

Navy News

JUNE 1982 10p

Falklands
Task Force



GUNS AT DAWN



Gunsmoke drifts away from a Royal Navy Rothesay-class frigate as a line of warships bombard Argentine positions at Grytviken on South Georgia. This dramatic picture was taken from a County-class guided missile destroyer on the morning of April 25 as Royal Marines and Army troops were landed by helicopter to recapture the island 23 days after it had fallen into Argentine hands.

Only casualty during the two-hour operation was an Argentine sailor who was wounded in the leg and later had the leg amputated. The article of surrender was signed on board HMS Plymouth the following day.

● More pictures in Pages 9, 10 and 40.

Invasion

AIR ATTACK ON SHIPS

AS Navy News went to press on May 22, first details were emerging of a major landing by British forces in the Falkland Islands.

At the same time, it was announced from London that five Task Force ships had been damaged, two seriously, in heavy air attacks. There were casualties on both sides.

Royal Marines Commandos and paratroopers established a firm bridgehead after several landings and raids in different parts of the islands.

A statement said the British troops were ashore in substantial numbers with artillery, air defence weapons and other heavy equipment disembarked from the Task Force ships.

AIRCRAFT DESTROYED

British Harriers and missiles had destroyed 16 Argentine aircraft, plus two helicopters on the ground. But it was learned that one Harrier was missing and two British helicopters were lost.

Reporters with a ship which launched one

of the landings described a four-hour operation including naval bombardments of enemy shore positions, followed by wave upon wave of attacks by Argentine fighters and bombers.

During the preparations for the British landings, a Royal Navy Sea King ditched with 30 men on board. Nine were rescued, one body was recovered, and 20 were missing, presumed dead.

Ambulance brigade



Dressed up in their new "sea ambulance" livery, HMS Hydra (background) and HMS Herald carry out a jackstay transfer on their way to the South Atlantic. The picture was taken by LA(Phot) T. Butcher from the Herald. See special feature in centre pages.



Minerva pays off . . . but not for long

HMS MINERVA steams out of Portsmouth with her paying-off pennant flying. But not for long, for this was the day on which Argentine forces invaded the Falklands.

Soon after the Exocet-armed frigate arrived at Devonport for her refit, she was ordered to remain running until the crisis was over.

And in the second week of May, cheered off by families

waving "Good Luck" banners, the Minerva left Devonport in company with HM ships Avenger and Active, followed later by HMS Penelope and HMS Andromeda, the first Leander-class frigate fitted with Sea Wolf anti-missile and anti-aircraft missile system.

It was stressed that the ships leaving Devonport were not all necessarily heading for the South Atlantic.

During what were intended to be the last days of her commission, the Minerva had visited Aalborg in Denmark, where she carried out the Norfolk Trophy 100 by one-mile relay race. Total time taken was 10hr. 40sec.



Heading South

Far removed from their normal "beat," the four Hull trawlers Northella, Farnella, Cordella and Junella leave Portland after conversion to take on mine sweeping roles in the South Atlantic. The four now comprise the 11th Minesweeping Squadron. Designated as HM Ships and flying the White Ensign, they each have Royal Navy complements of 28 officers and ratings.

Liverpool signs on ...



HMS Liverpool — another Type 42 for the Royal Navy.

... as 'Guzz' ship

TRAWLER TEAM

TEAM sweeping training during an exercise by the First Mine Countermeasures Squadron proved particularly valuable for three of the commanding officers, now attached to the Falklands Task Force.

The trio, now in command of the requisitioned trawlers HM ships Cordella, Piet and Farnella, were Lieut-Cdr M. C. G. Holloway (HMS Maxton), Lieut-Cdr D. G. Garwood (HMS Bildston) and Lieut R. J. Bishop (HMS Wotton).

During the exercises in the North Sea and the Thames Estuary they were in company with HM ships Crichton, Gavington and the squadron leader HMS Brecon.

It was the first time that a Hunt-class MCMV had taken part in a multi-ship team sweep,

in which minesweeping wires are towed deep in the water to cut the mooring wires of buoyant mines close to the sea bed.

During the deployment the squadron visited Ostend where use was made of the NATO Minewarfare School's tactical trainer.

TENTH Type 42 destroyer and the first to be built using "extrusion" methods, was handed over to the Royal Navy at Plymouth on May 12.

HMS Liverpool, built by Cammell Laird at Birkenhead, is the first destroyer to be based at "Guzz" for more than a decade.

She was built under cover and, complete with engines and most of her interior fittings, was extruded in July, 1980, from Cammell Laird's modern construction hall. She was launched in the following September.

RHYL BOOK

HMS Rhyl, due to pay off in October, is to produce a commissioning book to mark the ship's activities since she was last commissioned in September 1979. Anyone who can contribute photographs or other material, or who wishes to obtain a copy of the book, should contact the PRO, HMS Rhyl, BFPO Ships.

DIARY

HMS Gannet Open Day, Prestwick Airport — June 5.
SSAFA Air Display, RAF Church Fenton, Yorkshire — June 13.
Royal Tournament, Earls Court — July 14 to 31.
HMS Daedalus Air Day, Lee-on-Solent — July 17.
Portland Naval Base Open Days — July 17, 18.
Llangennech Open Day, RN Store Depot, Llangennech, Dyfed — July 24.

HMS Dolphin Open Day — July 24.
RNAS Culdrose Air Day, Helston, Cornwall — July 26.
Meet the Marines, CTC RM, Lymington, near Exmouth, Devon — July 29, 30, 31.
RNAS Yeovilton International Air Display, Yeovilton, Somerset — July 31.
Portsmouth and Plymouth Navy Days — August 28, 29, 30.
• Dates for major naval events throughout the year will be considered for inclusion in this diary if sent in writing to the Editor.

'Old girl' of the Fleet

HMS TORQUAY celebrated 26 years of Royal Navy service on May 10 — making her the senior citizen of the Fleet's major units.

Birthday celebrations were held in Portsmouth, where the frigate was undergoing maintenance. A cake baked and decorated by POCK Alan Turpin and CK Ian Waterman was cut by Mrs Sue Malbon, wife of the commanding officer, Cdr. Fabian Malbon, assisted by JS Lloyd Norman,

youngest members of the ship's company.

Completed in 1956, the Torquay was the first Whitby class anti-submarine frigate to enter service and has since steamed nearly two million miles. She was the first ship to be fitted with the Computer Assisted Action Information System.

She now combines her operational roles with those of marine engineering officers' and navigation officers' training and has recently completed operational sea training at Portland.

Movie men mobilise reserves

ONE OF THE biggest operations undertaken so far by the Royal Naval Film Corporation has resulted in more than 1,000 copies of movies being sent to Task Force ships.

"We are continuing to supply everyone and anyone in the force, including requisitioned ships," said RNFC general manager, Capt. Don Hunsley, RN (retd.). He paid tribute to the co-operation of the film industry in making new titles available quickly.

Releases on their way to the force include "Quest for Fire," the Burt Reynolds film "Sharky's Machine," the submarine drama "The Boat" and the musical "Annie."

To supplement the diet the corporation is drawing on a source of "golden oldies" — copies of films in good condition which have, in past years, been popular with the Fleet.

This month's new releases, which have already reached Falklands ships, are:

Absence of Malice (A) — Paul Newman, Sally Field. The theme examines the ethics of journalism, under much discussion in the UK during recent weeks. In this case a Miami reporter (Sally Field) unfairly pillories a businessman (Paul Newman) by implying that he is connected with the murder of a union chief. As in "The Sting," Newman gets his own back in a neat final scene. Columbia-EMI-Warner No. 858.

FILMS FOR THE FLEET

Mad Max 2 (X) — Mel Gibson, Bruce Spence. Minimum of plot and characterisation, maximum thrills, spills and mayhem in this post-Third World War story. Motor-cycle warlords roam the ravaged landscape and only the likes of Max are around to stop them. Columbia-EMI-Warner. No. 859.

The California Dolls (X) — Peter Falk, Vicki Frederick. No holds barred in this tale of a two-woman tag wrestling team and their wheeler-dealer manager.

Columbia-EMI-Warner. No. 860.

Death Wish II (X) — Charles Bronson, Jill Ireland. Charlie is once more let loose on America's low life in a re-hash of the bloody but popular "Death Wish." His vigilante activities have been shifted from New York to Los Angeles without any diminution in ferocity. Columbia-EMI-Warner. No. 861.

Heavy Metal (AA) — A feast for science-fiction comic fans, this cartoon horror movie comprises a collection of eight stories from the magazine of the same name. It features ghouls, intergalactic gangsters and numerous saucy females. Columbia-EMI-Warner. No. 862.

History of the World Part I (AA) — Mel Brooks, Pamela Stephenson. Mel directs and stars in this epic anthology of selected incidents from our past. Looking around the world occasionally, one can't help feeling that his version has more than a grain of truth. Columbia-EMI-Warner. No. 863.

Wolfen (X) — Albert Finney, Diane Venora. Blood-spattered yarn which hinges on a series of savage killings by an unknown creature. Columbia-EMI-Warner. No. 864.

Popeye (A) — Robin Williams, Shelley Duvall. Director Robert Altman's film is skilfully superimposed on the cartoon character of the Thirties and Forties. Walt Disney. No. 865.

'Sniffle' frigate heading home

THE EXOCET-ARMED frigate HMS Danae is due to re-store in Plymouth after five months in the Standing Naval Force Atlantic

She detached from Stanavforlant following a visit to Portugal, and is expected to arrive at Devonport on June 4.

Charybdis nears end of refit

HMS CHARYBDIS, nearing the end of her major refit at Devonport, has held her first inter-part competition since her last commissioning. The winners, the supply and secretariat, were presented with the St Sampson's School Shield, donated to the ship in Guernsey.

The frigate, which has been converted to carry Exocet missiles and will be the second Leander frigate to be fitted with the Sea Wolf missile system, was reminded of her wartime predecessor during a visit by Mr. and Mrs. Fred Russell, of Iwade, Kent.

Mr. Russell's brother, Leading Stoker Russell, died when the cruiser Charybdis was sunk off St Malo in 1943. Mr. Russell was presented with a ship's crest which he intends to place on his brother's grave in Guernsey.

Best wishes to nurses

BEST wishes to nurses of the Armed Forces involved in the Task Force were expressed at the annual meeting of the Association of Nursing Administrators.

Their resolution reads: "The Association of Nursing Administrators send a warm message of support and good wishes to the nurses of the Armed Forces who are involved in the British Task Force and also to those nurses at present working in the Falkland Islands."

The Danae sailed to join the NATO force on January 7, exercising on the way with HM ships Fearless, Achilles, Andromeda and RFAs Tidespring and Stromness.

A stormy Atlantic crossing ended with a stay in Puerto Rico, including an island banyan. At St Croix in the US Virgin Islands, 20 of the ship's company helped an orphanage by laying the foundations of a new dormitory and repairing an emergency generator — saving the home a bill of 1,000 dollars. Twenty of the children were guests at a party on board.

Gulf work-up

After a week's work-up in the gulf of Mexico the ship visited Mobile, Alabama, where the Danae entered 18 runners in the annual ten-kilometre Azalea Trial Race. CPO Hammond being the highest-placed "Sniffle" competitor.

HMS Danae completed the two-weeks Exercise Safe Passage on March 20 and arrived at Norfolk, Virginia, for a three-week assisted maintenance period. Another week of work-up preceded a visit to Halifax, Nova Scotia.

The force left the Western Atlantic in April for a NATO exercise in the North Sea before heading for Portugal. During her tour of duty, the Danae's football team won the "Sniffle" soccer championships, beating by 3-2 the German frigate FGS Augsburg in the final.

A SHOT of light relief has been injected into Portsmouth Dockyard's serious efforts to prepare ships for the Falkland Islands Task Force.

It came in a letter from the production manager, Capt. Euan Maclean to the



Pictures: Michael O'Neill, St Ives.

Eyes right!



— and here's looking at you, Ajax

ANN LETTEN has her eyes on HMS Ajax. The 19-year-old West Country girl, regional finalist in the search for Miss Beautiful Eyes 1982, has been adopted by M3 Mess in the Plymouth-based frigate. Her picture and request for adoption appeared in the November edition of Navy News — and drew an immediate response from many ships.

Ann's grey-green eyes finally lighted on the Ajax, so for the ship's M3 Mess in particular and for the Fleet in general Navy News gives you a close-up of those prize peepers — together with a more fulsome perspective of Ann's 5ft. 5in. frame.

VICTORY IS CALLING THE SHOTS

commanding officer of HMS Victory, Lieut.-Cdr. Charles Addis.

Lieut.-Cdr. Addis had written to the Dockyard asking for five dozen 4½in. diameter metal spheres, representing 12-pound shot, to "make up the ready-use outfit in HMS Victory." The order is

being funded by the Society for Nautical Research.

In his reply, Capt. Maclean said: "While I note the keenness to embark your outfit of ammunition — clearly in order to sail south and join the Fleet — I think it is only fair to point out that

defects in your propulsion system are such that you are unlikely to be an effective fighting unit much before 1990.

"Nevertheless, I believe that you should thank the Society of Nautical Research for their patriotism on this occasion."

DRAFTY'S CORNER

He who makes most noise . . .

IT IS STILL too early for Drafty to make any general comments on the drafting turbulence arising from the Falkland Islands operation but he hopes to do so in the near future.

This month your contribution is from the Submarine Drafting Section. We have had some "drafting turbulence" ourselves lately, and the following changes have taken place. Cdr. A. M. Bruce is now Head of Section and the Fleet Chiefs' Appointer. Lieut.-Cdr. S. P. Edgar now drafts the Technical ratings, while Lieut.-Cdr. F. P. Crews has provided the continuity.

Square pegs

Lieut.-Cdr. Edgar will be Commander of the Royal Guard for the visit of Princess Anne on June 15. He considers this to be quite an honour, and has commented that giving the job to an old diesel-driven submarine engineer will make it appear to the outside world that HMS Centurion has developed the putting of square pegs into round holes into an art form.

On a much more serious note, we are now deeply involved in coping with the effects of the redundancies approved for the Submarine Service. POMEM(M)s and PO(UW)(SM)s have borne the brunt of the cuts, and while it is true that these two categories are in surplus, they have been hiding shortages in other branches by filling billets which would otherwise have been gapped.

By April 1983 the aim is to have all remaining POMEM(M)s in POMEM(M)s' billets. Reliefs may



"And in here — trial runs of our Pigeon Courier Service for early feedback from ships . . .!"

not be provided for those men who are at present serving out of their specialisation.

The same applies to a lesser extent to PO(UW)(SM) ratings. This branch no longer exists, and reliefs will be provided only where a billet should be filled by a POWEM(O).

The upheaval is going to be painful, but before you pick up the phone, remember that in times of shortage Drafty cannot possibly please everybody. And as a word of

warning, we have a general rule that the chap who is making the most noise must have the weakest case!

Despite Drafty's constant "cri de coeur" for a regular up-date of Drafting Preference Cards from the Flotilla, some ratings still persist in the adage "Oh, what the hell, my previous DPC is still OK", albeit in some cases when they are as much as three or four years out of date.

The necessity for regular rendering and correct completion of SM DPCs

just cannot be over-emphasised. We want a new Drafting Preference Card whenever a change in your preferences and/or circumstances has occurred, i.e. on promotion/ advancement/ marriage/ house purchase/ invalid child and so on.

Indeed, for those of you who are serving at sea, it is imperative that a "Red X" DPC is rendered stating your availability date in plenty of time for Drafty to consider your options for shore service.

We therefore recommend that a "Red X" DPC be rendered as soon as your relief has been detailed. Whether or not there are any changes in your preferences/ circumstances it is still important that a SM DPC is rendered AT LEAST once annually as it gives us confidence that the information is up to date.

Even if your First Preference Area is still in date, is your Second Preference still valid? Are you still single? Are you still prepared to move with less than normal notice to get your submarine preference? These are just a few of the questions you may ask yourself when considering whether a DPC should or should not be rendered.

Lost time

When completing your SM DPC do refer to the "Notes to help you complete your DPC" on the fly-leaf attached to your DPC. If it is incorrectly completed the computer will reject it and back it will come to your unit/ boat for correction. Lost time can mean lost preference.

Obviously no promises can be made, but, with all your up-to-date information to hand, Drafty will endeavour to meet your preferences as best he can subject to submarine drafting requirements.

Your Submarine Drafting Preference Card is your only link with Drafty, so help Drafty to help you — keep him informed! And by the way, those divisional officers, heads of department and commanding officers reading this article will not need reminding of the important part they play in the DPC process. It is their comments which help us to put round pegs in round holes!

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by

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SHOWHOUSES OPEN THIS WEEKEND

SHIPS OF THE ROYAL NAVY

No. 317

LONG ARM OF THE LAW

PATROL CRAFT HMS Leeds Castle is providing a longer arm of the law for the Royal Navy in its efforts to enforce the rules around Britain's shores — and beyond.

Herald of a new class of warship, the Leeds Castle began operational service in March and is a broad improvement on the smaller

Island-class vessels which have been protecting our offshore interests during the past few years.

Like the Island ships, she has an impressive range — upwards of 10,000 miles, which is more than enough to get her to the Falklands area, for instance, without the necessity of refuelling en route.

FACTS AND FIGURES

Displacement: 1,427 tons. Length: 265ft. 7in. Beam: 37ft. 7in. Draught: 11ft. 2in. Propulsion: Two Ruston 12RKM diesels producing 5,640 bhp. Speed: 20 knots. Range: 10,000 miles at 12 knots. Complement: 50, plus accommodation for 25 Royal Marines. Armament: One 40mm gun.

Helicopters

She is larger than previous patrol vessels, faster, and has a more sophisticated communications system; she is reported to have fine sea-keeping qualities and has great potential for modification.

But above all she is distinguished from her forerunners by her ability to land and refuel Sea King or Lynx helicopters on her flight deck aft — a factor which makes her the most



The new HMS Leeds Castle, showing off her manoeuvrability.

powerful and versatile ship of her kind ever to roam the seas around Britain. Since her final trials in the Western Approaches — including 400 deck landings in under two weeks — the Leeds Castle has been proving herself on fishery protection patrols around the Shetland Islands and off the South Coast.

HMS Leeds Castle was launched in October 1980 at the Hall Russell yard, Aberdeen, and commissioned just ten months later. Her commanding officer is Lieut.-Cdr. C. F. B. Hamilton.

Small — but proud

THE ONLY other Royal Navy ship to bear the name Leeds Castle was one of the smallest of the Service's frigates, but one with a proud and long record which dated from early 1944 to 1956.

Originally built as a 1,060-ton corvette, she served during the Second World War as a convoy escort in the Atlantic and as a submarine-hunter in the Irish Sea. A third role came her way in the months after the war — that of an air-sea rescue ship operating out of Liverpool.

In October, 1945 she ran aground on Arran, but was finally repaired by the end of the year. The following month she was allocated to the Basic

Anti-Submarine Training Flotilla, Portsmouth, a unit of the Fleet which within five years was successively renamed the Portland Flotilla, the Third Escort Flotilla, the Second Training Flotilla and the Second Training Squadron.

Meanwhile, the Leeds Castle herself had gone through a description change: in 1947 the Navy's escort destroyers, sloops and corvettes were all redesigned as frigates, and the Castle-class ships became anti-submarine frigates.

Named after the castle near Maidstone in Kent, the little ship was paid off at Chatham in November 1956 to be sold for scrap. There is one Battle Honour for the name — Atlantic 1945.



HMS Leeds Castle during her post-war days as a frigate.



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Falmouth is back

IN THE SPACE of two weeks HMS Falmouth, on the "sales list" since the beginning of the year, was brought forward and commissioned for service at Chatham Naval Base.

Commanding officer of the Rothesay class anti-submarine frigate — which has not been nominated to join the Falklands Task Force — is Cdr. Rodney Preece, formerly commanding officer of HMS Torquay.

The Mayor of Falmouth, Mrs. Olive White, attended the ceremony at Chatham on April 23 at which the commissioning cake was cut by Mrs. Berenice Preece, wife of the commanding officer, and JMEM Paul Nunn, youngest rating on board.



Illustrious day for old boys

BRITAIN'S new aircraft carrier HMS Illustrious will not be commissioned any earlier than planned — although her hand-over to the Navy has been advanced to this summer.

