiton; June 23 - Newton Abbott.

If you would be interested in attending or want details of their future programme, contact the team on 020 8833 8020.



Picture: LA(Phot) Dave Griffiths



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HMS Ganges Centenary Parade

Royal Naval Training Establishment, Shotley, 1905-1976



Wood, stone and iron



● Ganges boys - 2SL Command Warrant Officer Eddie Seaborne (left) chats to his boss, Vice Admiral Sir James Burnell-Nugent, during the Centenary Parade weekend
Centenary Parade pictures: LAIPHOT/Nicola Harper (2SL)

Wise, strong

OF THE thousands of former Nozzers who returned to Shotley to celebrate the centenary of the former training establishment, one was picked out for special treatment.

The Royal Navy's chief personnel officer, Second Sea Lord Vice Admiral Sir James Burnell-Nugent - himself closely linked with HMS Ganges - read from a Divisional Officer's report of 1972, four years before the gates finally closed.

The lad in question had "achieved satisfactory results" but "could have done better", in the opinion of the Divisional Officer.

"However, he started off with a total inability to stop talking, it took him a long time before he realised that he would get into serious trouble unless he cured the habit," the report stated.

"He still lapses at times and talks when he should be listening, but during the last few months has made good progress.

"Not very bright but he is enthusiastic and generally reliable" was the verdict, and the Junior Seaman 1 "likes to give the impression of being an 'old salt'."

Some of those characteristics were never knocked out of Seaborne E.J., and his propensity to talk now proves beneficial as he goes about his daily business as Command Warrant Officer.

To redress the balance, his boss also quoted from Eddie's most recent report, a glowing account of a busy year acting as the Admiral's eyes and ears during a period when personnel issues have been at the forefront of Admiralty thinking.

And the point in turning the spotlight on to Eddie's career?

Not personal advancement - Eddie is not far away from the delights of resettlement at the end of 34 years in the Senior Service, and in any case he has risen as far as he could on the lower deck.

No, this was a ringing endorsement for the continued quality of Royal Navy initial training, as delivered for decades by HMS Ganges but now through the instructors of HMS Raleigh.

Of course, RN new entry training has changed - and there are few who would argue that has changed very much for the better.

For the gates of HMS Ganges loomed large in the nightmares of many a young lad sent to Shotley, near Ipswich, to be transformed first into a Nozzer - a general Ganges term for anyone more junior than yourself - then into a peerless fighting sailor.

Fear was a major factor in the training - fear of failure, fear of punishment, fear of letting yourself

or your oppo down

Many of those fe Hill, where misdegruelling punishment and rifle, up and do

Another Shotley and Charity, the thoubled as a punishyoungsters to be ma stone steps carryin

Perhaps the mo of Ganges is now mast which is invarplem) festooned heroic button boy a example of characte

The toughness of of Ganges was legen transgressions was n

Any sign of nicot brought nemesis in most famously from to an Irish Royal M life's work to catch l

HMS Ganges Thipthorpe said the worse than his bite long after he was l Shotley Road.

Many veterans of and 'barbaric' to c conditions and sum

But all that has to society very differer boy seamen are on a highly-structured ar as a welcome respitio nal families and p

But whatever the for every grim re one of achievev turned out a stea highly-discipline ing sailors who f almost the whole backbone of dep

"Ganges taught u every success," said establishment's mot

"It developed yo Fleet to continue tr

"It certainly knoo days.

"It is often quo there; in my days it ing, and the chara reminiscing. Today ing; things were diff

"But we still tu calibre today - it w HMS Raleigh now."

Eddie reflected hand-in-hand with t by the main pictur ment.

Vice Admiral E with Ganges go ba former Shotley boy Parade weekend.

