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Scuttlebutt

"An award winning magazine"



*The magazine of the National Museum of the
Royal Navy (Portsmouth), HMS Victory and the Friends*

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Scuttlebutt is edited by: **John Roberts**

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Scuttlebutt

The magazine of the National Museum of the Royal Navy (Portsmouth), HMS Victory and the Friends

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Scuttlebutt

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CHAIRMAN'S REPORT

This latest edition of Scuttlebutt continues the gradual evolution of our magazine. The most obvious change is the move to an A4 size magazine. Your Council has agreed to this move for a two year trial period. The advantages of these changes range from a more attractive format for advertisers to a size that is easier to read. We are fortunate that we are receiving plenty of material for publication, and the balancing act of number of pages versus postage was getting complex. An A4 size magazine will be more expensive to post, but Council believes that this is a move worth trying out. The keener eyed amongst you will also see that the photo in the last edition of Scuttlebutt showing Roger Trise accepting the runner's up award from British Association of Friends' of Museums (BAFM) has been upstaged in this edition by a photo of our Vice Chairman, John Scivier, accepting the award for the best magazine for 2012. Not a bad track record by any account, and due recognition for the hard work of both Roger and now John Roberts in the continuing evolution of our magazine.

The AGM in May this year saw Lord Judd, our President for the last ten years, step down. Elsewhere in this edition is a tribute to his work, but I would like to add my personal thanks. As a one-time MP for this part of Portsmouth and the last Navy Minister, his title, Lord Judd of Portsea, sums up his affection and deep interest in Portsmouth and the Royal Navy. The fact that he proudly wears his Navy Board tie is another sign of his pride in his links with the Royal Navy. He has brought to his role as our President a unique and very happy blend of affection for the Royal Navy, love of Portsmouth and all that the City means, a set of very alert and wily political antennae, and extensive experience of working in the charity world. All of us in Council are only too conscious of the wise and appropriate direction that he has given us – and I know that I shall miss his well directed helm orders when I was beginning to wander off course. However, Council was not prepared to let him forget us and he has accepted our invitation to become a Life Vice President.

When Lord Judd told me that he wished to step down, my heart sank as I tried to think who could take over from him. Fortunately, I think we have found a very worthy and eminent volunteer in Admiral Moore. A long-time resident of Portchester, living in the shadow of the Castle, he had a distinguished naval career, including three commands,

Executive Officer of the Royal Yacht, and culminating as NATO Chief of Staff in Naples. On leaving the Navy he became Chairman of the Forces Pension Society, and he proved to be a powerful advocate of the rights of service pensioners. Combined with his long interest in both naval history and local historical issues, I look forward to receiving my first set of helm orders from our new President.

This edition of Scuttlebutt includes an update on the refit of the Steam Pinnacle 199. This certainly won't be the first refit to overrun, but with good cause as the opportunity has been taken to not only carry out essential boiler repairs, but also to repair some of the hull defects. Whilst the hull work has been carried predominantly by volunteers, it is of the highest professional standard. Ivan Steele's refit programme has been run meticulously and with the full support of the Museum, Pinnacle 199 will be a magnificent asset when she goes back in the water next year.

Elsewhere in this edition are reports on the new 20th and 21st Galleries, where work has started on this exciting new addition to the Museum. Now that the National Museum has assumed responsibility for HMS Victory, her refit programme is the subject of significant planning, including comprehensive survey work. Whilst many of you will have read of the re-caulking of her upper decks, which is proving to be a real labour of love, the main refit is likely to be a long term process. HMS Victory now proudly flies the Jack from the stump of her main mast as she is now the flagship of the First Sea Lord.

The work of our volunteers continues apace. There is no doubt that they are the very visible sign of the work of the Friends and it is a mark of their value to the National Museum that there is now a paid post on the Museum staff to co-ordinate their work, along with the other volunteers. David Baynes will continue to act as the focal point for the work of Friends who volunteer for work in the Museum. Thanks to David, the number of volunteers and their involvement in Museum affairs has grown dramatically over the years, and it is no exaggeration to say that the Museum would not be able to run as effectively without them. He has also taken on the task of organising events and he has produced a fascinating programme of visits for next year.

Peter Wykeham-Martin

LORD JUDD OF PORTSEA



Lord Judd taking over as President of the Friends from Admiral Sir Brian Brown in 2002

In 2001 the then President of the Friends Admiral Sir Brian Brown indicated that after more than a decade at the helm he wished to stand down. I think it was Colin White who suggested that Lord Judd should be approached as he was ideally qualified to take on a challenging job of presiding over what would become a difficult period for all charitable organisations.

Lord Judd, then Frank Judd was Member of Parliament for Portsmouth West and then Portsmouth North after boundary changes from 1966-1979 during which time he was minister for Overseas Development. More importantly for the Friends he had also served as a junior minister for the Royal Navy and later as a non exec director of the Millennium Portsmouth Harbour Renaissance. He also brought considerable experience in the voluntary sector including the National Trust and Oxfam as well as many other charities.

Our AGM planned for September 2001 had to be postponed due to the earth shattering events of 9/11 and the security restrictions which it caused. It was not until the AGM in the spring of 2002 that Sir Brian formally handed over the presidency to Lord Judd. Since becoming President Lord Judd has attended most of our Council Meetings and nearly all of our AGMs travelling from London early in morning and returning to the House of Lords within hours to attend to his parliamentary duties. With his boundless energy and enthusiasm he always encourages the Council to be proactive and independent.

The Council have had the benefit of his experience with other charitable organisations which has allowed

us to focus on continuing to be a successful Friends organisation in what have been difficult but interesting times. He is passionate about involving volunteers in all aspects of the Museum and HMS Victory and his support has enabled us to create a very robust volunteer force which substantially assists the Museum in many aspects of its work.

It would be remiss of me not to mention Lady Judd who has helped us in so many ways and to thank her especially for arranging his diary so that he was able to attend so many of our meetings.

It does not seem possible that Frank has presided over our organisation so very actively for a decade and importantly helped shape the Friends to be fit for purpose for the coming years. On behalf of the Council and all of the Friends I thank him for all of his support, his friendship and his unfailing good humour.

Roger Trise

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New President of the Friends

VICE ADMIRAL SIR MICHAEL MOORE KBE LVO



Vice Admiral Sir Michael Moore, President of the Friends

Michael Moore was educated at Wellington College and joined Dartmouth in 1960. After a series of junior appointments he commanded the minesweeper Beachampton and the frigates Tartar and Andromeda as well as the Eight Frigate Squadron. He was The Commander of The Royal Yacht 1980-82. His last appointment was as the NATO Naval Chief of Staff in Naples from where he retired as a Vice Admiral. He was then the Chief Executive of the Institution of Mechanical Engineers 1998-2006. He was Chairman of the Forces Pension Society 2006-2011, is a Younger Brother of Trinity House, a Trustee of the Tall Ships Youth Trust, an Honorary Fellow of both the Royal Swedish Naval Society of Sciences and the Institution of Mechanical Engineers. He lives in Portchester with his wife Penny and is Vice Chairman of the Portchester Society which is there to conserve and protect the heritage of the village and its surrounding waters. He runs regular charity concerts in St Mary's Church, within the walls of Portchester Castle. He has been interested in naval history for as long as he can remember and is mindful that Wyllie, the marine artist, and Thomas Goble – who took the notes at the Battle of Trafalgar - are buried in Portchester Churchyard.

Editor

TREASURER'S REPORT

In the last edition of Scuttlebutt I reported that we had finally received the West Legacy and we had supported a Heritage Lottery bid for restoration of Pinnacle 199. The commitment of £30,000 of Friends money to support the restoration enabled the Heritage Lottery Fund to agree to a £50,000 grant for work to commence. We have now paid the first £15,000 of our share of the funding as the work is now moving into the next phase and is described in much more detail by the experts in the Pinnacle article. Ivan Steele and his team of volunteers work on the premise that if a volunteer can do the work they will not pay a professional. They are very adept at persuading organisations to provide materials and services at low or no cost and these savings should not be underestimated as it is a very big job. Their determination to keep costs under control usually means that they freely give of their time and expertise for which we are grateful.

Earlier in the year the Museum asked us to fund the purchase of a new book scanner for the library, at £20,000 an expensive piece of kit. Allison Wareham the Librarian explains in her article "State of Art Copying in the Library" the huge advantages it offers both the Library and the researchers. It should be remembered that much of the material housed in the Library is unique and irreplaceable

and therefore its accessibility is restricted. The scanner will not only offer far greater access to rare and fragile material but also reduce the physical wear on popular items which are in more frequent use.

Although our numbers are holding up moderately well at present we always need new members to ensure that we can continue to support the Museum and our naval heritage. If you have like-minded friends encourage them to join us and remember our benefits extend to include the family.

Thank you all for your continuing support.

Roger Trise



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NEWS FROM THE

NATIONAL MUSEUM OF THE ROYAL NAVY (PORTSMOUTH)

Graham Dobbin, Chief operating officer



Gun crew in period costume in front of HMS Victory

As I write this in October it is incredible to see that – finally – physical work has commenced on our ambitious new modern navy galleries. A lot of vital preparatory work (architects, designers, planning etc) has been going on for a long time but it is always a milestone when the physical build actually begins and I suspect it won't be too long before we can begin to visualise how the buildings will look once opened to the public in Spring 2014. Physically we will be linking Storehouses 10 and 11 which will revolutionise visitor flow through these two buildings and, of course, the Colonnades and central arch will be encompassed into one building increasing display space devoted to the modern navy by 400%! Obviously, this means that for 18 months or so the Museum offer will be reduced – the Victory Sail will also need to be closed throughout the build – but this will be a small price to pay when you see the amazing new spaces that have been designed. It is also worth mentioning that at every stage the design of the new spaces has been shown to various customer focus groups - including a veterans group - with some lively – and vital – discussions arising within these groups which have helped to shape the final design.

Whilst this is taking up a lot of everyone's time, other key events and activities have continued (this list barely scratches the surface of all that goes on at the Museum):

We have held two successful arena events this year – The annual Armed Forces Day event and our It's A Naval Knockout event. Both were extremely well attended with the majority of attendees at both events clearly having come to the Dockyard just to visit these events. As always, thanks go to the loyal team of volunteers, many of them from the Friends, who make events like this possible.

As part of the community engagement which was pivotal to our successful HLF bid for the new galleries, the Museum has been "out on the road" far more than ever before and so far has attended HMS Sultan Summer Show, Hampshire Water Festival, You're History Weekend, Hampshire Tourism festival and over 40 community events.

On separate occasions the Learning Department and the Fundraising Department have visited the Maritime Workshop in Gosport to view progress on the restoration of the Steam Pinnace. I went with the Learning Department and was totally in awe of the work being undertaken by another willing band of volunteers but also to see her out of the water and "stripped bare". Once restored, the aim is to work much closer with the Pinnace Crew and with the Friends to ensure that this valuable asset is properly used to everyone's advantage.

The Research Seminar programme held for the first time in 2011/12 was a success and is to be repeated in the new academic year 2012/13. The first of these, George Malcomson's seminar on The Royal Navy as seen through the work of iconic seaside postcard artist Donald McGill, will have happened by the time you read this but if anyone is interested in these monthly seminars, the full programme can be found on the Museum's website or by contacting the Museum.

Of course, the other major achievement since I last wrote is the transfer of custodianship of HMS Victory to the National Museum. She will remain a ship in commission and, as of 10th October, became the Flagship of the First Sea Lord but the Museum is now responsible for her day to day care and her long-term maintenance and preservation. Significant sums of money will be spent in the years ahead as she is carefully restored and preserved to protect her well into the future. This is a mammoth task and a new construct has been created – chaired by Admiral The Lord Boyce – to drive this work forward.

Finally, I would like to take this opportunity of publicly thanking the Friends for all that they do for us in ways too many to mention. The major support this year has been the purchase of a new state of the art scanner for the Library which revolutionises the way they can do their business – I'm told we are now quite the envy of many of our peers. This was bought outright by the Friends and is something the Museum simply could not have afforded without this support – we are truly grateful.



Firing an early nineteenth century 12 pound cannon with gun crew in period costume



Friends and Museum guests on the upper deck of HMS Victory



Dancers at the 'It's A Naval Knockout' event.



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The outgoing Second Sea Lord, Vice Admiral Sir Charles Montgomery KBE ADC, the First Sea Lord, Admiral Sir Mark Stanhope GCB OBE ADC and the incoming Second Sea Lord Vice Admiral D Steel CBE, salute as the Second Sea Lord's Flag is lowered on board Victory for the last time, to be replaced by the Union Flag of the First Sea Lord.