The Illustrious, nearing completion at the Tyneside yard of Swan Hunter, will commission in early November, and a special day for the Old Boys who served in the wartime carrier of the same name will be held on the 12th of that month.

Old Illustriouses who have not yet been in touch with the new ship are invited to contact Cdr. G. L. M. Daniels, RN, HMS Illustrious, c/o Swan Hunter Shipbuilders Ltd., Church Street, Walker, Tyne and Wear NE99 1CO, enclosing brief details of service in the wartime vessel together with a stamped, addressed envelope.

GIVE-AND-TAKE PAY AWARD

BASIC PAY awards ranging from about 4 per cent to 9 per cent, with an average of 6.1, probably represent a level which many in the Service were expecting this year.

Major forms of additional pay are increased in line with basic pay. But married quarters rents go up by 24 per cent, and there is the possibility of a food charge of £5 a week from October 1 for married people who voluntarily live on an unaccompanied basis in Service accommodation.

The report of the Armed Forces Pay Review Body — accepted in total by the Government — recommended an increase in men's basic pay of

Incomes rise — but so do rents

between 4.5 and 8.9 per cent for officers; 5.6 and 7 per cent for senior ratings; and 4 and 5.8 per cent for junior rates.

An official view is that while the increases — in accord with the concept of comparability — may not seem large in comparison with some reported earnings surveys and civilian pay awards, those figures seldom take account of all factors.

The daily rate of food charge increases from

£1.67 to £1.89 from April 1 1982 for single personnel accommodated on shore. But it is the food charge of £5 a week from October 1, recommended by the AFPRB for married unaccompanied accommodated personnel, which is likely to cause comment.

The Review Body takes the view that the receipt of free food is a financial benefit which, despite continuing expenditure in the family home, is inequitable.

MOD say they are studying the administrative consequences. The Navy knows that the recommendation will be unwelcome, although recognising that the charge is less than it might have been. They will be exploring exemptions to it.

The AFPRB considered that women are liable to Service discipline and exposure to danger to a greater extent than when their X factor was fixed at 5 per cent in 1974. The figure has therefore been increased to 7½ per cent.

Examples

FOR Royal Navy male ratings, the range of weekly increases (before deductions) includes:

Artificers and mechanics:
FCPO, £13.93; CPO £11.90-£13.16; PO, £9.45-£9.87; LR, £6.93-£7.35; AB, £6.02.

Other branches: FCPO, £12.53; CPO, £10.22-£10.36; PO, £8.68-£8.82; LR, £6.93-£7.35; AB, £5.25-£6.02; ORD, £3.15-£3.43.

For RN officers the range of annual increases is: Captain (six years seniority), £1,850; captain, £1,518-£1,679; commander, £1,325-£1,471; lieutenant-commander, £799-£1,004; lieutenant, £595-£705; sub-lieutenant, £427-£471.

Range of weekly increases for WRNS and equivalent QARNNS ratings is: FCPO, £13.65-£18.13; CPO, £11.48-£16.24; PO, £10.29-£15.05; LR, £8.47-£11.55; able rate, £6.09-£9.73; ORD, £3.57-£4.90.

Range of annual increases for WRNS officers and QARNNS equivalents includes: Superintendent, £1,730-£1,891; chief officer, £1,635-£1,803; first officer, £1,041-£1,288; second officer, £785-£927; third officer, £478-£638; probationary third officer, £427.

● The pay of officers of flag rank and of medical and dental officers was being dealt with in separate reviews.

Bonus scheme

The Navy says it should be borne in mind that this must reflect the current situation in all three Services.

The X factor for men remains at 10 per cent. There is no change in committal pay this year, but the question of the introduction of a new engagement which is linked to a bonus scheme and could be progressed separately is to be considered soon by the Admiralty Board.

The only major change in additional pay concerns what has previously been called Dip Money and its equivalent in the Submarine Escape Tank Training team (SETT) in HMS Dolphin.

Dip money in its present form is abolished. In future deep and / or experimental diving (DEEP) will attract continuous payment of diving pay at the rate for which the diver is qualified, plus a graded lump sum per dive, together with a similarly graded hourly rate for the duration of the dive, depending on the degree of hazard involved.

Bounty

No distinction will be made between dives at sea and dives simulated in shore installations.

SETT Instructors' Pay is also abolished and is replaced by a new form of special service pay SSP(SETT), to be paid continuously at the daily rate of £3.75. This will subsume Group 1 diving pay and any parachute pay.

In Hydrographic Pay, the rate for FCPO and CPO Survey Recorders is increased to equal that of a Surveying Officer 2nd Class. More widely, eligibility for Hydrographic Pay and Hard Lying money is to be separated out.

Concerning the Bounty Scheme for nuclear propulsion senior ratings, it is considered that, if the manning position is to be maintained, a more permanent measure is needed.

Bigger

These ratings will in future receive a supplement to Submarine Pay equivalent to 75 per cent of submarine pay. Eligibility will begin as the three years' service offered in return for a bounty comes to an end. (75 per cent of Submarine Pay amounts to £3,624 over three years).

The increment points for artificers, mechanics and medical technicians first class have been replaced by a single three-year increment point. This recognises that the previous increments were

too small to be worthwhile, and has allowed the differential between ART and CHART to be somewhat bigger.

For those currently receiving the two-year increment or eligible for it before April 1, 1983, there will be transitional arrangements to protect their pay.

Separation allowance is increased from £1.20 to £1.30 a day (within UK and NW Europe) and from £1.60 to £1.70 a day (outside NW Europe or at sea, except day running).

Northern Ireland additional pay is increased to £2 a day.

Because council house rents have risen substantially, there is a steep 24 per cent rise in married quarters rents. However, sub-standard charges are "frozen" (whether for married quarters or single accommodation).

The whole basis of assessing single charges is to be examined this year.



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JACK

BY TUGS



Falklands news should be vetted

I HAVE BECOME increasingly worried and amazed at the amount of what would seem classified information being discussed openly in the media. Argentina and Russia are quite possibly very pleased with all this.

Surely the Government should vet all news bulletins.

Having been told throughout 15 years of service that any piece of what would seem insignificant information could build up into something damaging, I cannot understand why we appear to be telling everyone a terrific amount of what I would have thought would be most definitely classified information.

Surely much of this information must make our Armed Forces' job potentially more dangerous. — M. Ayling, LSA, HMS Caledonia.

LETTERS TO THE EDITOR

they get their sums right." It is obvious to me that the so-called leaders invariably get it wrong, and certainly where defence is concerned. When it comes to the protection of the country we don't leave anything to anybody. I would urge every one of your readers to hammer away at their MPs on every occasion. — I. Menzies-Moore, Congleton.

Slip of the tongue

I AM sorry to see ("A Blow for Equality," March edition) that you so far forgot yourself as to refer to a "bosun's pipe." The instrument in question is a bosun's call, with which or upon which one "pipes." Whistling, on the other hand, is performed with pursed lips by butcher's boys and becalmed yachtsmen, and would not be tolerated on Captain's Rounds. — M. B. Thomas, (Commander, RN), MOD Navy, Bath.

Lost badges appeal

AS AN exchange officer with the Federal German Navy in Kiel, I am writing on behalf of the German Senior Rates Club at Kiel-Holtenau Air Base. In a recent fire the club lost many possessions, including a number of Royal Navy ship badges. Their loss is keenly felt by all members of the club, particularly those who struck up friendships and offered hospitality to visitors from RN ships over the years. We wonder if any of the ships

still in commission would be prepared to make good the loss. The list is: Yarmouth, Falmouth, Plymouth, Dainty, Puma, Ajax, Zulu, Ghurka, Hermione, Arethusa, Arrow, Aurora, Bacchante, Galatea, Phoebe, Leander, Penelope, London, Fife, Norfolk, Hampshire, Blake, Tiger, Britannia, Walrus, Olympus, Otus, Churchill and Glamorgan. — D. J. Moojen (lieut-cdr, RN), British Kiel Training Centre, British Forces Post Office 108, Kiel, West Germany.

Submarine 'hazard'

THE RECIPT of a draft order was the first indication received by a certain leading writer I know that he had been considered for submariner. If this kind of action had been outlined as a potential hazard to new entries, quite a few of them would have second thoughts about making the RN their chosen career. — Junior writer, Plymouth.

On the forms which new entrants sign at Careers Information Offices, they agree to liability for service in submarines, we are told. — Editor.

Little-known collision

RUMMAGING around in an old suitcase I came across a rhyme I wrote many years ago. As a boy I was serving in HMS Punjabi at the time she was struck by the battleship HMS King George V. The 40th

anniversary of that event was May 1, 1982.

It is a little-known piece of naval history which, though not talked about in polite naval circles at the time, is now but a misty memory for a few, but of academic interest to many. — Martin J. Element, Abingdon (Oxon).

The poem describes how the Punjabi was cut in two, the death-roll being 62. — Editor.

USEFUL LIFE FOR OUR OLD SHIPS

WITH reference to your article on the United States plan to resuscitate four battleships (February issue), is it not better to have a Second World War battleship at sea instead of the vacant space where HMS Invincible would have been?

It remains to be seen which policy is the best defence — an old ship or no ship. At least the United States is providing ships instead of scrapping them. — James Witham, Bromley (Kent).

The announced plan is for the "vacant space" when the Invincible leaves to be filled by sister ship HMS Illustrious — Editor.

I NOTE the intention to scrap HMS Dreadnought after first laying her up in a "safe" berth for some years.

Although the Dreadnought is only three years younger than the present alongside training submarine HMS Finwhale, since she is nuclear-powered (albeit fitted with an American pressurised water-cooled reactor and machinery) and embodies more modern technology than the Porpoise class, would she not be more valuable as the alongside training submarine? — J. R. A. Ward (major), The Duke of Wellington's Regiment, Joint Exercise Planning Staff, UK Commanders-in-Chief Committees.

Malta war museum

BEING fortunate to visit Malta four or five times a year in the cause of developing sport in the island, my wife and I have become closely involved with the National War Museum at Fort St Elmo, and its secretary and curator, Mr Philip Vella.

A remarkable collection and display is due to the tireless work of Mr Vella and a small

committee of helpers, including two HMS Kelly survivors, Joseph Michallef and Salvatore Baldacchino.

To add to the big collection of photographs we would be most interested in acquiring pictures of Malta convoys 1941-42, or the loan for copying. — G. E. Fanthorpe, 31, Brackenfield Road, Halesowen, W. Midlands.

Live Music

Now... OUR scheme, Live Music Now, may be of particular interest to those of your readers to whom music is more than a background accompaniment.

It was set up by Yehudi Menuhin in 1977 to offer live music in venues outside the normal concert hall environment. At the same time it provides the opportunity for young talented musicians to perform at the beginning of their careers before they achieve recognition.

The fee for a musician is £40 per concert. Our sponsors are prepared to pay this fee, or part of it, where funds are difficult to find.

We would welcome inquiries from any of your readers who would like to consider the possibility of live music wherever they may be. — Sheila Gold (administrator), 38 Wigmore Street, London W1H 9DF.

OVER TO YOU — PAGE 32

'Paddle scout' Brocklesby

YOUR correspondent Mr. A. G. Skinner (April edition) writes of the "original" HMS Brocklesby, presumably the Hunt-class destroyer of 1940.

It may be of interest to point out, however, that there was an earlier HMS Brocklesby, a former Humber paddle ferry of 508 tons, which was taken up in February 1916 and fitted out as a Paddle Air Service Scout — a somewhat grandiose title but she did carry three Sopwith Baby seaplanes which were handled over the side to take off from the water by heavy derricks erected to port and starboard. She paid off in June 1917. — John M. Maber, Corsham, Wilts.

Leaders get it wrong

IN YOUR reviewer's article on Lord Hill Norton's book (March issue) it is stated: "In the end, on matters of such modern complexity, most of us can only leave it to the leaders and hope

'Jeers' after Jutland

AS AN ardent reader of your paper I was happy to see the article on HMS Southampton, my late father's ship.

It reminded me of a story he told about the aftermath of the Battle of Jutland.

When the Southampton returned to Invergordon the Scots there believed the first German reports of the battle. They jeered at the ship and refused to secure her alongside.

The wounded could not be landed. The commanding officer then put the brow alongside the jetty and those of the crew who were not wounded were put ashore to secure.

This made a lasting impression on my father. When the truth of Jutland became known, there were no apologies. — E. E. Woods, Portland.

I HAVE just read with great interest your impressive tribute (April issue) to the 1916 HMS Southampton.

Far be it from me to sound a jarring note but I think you will find in the official history of the Jutland battle that the first ship to sight the German High Seas Fleet was HMS Galatea, of the First Light Cruiser Squadron. — G. F. Sinclair, Edinburgh.

According to our references HMS Galatea was the first ship to sight an enemy vessel at Jutland; HMS Southampton, however, was the first ship to sight the enemy's main element — the 22 battleships of the German High Seas Fleet under the command of Admiral von Scheer. — Editor.



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LETTERS TO THE EDITOR, NAVY NEWS, BARHAM BLOCK, HMS NELSON, PORTSMOUTH PO1 3HH

GET WISE ON DCI's

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Cuts according to your cloth

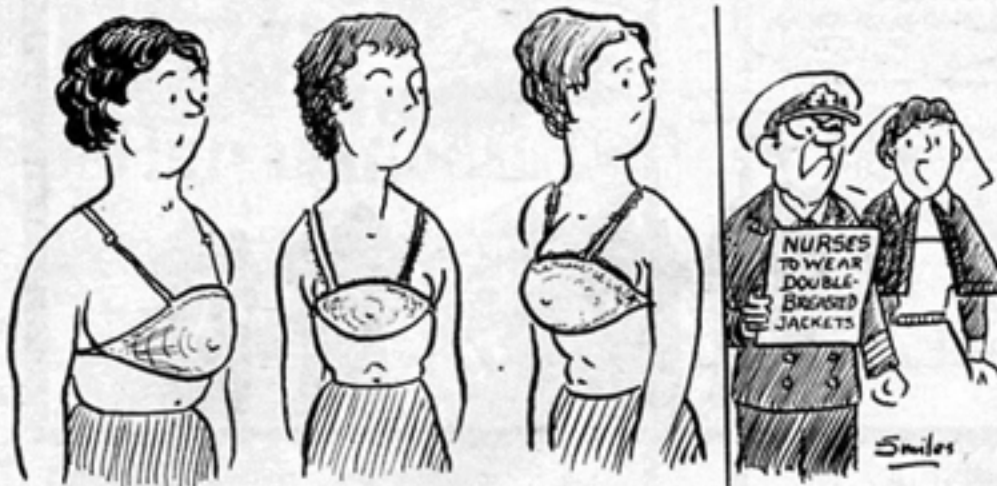
NAVAL nurses and clerical and quarters assistants are in future to wear double-breasted jackets and panelled skirts of the pattern used by Women's Royal Naval Service ratings.

These garments are in the same navy-blue diagonal serge as the discontinued single-breasted jackets and pleated skirts, but are provided in less costly, ready-made sizes instead of being made-to-measure.

The made-to-measure contract for jackets and skirts is not being renewed, but garments to special measurements are still obtainable from stores as required.

Consideration is being given to the introduction of improved rate badges for blue uniform suits. For the present, however, badges and buttons are to be worn in accordance with current regulations.

DCI (RN) 211



"I think you'll see why some prefer the old-style garment!"

Brabant Island exped planned

"USUALLY FOUL" is the description applied to the weather at Brabant Island — the largest still unexplored in Antarctica — but two joint service summer expeditions are planned, one for late November, 1983, and the other for a year later.

Brabant Island is 45 miles long and 15 wide, is 98 per cent covered by snow and ice, and rises more than 8,000ft.

Only four parties are known to have landed, all briefly, and none of the mountains has been climbed.

The expedition's food and fuel have been cached on the island by HMS Endurance.

Whether events in the South Atlantic will affect the expedition plans is not yet known, but the announcement says that "the team members will fly to South America or the Falkland Islands and then take passage in research or cruise ships due to pass the island. Return journeys will be by the same means."

Leader of the expedition has been named as Cdr. J. R. Chris Furse. Men of any rank or branch may apply to join.

DCI (RN) J 203

Rolls-Royce salutes Harrier squadron

THE Rolls-Royce Naval Air Squadron Engineering Efficiency Trophy for 1981 has been awarded to 899 Squadron, which "played a major role in the introduction of the Sea Harrier to front-line service."

Earlier in the year the Squadron was responsible for concluding the Intensive Flying Trial Unit tasks and preparing the final summary report, completing this essential work expeditiously and with considerable technical competence without effect on normal squadron operations.

The official announcement adds:

"In spite of limited aircraft

availability because of a series of significant technical and logistic problems, the latter exacerbated by the need to give priority to front-line squadrons, 899 Squadron fully met demanding flying and technical training commitments.

"The Squadron has also coped with a heavy naval service modification and trial installation workload, and in every technical aspect has made a substantial contribution to the resounding operational success of this important new aircraft."

DCI (RN) 192

☆ Gallantry

CPOA(AH) James McGregor Mann has been awarded the Queen's Gallantry Medal "for distinguished service in Northern Ireland."

The following Royal Marines officers have been awarded a

Mention in Despatches: Lieut.-Col. Andrew Francis Whitehead, Major John Shane Chester, and Capt. Peter John Wilkinson.

DCI (RN) 194

☆ Birthday event

ON the occasion of the birthday of Prince Philip, Captain General Royal Marines, the massed bands of the Royal Marines will Beat Retreat on Horse Guards Parade on June 8, 9, and 10, at 1830. The Captain General will take the salute on June 10. Proceeds of the ceremony will go to naval charities.

Tickets are obtainable from the Royal Marines Beat Retreat Office, Dept. of CGRM, Ministry of Defence, Old Admiralty Building, Whitehall, London SW1A 2BE.

Applications for tickets will

only be accepted by post, and must include the remittance and a stamped addressed envelope. Prices £3.50 (stands B to J), £3.00 (stands A and K), and 50p (standing).

(Announcement dated April 2).

☆ BUPA scheme

THE British United Provident Association Ltd. (BUPA) has now formed a special BUPACARE group for Service personnel, offering a 40 per cent discount on standard subscriptions.

An Admiralty announcement says that "since adequate provision is already made for medical and hospital treatment for serving personnel, the scheme is aimed primarily at dependants."

BUPA, which is the largest provident association in the United Kingdom and non-profit making, was formed to assist subscribers with the cost of private treatment during illness or accident.

(Announcement dated April 2).

☆ High smokers

NON-SMOKING or smoking? Either way, a long-distance air flight can be embarrassing or uncomfortable if the passenger is in the wrong kind of seat.

Personnel submitting applications for air passages have themselves to blame if they fail to indicate on the forms their smoking or non-smoking preference.

DCI (RN) J 162

☆ Sports plan

A wide-ranging 1982-83 training courses programme has been drawn up covering physical training, proficiency, coaching and officiating.

In addition to the regular sports, there are also courses to include badminton, basketball, canoeing, equitation, golf, parachuting, rowing and sailing.

DCI (RN) 206

☆ Statue fund

RESPONSE to the Earl Mountbatten of Burma Statue Appeal has been most generous, the fund now standing at £87,000. With interest, the target of £100,000 will be reached by the end of this year.

Any monies not required for the statue will be donated to the Mountbatten Memorial Trust, the aims of which are to support the United World Colleges and

to further technological research to assist handicapped people.

The statue design will be selected this summer from among those submitted by seven eminent sculptors. It is expected to be ready for unveiling in the second half of 1983.

DCI (RN) J 221

☆ Ops. study

THE study of the responsibilities, organisation and training in the Operations Branch and Weapon Engineering Sub-Branch has been completed, and will now require detailed validation.

A validation team has been set up within the organisation of the Director General Naval Manpower and Training.

DCI (RN) 212

☆ RNR transfer

HMS Shavington has been transferred to the Ulster Division Royal Naval Reserve and Tenth Mine Countermeasures Squadron.

DCI (RN) 208

☆ Air charges

REVISIONS have been announced in the charges for indulgence travel in Royal Air Force aircraft.

DCI (RN) J 222



"Royal guards don't qualify for commercials!"

Rules of the game

COMMERCIAL sponsorship has a useful part to play in the furtherance of certain Service activities, notably sporting events.