Saying that he wa very moving occasio those gathered: "Th have had strong ass

"My grandfather Ganges in 1936 an Officer at the same

"My parents me during my Fleet Tim to swim in the Gan

"HMS Ganges h harsh regime but w into highly-trained

"Its emphasis on instilling a baselin with those it traine

"While the trai

Massive effort made to ensure Parade weekend was a success

THREE words sum up the history and impact of HMS Ganges - wood, stone and iron.

The wood comes from the wooden walls of the old HMS Ganges, a retired man o'war which had been training boys since 1866 down at Falmouth before arriving in Harwich harbour in 1899.

It was the move ashore from the wooden warship to the stone frigate in October 1905 which set the clock running for the Ganges Centenary celebration weekend.

So that accounts for wood and stone.

The iron represents the legendary toughness and mettle of the Ganges graduates, of which there are a handful still serving today, still following the Ganges exhortation to "Fear God, Honour the King"

Some of that fortitude was demonstrated by David Layte, who entered Shotley 50 years ago, and to whom fell the task of organising the celebrations.

HMS Ganges Association chairman Tony Thipthorpe - who joined on exactly the same day as David - said: "He dealt with all the protocol requirements, VIPs and participating units from the Army Air Corps down to the lowliest cadet.

"He also masterminded the fund-raising, winning the maximum grant from Lottery funds.

"A magnificent job, reflected in hundreds of messages of congratulations and praise - he even organised the weather!"

The whole affair, which also marked the 60th anniversary of the end of the war, required a massive logistical effort.

Catering for 2,300 people was undertaken by staff and students from the Suffolk College Catering Faculty ("their efforts could not have been bettered by any commercial organisation," said Tony) while the bar service was undertaken by Ipswich Town Football Club, accustomed to dealing with large crowds in limited time.

The Centenary Parade itself formed up at Albion Wharf, and the salute was taken by the Second Sea Lord, the Lord Lieutenant of Suffolk, Lord Tollemache, and the Mayor of Ipswich, Cllr Roger Fern.

At the head of the parade was the Royal Marines Band Portsmouth, followed by the HMS Ganges

National Standard, HMS Ganges Divisional standards and the standards of Ipswich Royal Naval Association, Ipswich Royal British Legion, and those of other local associations and organisations - more than 60 in total.

Platoons were led by former Ganges representatives and followed by RNA members, the RBL, the Royal Hospital Old Boys Association, the Korean Veterans Association, the Suffolk Regiment Old Comrades Association, the Merchant Navy Association and the Royal Air Force Association.

Bringing up the rear was the

band of the Royal Hospital School, Holbrook, which led a youth section of some 200 Sea, Army and Air Cadets.

The school also provided the Guard of Honour, under the care of WO John Snoddon.

But after the formalities, there was plenty of time for old friendships to be renewed.

Tony himself met up with a former classmate from 50 years ago, while another home-town friend, Ted Ironside, had flown over from Canada just to be there on the day - "wouldn't have missed it for anything," said Ted.

The nostalgia elicited by Ganges almost 30 years after it closed down is remarkable, given the rigours of the training carried out there, and the memories are still clear in the minds of many retired matelots, let alone the final serving senior rates who count themselves Ganges boys.

For anyone interested in joining the Association, contact Membership Secretary Mac Brodie at 11, Elder Close, Tilehurst, Reading, Berkshire RG31 5WG, telephone 0118 941 0391, or email HMS Ganges Association Chairman Tony Thipthorpe at thipthorpe@btconnect.com



● Former Ganges boys celebrate the centenary of the foundation of their former training establishment at Shotley in Suffolk (above)

● The last recruitment contingent of Junior Seamen arrives at the gates of HMS Ganges main establishment from the Annexe, shortly before the gates shut for good in 1976 (right)

● (Right) Manning - one of the high p for the Button Boy



ing ... and nostalgic

were realised on Laundry hours were exercised by a of repeated runs, with full kit the meandering path. ndmark was Faith, Hope flights of steps which also nt it was not unknown for to double up and down the heavy Olivetti typewriter. ognisable of the landmarks protected monument - the ly pictured (as in this sup- th young sailors, with the ne very pinnacle in another ilding (see p14).