FIRST SEA LORD HOISTS HIS FLAG ONBOARD HMS VICTORY

In a year which has seen some significant changes for the oldest and best known commissioned warship in the world, the 10th October 2012 marked another important day in the illustrious history of HMS Victory and saw the Union Flag of the First Sea Lord flying at her mainmast in place of the Second Sea Lord's Flag. A special ceremony was held on board HMS Victory to formally hand over the Flagship from the outgoing Chief of Naval Personnel and Training and Second Sea Lord, Vice Admiral Sir Charles Montgomery KBE ADC to the First Sea Lord and Chief of the Naval Staff, Admiral Sir Mark Stanhope GCB OBE ADC. The ceremony also saw the formal supersession of the Second Sea Lord's post to Vice Admiral D Steel CBE, previously the Naval Secretary and formerly a Naval Base Commander at Portsmouth



Change of command as the First Sea Lord, Admiral Sir Mark Stanhope GCB OBE ADC signs for HMS Victory.

It was as Commander-in-Chief Naval Home Command that the Second Sea Lord flew his flag in HMS Victory. Defence re-organisation has meant that the title of Commander-in-Chief Naval Home Command no longer exists. As the First Sea Lord retains full command responsibility, HMS Victory has now become his flagship.

Admiral Sir Mark Stanhope said: "It is a great honour for me to hoist the Flag of the First Sea Lord in HMS Victory. It also reflects the increased role that the First Sea Lord now plays in the running of the Royal Navy from the Headquarters in Portsmouth."

Vice Admiral Steel will still play a major role in the life of HMS Victory as he has been appointed 'Admiral in charge HMS Victory' which means that, in practical terms, he will continue to fulfil much the same role as the Second Sea Lord has in the past, with respect to the Ship, albeit with his flag no longer flown onboard. **Rod Strathern**

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Recently hoisting his flag as the First Sea Lord in HMS Victory, Admiral Sir Mark Stanhope GCB OBE ADC reflects on the modern Royal Navy and its many achievements. With the work progressing well on the modern navy galleries, which will include the navy of the 21st Century, and with the planned fourfold increase in space in the museum to be devoted to the modern navy it is timely to have an overview of that navy. We are very grateful to the First Sea Lord for his personal interest in the museum and HMS Victory and also for writing this overview for the current edition of 'Scuttlebutt'. Editor

FIRST SEA LORD OVERVIEW

By Admiral Sir Mark Stanhope GCB OBE ADC,
First Sea Lord and Chief of Naval Staff

Viking – The Viking all-terrain vehicle undergoes marinsation (UK MoD Crown copyright).



HMS Dauntless during Exercise Saharan Express (UK MoD Crown copyright).

Just over two years ago, with the announcement of the Strategic Defence and Security Review (SDSR), the Government fired the starting gun of ambition for the UK's Future Force 2020, the size and shape of our Armed Forces at that time. Confirming an enduring strategic requirement to protect our national interests and advance our national values worldwide, the SDSR refocused principally on how the strategic requirement should be delivered, especially under the microscope of austerity.

Consequently the last few years have necessitated change on a breathtaking scale across the MoD and the Royal Navy; the implications of which in the short term are I imagine well-known amongst readers. Yet it is for the longer term that Defence is undertaking such essential change: wide-ranging organisational reform, to align responsibility with resource; capability re-balancing for the future; redirecting resources to the front line, to maintain the teeth but with a much smaller tail; as well as deepening and expanding the pool of collaboration with the USA, France and other allies. But based on a security posture of 'Adaptable Britain', such change also importantly requires us to adjust our approach to how we will fight, as we move from, as the Secretary of State for Defence puts it, "Campaigns to Contingency". Doing so places a premium upon highly capable, high-readiness forces.

For the Royal Navy, by which I mean all the Fighting Arms, this means delivering a credible contingency which demands that we are forward deployed with the right capability, able to prevent crises from emerging as well

as being able to respond to the unforeseen. In other words, contingent forces at sea, at readiness and there to be used. Indeed, it is this utility that I believe makes maritime forces relevant and in part explains why demand is outstripping supply. As I write, nearly 7000 loyal, courageous and professional sailors and marines are preparing to deploy or deployed on operations, on some 70% of our available ships and submarines worldwide.

In Afghanistan our valiant Royal Marines and Aircrew as well as Bomb Disposal, Logistic and Medical personnel are, together with our sister Services, Coalition Forces and the ANSF, making significant contributions to the security effort, while underwater and undetected the UK's submarine-based strategic nuclear deterrent remains on continuous alert in its 44th year. Around our home waters the Royal Navy is providing fishery protection and coastal maritime security, while in the Caribbean we are conducting counter-narcotics operations, in the Indian Ocean we are helping counter piracy and maritime terrorism, and in the Gulf region we continue to prevent the arteries of global trade from hardening. After all, in a world in which a third of global GDP moves across our oceans, national and global economies need safe seas.

Highly capable, high readiness forces mean that Defence also needs adaptable forces. I offer just a few examples. Take the Type 45 Destroyer, HMS Daring's inaugural deployment earlier this year to the Middle East, the world's maritime centre of gravity. With some 26 coalition partners she kept the seas safe as we expect our streets to be kept safe. In six months, she operated



New Type 26 Global Combat Ship (UK MoD Crown copyright).

with three US carrier strike groups, conducted eleven defence engagement visits and took part in two defence industry events.

Then there is the submarine HMS Triumph, which returned in July from a 10½ month deployment, 90% of which was at sea. Not only did she provide precision strike capability in support of NATO operations off Libya last year, but this year she undertook multinational exercises and operational patrols in the Gulf.

And hot on the heels of Her Majesty's Diamond Jubilee and Armed Forces Day celebrations, the Royal Navy also supported the largest peacetime operation since WWII, the security of what must be the best ever Olympic and Paralympic games. Indeed, the military contribution was as Lord Coe said, "one of the defining features of our games".

In my view such adaptability is the defining feature of the Royal Navy. It is why the Response Force Task Group (RFTG), the UK's quick-reaction maritime force, helped liberate Libya and then simultaneously undertook national contingent tasking east of Suez. It is why the same Task Group supported the Games. And it is why, as I write, the RFTG is in the Mediterranean with amphibious forces embarked; forward deployed, providing contingency whilst developing the Combined Anglo-French Joint Expeditionary Force.

By the end of this decade the Royal Navy will enjoy even greater adaptability – and with it even greater utility – from prevention through to intervention practically anywhere around the world. Indeed, in order to deliver

the maritime element of the Future Force 2020 we have a formidable equipment programme ahead of us. The ASTUTE class submarines and Type 45 Destroyers are already coming on line, as will the regenerated Viking all-terrain vehicle. By 2016 all our maritime helicopters will have either been replaced or upgraded. And in the same year we shall witness the introduction of the first of four new Fleet Tankers. From 2018, highly capable STOVL variant jets will be flying from our first new carrier, HMS Queen Elizabeth, currently in build in Rosyth and beginning to crew up. And into the next decade Type 26 Global Combat Ships, new Solid Support Ships and Successor Deterrent Submarines will join the Fleet.

But as dependant as the Future Force 2020 might be on high-quality platforms, bristling with cutting-edge technology, it is equally dependant upon the well-trained, motivated and skilled manpower that we enjoy today. So maintaining rewarding careers and keeping the recruitment taps fully open, to sustain us in the long term, are very much a priority. And together with the other Services, we are also looking carefully at how we make the most of our manpower in the future. Under what is called the New Employment Model programme, we are exploring terms of service (including pension age), the financial and non-financial conditions of service, future accommodation, and training and education. And as some of you may be aware, we expect a new Pension Scheme to be introduced in 2015. Furthermore, with Defence seeking to employ manpower more flexibly, so it is increasing the numbers of Reservists. In the next five years the Maritime Reserve will double in size to



HMS Dasher escorts the Trident submarine HMS Vanguard (UK MoD Crown copyright).

about 4000 personnel and represent about 12% of the entire Service.

Amidst such change it is vital though that, irrespective of Fighting Arm, Branch or Trade, all our people remain masters of their craft and experts in the maritime environment; with continued confidence to move comfortably between the strategic and the tactical, between the logical and the emotional, and between the regular and the revolutionary. Our success in the complex and uncertain future security environment will depend upon it.

The Royal Navy is organisationally dextrous too. Constantly seeking to deliver value for money from our lean Navy Command Headquarters at HMS EXCELLENT in Portsmouth, it manages a highly efficient force generation process. Indeed, we are the most deployed Service, by some margin, in the UK's Armed Forces. Where possible, we have de-latched people from platforms, rotating crews to maintain harmony whilst keeping the vessels (such as our MCMVs in the Gulf) on station to maintain our operational commitments. In straitened times especially we are working even harder to find innovative solutions, such as optimising the training pipeline; where every warship and submarine is a classroom, as well as an operational platform and expression of UK sovereignty.

So the marathon is well-underway to deliver the SDSR's intent. Achieving the Future Force 2020 is a challenging course for all the Services, but for the Royal Navy and therefore Defence it is one which will,

importantly in the final miles, ensure that we match the spectrum of capabilities we require to the spectrum of uncertainty we confront.

As readers of Scuttlebutt know only too well, we have always been a Navy in transition and we will always be a Navy of 'Nelsonian resilience'. The measure of our success will be how well we manage this latest transitional phase in our 500 year-long history. In doing so, we have the benefit of our recent and very current operational experiences, a culture of innovation, a formidable equipment programme and, above all, capable and courageous people.

First Sea Lord

ANNUAL GENERAL MEETING OF THE FRIENDS 2013 ADVANCE NOTICE

The Friends AGM will be held on **Thursday 9th May 2013**

The AGM to be held in the Princess Royal Gallery at 1730, followed by a reception in HMS Victory.

Volunteer Martin Corrick starts work on the hull repairs, port aft.



STEAM PINNACE 199

GREAT PROGRESS WITH MAJOR REFIT



Alistair Dilley spray painting the inside of the machinery space cover.

Built in 1911, Steam Pinnace 199 is the last operational naval picket boat from over 600 originally built to defend major warships in undefended anchorages. Over the last eight months 199 has been undergoing a major refit in the Maritime Workshop at Gosport. The refit is being carried out by a professional shipwright and her crew of volunteers. The enthusiastic volunteers have now achieved over 2,000 hours of volunteer labour on 199 since Feb this year. This excludes the work by the professional shipwright.

We are finishing the bilge/hull timberwork and bulkhead repairs. The Engine Room(ER)/Boiler Room bulkhead is complete and ready for sanding and painting.



Philip, George and Steve in serious discussion over shaft alignment matters

The Cabin/ER bulkhead steel upper section is now in place and the timberwork ready. Renewal of the upstand that secures the machinery space canopy to the deck is being progressed – it was found to be badly corroded. On the engineering side, retubing work on the boiler, which is now back at The Maritime Workshop is soon to commence and valve overhaul is proceeding well. For those not up to speed on its progress, 199's boiler was fitted with a welded frame at Hythe to retain the relative positioning of the steam drum and water drums; the areas of erosion/corrosion indicated by the boiler inspector were weld repaired or reinforced; the bodies of 860 tubes were removed by Group 199 labour and then the tube stubs



Replacement main engine mounts in place. Shipwright Steve is making precise adjustments to maintain correct shaft alignment.



The boiler has been returned with its tubes removed, mounted in a frame to retain the steam drum/water drums relative positions. Weld repair work on the drums has been non-destructive tested and approved by the boiler examiner.

Surveying progress.



NATIONAL HISTORIC FLEET RED ENSIGN

As many readers will be aware, 199 is listed on the National Historic Fleet and, as such, is entitled to fly an appropriate defaced red ensign. Such an ensign has now been acquired together with the relevant warrant to fly.

The National Register of Historic Vessels contains a sub-group of vessels - those which comprise The National Historic Fleet. There are currently some 200 vessels in the Fleet which are distinguished by:

- * being of pre-eminent national or regional significance
- * spanning the spectrum of UK maritime history
- * illustrating changes in construction and technology
- * meriting a higher priority for long term conservation.

www.nationalhistoricalships.org.uk/index.php

taken out of the drums professionally; the drums have since been subject to NDT (non-destructive testing) and cleared by the boiler inspector.

The long job of stripping the paint from the metal casing, inside and out, was completed in September. Congratulations to those who took on this long, noisy, weather dependant and sometimes rather monotonous job. A man powered lift-and-shift was organised to move it next to the workshop where shipwright Steve can undertake some weld repairs to corroded areas. The wooden tee-squares and scaffolding pole are used to support a waterproof cover. The Transport Trust has kindly awarded 199 a grant of £1,500 to pay for the replacement of the bulkheads.