Service personnel may be permitted to take part in commercially-sponsored activities and events provided that certain general rules are observed. Details are given.

DCI (RN) J 223

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'INSULT' BROADSIDE FROM A WIFE

AN INDICATION of the range of approach of naval families to separation — particularly during hazardous times — is contained in two letters received as Navy News went to press.

Having received the Navy News Families Special printed in mid-May, Mrs Susan Harris, of Porthleven, Cornwall, says she found the information on mail and the NPFS "very useful."

"However," she goes on, "I do feel compelled to comment on the image being portrayed of naval wives. We are a very resilient, independent group of ladies and the impression given of despairing wives doing nothing but drinking coffee and bemoaning their fate to sympathetic chaplains I found inaccurate, not to say offensive."

"How do you think we normally cope during our husbands' absences? I am currently running a home with two small children, maintaining an ageing car on the road and keep the bank manager at bay; prob-

lems that have to be solved whenever my husband happens to be working.

"Perhaps it gratifies some males' egos to picture the heroic men going off to war while the poor women left behind go all to pieces and merely exist in a state of tremulous limbo until their menfolk return to give purpose to their lives again."

'NOT TRUE'

"Sorry, but it simply is not true. Naval wives are a positive force to be reckoned with and not to be fobbed off with coffee mornings and pats on the back for being so brave."

"Keep us informed, by all means, but do not insult us by belittling or patronising the difficult and unenviable position in which we find ourselves during the sad and anxious weeks to come."



HMS Endurance and HMS Plymouth in Leith Harbour, South Georgia.

All Navy News can say to that blast is that the aim of the Families Special was purely information, help and interest. We didn't recognise any patronising — and certainly none was intended.

Meanwhile, from Mrs R. Loring, of Rhiwbina, Cardiff (the mother of a young sailor in HMS Invincible), we have received letter expressing thanks for the support given by

the Royal Navy to the Task Force families at home.

"I would like to put on record my grateful thanks to all the personnel involved in the caring attitude shown by the Royal Navy towards those of us left at home."

"It is comforting to know that we are backed up by people who understand and realise what such help means to the young wives and families who have never known warlike conditions. It is rather like having an extra parent to turn to. God bless you all."

From Mrs M. C. Penington, of Rushden, Northants, whose son is in HMS Hermes, comes the following letter: "Your special edition was so welcome. We who live outside the naval communities do feel somewhat cut off, and your paper was successful in making us (my family at least) feel part of what is going on and closer to our loved ones out in the Atlantic."

● Families' pages — 12 and 13; leader — 16.

APPOINTMENTS

REAR-ADMIRAL P. M. Stanford is to be promoted vice-admiral and to be Vice-Chief of Naval Staff on October 1. The appointment carries with it membership of the Admiralty Board of the Defence Council.

Rear-Admiral Stanford joined the Royal Navy in 1943 and served in the cruiser HMS Kenya during the Korean war. He has commanded the frigates HMS Grafton and Brighton, and in 1969-70 was executive officer of HMV Britannia.

Later appointments included command of HMS Hermione, and he became Flag Officer Second Flotilla in December 1978. In December 1980 he became Assistant Chief of Naval Staff (Operational Requirements).

Commodore W. A. Higgins is to be promoted rear-admiral and to be Flag Officer Medway and Port Admiral Chatham on August 6.

He joined the Royal Navy in 1945 and his appointments have

included secretary to Flag Officer Second in Command Home Fleet and secretary to Flag Officer Scotland and Northern Ireland. Later he was supply officer of HMS Ark Royal.

In 1977 he was secretary to the Chief of Fleet Support, before becoming secretary to the First Sea Lord. He took up the appointment in command of HMS Drake, as a commodore, in February 1980.

Other appointments recently announced include: Lieut.-Cdr. J. H. Dinin, Staff Officer Severn Division RNLI and i/c RN Farm Staff, Venturer in command, November 22.

Lieut.-Cdr. V. Edwards, Wootton September 7 and in command.

WRNS Chief Officer L. G. Francis, As Deputy Director WRNS, June 8 (Acting rank of Superintendent).

OBITUARY

THE following deaths are reported in connection with the South Atlantic deployment:

- K. S. Casey, POACMN, HMS Hermes — 846 Squadron, April 23.
- N. Taylor, Lieut, May 4.
- J. E. Eytan-Jones, Lieut-Cdr, May 6.
- W. A. Curtis, Lieut, May 6.

The names of those who died in HMS Sheffield are recorded in pages 14 and 15.

Other deaths notified: R. C. Jones, WEM(R), HMS Drake, March 19.

T. Gillan, CK, HMS Intrepid, March 29.

J. A. Hunter, AB(M), HMS Cochrane, April 2.

C. N. Bussey, LMA, HMS Drake, April 2.

D. Eadsforth, AEM(L), HMS Broadsword, April 6.

P. G. Payne, POAEM(L), RNAS Portland, April 14.

S. R. Allen, RO1(G), HMS Excellent, April 10.

G. C. Connolly, MEM(N)1, HMS Exeter, April 28.

D. M. Boreham, Ex-CPO, Waterlooville, Aged 43.

J. P. Goodbody, Ex-CRS, Submarine for 20 years.

R. C. McNeill, Secretary / treasurer, Captain Walker's Old Boys Association, Merseyside.

A. McArthur, Ex-Ch.Skr, York, Aged 67, April 3.

L. C. Connor, DSM, Ex-MAA, At Blackpool, aged 71, April 9.

M. J. (Jack) Frost, Ex-GWEA, Ships included HMS Amazon, Hardy and Keppel, Aged 42, April 13.

L. W. V. Moreton, Ex-PO-Elec, Last ship HMS Duchess, April 14.

H. (Yorky) Garbett, DSM, Ex-PO, At Rotherham, April 30, Aged 74.

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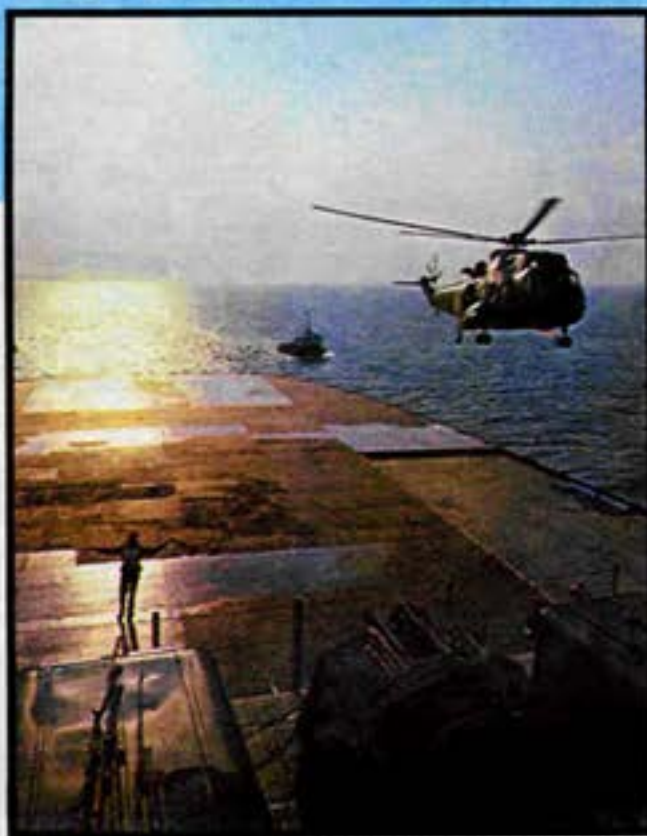
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SOUTH ATLANTIC DIARY

RIGHT: A Royal Navy Sea King helicopter preparing for the first landing on the newly-constructed flight deck on board the QE2.



Prisoners of the Navy

AB Andy Simpson, armed with a sub-machine gun, guards Argentine prisoners in the galley of the tanker RFA Tidespring off Ascension Island. The prisoners, taken in South Georgia when the Royal Marines recaptured the island on April 25, were flown by helicopter to Ascension. They were later flown by Red Cross aircraft to Montevideo, from where they were repatriated.

ACTIONS and incidents involving Royal Navy warships and aircraft in the South Atlantic have taken place with increasing regularity since the 200-mile air and sea exclusion zone was established around the Falkland Islands on April 30.

A week earlier, South Georgia had been recaptured after 23 days of Argentine occupation. The reported diary of events is:

- April 22** — Two helicopters crash on South Georgia as SBS unit is put ashore. No casualties.
- April 25** — South Georgia recaptured with no British casualties. M Company 42 Commando RM first ashore as Major Guy Sheridan leads two-hour operation. Argentine submarine Santa Fe crippled.
- April 26** — Capt. Alfredo Astiz signs document of surrender of South Georgia.
- April 30** — Royal Navy establishes 200-mile total exclusion zone around Falkland Islands.
- May 1** — Sea Harriers shoot down one Mirage fighter and one Canberra bomber. Second

Mirage accidentally shot down by Argentine aircraft. HMS Arrow slightly damaged and AB Ian Britnell wounded in chest. RAF Vulcan bomber craters Port Stanley airfield, Sea Harriers from HMS Hermes follow up with bomb and rocket attacks around Port Stanley and Goose Green airfields.

injured. Lieut. Nicholas Taylor is killed when his Sea Harrier is shot down during attack on Goose Green airfield. Vulcan again bombs Port Stanley runway.

Sinkings

- May 2** — General Belgrano, cruiser, sinks after being hit by two Tigerfish torpedoes from HMS Conqueror.
- May 3** — Lynx helicopters attack two Somoto-class tug gun boats with Sea Skua missiles after the vessels had fired on Sea Kings from HMS Hermes. One vessel sunk, one severely damaged.
- May 4** — HMS Sheffield hit and abandoned after Exocet missile attack. Twenty dead, 24

- May 6** — Contact lost with two Sea Harriers. Pilots Lieut.-Cdr. John Eyton-Jones and Lieut. William Curtis missing presumed dead.
- May 7** — Exclusion zone extended to 12 miles off Argentine mainland.
- May 9** — Spy trawler Narwal holed by Sea Harriers from HMS Hermes. Narwal boarded but later sinks.
- May 10** — HMS Sheffield sinks under tow.
- May 11** — HMS Sheffield declared official war grave. Frigate, reported to be HMS Alacrity, fires at and destroys supply ship in Falklands Sound. Puma helicopter shot down. Warships bombard Port Stanley troop installations.
- May 12** — Argentine Skyhawks attack warships bombarding Port Stanley targets. Four Skyhawks reported destroyed, two with Sea Wolf missiles. Bomb passes through bows of one warship without exploding. Sea King ditches. Crew rescued.
- May 14** — Pebble Island airfield, radar installation and ammunition dump destroyed by Royal Marines ground force and naval bombardment. Marines sustain two minor casualties, 11 aircraft destroyed on ground. Sea Harriers bomb Falklands targets.
- May 16** — Two Sea Harriers attack supply ships in Falkland Sound. Rio Caracana abandoned at Port King, Bahia Buen Seceso strafed in Fox Bay.
- May 17** — Sea King ditches after instrument failure. Crew rescued.
- May 19** — British ships bombard Argentine positions in the Falklands and Sea Harriers bomb the area around Stanley airfield.

Picture: Paul Haley, Soldier Magazine.



A Lynx helicopter pictured from a County-class destroyer during Task Force operations off South Georgia. Further astern a Wasp helicopter is about to land on a Rothesay-class frigate.



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Capitulation: Capt. Alfredo Astiz surrenders to Capt. David Pentreath (right), commanding officer of HMS Plymouth, and Capt. Nicholas Barker, commanding officer of HMS Endurance. The signing took place on board the Plymouth. Right: The Union Flag and White Ensign are raised over South Georgia.



A Wasp helicopter from HMS Endurance hovers above the crippled submarine Santa Fe at Grytviken whaling berth.



An Argentine serviceman who died during an incident after the island's recapture is buried with full military honours by the Navy.

Video TV for the force

VIDEO recordings of British television programmes, originally destined for the Falkland Islands, have been diverted to Task Force ships.

The cassettes contain a three-hour mix of BBC and ITV material, recorded daily and sent to the South Atlantic in weekly batches by the Services Sound and Vision Corporation — the new organisation formed from the merger of the British Forces Broadcasting Service and the Services Kinema Corporation.

Cassettes have been received on board HMS Hermes and funds set aside for the new service were being used initially to provide additional copies for HM ships Invincible and Fearless. The videos will be passed on to other vessels when possible.

No charge was being made on sailors during the conflict, said a spokesman for the Directorate of Naval Service Conditions. He added that a video service may be extended to the rest of the Fleet this year.

BBC and ITV have already sent video film of the England v. Wales soccer match to the Task Force.

NEW SET-UP

The merger of the BFBS (part of the Ministry of Defence) and the SKC (a registered company and charity) is designed to strengthen their resources, particularly in the technical field of TV services and engineering.

The corporation will provide the Services with the range of broadcasting cinema, TV and other entertainment which BFBS and SKC have been providing separately. The corporation will also supply MOD with specialised services in the training field.

Mr. John Grist, former Head of Current Affairs Group, BBC Television, has become managing director.

Princess Margaret, who was patron of the SKC, has accepted an invitation to become patron of the new corporation.



Mac's rough cut

AFTER 15 years with a full beard, PO(AH) Mac MacLeod of HMS Intrepid found himself in need of a little assistance when the beard had to be removed as the Task Force moved into the South Atlantic. On hand to complete the job with hammer and chisel was NA George Stavera. Beards had to be removed as the ships reached operational areas so that respirators could be worn effectively.

Picture: LA/Phot Paul Gibson.

Gifts galore for the ships

GIFTS and comforts of all shapes and sizes have been donated or offered for the men in the South Atlantic Task Force.

One of the first to arrive was a cheque for £25 from naval pensioner Mr Hutchins, now living in Toronto, Canada. He also promised a further £25 a month "for the duration."

But Purley Branch of the Royal Naval Association made quite certain that they did not miss the boat. Croydon bus inspector Mr Ted Johnson, a veteran of the Russian convoys, the Mediterranean, the Far East and Korea, aided and abetted

by some of his colleagues, nipped round his local wool shop and soon filled a big box with leg warmers, mittens and balaclavas.

Playing cards

The box was rushed down to Portsmouth and handed over to the Dockyard Police "for immediate dispatch" to the Falklands. HMS Hecla was sailing that afternoon, and took the box with her.

The RNA has also given 250 packs of playing cards for the Task Force. Another gift of playing cards came from Waddingtons — complete with patriotic message.

Waddingtons reminded Defence Secretary Mr John Nott that Winston Churchill had asked the company to produce cards for the troops during the Second World War, and promptly delivered 288 packs of specially printed "Rule Britannia" cards to Mr Nott's office.

First Officer Anne Roscoe WRNS is co-ordinating the "comforts for the troops" effort from an office in Whitehall. She can be reached on 01-218-7720 and asks that support for the Task Force men is given in the form of cash donations.

This will allow suitable items to be purchased for the Task Force, usually at

cost price, and will also mean that the Services can choose comforts that are easy to transport to the ships.

First Officer Roscoe told Navy News that several newspapers had contacted the Ministry of Defence to ask if they could start appeals. Individuals all over the country had also set up collection stations for books, magazines and other suitable items.

A recording studio in Aberdeen had volunteered a variety of musical cassettes, and the Birmingham Evening Mail and Ansell's Brewery had together offered a consignment of cans of Ansell's Special Brew.



Harrier container heads south

ATLANTIC CONVEYOR is nudged out of Devonport naval base at the end of her rapid conversion into an aircraft re-supply ship for the Task Force. And (right) the trawlers Farnella and Northella are commissioned as HM ships before deployment from Rosyth to act as minesweepers in the South Atlantic.

In just over a week of frantic activity the Atlantic Conveyor was fitted out to carry fixed-wing aircraft and helicopters on the long voyage to the South Atlantic.

A helicopter deck was fitted to the stern and part of the forward deck was strengthened to allow the



Cunard container ship to launch and recover Sea Harriers. Below decks she was loaded with thousands of tons of stores

and equipment. Her sister ship, Atlantic Causeway, arrived at Devonport on May 6 for similar conversion.

TWO PAGES FOR FAMILIES

Getting the word out to Dad

"HELLO DAD, we're all thinking of you!" Messages for the Task Force have been recorded thick and fast in many places including the Culdrose area.

Babies have even forsaken their bottles briefly to have their say. In the larger picture right, Mrs. Trish Foster and young Mark (six weeks) make their tape to be sent to AEM(W) Malcolm Foster, who was drafted at an hour's notice from 706 Squadron to 820, currently embarked in HMS Invincible.

Mark, only 13 days old when dad left, weighed in at 11lb. at the time of the recording.

In the circular picture Mrs. Jane Caesley, Emily (3) and James (2) make their tape for Lieut.-Cdr. Roger Caesley, the air engineering officer with 820 Squadron.

Supervising the recordings was Fleet Chief Wren Enid Blinston.



Wives' force keeps up its morale

MEETINGS for Task Force wives are being held in many places, some of them away from the main naval centres.

For instance, Mrs. S. Musters, of Longstock Mill, Stockbridge (Tel. Stockbridge 459) is organising two meetings each week — afternoon informal gatherings on Tuesdays at 11 Winchester Road, Andover, and on Wednesdays at 16 Colebrook Street, Winchester.

collect packets of sweets to send out to the Task Force.

"If any mums in our area would like to contact me fairly quickly, I'd like to arrange a party for the children. I have a venue and would like to do this on either a Saturday or Sunday afternoon in early June.

"One of my members on Portland is very willing to take calls from ladies there, either about the party or just to talk. Her name is Frances Pollard and her number is Portland (0305) 826876.

An informal gathering of Task Force wives and relatives takes place each Thursday at 2 p.m. at 3, Humber Close (off Plymouth Drive), Stubbington.

RFA wives, mothers or girl friends interested in a get-together are asked to phone Mrs. Freeman on Portsmouth 738737.

Chat

Mrs. Joan Verhees, telephone Weymouth (0305) 782607, writes, "I've organised the Task Force Club here in Weymouth and Portland so that wives, mothers and girl friends can meet for a chat, or just phone whenever they feel lonely or depressed.

"We've been busy collecting books, cassettes, puzzles and games and now we hope to

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CONTACT NUMBERS

CLARIFYING the position at Plymouth regarding telephone contact numbers available during the Falklands crisis, it should be noted that the naval chaplains (Church of England, Roman Catholic and CSFC) can be contacted through Plymouth (0752) 555041.

As listed below, telephone numbers for the families emergency information centre for nominated next-of-kin of naval personnel administered by Plymouth Command are Plymouth 557021, 557022 or 557023. This centre, manned 24 hours a day, answers, as far as operationally possible, general questions concerning the Task Force and people in it.

There are separate NPFS numbers for more detailed welfare matters.

WHAT TO DIAL

Enquiries from families concerning the South Atlantic operation should be directed to naval information centres on the following GPO telephone numbers:

- Portsmouth (0705) 755212
- Plymouth (0752) 557021, 557022, 557023
- Chatham (0634) 812771
- Portland (0305) 821549
- Faslane (0436) 4321 ext. 541
- Rosyth (0383) 416747
- RNAS Culdrose (03265) 4121 Ext. 2209
- Royal Marines — For Cdo. Forces embarked personnel: Plymouth (0752) 667777, 57108. For RM detachments in HM ships: Portsmouth (0705) 822351 exts. 6104, 6247.
- For queries on matters specifically concerning the Naval Personal and Family Service, families should telephone as follows:
- Portsmouth (0705) 826774
- Plymouth (0752) 58611, 58612, 555041
- Portland (0305) 820311 ext. 3347
- Rosyth (0383) 412121 ext. 2161
- Yeovilton (0935) 840551 ext. 277
- Chatham (0634) 44422 ext. 3195
- Faslane (0436) 2798

£10,000 aid from British Legion

THE Royal British Legion has sent a message of goodwill to the Falkland Islands Task Force and has passed £10,000 to MOD for the welfare of members of the Force.

In a message to the Force Commander (Rear Admiral J. F. Woodward), Mr. Ronald Buckingham, the Legion's national chairman, who saw wartime service with the RN, said:

"The Royal British Legion wishes you to know that those serving in the Task Force operating in the South Atlantic have the full support of our membership countrywide. From personal experience we understand the demands that are being made upon you all at this time.