e regime in the earliest days ry, and even the smallest of with a harsh penalty. : spotted on a boy's fingers : shape six cuts of the canc, cepting Jesus', a name given ne in 1936 who made it his s smoking in the heads. ociation chairman Tony ord was that his bark was but the nickname lived on ed while cycling along the

anges use words like 'harsh' rcribe the uncompromising ry justice. e placed in the context of a o that of today, and former ord as having welcomed the disciplined life at Shotley rom the rigours of dysfunc- -welfare state Britain.

errors of the past - and lection there is a happy nt - the establishment / stream of well-trained, durable and hard-work- ished the Navy through f the 20th century with a idability.

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that training was barbaric s known as character-build- rs were here this weekend might be regarded as bully- nt then.

out sailors of the highest Ganges then, and it is from

it achievement often went Ganges ethos - as indicated in the front of this supple-

nell-Nugent's connections further than many of the rho attended the Centenary

honoured to be here for this ', the Second Sea Lord told e generations of my family ations with HMS Ganges. was the Captain of HMS my father was a Divisional ce.

here. I went there in 1971, and long before that I learnt pool.

a fearsome reputation for its responsible for turning boys vicemen.

discipline was second to none, standards which remained of the rest of their lives. ig we provide for today's

he mast at HMS Ganges rts of the year (particularly

youngsters has moved on from yours at HMS Ganges, I am proud that the quality of our sailors remains high.

"I hope that lots of the young Servicemen and women you see here today will have a chance to ask you about your many experiences and be inspired by your courage and spirit.

"I am moved to see so many of you former nozzers here today, and it is testimony to the indelible impression HMS Ganges made on you all those years ago that you are here today in your hundreds to honour it."

With the Ganges site closed and fenced off, the Parade took place along the waterfront in Ipswich, and Vice Admiral Burnell-Nugent addressed the gathering from Sandown-class minehunter HMS Shoreham, which was berthed at Orwell Quay with patrol boat HMS Raider.

The joint parade marshals were WOs Seaborne and John Snoddon, the latter having entered Ganges four years before his colleague.

Many of the Ganges 'reunioners' were sta-

tioned at the nearby Pontin's holiday centre at Pakefield, which was turned into a virtual Naval training establishment, complete with Daily Orders, but the austere surroundings of former messes were on their minds over the weekend.

Eddie took the chance to delve into recent history - and to purloin a modest memento.

Many of the 1,200 Ganges boys at the reunion were allowed into the former site to reminisce on the parade ground or visit the quarterdeck, and the Command Warrant Officer, pacing a route which was burned into his brain as a youngster, found his way to the site of his mess hut.

"I must admit there was a tear in my eye as I looked at all the undergrowth where the mess used to be," said Eddie.

"But when I looked around I saw a brick lying on the ground and I nicked it - I had a builders' merchant confirm it was from my time, and it will now take pride of place in a water feature in my garden, much to the disgust of my wife."



● A typical kit inspection layout, as illustrated in a handbook, which would be familiar to trainees at HMS Ganges

Ganges Association has worldwide membership

THE HMS Ganges Association is a giant among ex-Service groups - it is considered to be the largest single-ship group in the world.

Boasting more than 4,000 members and still growing, the association is represented across the world, with members in the United States, Canada, South Africa, Australia, New Zealand and Europe.

It is split into 52 Divisions, each holding their own meetings and parades, and making their presence felt by undertaking voluntary work in their local communities.

The Association, which continues to nurture the close links with Ipswich and Suffolk which the

establishment initiated, organises the annual reunion at Pakefield.

Because the actual site of HMS Ganges is fenced off and awaiting redevelopment, parades and ceremonies generally take place along the waterfront at Ipswich, as happened this year with the Centenary Parade.

But there are still signs of the old stone frigate to be discerned, including parade ground the Central Messing Hall and the mast, which is maintained by the Association.