Martin Marks



Steam Cutter 438 represented the Royal Naval Museum in the Jubilee pageant. She was the 6th boat on the port side (north bank) of the 4th column of boats in the Historic and Service section. One boat astern and in the next column to starboard was Medusa, the WW2 harbour Launch rebuilt by the Maritime Workshop in Gosport. (UK MoD Crown copyright)



Frank Fowler and Philip Atkinson working on 199's two cylinder compound engine built by Mumford of Colchester around 1920. Frank was demonstrating the ancient art of steam joint making using a hammer.



Moving the machinery space canopy after removing all the paint – it is upside down.

STEAM PINNACE 199 NEEDS YOUR HELP

Built in 1911, Steam Pinnacle 199 is the last operational naval picket boat from over 600 originally built to defend major warships in undefended anchorages. She was a feature boat at the Southampton Boat Show in 2009 and 2010. 199 is owned by The National Museum of the Royal Navy at Portsmouth but is crewed, operated and maintained by volunteers – Group 199.

At the moment she is located in The Maritime Workshop, Gosport being refitted by a professional shipwright and her crew. The group has already raised £87,000 of the £99,000 estimated cost including a generous donation from The Friends.

THE GROUP ARE LOOKING TO BRIDGE THE £12,000 FUNDING GAP IN DONATIONS OF CASH OR MATERIALS. CAN YOU, YOUR COMPANY OR YOUR CONTACTS HELP, PLEASE?

This is a well managed project that is on target for completion early in 2013 with opportunities for sponsor recognition, involvement and publicity. Visits to the Workshop can be arranged and the Group can offer an illustrated talk on the fascinating history of 199. We are always looking for more volunteers – relevant experience is a bonus but not essential.

Offers of donations or sponsorship to:

Ivan Steele, the Group Co-ordinator, ivan.steele@btinternet.com 07831 498510

Enquiries for volunteers or talks to:

Commander Martin Marks OBE martin@marksmr.demon.co.uk 02392550698



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VOLUNTEERS POWERING ONWARDS

From this issue of Scuttlebutt I will be contributing an update on volunteering. It will be based on information supplied by the Museum's Volunteer Co-ordinator Adele Wise.

Volunteering opportunities have been promoted at various local community events during the year, including the HMS Sultan Family Summer Show, Staunton Water Festival, Portsmouth Opportunities Fair and Portsmouth College Volunteer Fair. Regular contact is maintained with colleges with marine engineering students, especially in respect of opportunities with Pinnacle 199.

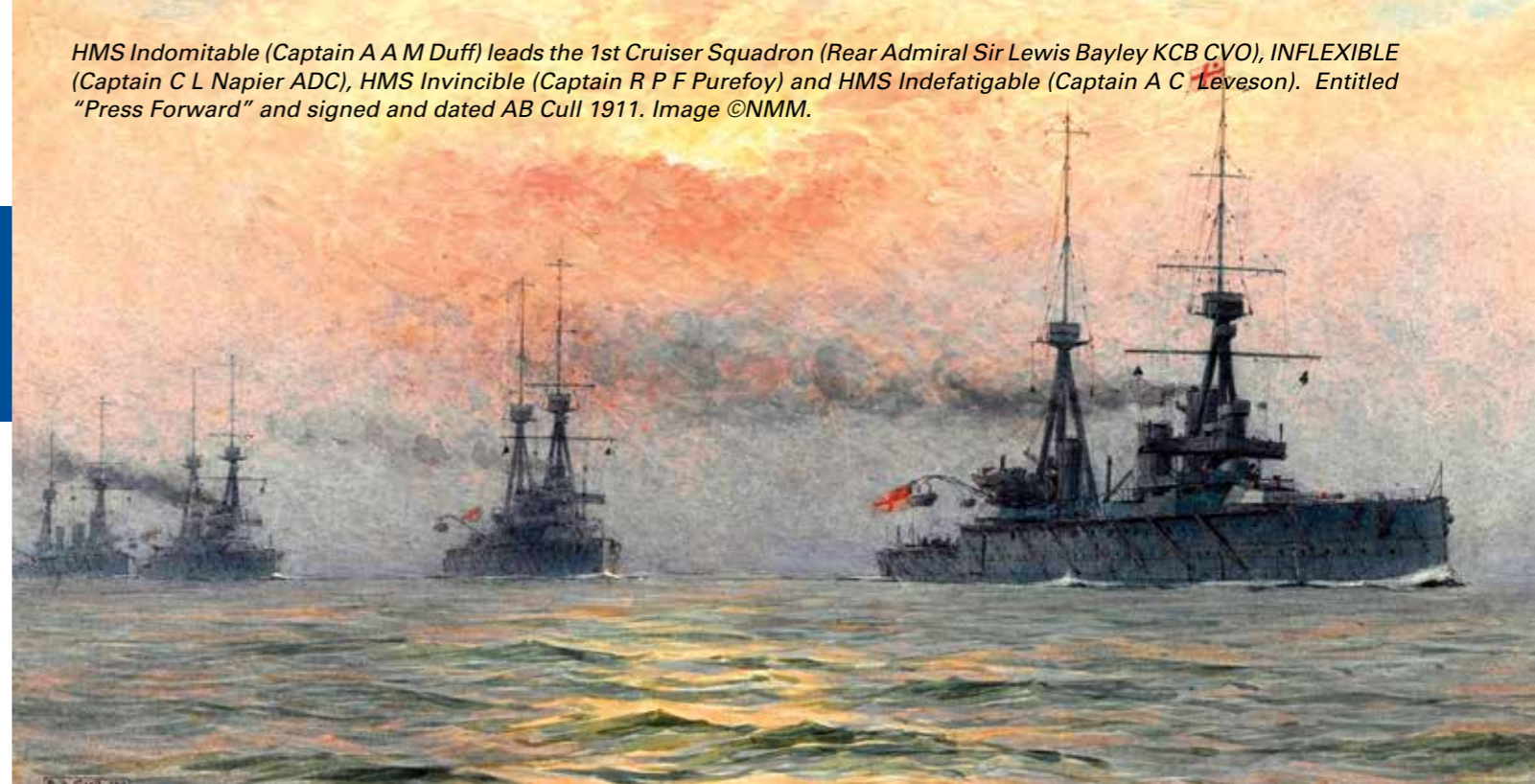
The monthly average for volunteering hours reached 350 between July to September. This was achieved by 96 volunteers, 25 of whom have been recruited in recent months. 75 are working on curatorial projects and Pinnacle 199. 6 volunteers are involved in evening and weekend events, including Chris Knox who now has a new version of the presentation promoting the Museum which he takes out to local clubs and societies. 15 are supporting learning projects and related events. Several of these are history students and graduates. There are no longer any volunteers carrying out projects aboard HMS Victory.

Recent volunteer successes of special note include the publication of Samara Said's illustrations that she created for NMR's World Voyages Story Book. While Graham Muir has achieved a volunteer record after working for 12 years on the Museum's badge collection. As preparations for the new 20th Century Gallery continue apace, Peter Main has made an exceptional contribution by cleaning up ship artifacts to a very high standard ready for display. Pauline Powell's valuable work transcribing over 100 illustrated letters written by Walter Grainger to his fiancée Edith while he was on the China Station in the 1890s is now coming to a successful conclusion.

A promotional spot to encourage Friend's membership will in future feature in the Volunteer Induction Day programme. Fewer than half of volunteers are Friends of the Museum and it is hoped that this, along with other initiatives, will help to lift the membership level.

David Baynes, Events Organiser & Volunteer Liaison

HMS Indomitable (Captain A A M Duff) leads the 1st Cruiser Squadron (Rear Admiral Sir Lewis Bayley KCB CVO), INFLEXIBLE (Captain C L Napier ADC), HMS Invincible (Captain R P F Purefoy) and HMS Indefatigable (Captain A C Leveson). Entitled "Press Forward" and signed and dated AB Cull 1911. Image ©NMM.



THE PAINTINGS OF ALMA CLAUDE BURLTON CULL (1880-1931)

The marine artist Alma Claude Burlton Cull who died at the age of 50 at Lee-on-the-Solent deserves to be far better known! His warship studies - such as on the front cover and above - are considered by many to be quite the equal of WL Wyllie's, and although Cull was less versatile in his subject matter, less prolific and largely confined himself to watercolours, his seas and skies are invariably superb. He set himself impossibly difficult and complex lighting, cloud and wave patterns and pulled off the results with huge skill. When he died in 1931 his widow stacked his unsold works in his studio near Old Portsmouth. Some of these were acquired shortly afterwards by the NMM (including the two illustrated here) but the remainder fell victim to a bombing raid in the war, hence the relative scarcity of Cull's paintings today.

Captain Rick Cosby runs a small business which specialises in marine art of the period when the great dreadnoughts and their escorting phalanxes roamed the seas. He particularly tries to collect Cull and apart from owning a few of his originals himself he has, over

4 decades, managed to track down around the world a further two dozen or so of Cull's elusive paintings. Some of these originals he has bought for resale, and he has acquired reproduction rights on the others which he sells as impeccably produced and small limited editions (some as few as 6 copies only). They are all illustrated on www.maritimeoriginals.com and www.maritimeprints.com. Meanwhile Rick would be delighted to hear from any Scuttlebutt reader who may themselves have a Cull or two - or who has spotted one hanging in a far distant corner...! Rick is at: r.cosby@btinternet.com or [01935389927](tel:01935389927).

Rick Cosby

Note: The cover picture by AB Cull is of HMS KING GEORGE V, when commanded by Captain Arthur Davies in 1919; she is wearing the flag of Vice Admiral Sir Henry Oliver KCB KCMG MVO, Vice Admiral Commanding 3rd Battle Squadron. Image© NMM and reproduced with permission by Captain R Cosby's Maritime Prints.



THE MUSEUM'S MODELS: HMS ESKIMO (1938)

Continuing our series on interesting models in the museum's collection

Although it is not currently on public display, Friends should recognise the model of the 'Tribal' class destroyer HMS Eskimo made by the late Commander John West DSC MBE RN because a photograph of it accompanied an article in the April 2010 'Scuttlebutt'. That piece, however, was principally about Commander West himself: my purposes in writing this article are to illustrate a fine example of the work of an 'amateur' model-maker, and to argue that the model itself merits display because the Admiralty's ordering of the 'Tribals' in the 1930s marked perhaps the most radical advance in the history of destroyer-design for the RN – they were the first RN destroyers specifically designed to be capable of providing anti-aircraft (AA) defence for the ships they protected.

In the years 1919-39 most navies made some effort to provide warships with defence against air attack. 'Big ships' were generally equipped with 'High Angle' (HA) guns specifically to provide AA fire, and some destroyers were armed with 'Dual Purpose' (DP) main-ammunition – i.e. guns intended to engage aircraft as well as surface targets. But the problems of delivering accurate AA fire

from a destroyer-size vessel at sea were considerable even if the ship held a steady course in calm weather, so most navies' destroyers with DP armament could at best put up a formidable barrage of shell-bursts while at anchor. It's seldom acknowledged that in 1939 only two navies (the USN and the RN) possessed destroyers capable of effective 'long range' AA fire (i.e. from their main-ammunition guns) while under way and manoeuvring – and for all the claims that the USN was far-superior in that particular respect the reality was that their approaches to the problem differed but the results in service were much the same.

The Admiralty had decided in the late-1920s that future destroyers must be able to protect Capital Ships against air attack with their main-ammunition guns, but ironically then found itself denied – by restrictions within the 1930 London Naval Treaty and by political/economic constraints imposed by HM government – any significant scope for incorporating the necessary improvements in new-construction British destroyers. But in 1933 (after the Cabinet had tacitly allowed the 'Ten-Year Rule' to

lapse, and with the expectation that the London Treaty restrictions would also be revised) the Admiralty initiated high-level discussion of the design of future destroyers. From that process there emerged a consensus that the RN required at least some larger destroyer-type vessels, with more main-ammunition guns and effective AA capability; and the following year attention focused on the 'V Leader' concept. This was to be an '1850-ton' destroyer-type vessel (the largest permitted by the London Treaty) which would sacrifice torpedo-ammunition in order to carry more 4.7" guns – the principal intention being that a unit of 'V Leaders' should accompany flotillas of RN destroyers armed with more torpedoes but fewer guns.

In consequence the Admiralty ordered in 1935 sixteen destroyer-type vessels – eight 'I' class plus their Flotilla Leader (HMS Inglefield), and seven 'Tribals' – the latter reviving the names of 'larger destroyers' built in the Edwardian era. The following year, the London Treaty having lapsed, a further 17 destroyers were ordered – nine more 'Tribals' (to make a total of 16, allowing an eight-ship flotilla for the Home and Mediterranean Fleets) and eight 'J' class.