"As a measure of our appreciation and goodwill, the Legion has passed £10,000 to MOD (Navy) to

be used solely for the welfare of those serving under your command. We would especially ask that specific consideration be given to the needs of the survivors of HMS Sheffield and others who may have been injured in the course of their duties.

READY TO HELP

"You may be assured that the Legion is in touch with those agencies directly concerned with the welfare of your families at home and that our branches are ready to assist if help is needed.

"The Legion wishes you and those serving with you every success in the accomplishment of your tasks and a safe and speedy return."

SOUTHERN SYMPATHY

SOUTHERN GAS have offered to be as sympathetic as possible in the case of any Task Force families finding themselves with a problem over gas bills.

The Board say that any instances brought to their notice by, or on behalf of families, will be treated on merit, to see what arrangement can be worked out.

In several instances the naval welfare authorities have liaised with the Board.

Southern Gas say that, in sending out bills, it is not

possible for them to know the homes of personnel, and it is realised that wives and families might receive final demands at a time when they have other problems on their minds.

Those from the Board's Area who would like to discuss a problem bill should contact Mr. David Munday on Southampton 824370.

My 'Fare' Lady . . .

THIS IS the face that goes with a voice that many men in the Falkland Islands Task Force have been hearing. Twenty-year-old Julie Childs, of the Navy's Public Relations office in Chatham, has been introducing messages from wives, parents and girl friends in "Family Fare," a tape programme dispatched to the Force.

Many taped messages from families have also been recorded in other areas.



How to get a warrant

ONE of the questions being asked at naval information centres set up specifically to help families of the Task Force men is "How do I get a travel warrant?"

As reported in the Navy News Families Special printed during May, the answer being given is to apply to your local NPPS. If you cannot get to an NPPS, write direct to FMAA HMS Nelson (Eastern area), HMS Drake (Western area), or Rosyth (Northern area), who will reply by return of post.

Information required in both cases is — husband's name, rate, number and ship; your starting point and destination; your name; and any children's names and ages.

Conversion warrants can be applied for and arrangements have now been made for payment to the wife on completion of the journey.

Rose aids SSAFA

DONATIONS from sales of the Mountbatten rose will aid the continuing work of the Soldiers, Sailors' and Airmen's Families Association in support of Service families, and especially now of the Task Force families.

The Mountbatten rose, bred by Harkness of Hitchin in aid of SSAFA, was launched at this year's Chelsea Flower Show. It is named after Admiral of the Fleet Earl Mountbatten, the late president of SSAFA. For every Mountbatten rose sold through SSAFA channels, the company will donate 50p to the Association.

SSAFA's voluntary workers throughout the UK have already received many inquiries regarding the circumstances of husbands and sons with the Task Force, and are providing back-up to the Navy's own welfare service.

A CORNISH WELCOME FOR THE HOMECOMING

THE longed-for time when the Task Force ships sail home is a lovely thought conjured up in the mind by a letter, with a kind offer, from a naval wife in Cornwall.

Writing to Navy News, Mrs. Diana Morgan, of Millbrook, Torpoint, says, "As the wife of

a serving member of the Royal Navy, I can understand the anguish that wives and families of the Task Force must be facing.

"This anguish I have been spared and feel that because of this I can think and plan more rationally for our lads' return.

"My reason for writing is that we would like to offer free accommodation in our home for

any wife living away from Plymouth so that she can meet her husband on his return.

"We live within sight and easy reach of the dockyard so that transportation on the long-awaited day would be no problem.

"I know that this is a small offering but if we can be of help to anyone in this way we would be only too pleased to accom-

modate and make welcome anyone who must have suffered so much because of the South Atlantic troubles."

Talking later to Navy News, Mrs. Morgan, wife of a CMEM, said she knew several other wives in the area who would also like to offer accommodation. Her telephone number is Plymouth 822120.

An offer of accommodation for returning sailors has also come from Mr. and Mrs. Derek Giles, of Matlock, Derbyshire. Writes Mr. Giles:

"We are retired, myself ex-RNVR (Patrol Service) and my wife ex-ATS (Blood Transfusion Service) during the Second World War. We are not of the right age for service again, although we have volunteered.

"But we wonder whether we could offer this address as a

place to which RN personnel could come to recuperate, convalesce or spend some leave?

"We have in mind men who, for the time being, have no permanent home address and who might prefer to stay with us in this quiet village rather than in an RN establishment.

"This is only a small house and quite away from any port but we could easily cope with, say, two people for as long as they might need. We have a car and could, of course, collect visitors and baggage from and to main line stations. We do not seek any remuneration."

Mr. and Mrs. Giles' address is Victrix, Wirksworth Road, Whatstandwell, Matlock, Derbyshire (Tel. Ambergate 2756).



'And while you're down there, get me a nice sheepskin coat!'

Request time ...

BRITISH Forces Broadcasting Service is sending out message and record request programmes to the Task Force ships operating in the South Atlantic.

Requests have to be submitted by post giving name and full address of sender, name and ship of the person to whom the message is addressed, a brief message and the record request.

Letters for the programme, which is hosted by Sarah Kennedy and Nicole Raymond, should be addressed to Task Force Requests, BFBS London, PO Box 1234.

BFBS is also teaming up with Portsmouth's Radio Victory to prepare a regular taped programme carrying messages especially for city-based ships. All correspondence should be sent to Task Force Requests, Radio Victory, PO Box 257, Portsmouth PO1 5RT.

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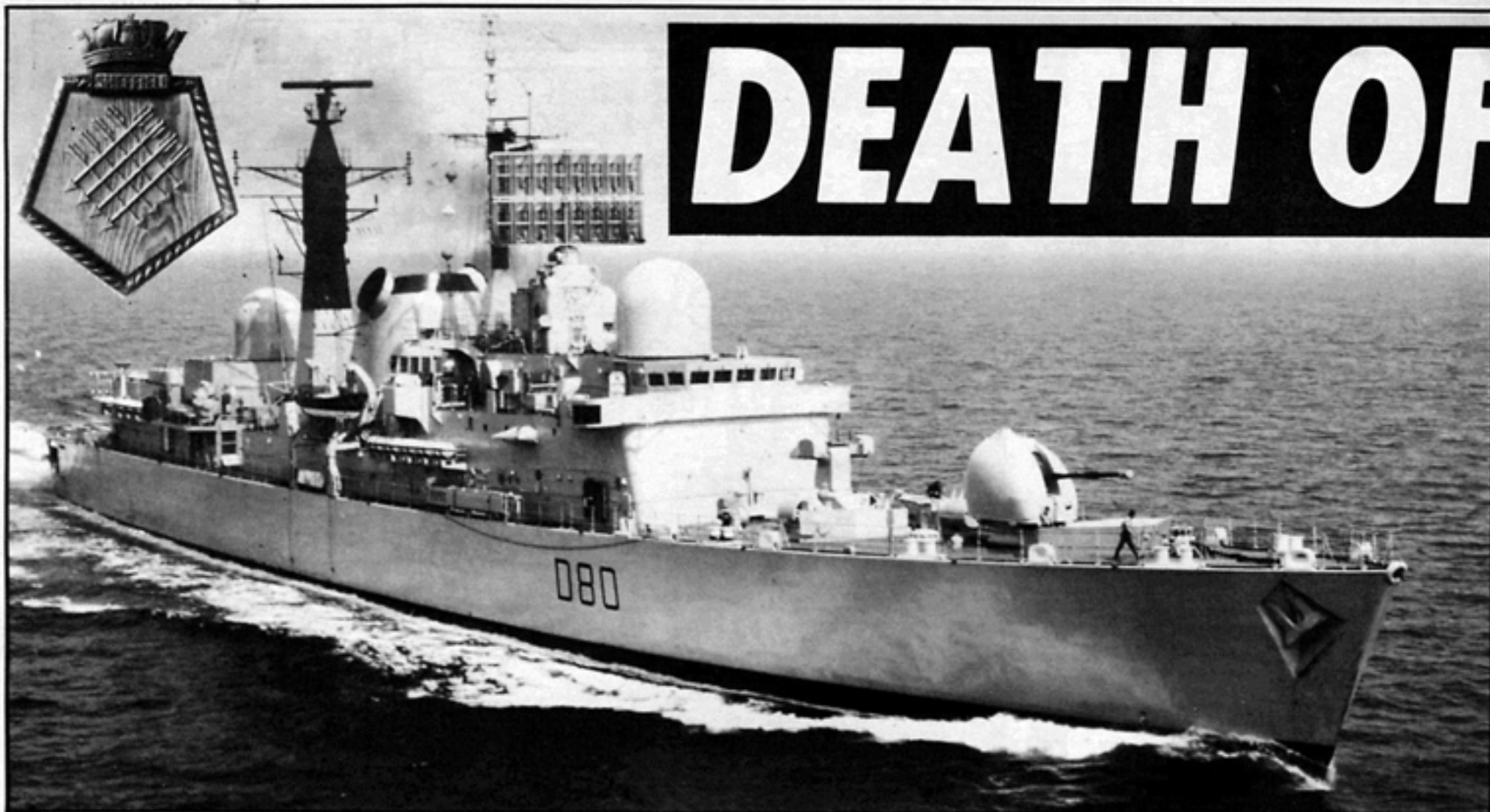
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DEATH OF

CITY LAUNCHES APPEAL FUND

THE MEN who died in HMS Sheffield and those who were wounded were remembered in prayer in churches large and small, including Sheffield Cathedral, where more than 1,000 people attended a memorial service.

Now an HMS Sheffield Appeal Fund has been set up. Sixteen of those who died were married, some with children.

Writing about the Sheffield service and the appeal, Capt. Peter Erskine (former commanding officer of the destroyer), says: "A great gathering filled the cathedral and

overflowed into the concourse outside where several hundred stood in silence. Afterwards I received countless messages of concern and support for the ship's company and their families.

Response

"The Lord Mayor has launched an appeal fund to which there has been an immediate response in the city. Money raised will be administered by King George's Fund for Sailors and used, in the first instance, to help those families and men of HMS Sheffield who may be in need of help, now or

in the future, as a result of this action in the South Atlantic.

"The two Shiny Sheffs and the city have always been closely linked and I seek support for the Lord Mayor's fund, especially from those of us who have served either in the cruiser HMS Sheffield, with its famous record and charmed life, or the second HMS Sheffield, which has now been lost.

"As I write, Capt. Salt has not yet returned from the South Atlantic, so on his behalf I ask you to stand by our families and men by making a donation to The Sheffield Appeal Fund, which should be addressed to

the Lord Mayor, the Town Hall, Sheffield."

In a message to the Lord Mayor of Sheffield the destroyer's commanding officer (Capt. Salt) said: "We wish to express our sincere appreciation for your thoughts. We remain very proud of our association with your city."

Among the many places where the men of the Sheffield and their families were remembered in prayer was the Portsmouth area. At the Holy Rood Church, Stubbington, villagers paid tribute to the four men from the community who died in the ship. Family mourners were among those attending.

Civic service

The church at Rowner overflowed as Task Force families and friends remembered those killed and all the other personnel in the South Atlantic. Another service was held at Bridgemary, Gosport.

Those who died were also remembered at the annual civic service at Portsmouth Cathedral, and at a service held in St Ann's Church, Portsmouth Naval Base, for Task Force families. At Portsmouth City Council meeting the Lord Mayor (Mr. Frank Sorrell) asked members to stand in silence for those who lost their lives.

Sponsored ride

The Southern Aviation Society wrote to Navy News conveying their sympathy to the families and friends of all those lost.

Ten men from HMS Vernon were paying their tribute by setting out on a sponsored bicycle relay ride to the Shiny Sheff pub in Sheffield, proceeds to go to the appeal fund. Meanwhile seven chefs from RN air station Culdrose were also planning a sponsored cycle ride in aid of the fund.

Fame of the Shiny Sheff

THE WEAPON of war which killed 20 men on board HMS Sheffield also brought to an untimely end the career of one of the best-loved and most famous ships in the Royal Navy.

She was the first of her kind, the longest serving Type 42 and the first British warship to be built with all gas turbine propulsion. Tragically, in the cold waters around the Falkland Islands, she became the first Royal Navy ship to be lost through action since the Second World War.

The "Shiny Sheff," as she was affectionately nicknamed, was the result of an advanced design drawn up in the 1960s for a breed of 4,100-ton air defence destroyers. Mainstay of the weapons system was the Sea Dart missile, guided to its target by a sophisticated array of electronics drawing information from the ship's sensors.

Order for the Sheffield and five of her sisters was announced in November, 1968, and work began at the Barrow-

in-Furness yard of Vickers Shipbuilding Group 14 months later.

The ship's importance was emphasised by the fact that on June 10, 1971, it was the Queen herself who launched her; less than four years later the destroyer was commissioned at her Portsmouth base in the presence of 14 admirals, seven of whom had served in the wartime cruiser of the same name.

Long trials

There began a remarkably long period of trials spanning three years. The complexity of the missile system direction radars and the computerised weapon system required almost endless and painstaking checking to eliminate every possible fault.

ROLL OF

THE 20 names on the roll of honour of HMS Sheffield ship's company members known or presumed dead are:

John Woodhead (40).
Lieut.-Cdr. Stubbington.

David Ballfour (37).
Lieut.-Cdr. Grayshott,
Hindhead.

Richard Emly (36). Sub-
Lieut. Havant.

Brian Welsh (34). MAA.
Gateshead.

Kevin Sullivan (35). WEA1.
Portchester.

Anthony Eggington (35).
WEA1. Purbrook.

Michael Till (35). ACWEMN.
Stubbington.

Barry Wallis (26). WEMN2.
Portchester.



Picture: Sheffield Star

TWO of the HMS Sheffield widows were among the large congregation which attended the memorial service in Sheffield Cathedral to remember and to pay tribute.

Pictured from the left are: Vice-Admiral J. E. C. Kennon (Chief of Fleet Support), representing the Admiralty Board; Mrs. Noyce, whose husband, the Rev. Colin Noyce (former padre of the Third Destroyer Squadron) took part in the memorial service; the two widows, Mrs. Audrey Till and Mrs. Joy

Norman; the Lady Mayoress of Sheffield (Mrs. Kay Aikin), and the Lord Mayor (Cllr. Mrs. Enid Hattersley).

Among others who attended were Rear-Admiral G. M. K. Brewer (representing the Commander-in-Chief Naval Home Command), Rear-Admiral R. W. F. Gerken (representing C-in-C Fleet), Capt. P. J. Erskine (former commanding officer of HMS Sheffield), and officers and ratings who formerly served in the ship.

A WARSHIP

Falklands
Task Force



HMS SHEFFIELD bade farewell to Portsmouth late last year for a five-month spell on Gulf Patrol. That departure was destined to be her last sight of home.

The patrol's dogged routine was broken by trips to Muscat and Mombasa — where some families were able to join their menfolk for a holiday — and visits to Mauritius, Diego Garcia, Abu Dhabi, Athens and Gibraltar.

Within a few days of her expected arrival home she was ordered to join the Falklands Task Force, together with other ships which had been involved in Exercise Springtrain.

On May 4 the Sheffield was off the Falkland Islands patrolling the Exclusion Zone when she was hit by one of the most lethal of conventional weapons in the world's armoury.

An airborne Exocet anti-ship missile was launched, it has been estimated, 20 miles distant by one of a handful of

The last farewell for HMS Sheffield

Super Etendard aircraft in Argentine hands. The weapon struck with devastating effect, hitting the centre of the ship and starting raging fires which quickly spread.

For four hours the surviving members of the ship's company fought vainly to save the destroyer, even as part of her hull glowed white hot. Their valiant efforts were later described by their commanding officer, Capt. James Salt.

"We could feel the heat of the deck through our shoes," he said. "The superstructure was steaming. Paint on

the ship's side was peeling off; the area where the missile penetrated the hull was white hot."

Flames were dangerously close to the ship's ammunition and fuel and eventually the order had to be given to abandon ship. "It was my decision and I feel awful about it, but there was no alternative," said Capt. Salt.

Hours later he flew over the ship by helicopter. "The whole of the working area of the ship was a roaring mass of flames. We could see right down into the engine room."

Another consideration when

abandoning ship was that the Sheffield was occupying the attention of other warships in the Task Force when they were under the threat of attack.

"Also the ship's company had been on deck in very cold conditions for five hours fighting the fire," said the captain. "Unfortunately we were losing, not winning."

"The men were quite incredible. I have no doubt that the ship's company really saved themselves by their own sensible efforts." They remained calm and showed common sense and careful thinking.

About the missile hit on the ship,

Capt. Salt said: "It had a devastating effect. It hit the centre of the ship, the centre of all operations — mechanical, detection, weaponry."

"It came in at six feet above the water level, damaged two large compartments and, when inside the ship, exploded outwards and upwards."

Within 20 seconds the centre of the ship was filled with black, acrid, pungent smoke. The explosion wiped out lighting and broadcasting systems, and also smashed the fire-fighting main.

Describing the ship's company's efforts, he said moral was incredibly high and team work was exceptional. "I'm sure every captain would say that his ship's company was the best, but I know that mine is."

Cheerful

"Obviously it is a tremendous disappointment to lose your ship, but all the men I have spoken to are remarkably cheerful, philosophical and determined about the future."

In addition to the 20 men who died in the ship, 24 were injured, one — CMECH John Strange of Gosport — seriously. The injured and the 242 other survivors were transferred to other ships in the Task Force, including HMS Hermes.

Later a MOD spokesman said that the survivors would be brought home as soon as possible.

The Sheffield herself, gutted and deformed by her still-burning fires, lingered on for six more days. She was taken in tow but finally sank outside the Exclusion Zone on May 10, becoming an official war grave.

The body of one of her dead was recovered and committed to the sea from HMS Hermes.

'The men were quite incredible ... I'm sure every captain would say that his ship's company was the best, but I know mine is.'

— Capt. Salt.



The last picture of HMS Sheffield to reach Navy News before her sinking. It recalls the happiness at Gibraltar when 100 of the ship's company gathered around their commanding officer, Capt. James Salt, to record their triumph in the Baton Trophy 100 x 1-mile relay. The marathon, taking ten hours, 47 minutes, was run on the upper deck while the ship was on passage in the Red Sea.

The trials required the careful co-ordination of exercise areas, hundreds of flying hours by the Fleet Air Arm, the RAF and Fleet Requirement aircraft of all types, as well as the co-operation of many other warships and Royal Fleet Auxiliary vessels.

During this period the Sheffield undertook cold weather trials off Norway, tropical trials in the Caribbean, took part in two NATO exercises, spent a period as West Indies guardship and participated in several Fleet trials.

In 1975 she chalked up the

first landing of a Lynx helicopter on a Type 42 and in the following year was visited at Portsmouth by Admiral of the Fleet the Duke of Edinburgh.

She had the honour in 1977 to be among the ships in the Silver Jubilee Fleet Review at Spithead, and the same year visited Washington DC where a total of 30,000 people were welcomed on board.

Navy Days

Wherever she went she drew crowds — hundreds of thousands of people came to know the ship and her men during her courtesy visits and frequent appearances at Portsmouth Navy Days.

She became well known, too, in many European ports,

exciting interest in Stockholm during Baltic exercises and at Rotterdam where in 1978 she attended the International Defence Exhibition.

The following year she played her part in NATO's Standing Naval Force Atlantic before she began an 18-month refit. She was also a ship with many sporting achievements, and had many friends.

She was adopted by BBC Radio One during disc jockey Dave Lee Travis's two-hour breakfast show from the ship in 1978, and her other affiliations included one with the Chestnut Troop of the Royal Horse Artillery, which involved the Sheffield sailors in many exchange visits.

But there was a special link

with the City of Sheffield, where her loss caused as much shock as that felt in Portsmouth. The association included links with the Sea Cadet with TS Sheffield and the Cherry Tree children's home.

RNA message

Flags flew at half mast, and at the memorial service in Sheffield Cathedral tribute was paid to the 20 who died and to a ship which had for more than seven years been the subject of the community's pride, affection and reciprocated generosity.

Among the mourners were members of Sheffield branch of The Royal Naval Association who sent this message to Navy News:

"Over the years it has been our pleasure to entertain members of the ship's company here in Sheffield, and we have appreciated the wonderful hospitality extended by all ranks on the occasions we have visited the ship.