For more information on HMS Ganges, and an archive of pictures like that shown above, see website www.hmsgangesassoc.org



● HMS Ganges moored off Shotley Point, Harwich, in 1900, five years before the Boy Seamen were moved ashore for training



WWII

THE YEAR OF 2005 MARKS THE 60TH ANNIVERSARY OF THE END OF THE SECOND WORLD WAR

A world war in all senses due to the scale of conflict spread, it is a war that will never be forgotten. This year there are a series of events taking place to mark this important occasion and our range of products give you the opportunity to purchase souvenirs bearing the official Commemorations logo.



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Ship to shore



Good to be back!

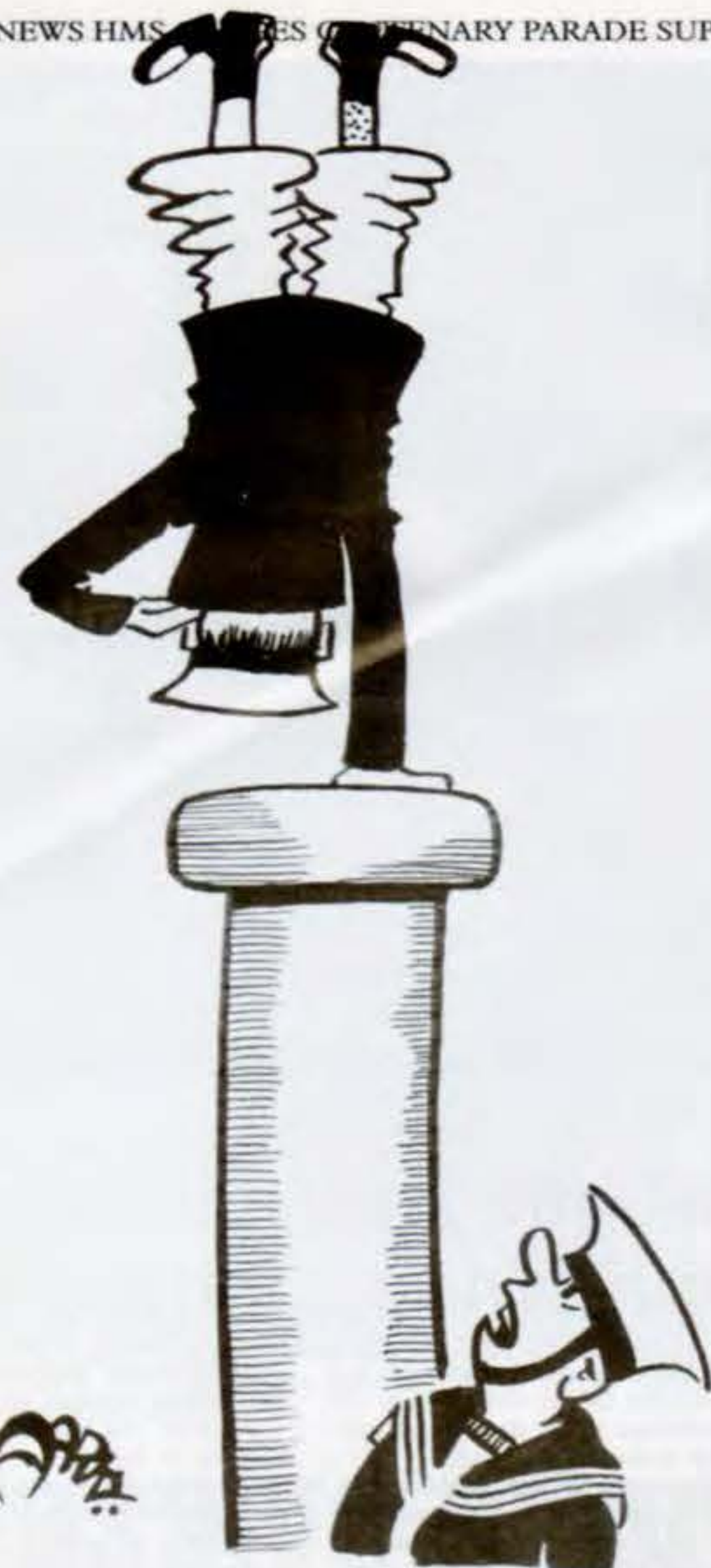
GANGES seemed a lot smaller to WO1 Jess Yates as he stepped out of his car and looked at Shotley Gate for the first time in 34 years.