The contrast between the 'I' class – which less than two years after they entered service were assessed by a sub-committee of the Committee for Imperial Defence to be 'virtually defenceless against air attack' – and the 'Tribals' was stark. The latter had double the number of 4.7" guns, in fully power-worked mountings controlled by a predictor which allowed AA fire while under helm; and in addition carried the new quadruple 2pdr 'pom-pom' – which for all its shortcomings went some way toward providing destroyers with an effective rapid-fire AA weapon.

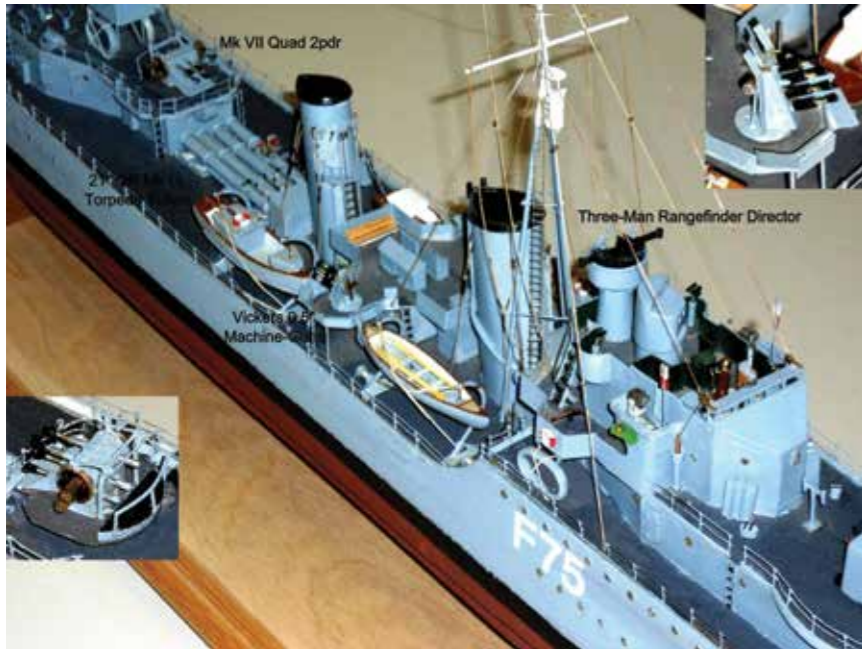
Despite their significant AA capability a good many 'Tribals' (and the similarly-equipped 'J', 'K' and 'N' classes) were sunk or damaged by aircraft during WW2, but nonetheless their AA armament was a radical improvement upon that carried by previous British destroyers. That is now generally acknowledged, though in the 1960s authors such as Edgar March and Trevor Lenton seemed unaware that the 'Tribals' were completed with 'Dual Purpose' main armament; and even Captain Roskill (who as a Gunnery Officer should have known better) made that implication. But it's my opinion



that while the view persists that their 4.7" guns (and the associated AA fire-control system) were, in modern parlance, 'Unfit For Purpose' then there's still work to be done in order that the full significance of these fine ships in the story of the development of British destroyers is properly acknowledged.

Mark Brady

A close-up of 'Y' mounting, showing the considerable detail which Cdr West incorporated in his model. The guns were 4.7" QF Mk XII - ballistically identical to the Mk IX of the 'A' to 'I' classes, but modified for the twin Mk XIX mounting. The latter had power-training and -elevation, power-ramming for the guns, and on-mounting fuze-setting machines – despite subsequent disparagement they proved very satisfactory as dual-purpose armament for RN destroyers.



The midship section of the model. The open bridge is especially well-detailed – perhaps because Cdr West had been ESKIMO's Navigating Officer – but so are the close-range AA weapons: the inset bottom-left shows the port side view of the quadruple 2pdr mounting, the inset top-right the port-side quadruple 0.5" MG mounting. The 'Three-Man Rangefinder Director' (RFD) at the rear of the bridge transmitted the bearing, range, elevation and 'Angle of Presentation' of aircraft targets to the main-armament Transmitting Station (TS) – but unlike the large 'Dual Purpose' directors of contemporary USN destroyers the RFD appeared so similar to the gunnery rangefinders of previous RN destroyers that many 'expert' commentators in the 1930s (and subsequently) failed to realise that the 4.7" guns of the 'Tribal' class were 'Dual Purpose' weapons.

NOTES:

1) It's often written that the 4.7" guns in the 'Tribals' (and other British destroyers) were not truly 'Dual Purpose' as their maximum elevation (40°) didn't permit effective AA fire. But this is misleading: in the 1930s the Admiralty wanted destroyers' main-armament guns to be effective against level-bombers and torpedo-droppers (for which purpose 40° elevation was adequate), but recognized - as did US naval authorities - that against dive-bombers smaller-calibre rapid-firing weapons would be required. The main-armament guns of contemporary US destroyers could fire at greater elevation, but the true difference was in the two navies' approaches to AA Fire Control: the USN procured predictors which were far superior to their RN equivalents (but also far more bulky, complex and expensive), while the Admiralty was content with relatively simple devices that ensured good concentration of AA fire. The Admiralty's choice was not unreasonable while AA fire-control was dependent upon optical rangefinding, and AA guns fired time-fuzed shells – the inherent inaccuracies of AA fire in the 1930s were such that it would largely have been a waste of time and effort for the RN to procure more sophisticated AA predictors.

2) The complex story is summarised by Norman Friedman in Chapter 2 of 'British Destroyers & Frigates – The Second World War and After'. At British instigation the London Treaty stipulated that the maximum Standard Displacement of destroyers should be 1500 tons (though a limited number of 1850 ton Destroyer Leaders might be built). This had suited the RN in the late-1920s, when the Admiralty had already built/ordered over 30 new destroyers (the A-D classes) based upon experience during the Great War, though most other major naval powers had wanted to build larger vessels. Almost immediately after the treaty was signed, however, the Admiralty found itself in the awkward position of wishing to give new-build destroyers a significant extra role – 'AA Defence of the Fleet' – yet couldn't significantly increase their size. There was considerable debate concerning the AA capability of the 'E' class destroyers (to be ordered in 1931), from which the conclusion was that as it was then

impractical to provide destroyers of 1500 tons Standard Displacement with an effective AA Fire Control System it would be largely pointless to equip new destroyers with DP guns. Therefore the 'E' class (and their successors of the 'F' to 'I' classes) carried two quadruple mounts for 0.5" machine-guns – primarily for self-defence – but otherwise had no effective AA armament.

3) So designated because it was 'Design V' in a series of Light Cruiser design-studies lettered P, Q, R etc – but built to 'destroyer' rather than 'cruiser' specifications. The term 'Leader' was used solely because the London Treaty permitted the construction of 1850-ton 'Destroyer Leaders', and was never applied to the 'Tribals' as a class once they were in service.

4) The J class retained all the gunnery-armament innovations of the 'Tribals', but relinquished one 4.7" gun-mounting in order to carry the same number of torpedo-tubes as the 'I' class. Further innovations in respect of hull-construction and propulsion machinery resulted in a very satisfactory design, which was the basis for all subsequent classes of British destroyers prior to the late-1940s 'Darings'.

5) The predictor itself was the cryptically-named Fuze-Keeping Clock (FKC), a modification of the High-Angle Control System (HACS) first fitted to battleships and large cruisers in the late-1920s. The crucial development (also incorporated in HACS Mk III, fitted in 'C' class 'Anti-Aircraft Cruiser' conversions) was inclusion of a Gyro Level Corrector to provide vertical stabilisation for the Gunnery System – thus permitting AA fire when a ship was under way and manoeuvring.

6) The crucial innovation was that the 2pdrs fired explosive shells, whereas the quadruple 0.5" machine-guns fired solid-shot bullets which against modern aircraft lacked 'stopping-power'. The principal shortcoming of the quadruple 2pdr mounting, as it entered service in the late-1930s, was that in order to reduce weight it was neither power-worked nor gyro-stabilised – so it was of little use against dive-bombers until these omissions were remedied. A continuous programme of modification throughout the war, however, allowed the quadruple 2pdr to remain effective. Later classes of destroyers usually carried 40mm Bofors guns instead (they fired a somewhat heavier shell at significantly higher velocity) but for sheer 'weight of fire' against attacking aircraft the RN retained the belt-fed 'pom-pom' until the end of the war – latterly as an 'anti-Kamikaze' weapon.

7) 'Naval Policy between the Wars' Vol 2 pp332-3

8) E.g Norman Friedman, in 'British Destroyers and Frigates' (2006) writes 'Once war broke out, it became painfully obvious that the 40" 4.7" gun was an inadequate AA weapon' (p34). Yet later (p113) Friedman acknowledges that wartime experience tended to confirm the pre-war view that arming destroyers with 'High Angle' main armament imposed a significant weight penalty for no real benefit.

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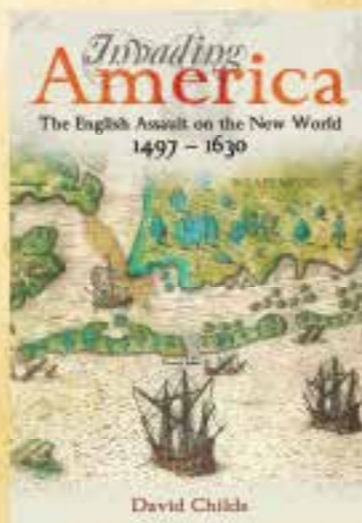
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*The Figurehead of HMS Amazon – in the grounds of HMS Dryad 1992.
(Author's Collection)*

the **WARSHIP FIGUREHEADS** of **PORTSMOUTH**

The first in a series of articles by David Pulvertaft describing figureheads that have been added to the Portsmouth Collection since his book, *The Warship Figureheads of Portsmouth*, was published in 2009 or where extra material has come to light on those figureheads described in the book. Editor



**HMS Amazon – 1821-1863 (5th Rate, 46 guns,
1,078bm, 151ft)**

The Ship - Built in Deptford Dockyard and launched there in August 1821, she was one of the 'Modified Leda Class', the class being modified to incorporate Seppings' circular stern.

She does not appear to have had any operational service in her early years but in 1844 she was cut down at Sheerness from a 46 gun 5th Rate frigate to a 24 gun 6th Rate corvette and, although she then had fewer guns, they were more powerful, giving her a greater firepower with a smaller ships company.

She served in the East Indies from 1848 to 1852 and, on her return to home waters, she visited the Cape of Good Hope to embark 58 survivors from the troopship HMS Birkenhead that had been wrecked there earlier in the year. She was reported as being at Devonport in 1860 and was sold for breaking up in 1863.

The Figurehead - The records at The National Archives do not tell us whether the figurehead that was removed from the ship before she was sold dates from her original build or from 1844 when she was cut down. It is in the form of a female bust wearing a tunic of scale armour; alluding, no doubt, to the nation of warrior-women in Greek mythology.

The carving was taken first into the Chatham Dockyard collection where it is listed in the 1902 Museum Catalogue, the 1911 Admiralty Catalogue of Pictures, Plate, Relics &c. and the 1938 Muster of Figureheads. By the 1948 muster a number of figureheads, including that of HMS Amazon, had been moved out of the museum; in

her case to the 'Admiral's Walk' in the dockyard. It was at about this time that many of the Chatham figureheads were given a thin coating of fibreglass in the hope that this would protect the wood from the effects of rot; a process that did not provide the long-term solution that had been expected. Before Chatham Dockyard closed in 1984, arrangements were made for the collection to be distributed and the figurehead from HMS Amazon made its way to the Portsmouth Command and HMS Dryad, the Maritime Warfare School at Southwick Park. When the site became the Defence College of Policing and Guarding in 2005 the figurehead was sited in front of the naval building but, when in 2011 its condition was found to be deteriorating, it was transferred to the National Museum of the Royal Navy for preservation and eventual display.

David Pulvertaft

The Author: David Pulvertaft's interest in British warship figureheads has its origin in a full career in the Royal Navy in which he served as a mechanical engineer, specialising in submarines and nuclear propulsion. Before his retirement in 1992, he decided to find out what was known about the many figureheads that were in naval shore establishments and royal dockyards. With this as a starting-point, he has spent the last twenty years amongst the archives and museums worldwide researching the origins and designs of these wonderful carvings and the people who created them. He writes and lectures on the subject and has had two books published, *The Warship Figureheads of Portsmouth* (The History Press - 2009) and *Figureheads of the Royal Navy* (Seaforth Publishing – 2011) (see book reviews)

The sturdy walls of Portchester Castle with Portsdown Hill as a backdrop dominate the view looking north up Portsmouth Harbour. Desperate for anti-submarine vessels during the Battle of the Atlantic the Royal Navy had built a class of corvettes, later to be re-classified as frigates, named after British castles. Amongst this numerous class was HMS Portchester Castle, noted not only for its wartime exploits but also in peacetime as a star of the film 'The Cruel Sea'.