"Many friendships with members of the ship's company have developed since the launching, and we extend our heartfelt condolences to those who have lost relatives and friends.

"We can only trust and hope that the injured recover quickly and return to normal life, and that the devotion and sacrifice to the benefit of freedom-loving people has not been in vain."

HONOUR

Anthony Norman (25). POWEM(R). Gosport.
David Briggs (25). POMEM(M). Lee-on-Solent.
Robert Fagan (34). POCK. Stubbington.
Allan Knowles (31). LMEM(M). Gosport.
Tony Marshall (31). LCK. Gosport.
Adrian Wellstead (26). LCK. Stubbington.

David Osborne (22). CK. Portsmouth.
Andrew Swallow (18). CK. Bembridge, Isle of Wight.
Kevin Williams (20). CK. Gosport.
Neil Goodall (20). CK. Enfield, Middlesex.
Darryl Cope (21). CA. Stourport.
Lai Chi Keung (31). Laundryman (civilian). Hong Kong.



Smiles

'I realise it's a love token from his wife but does he have to wear it close to his heart like this?'

NEWSVIEW

Steadfastness in the South Atlantic

DESPITE Britain's efforts to achieve an acceptable peaceful solution, the Falklands crisis appeared to be rolling on with inexorable momentum towards increased hostility as this edition closed for press.

While the Fleet had assembled in the South Atlantic during preceding weeks, tension for those who waited at home inevitably grew.

In conflict, deaths should come as no surprise, yet the tragedy of HMS Sheffield and the several air losses still shocked and numbed, especially in closely-knit naval environments.

Support

Naturally deeply concerned as the crisis developed, many wives and families chose to meet and talk in groups. And despite one correspondent's rather disparaging remarks about coffee mornings (and claims against us of patronising), reported in another page, many families do find comradeship, support and consolation in informal gatherings. That being the case, who can doubt their value to those who wish to attend?

Meanwhile, much effort has gone into making the men 8,000 miles from home realise that their welfare is dear to many hearts. Letters, magazines, books, videos, personal radio messages and requests are proof, if that were needed, that they are anything but forgotten.

Some ships have been able to send back messages for passing on to the families.

Sharp end

Who, as they entered 1982, could have forecast that within a few months the Navy would find itself at the centre of a huge operation in hostile conditions in the South Atlantic? Service talk is sometimes about the "sharp end" — places and situations don't come much sharper than where the Navy, the Marines and many others are doing their duty today.

The Service's transformation from peacetime environment, its steadfastness and its loyalty deserve — and is getting in return — intense support and steadfastness at home.

However the situation develops — and all fervently pray a peaceful conclusion is soon reached — this must represent a crucial point in the long history of the Royal Navy.

CHARITY FIT FOR A KING

MEN and women of the naval service have long been renowned for their sterling work for good causes of wide variety.

As hostilities in the South Atlantic have increased and casualties have been reported, large numbers of people have been expressing a wish to do some "good work" for the Navy itself and be associated with its present South Atlantic efforts. Many have been offering cash donations towards sailors' welfare.

Charities with which the Navy is associated have been drawn into the picture, and now might be a timely occasion to look at how they operate.

The number of nautical charities which grew up over the years caused confusion in some people's minds, and, to help resolve this, the fund now known as King George's Fund for Sailors was started in 1917 when the First World War was in progress and casualties at sea were mounting.

Royal interest

The fund was set up by a group of ship owners, merchants, representatives of the Royal and Merchant navies and many other interested parties as a memorial to the public indebtedness to seafarers. King George V showed a personal interest in the fund, which is directed solely for the benefit and welfare of past and present officers and ratings, both men and women (and dependants) of the Royal Navy, the Merchant Navy and the fishing fleets.

Objects are to provide support, through a central fund, for organisations existing for the help, comfort and relief of seafarers and their dependants, and to reduce the cost of raising money, prevent overlapping and promote improved administration.

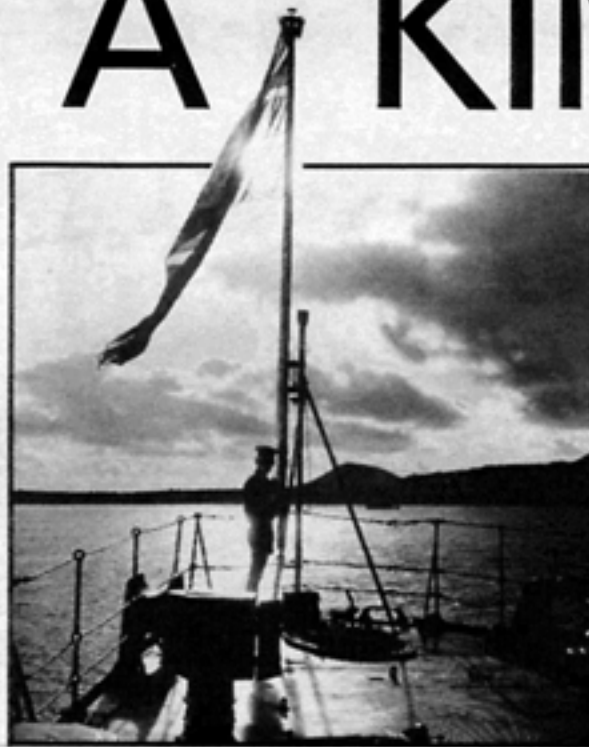
The fund has unrivalled up-to-date knowledge of the changing needs of over 120 voluntary societies which devote themselves to the direct help of seafarers and their dependants.

Voluntary help

As the recognized central collecting and channelling organization, the fund can ensure all money subscribed is put to best use. It is not allowed by its charter to make grants to individuals, but seafarers or their dependants can be advised of the society best suited to help with their own particular difficulties.

The success of the fund is due to voluntary contributions, the voluntary services of countless helpers (aided by a small full-time staff), and the immense work of the nautical societies themselves.

About 120 societies receive financial support from KGFS. Some of these funds exist for the sole benefit of RN and RM personnel — some specifically for officers and others for ratings. A



Ascension Dawn: The Union Flag is hoisted at Colours on board HMS Fearless anchored at the South Atlantic staging post.

number of funds exist for the benefit of Merchant Navy personnel, while others are of an inter-Service or tri-Service nature. Scope of the individual funds is wide-ranging.

In this plethora of nautical charities, how does an individual in need of assistance know which society to approach? If the person in need of help is an officer, ex-officer or dependant, in the first instance an approach should be made to the Central Bureau, Naval Officers' Charities, administered by KGFS.

If the person in need is a rating, ex-rating or dependant, an approach should be made to the Royal Naval Benevolent Trust at 2a Tipner Road, Portsmouth. This is the central benevolent organisation instituted by Royal Charter in 1922 to serve past, present and future men of the Navy, their widows, orphans and dependants, and is administered and controlled by the men of the Royal Navy.

Its primary objects are to provide relief to those in need or distress, to provide men with training and help in finding suitable employment on leaving the Service and to assist other benevolent organizations whose facilities and work are known to benefit naval men and their dependants.

Anyone wishing to make a donation to KGFS should send it to King George's Fund for Sailors, 1, Chesham Street, London, SW1X 8NF.

As reported elsewhere in this issue, KGFS has also offered to administer the Lord Mayor of Sheffield's Appeal Fund. Aim of this fund is to assist HMS Sheffield dependants who may

be in need of help (whether now or in the future). A statement from the Lord Mayor's Parlour says that any surplus is to be used for charitable purposes designed to help those who suffer in similar tragedies, and also to benefit charities with related purposes.

Another fund to which people are donating to assist with sailors' general welfare needs is the Fleet Amenities Fund, Room 325, Ministry of Defence, Old Admiralty Building, Spring Gardens, London, SW1.

Task Force

At the same time, many people are interested in the general welfare of personnel with the Task Force. Offers of comforts, in the form of donations, are being put to the Fleet Amenities Fund, whose charitable purposes are designed to benefit all serving RN and RM personnel and their dependants.

Task Force donations are being kept separate from the main fund and include the generous donation from the Royal British Legion reported elsewhere in this paper. These donations will be used to help all members of the Task Force in suitable ways — for example extra video cassettes, to enable BFBS to send more recorded TV programmes from home, and sports equipment for the itinerant population of Ascension Island.

Address of the Fleet Amenities Fund is Room 325, Ministry of Defence, Old Admiralty Building, Spring Gardens, London SW1.

"Guess who . . ." a sniper in full camouflage.



Falklands Task Force



Big build-up at Ascension Island

Boy, what a dump!

ASCENSION ISLAND, a 34 square mile chunk of volcanic "moonscape" roughly midway between the United Kingdom and the Falklands, has assumed a major strategic significance in the present conflict.

Before the Argentine invasion of the Falklands, Ascension boasted an ideal nesting environment for the

sooty tern, an airstrip, a communications station, and little else . . . Now this unlovely little island has been

transformed into a huge supply dump and staging base for the Task Force. Tented cities sprang up on the barren rock to accommodate tri-Service personnel involved in the administration of the logistics operation, and to house soldiers and Royal Marines put ashore from their troop carriers to stretch their legs and continue their intensive training.

Royal Air Force Hercules and VC-10 aircraft have flown in thousands of tons of freight, and thousands of personnel. An endless supply of food, ammunition and spares has been directed by the Royal Navy to the Task Force ships, with a shuttle of helicopters ferrying tons of material out to the large Fleet anchorage off the island.

Air control zone

So intense was the massive RAF operation that Britain imposed an air control zone 100 nautical miles in radius around Ascension Island, extending from sea level to an unlimited height. Aircraft entering the zone now need prior clearance.

Nimrod maritime surveillance aircraft have flown from the airstrip to report the movements of Russian and Argentine ships, and the cratering of Port Stanley airfield was carried out by a Vulcan bomber — refuelled by a Victor tanker aircraft — flying from Ascension's aptly named Wideawake Airfield.

The island's staging facilities were also used by the RN and RAF Harriers which used in-flight refuelling techniques to fly direct from the United Kingdom to the South Atlantic.

Royal Marines and soldiers from the Parachute Regiment disembarked from their troopships at Ascension to get in some strenuous "dry-land" exercises over the island's desolate lunar landscape.

TOP RIGHT: A Sea King helicopter from 846 Naval Air Squadron transfers stores from the airstrip on Ascension Island to the amphibious task force anchored nearby. In the background are a Hercules transport and VC-10 jet.

RIGHT: Ascension Island's lunar landscape provides the backdrop for a load-carrying exercise by 40 Commando's mortar troop.

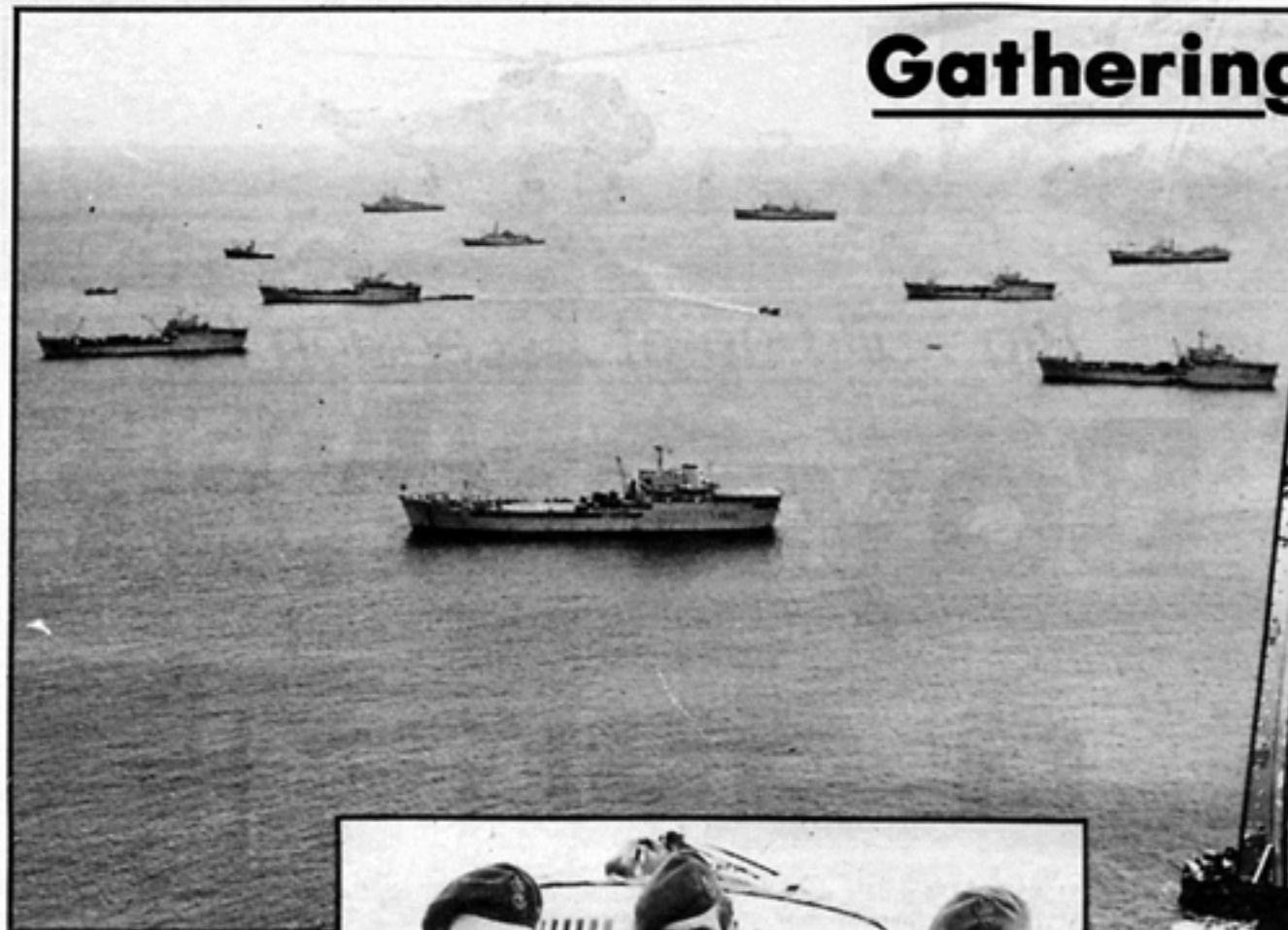
BOTTOM RIGHT: The crew of LCVP Foxtrot Five return to HMS Fearless off Ascension Island. Behind them is ss Canberra.

BELOW: The 105mm light guns of 29 Commando Royal Artillery are lifted by Sea King helicopters of 846 Squadron. On the airstrip apron in the background are two Victor tanker aircraft.



MORE ASCENSION ISLAND PICTURES IN NEXT PAGE

Gathering with full force



THE HOT SHOTS

Photographers of the Commando Forces News Team: from left to right — LA(Phot) Al Campbell, PO(Phot) Pete Holdgate, and LA(Phot) Roger Ryan. The picture was taken by Sgt. Dave Munnely of the News Team.



TOP LEFT: Ships of the Task Force's amphibious assault group anchored off Ascension Island. In the foreground is the logistic landing ship RFA Sir Tristram with four other vessels of her class. A Leaf-class tanker lies in the right background while further away on the left are a Type 21 frigate and one of the Royal Navy's two assault ships. The ship in the centre background is a stores support vessel. ABOVE: The business end of a Scout helicopter of 3 Commando Brigade Air Squadron.



Good Luck to Task Force 317-8



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A Gazelle "ripples" rockets at ground targets during exercises on Ascension Island. The Gazelles of 3 Cdo. Brigade Air Squadron have recently been fitted with the new system.



On the ash and rock-strewn ground of the island, a machine-gun team await the order to fire during live firing exercises.

Fighting fit in Canberra

THE NAVAL photographers assigned to the Commando Forces News Team have been getting a first-hand look at how ss Canberra has changed from a luxury cruise liner into a troop carrier with 2,000 Royal Marines and Parachute Regiment men embarked.

PO(Phot) Pete Holdgate, LA(Phot) Al Campbell and LA(Phot) Roger Ryan, joined the Canberra in Southampton, and were able to file the pictures on these pages when the ship reached Ascension Island.

Their photographs reveal the unremitting physical training and weapon practice carried out on the liner's spacious upper decks to keep the Royals and Paras fighting fit on the long voyage to the South Atlantic.

There were constant reminders for those on board that they were sailing towards a war zone. An escorting frigate chased away eavesdropping spy ships, and the liner's hull was inspected by divers after a sonar sentry reported hearing a slamming noise. Divers immediately searched for limpet mines below the surface.

Bofors guns have been rigged to give the ship defence against air attack, and the troops have added to that capability by finding ways to fix their machine guns to the ship's rail.

The ship has a large medical team on board, including surgeons, doctors, dentists, medical technicians and nurses, and a field hospital has been set up in a stadium below one of the two helicopter pads. A blood bank of 1,000 pints has been stocked up from volunteers on board.

At Ascension Island the Canberra's troops were quickly

on the island ranges to zero-in their rifles and field weapons. Ammunition and other assault necessities were unloaded from Royal Fleet Auxiliary vessels in the Ascension anchorage and lashed to Canberra's decks.

As the liner sailed on towards the Falklands, daily physical training and weapon

The ss Canberra on her way to the Falkland Islands. On board are 2,000 Royal Marines and Parachute Regiment soldiers.



TROOPSHIP



TOP LEFT: Royal Marines of Recce Troop of 40 Commando carry out fast-descent drills from a Sea King hovering over the Canberra's flight deck. TOP RIGHT: Defence Section, HQ Company, 42 Commando, undergoes a stiff run on the promenade deck of the liner. Four laps adds up to a mile. BOTTOM LEFT: Sgt. Paddy McDowell puts members of 40 Commando through a PT session. BOTTOM RIGHT: The improvised "Flyco" controlling helicopter operations on board the Canberra.

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TEACHERS' ASSURANCE





Hecla's flying doctor

SHORTLY after sailing from Gibraltar to join the Falklands group, HMS Hecla (below) began to prepare and practise for her new role as a casualty evacuation ship. There were regular first-aid lectures for the newly-formed medical parties and — illustrated above — daily flying exercises with the newly-embarked Wasp helicopter practising casualty evacuation and stretcher drills.

The Hecla had, a few weeks earlier, passed the half-a-million-mile mark in her surveying career.

Since first commissioning in 1965, the ship has been employed on oceanographic and bathymetric surveys in the Atlantic, North Sea, West Indies and Mediterranean, and her two survey boats have carried out harbour and coastal surveys in the West Indies, Africa and around the British Isles from Cornwall to the Outer Hebrides.

If all the echo-sounder paper used in her surveys was stretched out, it would reach from 2 Wharf in Devonport Dockyard — Hecla's normal berth — to the front door of the Hydrographic Office in Taunton!

Before sailing into Gibraltar, the Hecla had spent two days in Funchal, Madeira, where a small party led by Lieut. Roger Loweth climbed to the highest point of the island, Pico Ruivo, a little over 6,000ft., where the temperature dropped from 70 to 32F.



MEET 'N

IT'S THE NAVY'S ANSWER TO M*A*S*H

YOU'VE HEARD of M*A*S*H — the Mobile Army Surgical Hospital of screen fame. Now meet a new breed, N*O*S*H — the Naval Oceangoing Surgical Hospital.

That's what Naval Party 1830, at least, is calling its home since mid-April, the requisitioned P & O liner Uganda.

Britain's first hospital ship for 30 years (the last was the Maine, sent to Korea in 1952), the Uganda left Gibraltar on April 19, followed a day later from the Mediterranean base by the survey ship HMS Hecla and from Portsmouth on April 24 by the Hecla's sister ships Herald and Hydra.

Ambulances

All had been converted swiftly to their mercy roles in response to the Falklands emergency and headed, with new red and white paint schemes, for the South Atlantic.

The Uganda is acting as the major hospital unit to be linked, should the need arise, to the front line by the three survey ships as "sea ambulances."

The 30-year-old, 16,907-ton Uganda was on an educational cruise with 944 children and 315 adults on board when she was requisitioned. After the children were disembarked a week early at Naples she sailed to Gibraltar, where 400 men worked round the clock to convert her.

With speed, skill and hard work, she was refitted, stored and prepared for sea in 65 hours.