"Perhaps it was because now I had time to take in the sights, instead of the view normally seen 'at the double'," said Jess (above).

This time he had to persuade the guard to let him in - then it would have been a plea to be let out.

But the Centenary Parade weekend allowed Jess time to wander the Quarterdeck, go through the Long Covered Way and peer at Faith, Hope and Charity - the steps to forgiveness, and even allow himself the thought that it was good to be back.

See www.navynews.co.uk for more reminiscences from Jess



'The Chief said a normal salute will do - big 'ead!'

Bravery delivered right on the button

OF ALL the worries and fears of the Ganges nozzler, perhaps one loomed largest of all, in both the literal and figurative senses.

David Tait, Committee Certificate Secretary in the HMS Ganges Association, recalled his first day at Shotley in September 1962, when he got his first glimpse of the 143ft structure, now a listed monument amidst the derelict buildings of the old Ganges.

"I remember coming on the coach from Ipswich, and the first we saw was the mast," he said.

"We were all looking at it, but instead of going into the main establishment we turned away and went to the annexe, where we spent the first five weeks."

But it was not long before the new boys got a closer look; while still at the Annexe David, just 15 years old at the time, remembers his first time 'across the mast'.

"The first time I was as apprehensive as everybody; we were all a bit nervous about doing it, but it was part of the initiation into Ganges," he said.

The climb round the Devil's Elbow was difficult - leaning back while climbing the futtock rigging high above the ground was not easy, but the alternative was the ignominy of going through the 'lubber's hole' trapdoor. Then it was up to the Half Moon (or crosstrees) and back down.

David said there was a safety net round the mast, but there were rumours that if you fell on it you would simply go through and hit the ground diced into cubes.

Another story was that a drunken senior rate, on his way back after a night out, climbed the mast and fell, the net flinging him through the window of the nearby post office.

Some struggled to go aloft; David recalls the tears as instructors encouraged, cajoled, threatened and mocked the timid ones.

But David never saw anyone fall from the mast, and had soon conquered any misgivings he had.

"Once I was up there I thought it was good fun - just like playing on the monkey bars in the park, except a lot higher," he said.

That bravado took David right

to the top, and to one of his proudest days, ranking alongside the births of his daughters.

Summer Saturday afternoons allowed those with spare time to climb the mast, and on one day he was at the crossjack with a mate - the highest point except for the topmast and its notorious button.

David told his oppo he had gone to the top, and when his bluff was called he had reach the button to save face.

Although on that occasion he just sat on the tiny platform, less than 12 inches across, he returned several times, and eventually plucked up the courage to stand, gripping the lightning conductor tightly between shaking knees.

His moment of glory came that summer, when his division helped man the mast, although he missed out on the main display.

Three lads volunteered for the display during Parents Day in July 1963, but David was not chosen for either the Thursday dress rehearsal nor for Saturday itself.

"Unusually, on the following Tuesday morning there was another display solely for the top brass of the Navy, the Army and the RAF, and I was the Button Boy that day," said David.

"My mother got a personal invitation, and ended up sitting next to the Captain. She had come over from the Isle of Man for the Parents Day, but was the only parent there on Tuesday, and it was a very proud moment for me."

The mast was manned in strict time to the music of a band, and when all the boys were in position along the yard-arms, on the platforms and in the rigging, the Button Boy made his ascent, shinning up the final few feet and standing to attention to salute.