Built by Swan Hunter and Wigham Richardson Ltd. at Wallsend-on-Tyne, the 1,010 ton corvette Portchester Castle, K362, was laid down on 17 March, launched on 21st June and completed on 8th November, all within the year 1943. With a complement of 120 she was allocated to the Western Approaches Command from Christmas Day 1943 until the end of the war. She served initially with Escort Group B1, B7 from February 1944, B4 from



The Ship's Bell



HMS Portchester Castle with HMS Flint Castle in the background. Navy Days Portland 1st August 1955

HMS PORTCHESTER CASTLE U-boat Killer and Film Star

late April 1944 and finally with the 30th Escort Group from 8th September 1944 until the end of the year, based throughout at Londonderry.

Engaged in escorting Atlantic convoys until September 1944, she took no part in a successful anti-submarine action until the day after she joined the 30th Escort Group. On September 9th 1944, Portchester Castle, along with the frigate Helmsdale, depth charged and sank U484 off the north west of Ireland. Some reports state the U743 was destroyed in this action but the wreck was found in 2001 and is now thought to have been lost due to collision with an unknown vessel. The following month, on 11th November, she is also credited with taking part in the sinking of U1200 off Cape Clear, south of Ireland.

Portchester Castle underwent a lengthy refit from 1st January until 1st May 1945 and saw no further action. In mid-June she was allocated to the West African Command as an Air Sea Rescue vessel and served from early July until 1st October 1945, when she left for Gibraltar to take up similar duties. Leaving Gibraltar in the New Year of 1946 she proceeded to Harwich to be laid up in reserve.

In 1945 the Portchester Castle was in Freetown, Sierra Leone, when she was called upon to assist in the sinking of the liner Edinburgh Castle that had been used in the port as an accommodation ship for naval personnel and survivors of sunken vessels. As towing back to England would not be cost effective, the Edinburgh Castle, built in 1910, was towed 60 miles out to sea and sunk by gunfire and depth charges from the armed trawler Cape Warwick and the corvettes Portchester Castle and Lancaster Castle.

In April 1951, she was again prepared for service and after commissioning on 15th May was allocated to the 2nd Training Squadron, based at Portland for anti-submarine warfare and general seamanship training. It was whilst at Portland that the ship was chosen to portray the fictional frigate HMS Saltash Castle in the film 'The Cruel Sea'. The pennant number, changed to F362 in 1948, was still retained during filming. The film starred Jack Hawkins, Donald Sinden, Denholm Elliot and Virginia McKenna in a documentary style account of life onboard a British warship during the Battle of the Atlantic in World War II. I have corresponded with a lady whose father



HMS Portchester Castle leaving Portsmouth Harbour, June 1952

joined the Royal Navy in 1951 as a National Serviceman and served on the Portchester Castle during the filming. She told me that the filming was done at Portland and in the Channel and at one time several members of the ship's company were sent over the side, covered in grease, to play shipwrecked survivors. Her father doesn't remember receiving any royalties! Portchester Castle served with the flotilla until June 1956 when she was relieved by the Type 14 frigate Keppel.

In 1956 the ship was back in reserve, this time at Devonport. She was destined for scrap in 1958 but on the 15th May, while in tow of the tug Brigadier, she broke adrift but was later brought into Milford Haven. On the 17th May 1958 she arrived at Troon for scrapping. The ship's bell was saved though and today hangs in Cobham Hall, the Scout Hut in White Hart Lane, Portchester.

Paul Woodman

THE STORY OF TACTICAL NUCLEAR WEAPONS IN THE ROYAL NAVY continued

By Commander John Coker of "Explosion!" museum

Sixty years ago Britain detonated the "bomb" and the world stood on the edge of a nuclear holocaust as the Cuban missile crisis unfolded. Continuing John Coker's series on the story of nuclear weapons in the Royal Navy this second part provides an overview of the rationale, development and description of the version of WE177 nuclear bomb deployed with the Royal Navy. The next part will cover the operational aspects of the weapon in naval service.

Advances in warhead technology in the mid-1950s paved the way for the design of much smaller and more sophisticated weapons than Britain's first nuclear bomb – 'Blue Danube'. 'Red Beard', as covered in Part 1 of this series, initially filled the operational requirement for a nuclear weapon capable of delivery by tactical strike aircraft of the Royal Navy and the RAF, such as the Canberra, Sea Vixen, Scimitar and Buccaneer. Red Beard, however, was only a downsized version of Blue Danube, lacked the operational versatility needed by the two Services, was not immune to nuclear weapon radiation effects and as regards safety was unsatisfactory. In this second part we look at WE177, the successor to Red Beard and Britain's longest-lived free-fall nuclear bomb.

Three versions of WE177 were produced, the RN deploying the smallest, lightest and lowest-yield version WE177A (Bomb, Aircraft, HE, 600lb), both as a free-fall or retarded bomb and as a nuclear depth bomb (NDB). The fixed-wing Fleet Air Arm (FAA) Buccaneer and Sea Harrier were adapted to carry WE177A in the free-fall and retarded modes and most FAA rotary-wing aircraft during the latter part of the Cold War



Wasp helicopter weapon load showing a WE 177A tactical nuclear depth bomb in the foreground (Explosion! Museum)

were equipped to deliver the weapon as an NDB. WE177A was introduced into RN service in 1969 and taken out of service in 1992 following the end of the Cold War, although they continued to be deployed by the RAF in support of NATO until 1998.

The three weapon Types (A, B and C) had a prolonged gestation period from the first draft Requirement to entering service due to political changes, the apparently escalating Soviet threat, inter-service rivalry and the economic realities facing the country during the 1960s. The armed forces were feeling the effects of Sandy's 1957 Defence White Paper and the Defence Review of the following year with reliance being placed on deterrence and future advances in weapon technology. This was then followed by the 1966 Defence White Paper with the announcement of withdrawal from east of Suez, the cancelling of CVA-01 and the phasing out of the carriers and their fixed-wing aircraft. All had an impact on the WE177 programme as did the major post-1967 change in NATO nuclear strategy from 'trip-wire' (massive retaliation) to a graduated 'flexible response'.

In late 1959, a year before Red Beard entered service, a draft Air Staff Requirement (ASR O.R.1177) for an 'Improved Kiloton Weapon' to replace Red Beard was forwarded to the Naval Staff by the Air Staff to determine if the Admiralty wished to join the Air Staff in a Joint Requirement. The ASR noted that warhead design improvements enabled the production of a smaller and lighter encapsulated device giving yields appropriate to the destruction of 'hard' tactical targets. It would also be safer, more robust, have fewer of the environmental restrictions of Red Beard, with the warhead being the subject of a separate draft ASR (ASR 1176) for a standard warhead capsule with a range of fixed yields. The weapon was to be in service by 1964 and had to meet the date that the warhead

was ready with 'training equipments' in service six months before the live round.

The draft ASR 1177 noted that a new carcass would be needed for the warhead in order to match the advances being made in aircraft performance and 'unorthodox' weapon delivery techniques. It would have to withstand the same operational environments as the tactical strike and reconnaissance aircraft being developed to replace the Canberra (to become the ill-fated TSR2) including high-speed low-altitude bomb delivery. This mode of attack was designed to minimise the defence's ability to detect and attack the strike aircraft, a requirement similar to that of the Naval Staff's for a carrier-borne maritime-strike aircraft to N.A.39 (to become the Buccaneer



Wasp helicopter carrying a diagonally under slung WE 177A nuclear depth bomb (Explosion museum)

as noted in Part 1). For both Services the weapon would need to be retarded to allow the delivering aircraft time to escape before detonation, a requirement that had been placed in abeyance during the development of Red Beard.

By the end of 1959 the Naval Staff had raised a Staff Requirement (NSR G.D.A.10) for a flexible, rugged and comparatively small nuclear bomb



WE 177A training weapon on display in "Explosion!" the museum of naval firepower (Explosion museum)

suitable for carriage and delivery by the N.A. 39 aircraft and its successor. Advantages over Red Beard were expected to include: operational flexibility; safety and operational reliability; a reduction in size and maintenance as well as improved effectiveness. G.D.A.10 proposed that the Naval Staff should join the Air Staff in ASR 1177 for an improved kiloton weapon, the NSR being approved by the Controller in February 1960. A further draft of ASR 1177, which now included the need for a weapon lay-down capability, was forwarded to the Naval Staff in early 1960 and in March the Admiralty stated that it was their intention to proceed with a Joint Naval/Air Staff Requirement (N/ASR).

The first draft of the Joint N/ASR (G.D.A.10/O.R.1177) was circulated, seeking formal acceptance for the requirement, in late May 1960 for an 'Improved Kiloton Bomb' with a range of fixed yields suitable for tactical use, including by aircraft to N.A.39 and to the Air Staff's O.R.343 (TSR2). Fuzing requirements now included a delayed surface burst capability to operate in water depths up to 100ft, with the bomb being required in service by 1965. However, formal acceptance was not forthcoming and more drafts were to be produced reflecting changing requirements, policy and priorities, leading to funding difficulties and delays before Treasury approval was finally given for production some three years later.

The Royal Aircraft Establishment (RAE) Farnborough was to become the Research and Development Authority (RDA) for the kiloton bomb, less the warhead or 'physics package' for which the Atomic Weapons Research Establishment

(AWRE) Aldermaston were responsible. A copy of the N/ASR was forwarded to RAE in late 1960 where working parties were set up to study the requirements and, within three months, devise specifications for further design studies. These working parties covered the areas for which Farnborough was to have responsibility including: weapon system design: fuzing; component design and development; aircraft escape manoeuvres and installation problems. The requirement called for a bomb that was to be as small and light as possible, with a diameter not exceeding 28ins and 144ins in overall length, and weigh less than 1,000lbs. It was to be delivered by a variety of aircraft in a variety of delivery modes and manoeuvres making the achievement of safety in handling and delivery more difficult than in earlier weapon designs. To ensure that safety considerations could be covered adequately as design progressed, the Ordnance Board (OB) were brought into the project at an early stage.

AWRE had received a copy of the ASR (O.R.1176) in 1959 for 'a Standard Nuclear Warhead Capsule with Fixed Yields', a year after the resumption of nuclear co-operation between the UK and the US. Following the 1958 US/UK Mutual Defence Agreement (MDA), the decision had been made to take advantage of US experience and technology rather than continue with the warhead designs tested during the UK's Grapple series of trials. However, adopting and anglicising US designs was not without drawbacks, the British authorities had to accept full and sole responsibility for the performance and safety of their warheads with no

underwriting by the US. Compliance with OB and AWRE Safety Committee rulings also meant that insensitive high explosives (HE) had to be substituted for the highly energetic explosives used in US primaries leading to major design changes. AWRE considered various designs to provide the range of yields called for in the ASR, including thermonuclear, i.e. fission primary and fusion secondary, for the highest yield. The cancellation of Blue Streak and the agreement to purchase the US Skybolt Air Launched Ballistic Missile (ALBM) in the spring of 1960 caused a change in AWRE's priorities.

The use of the improved kiloton bomb in the strike role to more fully exploit the FAA's Buccaneer's capabilities had been the Naval Staff's justification in joining the Air Staff in the N/ASR. This was to change in the early years of its design and development. The deployment of Soviet nuclear-powered fast and deep-diving submarines exposed the limitations of the RN's anti-submarine weapons and one proposal was to make use of NDBs. The RAF raised a similar requirement for a 'decisive' anti-submarine weapon for use by Maritime Patrol Shackletons and their replacement. Consideration was given initially to using the common nuclear warhead capsule but this was dropped in favour of a US NDB supplied under the 'two-key' E-weapon arrangement. Although the RN also considered the use of a US supplied weapon, the presence of US custodial personnel on-board RN ships was deemed unacceptable. An NDB, with a yield no greater than 10 kilotons, was duly added to the list of their Red Beard replacement requirements by the Naval Staff.

Design contracts for the weapon, less the warhead, were placed in October 1961 with a target date for completion of April the following year. Hunting Engineering Ltd. became the Co-ordinating Design Authority (CDA) and other contractors as Design Authorities (DA's) for various subsystems including the radar (for airburst fuzing), safety and arming, environment sensors and aircraft controls. At this stage the weapon was required for free-fall and parachute retarded delivery with radar and impact fuzing, as well as lay-down using parachute retarding and delayed detonation, with the delayed surface burst being capable of operating underwater.