Staffs from RN hospitals Stonehouse and Haslar, with Royal Marines stretcher bearers and a full support team, were assembled at short notice and flown to Gibraltar.

Well-wishers

By the day of sailing, as crowds of well-wishers gathered to see her off, the old Uganda with her distinctive black and white funnel had been transformed into the colours of a hospital ship, with crisp red crosses prominently displayed.

Soon all on board the Uganda had reason to be impressed by the high standard of workmanship in Gibraltar's dockyard as the hastily-installed replenishment - at - sea equipment and new flight deck were tested and found to be perfectly sound.

The conversion and departures of the three survey ships were similar stories of speed, skill and hard work by naval and civilian staffs.

The Hecla's hectic four days of preparation before she left Gibraltar included the fitting of a new satellite communications system in a record 36 hours.



The Herald had returned from a seven-month deployment to the Gulf of Oman only 17 days before she sailed for the South Atlantic and many of the ship's company were recalled after only a week's leave to prepare the ship for her new task.

On board as she headed south were an extra surgeon-lieutenant, one medical technician fourth class and two medical assistants, in addition to the normal medical team of one surgeon-lieutenant and one leading medical assistant.

The wardroom and ship's company dining hall were being prepared for conversion to wards capable of holding 50 seriously wounded personnel with space for a further 50 to 100 "walking wounded" in messdecks.

Similar provisions were being made in the Hydra and as they headed south transfers of realistically made-up "casualties" between the two ships were among the preparations for their Task Force role.

The Canberra, requisitioned earlier from P & O, was expected to be the main centre for casualties from any assault on the Falklands. A large medical team including surgeons, technicians, nursing staff and Royal Marines musicians doubling as stretcher-bearers had joined the liner as she sailed from Southampton.

A hospital unit had been set up in the liner's stadium just below the forward helicopter landing pad.

The Uganda had a built-in morale-booster in the shape of the ship's entertainments manager who had volunteered to stay on board — and there was music from the stretcher bearers — alias members of the Royal Marines Band of the Flag Officer Third Flotilla.

Concert

"They have given a superb concert and added a special touch to the church service on Sunday," wrote the ship's chaplain, the Rev. David Barlow, in an early dispatch to Navy News.

"We are now setting out to take up our station. The ship is in every way prepared and we are all in good spirits, but we echo the words heard more than once from the crew who gave us such a good send-off from Gibraltar — 'Let's hope they're never needed'."

● Everyone in the Uganda was saddened to learn of the death on May 12 in hospital in England of Capt. Brian Biddick, popular commanding officer of the liner.

Capt. Biddick was taken ill as the ship sailed for the Falklands and after an emergency operation on board he was flown home. Command of the Uganda was taken over by Capt. Jeffrey Clark.

* NAVAL OCEANG

*O*S*H!

**Falklands
Task Force**



Red, white and blue

LEFT: Spectators line the pavement overlooking the docks as the Uganda arrives in Gibraltar for her conversion to hospital ship.

RIGHT: Red, white and blue ... the Uganda puts to sea in her new livery.

BELOW: Naval nurses Karen Wheeler (left) and Cindy Dent, both from Royal Naval Hospital Haslar, unpacking one of the many boxes of medical supplies on board the Uganda.

Pictures: LA (Phot) Danny du Feu.

BELOW RIGHT: HMS Hydra leaving Portsmouth

Picture: LA (Phot) T. Harding.



GOING SURGICAL HOSPITAL

FORCE A SMILE . . .



"Why didn't the Argies attack Ascension Island?"



"Apparently they're SBS. They've been here three weeks already and want to know if we've got any fish."



"Hey, Jack! When did you last check your compass?"

HOWEVER serious the situation, the British sense of humour always finds a way to express itself — particularly in the Armed Forces. Quick on the draw have been three Royal Marines NCOs who have produced a small book of cartoons, three examples from which appear above.

The book is being printed for distribution to the Task Force, with the hope that it will bring

a smile to the faces of hard-pressed sailors and Royal Marines.

All three contributors are founder members of the RM Illustrators Branch, formed in 1968, and all three are now based at Poole.

WO2 Roy Carr, the senior illustrator in the Corps, has already had one book of cartoons published. Entitled "Irish Stew," it is based on the Northern Ireland conflict.

He went to school in Salford, Lancashire, with fellow contributor C/Sgt. Art Huddart, whose cartoons have appeared regularly in *Globe* and *Laurel* magazine.

The third contributor is Sgt. John Webb, who runs the exhibition and display side of the drawing office at Poole. Spider Webb is well known for his oil paintings.

The two cartoons at bottom right are by "Smokey," alias LREG Peter Cole of HMS *Alacrity*. The other two are by that well-known contributor to *Navy News*, Jim Swift.



"Trust you to bring back an ugly one!"



"Because you didn't get any mail, wings, I'll let you read mine — three from the bank manager, two from the finance company, one from my ma-in-law and two from the wife's solicitor..."



"Course they're still out there — I can hear 'em laughin' at yer 'at!"



"I reckon we've been down here too long."



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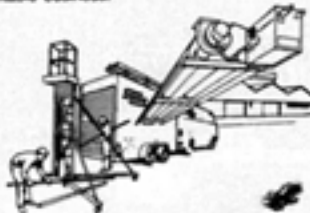
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'Death camp' on British territory

BOOKS

NAZI German atrocities have gone into the pages of history, apparently with practically everything told; but there is a claim of new evidence and mystery — this time on British soil.

Solomon Steckoll, South African-born Israeli journalist, was shown 20 years ago a secret document relating to the Nazi occupation of the Channel Islands, leading to a long personal investigation.

The result is "The Alderney Death Camp," now published as a Granada paperback.

The story has a familiar ring. In 1943 the German SS built a concentration camp on Alderney. Hundreds died there, and according to survivors there were hangings, beatings on barbed wire and the hurling of prisoners from the cliff-tops.

What disturbed the author in his investigations was the

alleged cover-up. He believes that important official documents have disappeared, and that the whole sorry business includes an ugly picture of how some of the British citizens of the Channel Islands behaved during the occupation.

'SHELVED'

He records that in Jersey the loyalists made a formal petition to put collaborators on trial for treason. The Director of Public Prosecutions went to Jersey to arrange for these trials, as "the matters are not triable on the island."

Says the author: "Nothing more was done and this matter was also quietly shelved." He has delved deeply into the whole affair of Alderney bringing many matters to light, but revealing further questions still unanswered.

This then is an atrocity story with a difference — the lifting

of a cloak of silence after all these years.

Mr Steckoll believes that the most incredible example of cover-up concerned the former commandant of Alderney, who was supposed to have been

executed by the Russians for war crimes. He was able to track him down and find out the truth.

"The Alderney Death Camp" is horrific but compulsive reading.

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IN BRIEF

"Taxation in Gibraltar 1982," by James Levy and Simon Caplan, published by Tolley (price £8.50) has been updated and expanded to provide a detailed and practical guide to the taxation, legislation and commercial aspects of Gibraltar at the present time.

"Fighter Squadron 1940-1942," a memoir by Wing Commander Dizzy Allen, DFC, now available as a Granada paperback. He was a Spitfire pilot with No. 66 Squadron in the Battle of Britain, and six months later found himself commanding it. Not yet 22, he was the only officer to survive that year.

"The Noble Enemy," by Charles Fox, now available as a Granada paperback. A first novel, but written with the power of a mature writer. Very American, with a Hemingway ring.

"Admiral," by Dudley Pope, published by Martin Secker and Warburg (price £7.50). Buccaneer adventures against the Spaniards, with plenty of swash and buckle.

Kremlin backdrop for medal parade

THE KREMLIN provided an unusual backdrop for "Divisions" held recently at the British Embassy in Moscow to present Long Service and Good Conduct Medals to CPOWTRs Vince Hawkins and Russ Hartley.

The ceremony was held on the Embassy balcony which, by kind permission of the Ambassador, occasionally does service as a quarterdeck. The Naval Attache, Capt Bruce Richardson, presented the medals, and Assistant Attache Lieut-Cdr Geoff McCready was on hand acting Divisional Officer / Master-at-Arms / Boson's Mate.

Lieut.-Cdr Charlie Wines, the last uniformed World War Two Swordfish pilot, made a nostalgic visit to the Fleet Air Arm Museum and the RN air station at Yeovilton. Charlie left the Navy on April 28 after 46 years in the Service, the last 22 of which he spent on the FAA drafting desk in HMS Centurion.

As a Petty Officer Pilot in 1941 he was shot down in a Swordfish while attacking a convoy off the African coast.

Among the attractions at HMS Sultan's Steam Rally and Summer Show on June 5 and 6 will be parachutists, motor-cycle displays, majorettes — and, of course, steam vehicles, including the famous Sultan steam lorry. The show begins at 1.30 p.m. each day, 50p adults, 25p children and pensioners, all proceeds going to naval charities.

LS(S) Lance Nordli, of HMS Vernon, who swiftly gave first-aid to a motor-cyclist injured in an accident at Rhyd, has received the Commendation of the Flag Officer Portsmouth, Rear-Admiral Anthony Tippet. The presentation was made by the Captain of Vernon, Capt George Oxley.

HMS Cavalier, last surviving Royal Navy destroyer of the Second World War, opens to the public at the Ocean Dock, Southampton, on June 16. The appeal to preserve the ship still needs £120,000 and inquiries and donations should be directed to Cdr. Michael Jackman, Director, HMS Cavalier Trust, PO Box 50, Southampton SO9 7DP.

A memorial to the officers and men of HMS Trelawney and the 1st Minelaying Squadron who served at the Kyle of Lochalsh during the Second World War was unveiled by Flag Officer Scotland and Northern Ireland, Vice-Admiral Robert Squires.

The guided missile destroyer Babur, formerly HMS London, commissioned into the Pakistan Navy at Portsmouth on April 22.

The Fleet Photographic Unit scooped all the trophies, bar one, in HMS Excellent's small arms meeting.

Since HMS Southampton began building at Woolston con-

THE NEWS IN BRIEF

Including items held over from the last issue

tact has been made with 120 men who served in previous ships of the name. The Old Southamptons have now forged a permanent link with the ship. They have presented her with five prints of various views of the city and five silver-plated figures of the "Saint" with items of sports gear for inter-mess competitions.

HMS Gannett the Fleet Air Arm base at Prestwick Airport, is holding its annual Air Day on Saturday, June 5. Gannett is the home of 819 Naval Air Squadron, which operates seven anti-submarine Sea King helicopters. There will be a variety of static and air displays, and gates open at 1000.

More entrants than ever before competed in the Royal Navy Chess Championships held this year at HMS Raleigh. Overall winner, as in several previous years, was Mr Arthur Brameld from HMS Dryad. Highest placed naval competitor was CPO Perrin from HMS Dolphin who was fourth.



PETER GOODMAN

Lieut.-Cdr Peter Goodman of HMS Dryad, who retires in December after 40 years in the Royal Navy, was awarded £100 from the Herbert Lott Fund for his work on flotation gear for pilotless target aircraft.

The Australia Shield has been won by 814 Squadron, RN air station Culdrose, for achieving the highest degree of operational readiness of all front line squadrons during 1981.

A painting of a Lynx landing on HMS Birmingham was presented to the officers' mess, RN air station Yeovilton by artist Carol Dewar as a thank you to the Royal Navy for the help she has received with her paintings of ships.

An exhibition of paintings by David Cobb, depicting World War Two at Sea, was opened in the Overlord Embroidery Room



Engadine chalks up 25,000th landing

HELICOPTER support ship RFA Engadine chalked up her 25,000th flight deck landing, when the 8,000-ton vessel was alongside at Falmouth. The aircraft which made the landing was Sea King K590, flown in by Lieut.-Cdr. John Skinner and Malcolm Llewellyn-Jones for a three-week training deployment in the South West Approaches and the Clyde Areas.

Later, as our picture shows, a celebration cake was cut by the ship's commanding officer, Capt. David Freeman, Lieut.-Cdr. Skinner and LWren Clair Taylor.

Wren air mechanics from 706 Squadron, RN air station Culdrose, join the ship for training exercises. They help their RN counterparts to keep the Sea Kings serviceable during intensive, combined anti-submarine exercises.

Picture: LA (Photo) S. J. Petterson.

at Whitbread's Brewery, Chiswell Street, London EC1.

Navy nickname for RAF personnel rang true when Wing Commander Chris Moore, on the Staff of the Maritime Tactical School, HMS Dryad, agreed to plant a tree during one of the establishment's plant-a-tree weeks. The tree was aptly named "Flowering Crab."

Despite a number of absentees who sailed with the Task Force, members of the Royal Navy Portsmouth Motor-cycle Club carried out their usual Easter egg run and distributed 200 eggs to four children's homes. Club awards for 1981 were presented to CPO(D) Clark (Arbutnot Trophy), LWEM(O) Sheead (Marchant Trophy), and CPO Bunkin (Ken Heanes Trophy).

Six members of HMS Collingwood Amateur Radio Society have obtained City and Guilds certificates and have now joined the 50,000 licensed amateur radio operators in the country. The society, re-formed in 1980, makes regular contact with Africa and America and recently reached radio operators in Japan, Australia and New Zealand.

Jimmy Savile is expected to play a prominent part in the charity event "Meet the Marines 1982" at the Commando Training Centre Royal Marines, Lympstone, near Exmouth, Devon, between July 29 and 31. Displays by Dutch and American Marines are also planned.

For making the greatest contribution to the efficiency of the mine countermeasures flotilla during 1981, HMS Iveston, based in HMS Vernon, has won the Plessey Minewarfare Trophy.

Eleventh Beaver launched

HMS BEAVER, the sixth Broadsword-class Type 22 frigate, was launched by Lady Staveley, wife of Vice-Admiral Sir William Staveley Vice-Chief of Naval Staff, on May 8.

For employees of Yarrow Shipbuilders Ltd., their families and friends, the launching at Scotstoun shipyard was a family day which included access to the upper decks of HMS Brazen, the fourth ship of the class.

STRETCHED

Designed to combine a first-rate anti-submarine capability with command and control facilities, HMS Beaver, like her sister ship HMS Boxer, is one of the re-designed "stretched" ships.

Her length has been increased to 479ft. to accommodate additional weapons fit. She will carry Exocet and Sea Wolf missiles and two Lynx helicopters.

HMS Beaver is the 11th ship to bear the name, the first being a Royalist ketch captured by the Parliamentarians in 1656.

Ardent colour

HMS Ardent has added a regimental colour to her trophies. But far from being a souvenir of war it was handed over peacefully by the 1st Battalion Scots Guards.

The framed colour was presented to the ship's commanding officer, Cdr. Alan West, by the battalion's commanding officer, Lieut.-Col. James Dunsmore. The Ardent has been affiliated to the battalion for four years.

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'Lobby MPs' call over Fleet cuts

A MOVE to lobby MPs over the proposed cuts in the Royal Navy will be discussed at the Royal Naval Association annual conference on June 12.

Hounslow branch has tabled a motion which proposes: "That members and branches of our nationwide association lobby MPs with a view to convincing the Government to review and reverse their decision to cut back to the Royal Navy by one-third."

The conference, to be held at the Centre Hotel, Cardiff, will also discuss a motion by Reading branch which expresses concern for those who would be

unemployed as a result of the cuts.

It urges: "That Conference request that an urgent approach be made to HM Government regarding re-employment of dockyard employees made redundant by recent cuts, with particular attention to ex-naval personnel."

21 motions

The 21 motions before conference are almost twice as many as last year and range from reaction to the proposed

reductions in the Fleet to a plea by Thetford branch "That more time be given to Branch Standards at Reunion, with regard to the dignity of their entry during the concert."

Another motion, proposed by No. 12 (Irish) Area, opposes any move of the RNA Headquarters out of London. The motion states that in London access to the HQ and communications are "as readily available as possible to the widely distributed membership."

In the report by the National



"As a former three-badge stoker, I was involved in lots of hostilities ... mostly with the shore patrol!"

Council to annual conference the good news is that a total of £8,710 was contributed by branches to the Central Charities Fund in 1981-82. That enabled £6,000 to be given to Erskine Hospital to provide adjustable beds for patients, and £3,000 was donated to

Broughton House to buy special baths for the disabled.

As the RNA Charity Week helped significantly to increase contributions to the Central Charities Fund, it is intended to hold the next such week from October 18-24, giving emphasis to Trafalgar Day.

£1,000 gift after theft

THE reaction of shipmates of Gosport was instant when news broke that thieves had broken into the headquarters of Gosport and Fareham Inshore Rescue Service and stole their two vital waterproof radio telephone sets. Within a week branch shipmates had replaced one of the sets at a cost of £1,000.

Nelson Society

THE Nelson Society was founded at a well attended and representative meeting on November 28 at the Norfolk Club, Norwich and it was announced that The Earl Nelson has consented to be president. For details contact the secretary, Miss J. Newman, Flat 3, 35, Grand Parade, Brighton BN2 2QA.

Invitation

FORMER shipmates of HMS Phoebe are invited to attend the re-dedication of HMS Phoebe at Chatham on June 22 at 1100. Those who wish to attend contact Lieut. Rolston, BFPO Ships, London.

Cruiser gold salvage on film

SHIPMATES of Keighley and Sea Cadets from TS Marne with friends from Bradford and Todmorden branches, were given an unusual treat when Mr. K. Jessop of Jessop Marine, invited them to a video film of the salvage of gold from HMS Edinburgh.

The video camera in use throughout the salvage captured the mood of the unique operation, covering everything from the early research of records to the type of equipment used in the salvage — including the latest gas recirculating helmets.

The divers were shown working at a depth of 800ft. in extreme cold.

Task Force

For the first time Llandudno have elected to their committee an ex-Wren, Mrs Judith Hinton (nee Midgley), whose last ship was HMS Seahawk. The branch sent a communication to the First Sea Lord, Admiral Sir Henry Leach, conveying the depth of their feeling for the crews of the Falklands Task Force.

Stockton-on-Tees were the first club to visit Newton Aycliffe's newly opened club. Back on home ground they held an Easter branch parade on April 12, the winners being Shipmates Edna Turner (first), Winnie Lee (second) and Audrey Hobday (third). The judge was ex-CPO John Westwood who recently left the Navy having served 22 years.

An invitation goes out to shipmates in the Chesterfield area to join the local branch's monthly meeting held on the first Tuesday of the month at the Devonshire Arms, Hasland, Chesterfield and to take part in socials, quiz evenings and outings.



Picture: Leicester Mercury

After a successful dinner-dance, shipmates of Purley held a party to mark the retirement of their welfare officer, Shipmate H. H. Reed and to present him and Mrs Reed with a gift. Lieut. H. Francis RM (ret'd.) was at the party and was presented with a £100 cheque for the Belvedere House Seafarers Society. Three shipmates enjoyed an outing to the Royal Naval College at Greenwich with members of the London Veterans Seafarers Association.

Bradford celebrated their 47th anniversary by dedicating a new standard in Bradford Cathedral. After the service, the standard, carried and donated by Shipmate Fred Jowett, was paraded with the area

standard and those of 20 branches.

The salute was taken by Cdr. Tony Wilks, commanding officer of Bradford's adopted warship HMS Aurora. He was accompanied by the Lord Mayor of Bradford, Shipmate Danny Coughlin. Music was provided by the band of TS Cleopatra Sea Cadets.

No. 2 Area hold their standard bearers competition on June 18 at the Gravesend branch club, after which there will be a buffet dance and a presentation of trophies in the Springhead Hall. Those who intend taking part should contact the area secretary, Shipmate J. C. McDermott, 84 Highfield Road, Willesborough, Ashford, Kent.

OBITUARY

Shipmate Len Jones, West Bromwich, April 5, aged 84.
Shipmate Edlde Bryan, Burnley and Pendle, aged 76.
Shipmate Ron Wilde, Chesterfield.
Shipmate Ken Winfield, founder member and secretary, Chesham and Amersham, April 18.
Shipmate Clarence Clewlow, Stoke-on-Trent, March 3, aged 80.

Shipmate Ernest (Lofty) Harrison, Christchurch, April 16, aged 57.
Shipmate Harry P. Ross, Newbury, April 12, aged 83.
Shipmate R. Williams, Llandudno, April 17, aged 83.
Shipmate Frank Nunn, Sidcup, March 31, aged 76.
Shipmate Thomas Ernest Arthur, Stratford-upon-Avon, aged 82.