At the end of the display, the mast was rapidly cleared, and the Button Boy used a wire stay to slide down hand over hand.

Once back on the deck, the Button Boy made his way alone over to the Captain, who presented him with a crown coin (five shillings or 25p - about a day's wages for a Junior Seaman).

David's crown is still a treasured possession, even after 12 years in the Navy and a further 28 years as a firefighter in Humberside and East Yorkshire.

THE NAME HMS Ganges dates back to the 18th century with the launch of a 74-gun third rate which was built at Rotherhithe and launched in 1782.

Originally built by the East India Company, she was switched to military service and proved a useful addition to the Fleet, winning Battle Honours at Gibraltar and Copenhagen.

She became a prison ship in 1811 and was broken up in Plymouth in 1816.

Her successor, an 84-gun second rate, was appropriately built in India, at Bombay, again at the yard of the East India Company, and was launched in 1821, which represented the beginning of more than 150 years unbroken service for the name Ganges.

As flagship on the South Pacific Station she became the last active sailing man o' war to carry a Commander-in-Chief's flag, and the last to round Cape Horn.

Because she was a well-built ship with a hull of rot-proof teak, and therefore in good condition, she was chosen to be refitted and in 1865 became a training ship for boy seamen, taking up a berth on

the River Fal at Mylor in Cornwall until 1899, when she sailed to Harwich Harbour.

The ship soldiered on until October 4 1905, when the 500 or so boys under instruction moved ashore to Shotley, at the confluence of the Rivers Orwell and Stour.

That was not the end of the retired warship, which continued under the names Tenedos III and Impregnable III at Chatham until she was broken up at Plymouth between 1929 and 1930 at the ripe old age of 108.

Meanwhile, back at Shotley, the training remit of the new stone frigate was expanded to include Boy Signalmen, and with the demands of World War I the number of boys under instruction swelled to 1,500 by 1918.

The training of boys continued unbroken at Ganges until the outbreak of World War II, when that function moved to the relative safety of the Isle of Man, while Shotley took on the training of adults for war service - and some 60,000 of these Hostilities Only men and women were processed

by the establishment.

The end of the war restored the old order, though by now Ganges was training 2,000 boys.

The title 'Boy', which was first used in 1794, was changed to 'Junior' on April 1 1956, and the following year the training regime expanded once more, this time taking in engineering.

Still the influence of Ganges was spreading, and from 1962 all young adults from all branches of the Senior Service received their initial training in Suffolk, and the Troggs ('Trained Rating Of Ganges', as was entered on to their Service records) were valued members of ship's companies throughout the Fleet and ashore.

But the following decade saw the end of the line for Ganges.

Rather than months, the juniors' stay at Ganges was now cut to weeks before they moved on for specialist training, and numbers had dropped to 600.

June 6 1976 saw the final parade, when more than 300 of the 100,000-plus Ganges graduates joined the current trainees, and the establishment closed for good in October.



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Navy News

INSIDE HMS VICTORY

HMS Victory, Nelson's flagship at Trafalgar, is still in commission today. Launched in 1765, after 13 years in reserve she began her active service career in 1778 and ended it in the Baltic campaign of 1810-12.

She began a new role of flagship for the Port Admiral at Portsmouth and later tender to the Duke of Wellington but in 1831 she was listed for disposal. Thomas Hardy, captain of Victory at Trafalgar, was by then First Sea Lord – and at his wife's urging refused to sign the order.

Refitted in 1888, she became flagship for the Commander-in-Chief and remains so today. She narrowly escaped destruction when she was accidentally rammed by the battleship HMS Neptune and after World War I, following a national appeal by the Society for Nautical Research, she was put into Portsmouth's historic No 2 Dock to begin her fifth major refit, completed in 1927.

Her current refit, begun in 1964, is the longest in the history of the Royal Navy and aims to restore her to her state at the time of her finest hour - October 21, 1805.