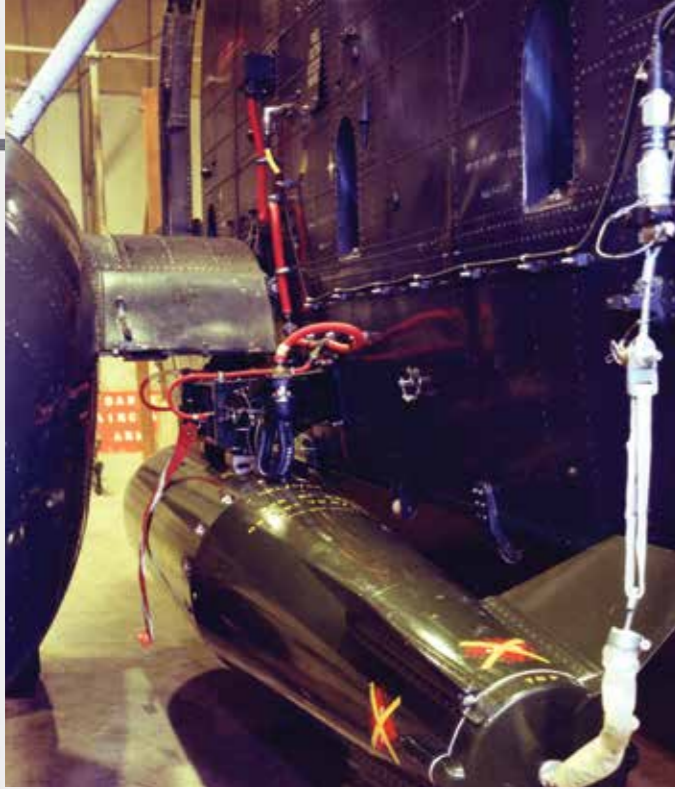
Feasibility studies and trials were undertaken on how to protect the warhead and fuzing systems during lay-down (impact) on concrete surfaces and buildings at high velocity and varying angles. Water entry and underwater trajectories were also studied. Although the bomb required a streamlined nose for carriage on an aircraft this needed to

be jettisoned before hitting the water as the bomb would porpoise unless the nose was blunt. There was also a need to jettison the retarding parachutes on water entry to achieve a reasonable sink rate, the tail then needing to flood. A reliable means of 'potting' cabling and connectors to ensure no water ingress had to be found. One of the requirements was that there should be no in-service testing but this did mean that fully sealed systems could be employed to provide environmental protection and reduce the risk of damage.

The warhead needed for Skybolt had to be much smaller and compact than the Red Snow megaton warhead going into service in the RAF's Yellow Sun Mk 2 free-fall thermonuclear bomb and the compact design conceived by AWRE for Skybolt became the forerunner of the family of warheads used in the three versions of WE177 as well as Polaris A3T. Following on from the earlier post-MDA work, a British designed gas-boosted fission device was successfully tested during underground tests in the US and became the warhead used in the low-yield version of the tactical kiloton bomb. The same device was also used as the primary in conjunction with a US designed but British built secondary to make a compact thermonuclear device with a much higher yield.

By the late summer of 1962 the overall design had stabilised on a basic weapon for an up to 10 kiloton-yield tactical bomb. The addition of an intermediate section to the casing could accommodate a larger warhead with a bigger yield, to meet the original RAF higher yield requirement, should such a need arise. Both types could use the same arming and fuzing system as well as the same aircraft fuze selection system. A ministerial ruling in July 1962 stated that no development was to proceed on tactical nuclear weapons with yields greater than 10 kilotons, noting that as higher yields were required by the Air Staff, it would be advantageous if the 10 kiloton weapon design could be developed to take a warhead of a higher yield should this be approved.

Following the cancellation of Skybolt and the decision to purchase the US Navy's Polaris missile system in December 1962, the RAF undertook a full review of their nuclear weapon requirements and delivery tactics. They concluded that the existing nuclear weapons, Red Beard especially, were unsuited as primary weapons for the strategic Medium Bomber Force (the V-bombers) beyond 1965. With the introduction of UK Polaris unlikely to be fully effective before 1970 the Air Staff stated that there was an urgent need for a new strategic weapon with a high yield



600lb WE 177A nuclear tactical bomb fitted to a Sea King port weapon station (Explosion museum)

trials programme and to minimise the number of flight trials, which were lengthy and expensive, considerable use was made of modelling backed up by ground trials. These ground trials were carried out at several research establishments, air trials only being used for final confirmation. Many of the trials were on mitigating shock on the warhead and the fuzing and arming system when the weapon was used in the lay-down mode, with several of the impact trials involving the use of a rocket powered sled. During the conduct of one such trial at the Pendine range, Aldermaston wanted to have a better understanding of what happened to the warhead at impact. For the trial a concrete wall was mounted on the sled and fired against a warhead, the fissile core being simulated by heavy metal. The warhead disintegrated and the core disappeared and could not be found. The following day, one of the trials team was walking on the range and came across two chaps apparently putting the shot with what was obviously a very heavy 'shot'. They asked him if he knew what the object might be and he replied that he didn't have the faintest idea but might be able to find a use for it!

Ikara had been introduced into the N/ASR as it was perceived as being more effective and responsive than a helicopter in urgently delivering an NDB. With Ikara there would be no problem over the safety of the delivery vehicle and the necessary modifications were deemed to be feasible and an inexpensive proposition if carried out prior to the introduction of the missile into RN service. The requirement was written into HMS Bristol's build plans with a special deep magazine for NDBs under the Ikara magazines. Deep stowage was also provided for NDBs in the Leander Ikara conversions. However the requirement was deleted in the late 1960s although the installed Ikara Tracking and Guidance system had a radio 'arm' command for the NDB and the bomb had the appropriate wiring.

The introduction of the Type A into service was deferred until 1969, Type B, with a limited capability entered service with the RAF in late 1966. Both Types had a similar carcass consisting of three sections, i.e. nose, centre and tail, the nose and tail being the same but with different length centre sections, the Type B being longer and having external conduits. A further weapon, Type C, similar to the Type B but with an intermediate yield tailored to meet Supreme Allied Commander Europe (SACEUR) constraint on nuclear weapons intended for use in the forward edge of the battle area (FEBA), was introduced during the 1970s. The nose section of each Type had a ceramic nose cone and a forged alloy body, the latter providing the structure to absorb energy at impact and ensure the weapon slapped

down on the tail to reduce the chance of damage to the centre section in the lay-down mode. It housed the radar switch unit, impact and water sensing switches and a means of explosively ejecting the nose cone. The cone was separated and jettisoned on all occasions when the retarding parachutes were deployed, with the exception of the retarded air-burst mode, providing a flat-fronted profile suitable for water entry.

The centre section of the Type A, or 600lb 'special store', was a cylindrical light alloy forging, the forward portion providing a strong, sealed, pressure tight container for the warhead and associated units, arming unit assembly, thermal batteries and hydrostats. All of the units had to function after lay-down and were tightly packed in thermal and shock insulation. The aft portion of the section contained an Aircraft Connecting Unit (ACU), thermal batteries, a Ground Control Unit (GCU) with its selection panel (accessible under a hinged cover) on the lower port side, and either side of the section Velocity Sensing Units (VSU) deployed sensors following bomb release from an aircraft to determine when a threshold speed had been achieved. Electrical connections between the aircraft and the weapon were provided by a Fuze Harness Assembly (FHA) and the ACU on the upper surface of the section. At weapon release steel cables in the FHA retained part of switch actuator pull-rods and snatch electrical cable connectors, all electrical and mechanical connections between the aircraft and weapon were, in common with electrical circuits and components within the weapon, duplicated for reliability. The pairs of steel cables were of different lengths to enable a sequence of in-weapon events at weapon release. Two suspension lugs at 14in centres were screwed into the top of the centre section for use in conjunction with a twin-suspension hook release unit fitted to an aircraft, Minimum Area Crutchless Equipment (MACE) lugs being used by some FAA aircraft.

The tail section housed the retarding parachute system and was a simple robust construction of light alloy with a forged base ring and a forged hollow fin cone with four tail fins. It had to withstand the load during parachute deployment and water entry as well as absorbing energy during the slap-down phase of the lay-down role. The rear end of the cone was closed by a metal plate which formed part of the drogue gun system for the deployment of the parachutes. This plate was explosively released rearwards pulling out the auxiliary or drogue parachute which in turn withdrew the main parachute pack of four ribbon parachutes. In underwater roles the water sensing switch in the nose initiated the explosive release of the parachutes

by severing the parachute attachments to the weapon.

WE177A as deployed by the RN, had several fuzing options, being capable of airburst, ground-burst, retarded airburst and lay-down land or water. All of the arming and fuzing system was duplicated, supplying duplicated inputs to the warhead firing system. Thermal batteries, motor-driven switches and timers were initiated by aircraft power at weapon release, a separation switch in the weapon preventing power being applied to the weapon initiation circuits until it had moved a short distance from the aircraft. The arming and fuzing circuits ensured that warhead detonation could only occur following the successful completion of a predetermined sequence of events. Three safety breaks were required in the arming circuits for nuclear weapons, each being bypassed during arming. A Strike Enabling Facility (SEF) was incorporated in the arming system to provide political control rather than incorporating a Permissive Action Link (PAL) system, and required a special key that was individual to a weapon to 'enable' the arming system. The SEF key did not count in the number of safety breaks but the weapon would not function with the switch set to 'safe'.

WE177 Details: - Three main operational versions: WE177A (Bomb, Aircraft, HE, 600lb, MC), WE177B (Bomb, Aircraft, HE, 950lb, MC, No1) and WE177C (Bomb, Aircraft, HE, 950lb, MC, No 2). Both the RN and RAF deployed the WE177A with its two selectable low yields. The RAF also deployed the Type B, with the highest yield, and Type C, with a medium yield to comply with NATO requirements for tactical nuclear weapons. Type B entered service in 1966, with Type A and C entering service in 1969 and 1973 respectively. During its life, the Joint Service, lightweight and versatile WE177 was cleared for carriage by eighteen types of fixed and rotary-wing RN and RAF aircraft, replacing all of the previously deployed free-fall British nuclear bombs. Type A variants included; Bomb, Aircraft, Drill, 600lb, MC; Bomb Aircraft, Practice Retarded, 600lb, MC; Bomb, Practice Ballistic, 600lb, MC; Bomb, Aircraft, Drill, Sectioned, 600lb MC, and Bomb, Aircraft, Surveillance, 600lb, MC. [John Coker](#)

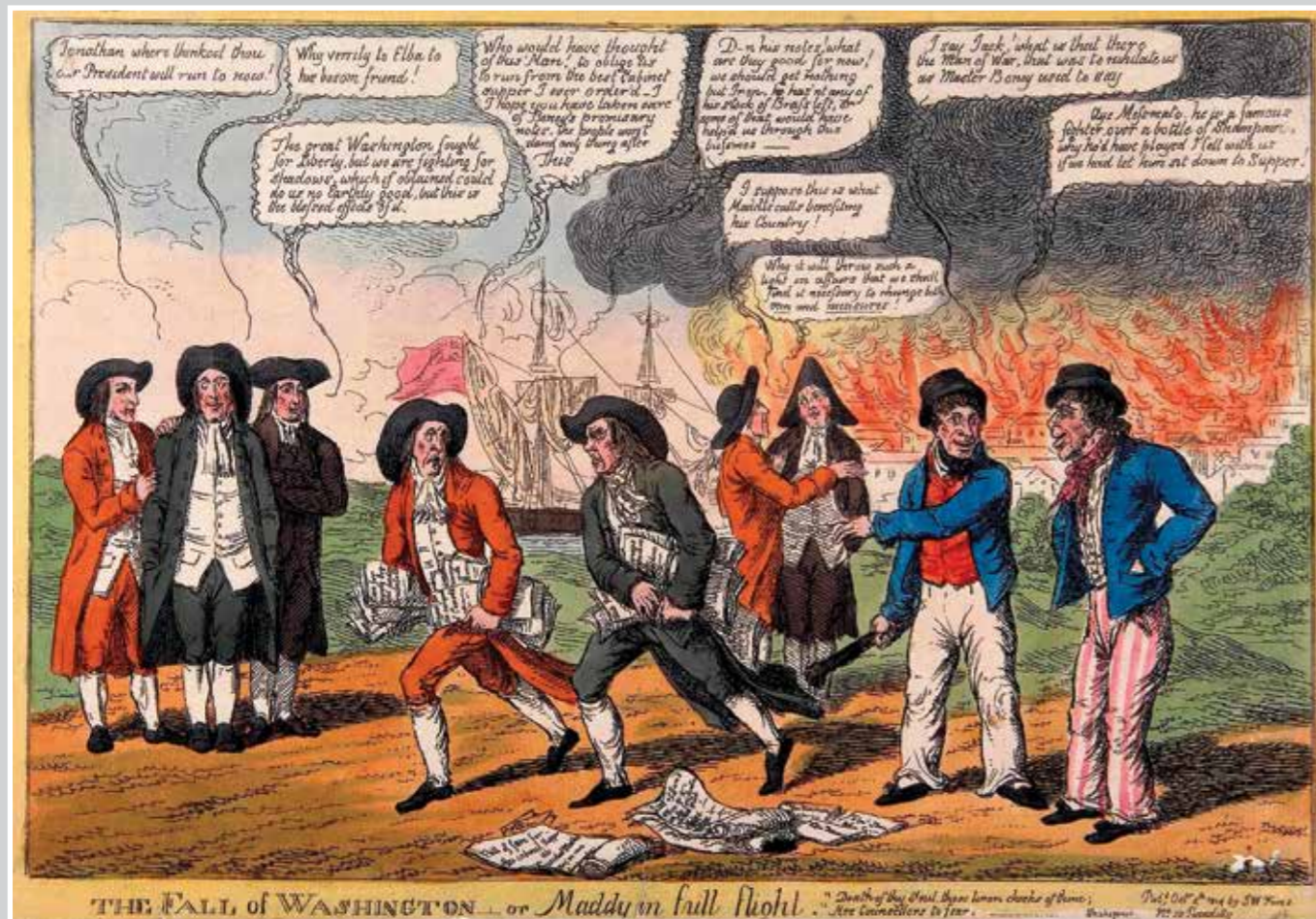
Note: *Commander John Coker MBE Royal Navy, of "Explosion!" museum, researches and documents the museum's unique collection of nuclear weapons, both strategic missiles and tactical bombs. John Coker served in the Royal Navy for over twenty three years and on leaving the Service he continued to work for the Government being employed on the Navy's strategic weapon systems. "Explosion!" the museum of Naval Firepower at Priddy's Hard in Gosport has a collection of naval nuclear weapons including Polaris and Chevaline and has opened a new gallery portraying the story of nuclear weapons in the Royal Navy. www.explosion.org.uk*

and, consequently, priority should be given to a high-yield version of the versatile weapon now known as WE177.