Memento of the Norfolk

SHOWING the Flag has new meaning for shipmates of Leicester, pictured showing a White Ensign of HMS Norfolk. It was presented to the branch by AB Sean McDermott in fulfilment of a promise to bring them a memento of his former ship which was sold to Chile. With him (from left) are: Shipmates Nick Carter (chairman), Alan Plant (treasurer), George Furniss (vice-chairman), George Kimbell (president) and Sid Platts (secretary).

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HELPING HANDS

Hermes' old folk thrilled

AS HMS HERMES sailed to the South Atlantic, members of the WOs' and CPOs' mess did brisk business selling hamburgers to shipmates, raising £193 for Longdean Day Centre for old people at Paulsgrove, Portsmouth, which has a link with the mess.

The old people were thrilled that the men from HMS Hermes had not only remembered them when they were miles away, but also worked to raise money and send a cheque.

the Sea Cadet unit at Tunbridge Wells, to raise funds for the Nore Royal Navy and Royal Marines Children's Trust.

When Mrs. Mary Hoblyn, on behalf of the Old Age Pensioners' Federation sent the following message: "Good Luck and Safe Return to all Servicemen" to Flag Officer Plymouth's Ops. Room, the staff responded by sending her a cake and a card on her 83rd birthday.

While deployed in the Gulf, members of the ship's company of HMS Active raised £1,000 to help handicapped children of naval personnel make the annual Easter pilgrimage to Lourdes through the Handicapped Children's Pilgrimage Trust (HCPT). A further £200 was raised by HMS Euryalus in addition to generous contributions from the senior and junior rates mess HMS Drake, HMS Raleigh, HMS Fisgard, HMS Neptune and HMS Naiad.

The naval party with over 1,800 other handicapped children were accompanied by naval volunteer helpers who pay their own expenses and forfeit their Easter leave to accompany the children. Twenty of this year's helpers had a last minute change of plan and found themselves sailing for the Falkland Islands.

For details of the 1983 pilgrimage and naval sponsorship contact Mr. Chris Mackie, HCPT, RN headquarters, HMS Raleigh, Torpoint, Cornwall PL11 2PD.

A group of Operations Branch trainees from HMS Vernon and HMS Dryad on a training course at Chatham walked 30 miles to TS Brilliant,



'Helping hands' for David

"Helping hands" had a new meaning for Olympic swimmer David Wilkie, the 1978 gold medalist, when he "took" to the water to the obvious delight of pupils of Helston School. David, along with 600 pupils, was guest at RN air station Culdrose, when the school arranged for him with the Sports Aid Foundation to do a sponsored swim, proceeds of which will be shared between the Foundation and the school.

Picture: LA(Phot) B. Jones.

THREE TEAMS from HMS Raleigh pushed three physically handicapped people from Lands End to Tamar Bridge in a sponsored wheelchair race in aid of the handicapped. Covering a distance of 85 miles in two days, the 30 trainee seaman ratings maintained a steady eight miles an hour.

The race, organised by the Cornwall branch of the Physically Handicapped and Able Bodied Association, is expected to top the £4,000 raised in last year's event.

Our picture shows the Pellew team with Mrs. Ada Watts of Truro safely in tow. Leading off are SEA(OPS) Larcombe (left) and SEA(OPS) Woolley.



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Amazon so welcome in Qatar

FOR the first time since 1977, a Royal Navy ship has visited the State of Qatar in the Persian Gulf.

The frigate HMS Amazon called at Doha, where the ship's company was entertained generously by Qatari officials and members of the

local British community — so much so that at one time there were not enough sailors to fulfil all the invitations.

When the ship began her passage to Mombasa for a two-week maintenance period, she did so in company with five Qatari patrol boats, the larger ship acting as guide for officer-of-the-watch manoeuvres.

Before arriving in Kenya on April 5, the Amazon, in company with HMS Cardiff and RFAs Olna and Brambleleaf, conducted a high seas firing of Seacat missiles and 4.5-in. gun.

Chatham, Rosyth Days cancelled

THIS YEAR'S Chatham and Rosyth Navy Days have had to be cancelled because of the deployment of ships and men to other duties.

Chatham's was to have been its last Navy Days because of the forthcoming closure of the base. It is hoped to hold an open day at Chatham later in the year.

The souvenir programmes for Chatham Navy Days, which were to have been held on May 30 and 31, have already been printed and can be purchased from the Navy Days Office, HM Naval Base, Chatham, Kent, for £1 (including postage).

Rosyth Navy Days had been scheduled for July 3 and 4.

SOBERTON HELPS OUT

SAILORS from HMS Soberton found anything but dry land when they went ashore to help the elderly people of Soberton village with their spring gardening.

Men from the mine-countermeasures vessel spent a week-end at the Hampshire village when their ship berthed at Portsmouth during a Channel fish patrol.

Days of rain almost put paid to the gardening help, but the ground turned out not to be too wet for planting preparation. Other members of the ship's company were occupied in

cleaning the village hall and refurbishing part of the building.

Social activities included a visit to the local school, lunch in the village, a football match and musical evening. On board, villagers were invited to a cocktail party and a children's party, and the ship was open to visitors.

Both Sobertons plan to keep in close touch and intend to combine to raise money for charity when the ship is in refit later this year.

However, the latest visit had been in danger of disruption. The Soberton had been called to stand by the freighter *Gloriosa*, listing heavily during gales in the Solent. The eventual decision to beach the ship left the Soberton free to enter Portsmouth.



A Qatari patrol boat takes station on HMS Amazon in sea state 5 — almost the limit for the smaller craft.



Helping out on high!

SEARCH and Rescue fliers from RN air station Culdrose proved a tower of strength when it came to helping the parishioners of an East Cornish church.

When the faithful of Maker Church, Millbrook, were faced with lifting their newly acquired, 30ft. flagpole to the top of the 70ft. church tower, a Wessex 5 helicopter of 771 Squadron was detailed to undertake the delicate mission.

Our picture (left) shows the finishing touches being put during the installation of the flagpole, donated by Mrs. Joan Gaye in memory of her late husband.

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NN/6/82

Churchill's cover story . . .

Two marine engineering mechanics from HMS Churchill, PO John Benn (left) and LMEM Michael Blyth, will be promoting the name of their submarine wherever they take part in motor cycle grass track racing in the south-east of England. The Churchill's name is emblazoned around the colourful blue and white bike covers given to the two riders by the submarine's crew. Both John and Michael are members of the Eltham and District Motor Cycle Club and started racing regularly last year. Their sport is the grass track version of speedway racing.



OPOSSUM'S SUFFOLK WELCOME

HMS OPOSSUM has been adopted by the Suffolk town of Bury St Edmunds. The Oberon-class submarine berthed in Ipswich docks and her crew travelled daily by road to Bury for a week of events to celebrate the link.

The idea of adoption was put up towards the end of Opossum's refit in Portsmouth, and the Mayor and Mayoress of the Suffolk town attended the boat's rededication ceremony last November.

First item on the agenda was the official adoption ceremony at the Corn Exchange, followed

by a civic reception. Visits were made to a local brewery and nearby RAF Honington.

Bury St Edmunds boasts Britain's smallest pub, The Nutshell. The record for the number of people inside at any one time had stood at 83 since 1959, but 60 members of the crew roped in 30 of the locals and smashed the record by seven.

Commanding officer

Lieut.-Cdr. Richard Burston said the submariners would try for three figures on their next visit.

Playing at the local theatre during the same week was the Hiss and Boo Company, a travelling band of minstrels led by Bernard Cribbins and producer-director Ian Liston, better known as Ray Brownlow of "Crossroads" and the erstwhile navigating officer of the BBC Television series "Warship".

The cast spent an enjoyable afternoon on board the submarine, and then reciprocated by inviting the crew back to the theatre that evening.

Left — Bernard Cribbins star of a theatre production playing in Bury St Edmunds, is given a helping hand at the periscope of HMS Opossum by CMEM(M) Brian Jackson. The cast spent an afternoon on the submarine and later entertained the crew at the theatre.



Right — Fenders at the ready as HMS Opossum passes through a narrow lock into the non-tidal basin at Ipswich. The crew then travelled by mini-bus to Bury St Edmunds 25 miles away.



Bacchante's last waltz

A PAYING-OFF reception and ball is to be held on September 10 for all officers who have served in HMS Bacchante before her transfer to the Royal New Zealand Navy. A reception and Beat Retreat ceremony will be held on board in Portsmouth Naval Base, followed by a supper and dance in HMS Nelson.

Associated Squadron Staff Officers are also invited, and applications should be sent to The Secretary of the Ball Fund, HMS Bacchante, BFPO Ships, London. Cost of a double ticket will be £24 and cheques should be made out to HMS Bacchante Ball Fund.

CAROLE JOINS THE SAVERS!



During a Girobank promotion tour of the South, Miss Girobank — 24-year-old Carole Ferguson — visited HMS Osprey and was the guest of 772 Squadron, who with their Search and Rescue helicopters are "savers" of a different kind. In our picture Carole is being shown the flight controls of a Wessex Mk 5 SAR helicopter by Lieut. Ian Bryant.

Faithful lives on, for now

ONE OF Britain's last naval paddle tugs won a reprieve from a watery grave as a result of the Falkland Islands crisis.

The Faithful, which was operated for 23 years by the Royal Maritime Auxiliary Service, was towed out of Devonport on the week-end that the Argentines invaded. Her intended fate: to be sunk as a target.

Temporary stay of execution came when the practice shoot was cancelled due to developments in the South Atlantic, and the old Faithful was towed back to her base until the return of the Fleet. The tug had her engines removed last year and is now no more than a hulk.

RESCUE FORCE!

DURING the first few days of the Falkland Islands crisis, six warships returning from Exercise Springtrain off Gibraltar interrupted their passage to go to the aid of the Moroccan merchant vessel Zeida sinking off the Portuguese coast.

The Royal Navy rescue force comprised HM ships Battleaxe, Active, Aurora, Ariadne, Dido and Euryalus. They were in company with the helicopter support ship RFA Engadine, whose Sea Kings were first on the scene and winched two survivors to safety.

The Danish merchant ship Skaalith saved six more before naval forces arrived. An extensive search was conducted in marginal flying conditions, a southerly gale and visibility decreasing to half a mile at times.

Eventually a Lynx helicopter from the Battleaxe recovered four bodies. The aircraft was crewed by Lieut.-Cdr. Colin Watkins, Lieut. Andy Symons and AEM Taff Clark.

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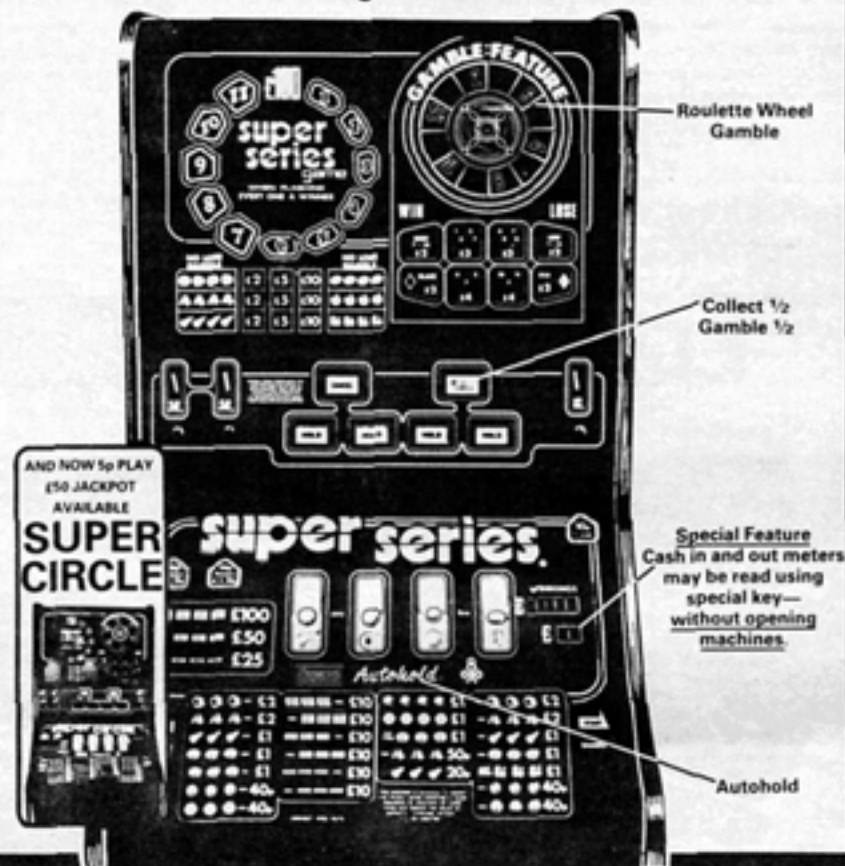
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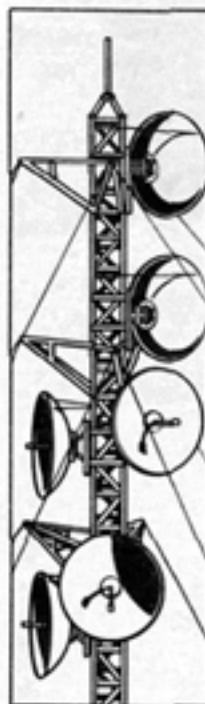
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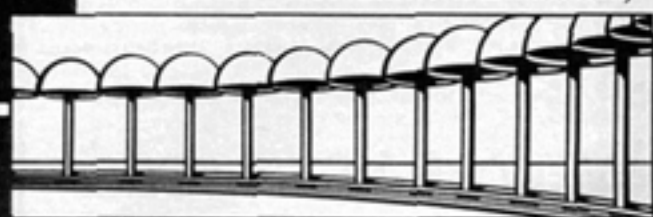
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Referee Rod at Wembley

Ferdinand edged out in final

MNE KEITH FERDINAND, the giant young Royal Marine, went surprisingly close to becoming the first ABA national super-heavyweight champion in the final at the Empire Pool, Wembley, on May 7.

Ferdinand hustled and harried the vastly more experienced Adrian Elliott to such good effect that some ring-side observers thought he had done enough to win. But Elliott was awarded the title on a slender majority points decision.

The first round was the

Boxing

19-year-old Marine's best, and he shook Elliott with two or three heavy punches. But his inability to score at close quarters probably cost him the fight.

Navy coach CPO Tony Oxley was very impressed with

Ferdinand's performance. "To be honest, he did better than I expected against Elliott. His will to win was tremendous."

SELECTION

That was an opinion shared by CPO Alan Dolman, who trained Ferdinand for the final. Their reward could well be Ferdinand's inclusion in the British team for the European junior championships in July. The selection is to be announced after Navy News goes to press.

Oxley took the Combined Services boxing team to Holland for their match against North Holland Select. Only RO1 Mick McGlynn represented the Navy on the night, winning comfortably as Services triumphed 7-3.

SEA John Williams and REM Tim Wilson also travelled with the party but were not matched.

TOP REFEREE

Keith Ferdinand was not the only Navy representative in the Wembley ring on finals night. Also on duty, as a referee, was Lieut.-Cdr. Rod Robertson, who is acknowledged as one of Europe's top officials.

Now serving in H.M.S. Drake, Lieut.-Cdr. Robertson is the only international referee in the Services. In that capacity he has travelled all over the world, and has also travelled as England's ABA team manager.

He is a member of the panel which provides referees and judges for the Olympics, world championships and World Cup competitions, and is hoping to be chosen to officiate at the Olympics in Los Angeles.

SWINDERBY TRIUMPH

FOR THE FIRST time in memory the Royal Navy won an athletic championship at Inter-Service level when the Navy's long distance men triumphed in the marathon run at RAF Swinderby.

The win was particularly memorable because the Navy entry was trimmed by Falklands commitments to just 47 against about 150 each from the other two Services.

But with three runners to count, Sub-Lieut. Simon Ponsonby (BRNC Dartmouth) finished third in a personal best of 2hrs. 27min. 4sec., CPO John Tracey (Collingwood) was fourth, and Navy team captain FCPO Keith Cawley (Raleigh) was sixth.

Three finishers in the first six clinched the title for the Navy, and to rub salt in the wound FCPO Bill Muller (Raleigh) was 17th overall and the first veteran to finish.

Other well placed Navy entrants were PO Paul Critchlow, who was tenth, Sgt. Chris Hazelwood (15th) and Colour-Sgt. Dave Balderson (24th).

DISRUPTED

The Navy's track and field programme has been severely disrupted by operational requirements. Badly depleted teams finished fifth out of six in the annual Woodford Bridge match,

Marathon

and second out of four at Exeter. MNE Winston Spencer with a personal best triple jump of 14.06m., and Surgeon Cdr. Richard Gray with a shot putt of 12.83m., were the Navy's only winners at Woodford Bridge.

At Exeter, the Navy fielded a WRNS side for the first time, and were rewarded with a very commendable second place out of four competing teams.

As a result of the Task Force disruption, the Royal Marines command athletic championships have been cancelled. The Navy coach is anxious for any naval athletes in the United Kingdom, and especially members of last year's junior squad, to contact him through the RN Sports Office, HMS Nelson (ext. 24132).

Athletes in Portsmouth Command can benefit from a regular Tuesday night "league" which is being staged at the new Burnaby Road centre. Meetings start at 1830 and cater for everyone at every level.

Angling

THE RN and RM annual fly fishing competition was held for the second year at Wimbleball Lake on May 12 in a strong south-easterly which made boat-handling difficult.

Most of the honours went to RM bandsmen Musician Barfoot and Bugler Clark representing RN air station Yeovilton. They won the team cup with a catch of 21lb. 4½oz. from ten fish.

Barfoot also won the award for the best bag (12lb. 4½oz.) and the cup for the best rainbow trout (3lb. 11½oz.).

Team runners-up were J. and R. Wilcock from Plymouth Command.

Rainbows of 3lb. 8oz. and 3lb. 7oz. were captured by PO(Phot) Nixon of HMS Excellent and FCPO Knott of HMS Gannet.

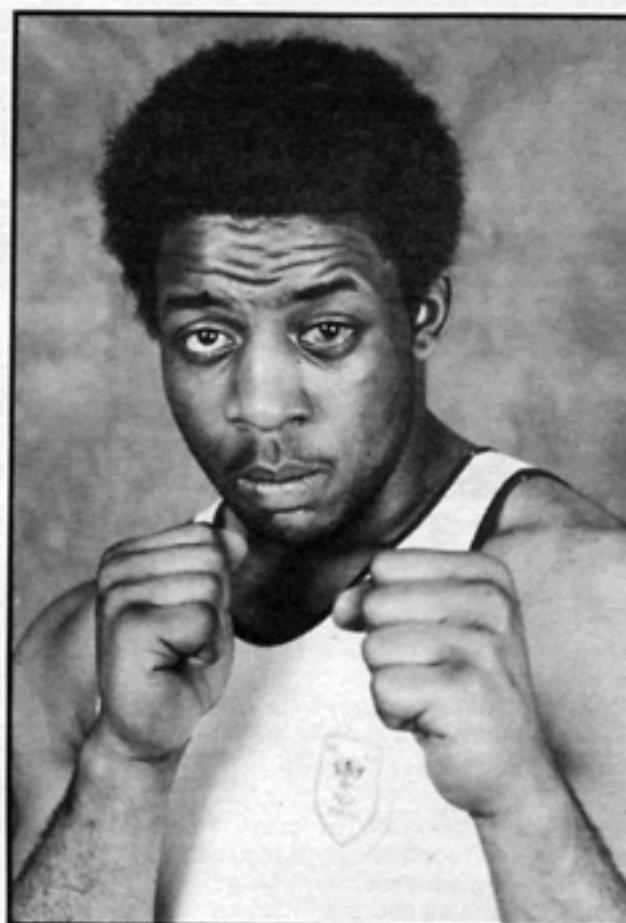
Bandsmen on song!

The cup for the best brown trout was won by Lieut. Harrison from 814 Squadron, Culdrose.

RUTLAND

● Game fishermen wishing to take part in the Inter-Service event on Rutland Water on September 15 should contact Lieut.-Cdr. D. W. Crampton-Thomas, RN and RMAA, RNAS Yeovilton.