VICTORY KEY

- 1 Foremast
- 2 Main topgallant yard
- 3 Fore topgallant sail
- 4 Main topsail
- 5 Main topgallant sail
- 6 Pennant
- 7 Main topsail yard
- 8 Mizzen mast
- 9 Fore topsail
- 10 Foresail
- 11 Bowsprit
- 12 Figurehead
- 13 Forecastle
- 14 Mainsail
- 15 Mizzen topgallant sail
- 16 Mizzen topsail
- 17 Spanker sail
- 18 Ship's wheel
- 19 Skylight
- 20 Signal flag lockers

- 21 Lanterns
- 22 Captain's quarters
- 23 Sea cutter
- 24 Admiral's quarters
- 25 32ft barge
- 26 34ft launch
- 27 Fore capstan
- 28 The stove
- 29 32 pounder gun
- 30 Bow
- 31 Grand magazine
- 32 Main (jeer) Capstan
- 33 24 pounder gun
- 34 Chain pump
- 35 Barrels containing water and beer in the lowest part of the ship to aid stability

- 36 Wardrooms
- 37 Rudder
- 38 Keel
- 39 Anchor
- 40 Waterline
- 41 Gunport lid
- 42 Stern
- 43 Gunport
- 44 Poopdeck
- 45 Rail for firebuckets
- 46 Skylight over Captain's dining cabin
- 47 Rail with hammock cranes
- 48 Quarterdeck
- 49 Gratings