The need for a high-yield capability to maintain the effectiveness of the deterrent, in addition to the previously agreed low yields, was reflected in a new Joint N/ASR (G.D.A.15/A.S.R.1177) in April 1963 now titled 'A General Purpose Nuclear Bomb'. This requirement noted that the bomb was for use by the Medium Bomber Force and also by current and planned high performance aircraft so as to fully exploit their low-level strike capability against strategic and tactical hard and soft targets, as well as a depth bomb in the anti-submarine role, with corresponding warhead yields. Priority was to be given to the production of a high-yield version for the V-bombers as a stop-gap measure to maintain an effective UK nuclear deterrent during the development of the Polaris weapon system. Although recognising that two sizes and weights could result in two Types (A and B, the former being shorter and lighter than the latter), the design aim was to have one bomb suitable for all of the complex applications. The new N/ASR also stated that the Type A in depth bomb mode was to be deliverable by RN antisubmarine helicopters and Ikara.

The warhead requirement was also amended and was now a Joint N/ASR (G.D.A.16/A.S.R.1176) titled 'A Nuclear Warhead in the Kiloton Range for a General Purpose Bomb Type A'. It noted that the Naval Staff required a warhead capable of producing three (later reduced to two) alternative yields of up to 10 kilotons. The Air Staff raised a further Staff Requirement (A.S.R.1195) for the 'high yield' version titled 'A Nuclear Warhead for a General Purpose Bomb Type B' with a 'near megaton' yield.

During the development period there was a large



The Burning of Washington in the War of 1812 (NMRN copyright).

THE NAVAL WAR OF 1812

The naval war of 1812 was almost a sideshow: President Madison's prime aim in declaring war on Britain was to capture Canada. However the fledgling US Navy quickly had an important role to play.

During the War of Independence, only thirty years before, the US had noted how a naval force, in this case De Grasse's Royalist French Fleet, had seen off Admiral Graves' Royal Naval Fleet, in Chesapeake Bay. Graves failed to break the Franco American blockade, which allowed a French reinforcing army to land, while the besieged British army starved. The direct result of this French naval victory was the British Army's surrender at Yorktown – and the ultimate US victory and Independence. This was incidentally a mixed blessing for France: the cost of maintaining a Fleet as well as an Army, and the profligate French Court was too much for Necker, the French Chancellor – France was bankrupt – and the French Revolution followed shortly afterwards.

The American Navy of 1812 was founded by an act in March 1794, initially to support the Government's maritime ambitions. First it was used to counter French

naval attention, in what was called a quasi-war, and then to defeat the Barbary forces in North Africa, who were having to be bribed to keep clear of US merchant shipping in the Mediterranean. But development was sporadic, as Congress never really appreciated naval affairs, and had forgotten De Grasse's victory. First Jefferson and then Madison showed no real understanding of maritime strategy. Indeed, in 1812, President Madison even proposed that the super frigates be used as floating defensive gun batteries. No frigate was launched after 1801, as a result of political neglect. Many of the sea-going ships were laid up for long periods, and allowed to rot, and the wood eventually used to repair them was not always properly seasoned. Both Jefferson and Madison considered a large fleet of shore defence gun boats to be the best – and cheapest – way to defend the fledgling USA's maritime interests: this at a time when the USA had probably the second largest merchant fleet in the world.

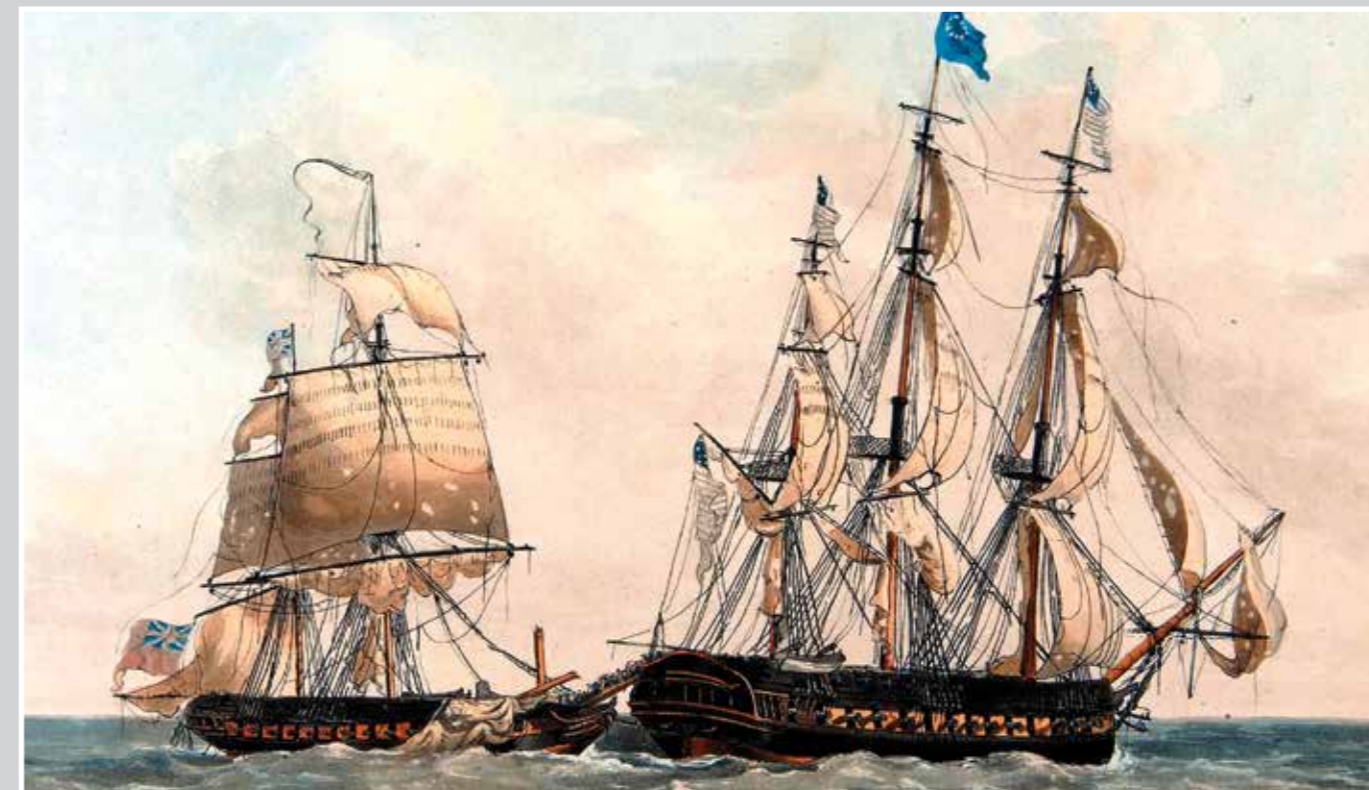
Despite this, in 1812, the US Navy had fourteen ships available: the three 44 gun super-frigates **UNITED STATES**,

CONSTITUTION and **PRESIDENT**, the smaller frigates **CONGRESS**, **ESSEX**, and **JOHN ADAMS**, and eight brigs and sloops. There were also the 165 inshore gunboats. There were five other frigates laid up in Ordinary; only three of these were repaired, **CONSTELLATION** and **CHESAPEAKE** were available quickly, with **ADAMS** as a corvette ready for sea in 1813. The fourth of the original super-frigates, **PHILADELPHIA**, had run aground in 1803 at Tripoli, under shore fire, forced to surrender and was subsequently burnt in an immaculate operation by Decatur – who was to command the **CONSTITUTION** in her victory over **HMS JAVA**.

The USN benefited from a first rate ship designer, Joshua Humphreys. He was not allowed to build ships of

sixty-four, now afloat, but what must submit to them". This was exactly the principle followed by the German Navy's constructors when building their pocket battleships, again when large scale warship production was initially precluded.

They were not identical. **PRESIDENT** was reckoned to be the best: Bainbridge, who then had command of **CONSTITUTION**, offered Rodgers, who then had command of **PRESIDENT**, \$5,000 to change ships – Rodgers refused. **UNITED STATES** was the slowest, indeed after she had captured **HMS MACEDONIAN**, she was out-sailed by the jury rigged damaged ship. But when Rodgers first commanded **CONSTITUTION** he had declared her to be a slow sailor – this was the result



HMS Java in close action with the USS Constitution 29th December 1812 (NMRN copyright)

the line, but he built the very largest possible frigates that Congress would permit and fund. He had been inspired by the French "rasées" of 1794: "they having cut down several of their 74s to make heavy frigates". Two had a main armament of 24-pounder cannons, not the first frigates to carry this heavy metal, but they were original in that they all had a continuous upper deck.. This allowed them to have a second tier of heavy carronades on the so-called spar-deck. RN frigates' main decks were open, and the main battery guns' crews were thus exposed in action to falling blocks, cordage, broken booms and sails, as well as the weather.

With scantlings at least as solid as ships of the line, they followed Humphreys' aim:

"From the construction of those ships, it is expected the commanders of them will have it in their power to engage, or not, any ship they may think proper: and no ship, under

of many tons of barnacles and weed on her hull, which Rodgers himself had failed to have removed in her refit.

CONSTITUTION's construction explains the strength of the super frigates. The wood used was a mix of white pine, longleaf pine, white oak – but especially southern live oak, from Gascoigne Bluff, Georgia. This was a very dense wood indeed - weighing up to 75 lbs per cubic foot. The hull was also built 21" thick, when the norm was 18". 60 acres of wood were used in her construction. It was little wonder that some of HMS GUERRIERRE's broadsides actually bounced off the **CONSTITUTION's** side, giving her the nickname of Old Ironsides, incidentally a name first given to HMS BELLEROPHON in 1805 at Trafalgar. **CONSTITUTION** was so heavy it took three attempted launchings, inching down the slipway which eventually had to be reconstructed, before she actually floated.



The first victory at sea by USS Constitution over HMS Guerriere by Anton Otto Fischer (Department of the US, Naval Historical Centre)

There were other advantages. They could carry a large outfit of sails, on a fantastic rig, with skysails on all masts above the royals. ("Sailing Ships" by Bjorn Landstrom). Their crews were much larger than the smaller Royal Naval frigates they were to encounter, and the sailors were of a very high quality – with a much higher percentage of skilled topmen, and only a few Landsmen. The relatively small USN used only 5% of the country's professional seamen, all volunteer, despite the competition from the more popular US privateers. With much of the US merchant fleet blockaded and immobile, there were plenty of sailors available. By 1812, the RN in comparison was very stretched with most ships considerably undermanned, and with relatively inexperienced crews.

The super-frigates were 62.2 metres long - only slightly shorter than HMS VICTORY, a First Rate ship of the line, at 69 metres.