● Venue for the Navy coarse angling championships on July 7 is the Oxford canal. Entry forms are available from Sub-Lieut. P. J. Mawby, HMS Swiftsure (telephone Devonport 65802).



Keith Ferdinand ... lost on points.

Opportunity knocks for new faces

The Falklands crisis has hit the Royal Navy representative side in quite a big way. Six of last year's side are now somewhere in the South Atlantic and at least one other is not available,

writes Derek Oakley. However, this does give a chance for the members of the Under-25 team to force their way into senior representative cricket, which cannot but be good for the future.

In the first three matches against Incogniti, Gloucestershire II and Oxford University, more than a few new faces will appear.

Lieut. Robin Hollington scored the first 100 for the Under-25s against his own Corps side, MEM Andy Chester, who gained his

Cricket

first full cap at 18 last season, is bowling his left arm spinners as well as before, and MEM Ronnie Barker, a wicketkeeper batsman, is trying to force his way in.

NA Chris Campbell, an opening seam bowler, is back after a year's absence, while LSA Jacko Jackson, probably the quickest of the youngsters, has returned after

Fixtures

JUNE

2 Cricket: RN v Sussex II (Hove); Fencing: Inter-Services triangular (Portsmouth).
4 Cycling: Track championships (Reading).
5 Cycling: Road race (Arboretum); Lawn Tennis: RN v Manstead LTC (HMS Drake).
6 Cycling: 25 mile TT (Arboretum); Tennis: RN v Torquay (HMS Drake).
12 Tennis: RN v Civil Service (Greenwich).
13 Tennis: RN v Insurance Offices (Away).
15 Rifle: Inter-Services tyros rifle match, target rifle (Bisley).
16 Cricket: U25 v British Fire Service (Colchester).
18-19 Swimming: RN v Southern Counties Club (HMS Collingwood).
19 Tennis: (Greenwich).
20 Tennis: RN v Metropolitan Police (Greenwich); RNWLA v Lee-on-Solent (Portsmouth).
24-27 Modern Pentathlon: REME / Army Pentathlon (Arboretum).
25 Rifle: RN v Regular Army and Civil Service, target rifle (Bisley).
27 Tennis: RN v Winchester (USSC Portsmouth).
29 Cricket: RN v United London Banks (Buckingham).
30 Cricket: RN v Civil Service (Portsmouth).
29 June-5 July Sailing: SOR (JSSC).

JULY

(first week)

1 Athletics: Inter-Services relays (MOO Sports) (London).
4 Cricket: RN v Devon (Mount Wise).
5 Rifle: Inter-Services long range friendly match, target rifle (Bisley); Swimming: Inter-Services junior championships (HMS Raleigh).

Title retained

THE WRNS retained their Inter-Service volleyball title at Worthy Down on May 17. A report will appear in next month's issue of Navy News.

Lowestoft's champion



MEMN1 R. Coe of HMS Lowestoft receives the Fleet individual golf trophy from Fleet Recreation Officer Lieut.-Cdr. Ron Lang. MEMN1 Coe beat Cdr. N. G. McNaughton of HMS Liverpool by a single stroke, and the Lowestoft also claimed the team trophy. This year the Lowestoft have been third in the Fleet shooting competition, and were the best-placed ship's team in the Portsmouth Command volleyball championships.

a year with the Field Gunners. The prospects are bright, but the side will be lacking experience at least until the Fleet return.

Sub-Lieut. Tony Izzard is in his second year of captaincy, while Cdr. Roger Moylan-Jones has returned to skipper the Combined Services, this being his sixth year in charge in the past 11 years.

UNDER-25

Navy Under-25 manager Lieut.-Cdr. John Lucas reports that his side have won three of their five representative matches. Details in brief are:

US Portsmouth 229-8. Under-25s 136-9. Lost by 93 runs.
Under 25s 197 (Lieut. Andy Canning 45 n.o.). US Plymouth 110 (Canning 4-5). Won by 87 runs.
Devon U-25s 220-7. RN U-25s 89. Lost by 131 runs.
Under 25s 124. RNCC Chairman's XI 95 (Lieut. Robin Hollington 5-30, NA Chris Campbell 3-28). Won by 29 runs.
Under-25s 220-4 (Lieut. Robin Hollington 107). RM 94 (LMEEM Andy Chester 4-25, Hollington 3-16, LWTR Nigel Porch 2-21). Won by 126 runs.

Services' success

WHEN United Services (Portsmouth) Cricket Club joined the Hampshire League in 1979 few could have forecast just how successful they would be. Obligated to start at the lowest level, they won promotion in three consecutive seasons and sustained just five defeats in 45 games.

This summer, led by Navy skipper Sub-Lieut. Tony Izzard (HMS Vernon), US takes the field in Division I against some of Hampshire's leading club sides.

Last season the club entered a second XI which, under the captaincy of Lieut.-Cdr. Mike Hodgetts (HMS Daedalus), won promotion at the first attempt.

US rely heavily on ships' cricketers to turn out at the weekend, and all naval players are invited to contact club secretary Lieut.-Cdr. Mike Hodgetts on HMS Daedalus 532; Lieut. Mike Morris on Collingwood 330; or LWTR Andy Collier on Centurion 2123.

SPORT

Youth team gets it right this time

VICTORY by the Royal Navy Youth side in the South West Counties Cup final in Portsmouth on April 24 was the climax to a splendid season by the youngsters. It was the first time the Navy has won the trophy.

In 1978-79 the youth team got within one match of the final, although in the four other seasons that the Navy has entered the competition they had not won a single game, losing 11 and drawing three cup ties.

Success this time came in the form of a 4-1 win over Somerset in a final which the Navy reached by winning three and drawing one of their qualifying games.

The Navy dominated the opening minutes, with Steve Ryan (HMS Sultan) and MNE Russell Wilson (HMS Intrepid) both prominent. Ryan scored after 15 minutes, and the Navy went further ahead on the half hour when Pete Western (HMS Caledonia) headed a far post free kick back into the goalmouth and Wilson was on hand to volley into the roof of the net.

Somerset hit back before half-time to make it 2-1. The Navy dominated the second half with the wind in their favour, but it was a bad bit of refereeing that let in Ryan for his second and the Navy's third. Five minutes from the end Wilson put the issue beyond doubt with his second goal of the match.

This result, and the side's achievement of reaching the final of the Dallas international youth tournament, owed much to the fact that Lieut.-Cdr. Mike Kimber (HMS Dryad) and Lieut. Chris Brady (HMS Collingwood) were able to field a regular side.

It was also a tribute to those who gave financial support for the Dallas trip, in itself a great encouragement to players not to miss a match.

Heron second

HMS HERON finished runners up to SEME, the Army unit soccer champions, in the Naafi Jubilee Cup "champions of champions" competition.

Heron were beaten 5-1 by Bordon-based SEME but beat Brize Norton, the RAF representatives, 3-1. SEME drew 2-2 with Brize.

Super season

HMS KENT's soccer team have had a memorable season. The Fleet training ship, berthed alongside HMS Rame Head at Whale Island, won the United Services Charity Cup, the Junior Challenge Cup and the Third Division of the United Services League.

Volleyball

Air call up the reserves

TASK FORCE duties caused Naval Air Command to go into the South-West senior men's volleyball championship with a much depleted team. But the fringe players called into the squad did remarkably and only an inferior points difference prevented NAC qualifying from their pool for the semi-finals.

They were overwhelmed 20-6 in their opening game by Division I outfit Speedwell, and the result was one of the more respectable defeats handed out by Speedwell during the day.

NAC improved considerably during the competition and were runners up to Speedwell in their qualifying group by virtue of wins against Poole Thumpers, 18-13; Taunton, 18-17; Weymouth Bay Rowdies, 21-15; and RAF Lyneham, 21-5.



PO Tommy Johnson, Navy soccer coach and captain of the Portsmouth RN side which retained the Portsmouth Senior Cup by beating Liss 1-0 in the final at Moneyfield on April 26, receives the impressive trophy from Mr. Len Wilson, President of Portsmouth FA. Upper Yardman Nigel Hare, now at BRNC Dartmouth, scored the goal that defeated Liss.

The side did well to hang on to the trophy despite leading players being absent with the Task Force, and also finished half way up the table in their first season back in Division I of the Hampshire League.

Soccer

As the soccer season draws to a close, so the Royal Navy loses one of its best-known stadiums. Jack Sheppard recalls Victory Stadium and records how it was associated with a misleading nickname . . .

Pitt Street puzzle

Ask anyone who was around seven years ago — or for that matter many people today — what is significant about Pitt Street, and the answer is likely to be that is the home of the RN School of Physical Training. Quite wrong, of course. The RN School of Physical Training (now HMS Temeraire) is sited in Flathouse Road.

What is significant is that the PT School is located quite close to what used to be called the Pitt Street athletic track (the property of Royal Naval Barracks Portsmouth for so many years) and for that

reason the PT School became popularly known as Pitt Street, a street famous for its product.

Pitt Street, some 30 yards in length with a public house on each side, was the main entrance to what became known as Victory Stadium. Eight years or so ago it was demolished to make way for the dual carriage Mile End road which now runs down to the M275. With it went the purpose-built Nuffield stand, car park and small pavilion.

In spite of it, the ground and the PT School is still called Pitt Street. It is understood that the ground was first laid

out in the early days of the Royal Naval Barracks at Portsmouth and housed the only cinder athletic track available to Royal Naval athletes. It was a four-laned track and unique in that it had a 220 yards straight. Many famous Royal Naval athletes and footballers performed there.

Pitt Street closed as an athletic track in 1981 and the last Royal Navy football match was played on March 27. The beginning of the 1982-83 season will find the Royal Navy playing football at the new Burnaby Road complex, which many will remember as the old number one pitch on the United Services (Men's) Ground.

MOVE NORTH SUITS JOHN

Golf

LIEUT. John Newlands moved from Portsmouth to Rosyth in January and this has obviously been good for his golf. He won the Scotland Command championships at Dalmahoy Golf Club by four shots, writes John Weekes.

Playing the shorter west course

in the morning, John had a fine 74 which left most of the rest of the field well behind. In the afternoon he was playing with CPO Barnet (also Cochrane), who was the eventual runner-up.

They were both doing well until they inadvertently played each other's balls which set them back a couple of penalty shots.

In third place was Lieut.-Cdr. Rob Dixon, the Scotland Command secretary who had a purple patch at the end of his morning round, finishing with an eagle two at the 264 yard 18th.

The RN Golfing Society annual meeting lost a few players to the South Atlantic but the remaining serving members kept the flag flying.

The lower handicap match play was won by the recently retired and now moustachioed Lieut. Jim Grieve who beat Lieut.-Cdr. David Codd (RNC Greenwich), not long back from the USA, on the last green.

The longer handicap match play final was between a pair of serving officers. Capt. Gerald Plumer (Mercury) beat Lieut. Gary Skins, again on the last green.

Cdr. Bill Daniels (AIB, Sultan) won the handicap cup while Lieut.-Cdr. Roger Hockey (Collingwood) won the scratch prize.

The veterans, for which your correspondent will soon qualify, was won by that well known submariner, Capt. Bob Garson.

The Navy Open championships take place at Stoneham GC on June 17 and 18. Those of handicap ten and below can still apply for an entry, either through their Command Secretary or directly to me at ASWE extension 2871.

Basketball

ALTHOUGH beaten by both the Army and RAF at the Inter-Service basketball championships staged at RAF West Drayton last month, the Royal Navy senior team produced their best form ever at this level.

They lost by just two points to a strong Army side in the opening game during which the difference between the sides was never more than eight points. Final score was 76-74 to the Army, and that after the Navy had been off-target with 50 per cent. of their shots.

In the last three minutes the Navy could have stolen the game, but missed five out of eight attempts at free throws.

Navy guards Kemp and May had an outstanding game, taking 90 per cent. of possession off their own boards and restricting 6ft. 9in. Sgt. Ricketts, the Army star, to a meagre ten points.

The Navy under-21 team ended up rather differently to the one originally selected. Only two of

the initial squad were able to get time off, and the final scratch team made a valiant effort against much stronger Army and RAF junior teams.

Training sessions for the new season start under Navy coach Lieut. McClenaghan (Sultan 2386) in HMS Collingwood on August 3 at 1900, and every Tuesday and Thursday thereafter. Players of all standards, male and female, are invited to attend.

Lieut. McClenaghan is also anxious to contact anyone willing to act as a table official during the 1982-83 season.

In brief

Liverpool's sportsmen in form

HMS LIVERPOOL's base port unit dominated the C.-in-C.'s Fleet Easter sporting festival held at the Brickfields, Devonport, on April 17. The Liverpool beat HMS Cleopatra 3-2 in the final of the six-a-side soccer but lost the seven-a-side rugby final 18-6 to HMS Defiance.

HMS Minerva beat HMS Ariadne 1-0 in the hockey final. Entries were reduced because of the Fleet's departure to the South Atlantic.

Triathlon

THE Royal Navy were second in the Tewkesbury Triathlon team event, with LPT Micky Flaherty (Heron) second in the individual placings. The other naval competitors to score were LPT A. Negus (Seahawk), seventh overall, and AEM B. Burlings (Heron), 15th.

Wren Maggie Warland (Heron) was third in the women's competition.

LPT Negus and Wren S. Hudson (Collingwood) took the individual honours in the men's and women's competitions at the Navy novices triathlon championships in HMS Pembroke on May 14-15.

Second and third in the men's event were SEA S. Wood (Cambridge) and AEM B. Burling (Yeovilton), while Third Officer J. Norman (Excellent) and LWPT J. Wilson (Excellent) filled the minor places in the women's section.

Swimming

CDR. Gerald Forsberg RN (retid.) was installed as President of the British Long Distance Swimming Association on March 21. Seventy this summer and still competing in long distance events, Cdr. Forsberg is regarded as the father of distance swimming in this country.

He held the Channel record from 1957 to 1959, won the inaugural Windermere, Torbay and Loch Lomond races, has published several books on swimming and technical naval topics, and has had a host of swimming honours bestowed on him.

Sponsorship

NATOCARS of Bridgwater, who already sponsor several Army and RAF sporting events, are offering similar sponsorship to the Royal Navy. Sports secretaries are invited to apply to Mr. M. Perrin at Natocars of Bridgwater, Wylds Estate, Bridgwater (telephone 0278 55555), but are reminded that final approval will be needed from the RN and RM Sports Control Board through the normal channels.

Secretaries are also invited to apply to Natocars for a free pack of blank 12in. x 8 1/2in. sports bulletins.

Netball

THE RN Women's netball team trailed into third place in the Women's Inter-Service tournament in H.M.S. Nelson after defeats of 18-34 to the Royal Air Force and 33-59 to the Army.

POWPTs D. Ellis (Defiance) and J. Frowen (Pembroke) and AHNN D. Kenney (RHN Stonehouse) and Wren D. Stearnes (Lymptone) were subsequently selected for the Combined Services against East Hampshire.

Cancelled

THE Royal Navy junior swimming, diving and water polo championships in June have been cancelled because of the lack of under-18 swimmers in the Navy.

FLAGSHIP . . .

SHOWING the flag, in a different way than usually understood, fell to the lot of these two sailors when the Type 42 destroyer HMS Cardiff was involved in Gulf of Oman patrol work.

ABs Brian Shipman and Steve Plaxton had the job of painting a large flag on top of the bridge, making for easy identification from the air.

Picture: PO(Phot) Tom Suddes

It takes all shapes and sizes!



SHIPS of widely differing size, shape and role continued to join the Task Force during May as talk of a Falklands invasion grew.

There was also speculation about which RN ships sailing from UK bases might be destined to join the force or for other duties. But, following naming of the first RN ships of the force, no confirmation of any later names has been given.

Post haste

LETTERS have been flowing steadily to and from the Task Force, with delivery taking about 10-14 days, sometimes quicker.

By mid-May, Mill Hill Forces postal depot in London had handled 2,788 bags of air mail letters (weighing more than 68,000 lbs) for the Force. Already, it is estimated, that puts the total letters into millions.

Also handled have been 480 bags of surface mail (which starts its long journey by air), with total weight of 12,650 lbs. Magazines, newspapers and paperbacks weighing 8,000 lbs have been sent in 278 bags.

Newspaper reports that two sacks of mail were lost when they fell in the sea beyond the reach of one vessel have been denied.

ENDORSED

Forces airmail letters, available from Post Offices, can be posted free provided they are endorsed top left "Falklands Task Force" and there are no enclosures. This concessionary arrangement operates through the GPO and the BFPO systems.

Other air mail goes out to the Force at concessionary rates (as for Europe instead of the "outside Europe" rates). For letters this means a first-class stamp.

Address for husbands in HM ships, RFAs and naval parties is the normal one of ship's name, BFPO Ships, London.

Mail for those embarked in a ship (i.e. not a member of the ship's company or a member of a naval party), should be addressed giving unit, name of ship, BFPO 666, London.

For those known to be based on Ascension Island, the address BFPO 677 should be used.

As ship programmes have changed, the speculation covered departure of a number of frigates from Devonport and the sailing of HMS Bristol from Portsmouth.

About 50 merchant ships, chartered or requisitioned, have been drawn in to support the Task Force, some requiring to be adapted.

During conversion of the 15,000-ton Cunarder Atlantic Causeway at Devonport to the role of transporter of helicopters and stores, members of the Devonport Field Gun Crew helped increase their fitness — and speed up the loading — by running through the ship carrying crates of supplies.

Then Sea Kings from the new front-line Squadron, No. 825, arrived to join the ship after

commissioning at RN air station Culdrose.

Earlier her sister ship the Atlantic Conveyor had sailed from Plymouth with deck strengthened for aircraft.

Most spectacular of the merchant ships to become involved during May was the luxury liner Queen Elizabeth 2, which sailed from Southampton packed with troops.

The naval yards continued their all-out work in preparing vessels of many types and sizes for the growing fleet.

For instance, Portsmouth had by mid-May turned round 16 commercial vessels, including tankers, cargo ships and North Sea ferries, while others were in hand or planned to follow. This was in addition to RN warships and RFAs which have passed

through naval base hands.

Much of the ship work carried out in the bases had been done in record time. On North Sea Ferries Norland, two large helicopter decks were constructed and installed — at Portsmouth — and the ship was given a three-day turn round.

Other rush jobs included installation of osmosis plants and communications fits in HM ships Leeds Castle and Dumbarton Castle — in just 24 hours in the case of the latter.

Support was given to HMS Bristol, including the conversion of helicopter facilities and rectification of guided weapon defects, before her departure.

The completion date of HMS Newcastle's refit has been advanced by more than five months to July.

World Cup stars back the Fleet

ENGLAND'S WORLD CUP soccer stars are sponsoring a special competition exclusively for Servicemen with the Task Force and at Ascension Island.

Top prizes will be three signed footballs — from a "limited edition" of 12 to be released by the World Cup squad — and the squad is also to make a substantial donation to a Service charity.

There will also be 100 other prizes of signed shirts, photographs and records.

Investigators of the competition are Kevin Keegan and Trevor Brooking, both of whom have expressed reservations about playing in the World Cup finals against Argentina.

Fleet Recreation Officer Lieut.-Cdr. Ron Lang put together 25 questions relating to the World Cup and England's team, and thousands of forms were flown out to Ascension Island on May 20.

The questionnaires were being forwarded to the Task Force when possible and ships will be asked to conduct the competition as they wish — an individual, mess or inter-branch basis. Three top entries from each ship will have to be returned to Lieut.-Cdr. Lang by July 31.

The competition asks entrants to name England's teams for their first-round matches in Spain. Another question asks for the name of England's top scorer in the World Cup.

IF YOU'RE AWAY . . .

TASK FORCE families who plan to be away from their home addresses for more than 48 hours are asked to leave their forwarding address and telephone number with their local naval information centre. The numbers are listed in page 12.



Sailors go ashore from HMS Antrim at South Georgia.

Six of the best!

THERE WERE six successes for Navy News in the 1982 competition of the British Association of Industrial Editors.

For the first time we took the Geoffrey Phillips Trophy (presented by BP Chemicals Ltd) for headlines, topping a class of 26.

In two other classes we gained certificates of excellence as runners-up — the

general class for large-circulation papers and the one for newspaper design.

Three certificates of merit were also gained — in the feature, typography, and black-and-white picture classes.

The awards were presented at the BAIE's annual convention in Scarborough.