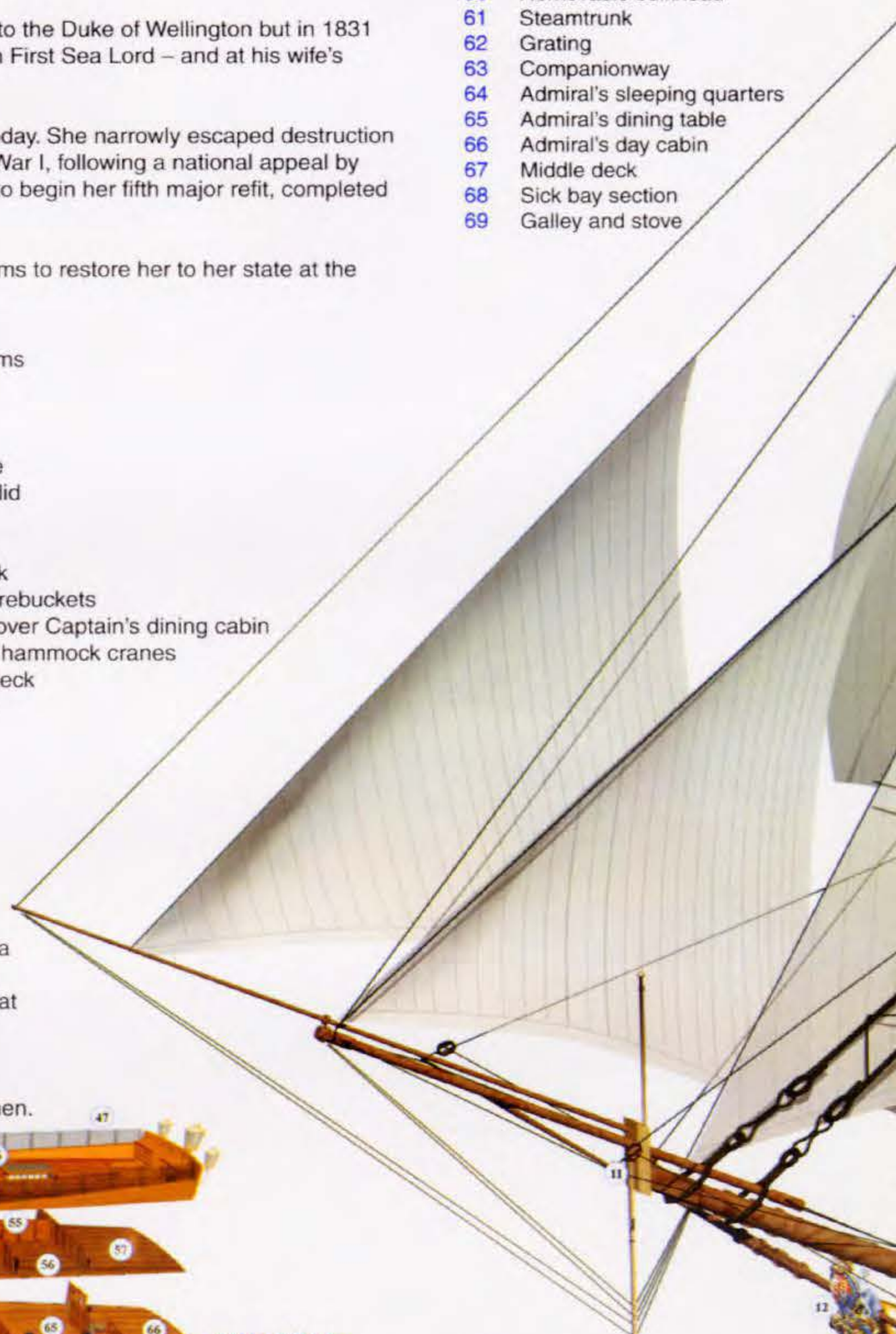
THE BRODIE STOVE

This stove was used throughout the Navy from 1781 until 1810. It had two boilers with a capacity of around 250 gallons and an oven capable of baking up to 80 pounds of bread at a time.

This stove was essential as it was the only means to prepare hot meals for some 750 men.



- 50 Hammock cranes with netting
- 51 Skidbeams
- 52 Forebrace bits
- 53 Main companionway
- 54 Steering wheel and binnacle
- 55 Captain's sleeping quarters
- 56 Captain's dining table
- 57 Captain's day cabin
- 58 Upper deck
- 59 Beakhead bulkhead
- 60 Removable bulkhead
- 61 Steamtrunk
- 62 Grating
- 63 Companionway
- 64 Admiral's sleeping quarters
- 65 Admiral's dining table
- 66 Admiral's day cabin
- 67 Middle deck
- 68 Sick bay section
- 69 Galley and stove



THE GUNS

The guns were situated in the main on the Quarterdeck, upper deck, middle deck and lower deck.

Guns were hauled out to the firing position, the recoil when they were fired was controlled by the breech rope and the tackles. They were then used to return it inboard for sponging out and reloading ready to fire. In spite of how complicated the firing procedure seemed, a well-trained gun crew could fire a round in about a minute!





- 70 Fore capstan
- 71 Companionway
- 72 24 pounder gun (long)
- 73 Main capstan
- 74 Officers' quarters
- 75 Lower deck
- 76 Manger
- 77 Fore riding bits
- 78 Fore capstan main body
- 79 32 pounder gun (long)
- 80 Main (jeer) capstan main body
- 81 Orlop deck
- 82 Grating
- 83 Rack
- 84 Locker
- 85 Sail room
- 86 Boatswain store
- 87 Boatswain cabin
- 88 Sail room
- 89 Pump room
- 90 Hanging magazine
- 91 Steward's cabin
- 92 Marines clothes store
- 93 Purser's cabin
- 94 Grating
- 95 Hold

THE CHAIN PUMPS

Operated from amidships on the lower gun deck, the chain pumps could move approximately 120 tons of water an hour. The pumps could be worked singly or as linked pairs, but even with a maximum of 30 men on each handle, it was backbreaking work.



- 96 Forepeak
- 97 Foremast
- 98 Filling room
- 99 Grand magazine
- 100 Hanging magazine over
- 101 Main hold
- 102 Main mast
- 103 Hold well
- 104 Rear hanging magazine over
- 105 Flour stowage
- 106 Aft peak