The guns carried varied too: typically

UNITED STATES: 30 X 24 pdrs; 2 X 24 pdr and 22 x 42 pdr Carronades

CONSTITUTION: 30 x 24 pdrs; 1 x 18 pdr and 24 x 32 pdr Carronades

PRESIDENT: 30 24 pdrs; 2x 24pdr, 1 x 18 pdr & 22 x 42 pdr Carronades.

The armament varied: at one stage **CONSTITUTION** had 56 guns, but also early on, she had at one stage to take onboard 18 pdrs from a shore battery instead of the

24 pdrs she wanted, later replaced.

The 42 pdr carronades (32 pdrs in the cases of **CONSTITUTION**) would have a prodigious effect on the frail scantlings of an RN frigate, at close range. The weight of the main broadside of 24 pdrs was considerably more than that of a broadside of 18 pdrs and would cause much more damage - a 24 pdr cannonball would easily penetrate a warship's side, where an 18 pdr might not - or even bounce off the super-frigates. However, the rate of fire for 18 pdrs was greater than that of the 24 pdrs.

The guns themselves were by no means perfectly cast. The Pennsylvania ironworks had great trouble with their casting, with the occasional bubble forming in the iron guns. In 1812, Cdre Rodgers' flagship the **PRESIDENT**, in pursuit of **HMS BELVIDERA**, had a blown up chase gun, which killed and injured sixteen. This kind of accident naturally worried the guns' crews. Carronades were only of use at close range.

The first year of the war had gone well for the US Navy. The three super-frigates had captured or sunk three RN frigates, protecting convoys. The effectiveness of the super-frigates came as a total shock to the RN. But the USN captains were so pleased with their successes that they failed to attack the defenceless convoys. The RN frigates had actually achieved their mission, while the USN ships had not. If one of these vast convoys of two or three hundred ships had been intercepted and destroyed, it is quite possible that the British government would have fallen. As it was, insurance rates in some areas – but not

all - rose considerably. And the reintroduction of convoys to cope with US naval attacks, while largely successful, was very time wasting, as ships assembled and waited for an escort. The convoy also proceeded at the speed of the slowest ship.

British frigates were initially instructed not to engage a big USN super-frigate, alone. The Admiralty quickly decided to build large British frigates, and to "rasée" three fast-sailing 74s: **MAJESTIC**, **GOLIATH** and **SATURN**, with main batteries of 28 x 32 pdrs, which joined the blockading fleet by the middle of 1813, followed by the first of 24 pdr armed 40 gun frigates, and two 50 gun ships by the spring of 1814. **MAJESTIC** was to take part in the capture of the **PRESIDENT**. These rasées were excellent sailers, stable gun platforms and enjoyed heavy weather, when smaller frigates were limited – but they did not like light airs. However the construction of the new large frigates had to be made with pine, rather than the solid live oak used in the US ships, due to shortage of oak.

Large numbers of privateers sailed, initially with some success, but less than half made many captures, and many of the British ships taken were recaptured by the blockading Royal Navy. Indeed none of the whaling ships captured by **ESSEX** in the Pacific, in 1813, made it back to the USA. Eventually the advice was to burn or sink captured ships, rather than waste prize crews in the ships, which might never get back to the USA. This was not of course popular, as captured prizes equalled financial gain later for the whole crew.

The British blockade in turn demanded unceasing seamanship of the highest order, with limited charts, day and night, often in very difficult conditions. Here's a note from the journal of my namesake, Henry Napier, describing blockading duty:

"Found the month of April, on and about St George's Bank, extremely unpleasant from bad to worse; very cold, with damp penetrating fogs, constantly and alternatively changing to rain with the wind from west round by south to east, when it hardens into snow and sleet, which continues till it veers to the westward of north, a sure indication of hard frost; thus the comforts of a winter cruise on the coast of North America are inexhaustible".

It was a strange war, with numbers of licensed US merchant ships from New England carrying grain to Portugal and Spain, which were not at war with the USA, and where the American grain fed Wellington's Armies. Madison's support in the New England States was very limited.

President Madison's principle aim in declaring war on Britain had been to capture the much weaker Canada. Despite some naval successes, total command of the Great Lakes never passed to the USA, and Madison's

strong army was never predominant against the Canadian and British forces.

As the RN sent more and more ships to the blockade, the tide of war turned. **HMS SHANNON** captured the **CHESAPEAKE** in June 1813. The **ESSEX** was captured off Valparaiso, in February 1814 - her armament, mostly short range carronades, proved ineffective against the long range 18 pdrs of **HMS PHOEBE**. The **ADAMS** was burnt in September 1814.

Finally the **PRESIDENT** was captured by a British squadron in January 1815 after briefly running aground. A precise copy of her was made by the RN in 1824, and she was deliberately flaunted as flagship on the transatlantic station, by Admiral Cockburn – just as the Americans had used the captured **MACEDONIAN**. The new **HMS PRESIDENT** ended up in the (British) Thames as London Division RNR's HQ, and her name is still used as the RNR HQ in London.

The RN under Rear Admiral Cockburn and General Ross captured Washington, in August 1814. In retribution for the symbolic US burning of the administrative parliament buildings in York, capital of Upper Canada, and other US atrocities in Canada, they burnt the Washington public buildings - the President's house included. It was whitewashed after the fire, and thus became the White House. The US Navy's yard with a frigate under construction, the Senate House and the House of Representatives were all destroyed and a large haul of guns and ammunition removed.

CONSTITUTION is still afloat in Boston, and can be readily visited. She is still officially **USS CONSTITUTION**, perfectly preserved, and indeed goes to sea annually.

I met her (female) First Lieutenant, in 1998, while dining in Hardy's cabin in **HMS VICTORY**, and she confirmed the problems the USN had with exploding guns. She also noted that the city of Boston zealously guarded "their" ship, in case the USN tried to hijack her, and take her elsewhere. She was extremely proud of "Old Ironsides" – the first pocket battleship - with the **UNITED STATES, PRESIDENT, PHILADELPHIA** - and the last.

Ken Napier, Chazarem, Lot-et-Garonne, France

Further Reading. The excellent, balanced and extremely well illustrated "The Naval War of 1812", Caxton Pictorial Histories, edited by Robert Gardiner, and NAM Rodger's "The Command of the Ocean".

'ACTION THIS DAY'

THE DARING RESCUE OF BRITISH HOSTAGES AT LIMBANG, DECEMBER 1962

Straight out of the pages of 'Boy's Own', fifty years ago the Royal Navy carried out a daring raid to rescue British hostages held by rebels in Limbang before they were executed.

In May 1961 the Prime Minister of Malaya, Tunku Abdul Rahman, proposed the formation of an economic and political union of "Malaysia", comprising Malaya, Singapore, North Borneo, Brunei and Sarawak. President Sukarno of Indonesia was totally opposed to the idea as he had his own plan for the region, which was to bring the whole area into a confederation of Indonesian states.

The following year, on Saturday 8 December, the Indonesian backed North Kalimantan National Army (TKNU) revolted. A rebel force of some 4,000, led by Yassin Affendi, attacked the Sultan of Brunei as well as the main towns and oil fields. Some 150 rebels, led by Salleh bin Sambas, seized the British Resident, Richard Morris, his wife and staff at Limbang, in Sarawak and threatened to execute them. Other rebel forces, took control of Tutong, Seria, and Bangar as well as other smaller settlements. The rebels murdered hostages at Bangar and threatened to do the same at Limbang. The British commander in the area was Major General Walter Walker who quickly responded by flying Gurkhas from Singapore to Brunei Town where they immediately engaged the rebels, taking some 800 prisoners during the first night of fighting. One Gurkha officer was killed and seven Gurkhas were wounded.

HQ 3 Commando Brigade Royal Marines was in Singapore, and reacted instantly flying L Company, from 42 Commando in HMS Bulwark, across to Brunei where they arrived on 10 December. Captain Jeremy Moore commanded L Company and he was ordered up river in Sarawak to rescue the British hostages in Limbang. The Coastal Minesweepers HM Ships Fiskerton and Chawton from the 6th MS (Mine Sweeping) Squadron in Singapore had already sailed to Brunei. Men from the minesweepers, under the command of Lieutenant Commander Jeremy Black, commandeered two flat bottomed 'Z' cargo lighters to transport the Royal Marines ten miles upriver to Limbang. The first 'Z'



Minesweepers HMS Fiskerton and HMS Chawton (Royal Marines Museum/Crown Copyright).

lighter, commanded by Lieutenant David Willis from HMS Chawton, carried the main assault party of Royal Marines under Captain Moore, whilst the second 'Z' craft was commanded by Lieutenant Peter Down from HMS Fiskerton and carried the covering party armed with Vickers machine guns.

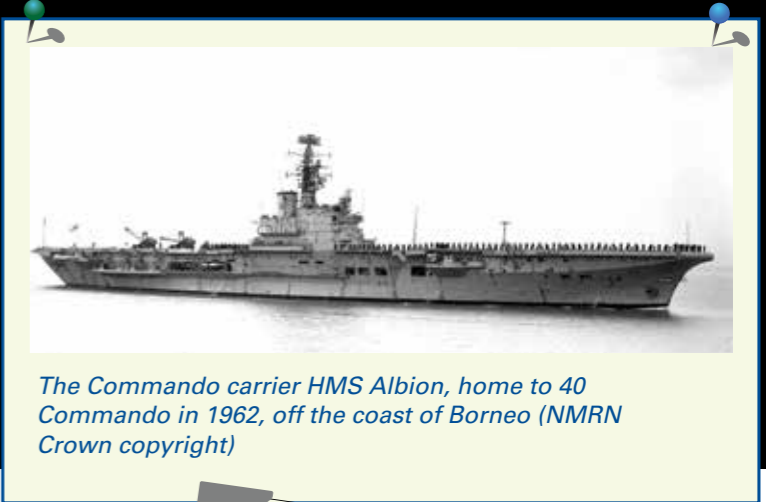
The force set off from Brunei after dark on 11th December and headed up river in silence, apart from the noise of the engines, and with no lights visible. When finally they arrived at the last bend close to Limbang the 'Z' craft pulled in close to the river bank. They lay up out of site for the rest of the night but did not realise that the rebels in Limbang had heard the noise of the 'Z' craft engines coming up river. They also did not realise that the rebels had broken into the armoury and armed themselves with heavy machine guns and automatic rifles.

At first light the next day, 12th December, the 'Z' craft sailed round the bend in the river and headed straight towards Limbang. The rebels, having heard the engines of the 'Z' craft start up, were waiting for them and they very quickly opened up a heavy fire as the craft approached the landing stage on the Limbang waterfront. Two Royal Marines were shot dead and several wounded in the leading 'Z' craft, as they beached on the riverbank whilst

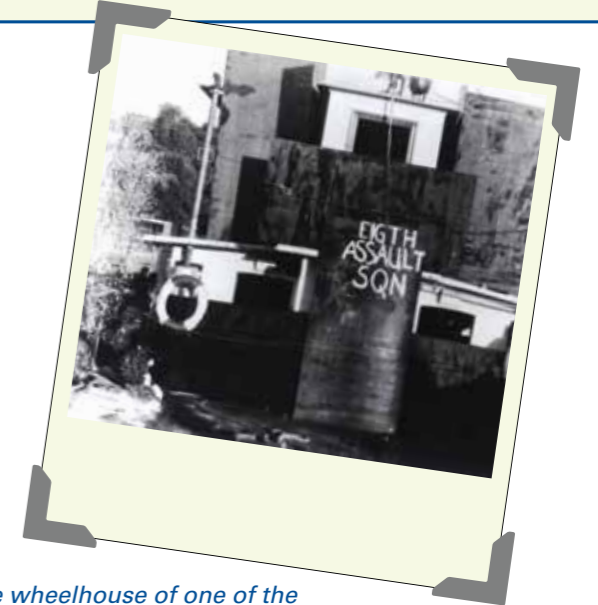


the other 'Z' craft provided some covering fire from the Vickers machine guns. The first assault party cleared the police station by the waterfront, which had been protected by rebels using monsoon drains as slit trenches, but the Royal Marines were then tied down by heavy fire from further inland in the town. At that stage the remaining section of Royal Marines in the second 'Z' craft then leapt ashore and stormed up the main street still under heavy fire towards the hospital where the hostages were being held. Finally after a fierce gun battle around the hospital, in which three more Royal Marines were shot dead at close range and several more wounded, both sections managed to rescue Richard Morris and all the hostages alive from inside the hospital where they were being held. Captain Moore then set about clearing the rest of the town, house by house, and flushing out some three hundred rebels. In the process of clearing out the town eight more hostages were freed. The remaining rebels then fled into the surrounding jungle. In the fighting thirty-five rebels were killed and a great many more were captured or wounded, whilst five Royal Marines were killed and seven wounded. Captain Moore was awarded a bar to his Military Cross and Corporals Rawlinson and Lester were awarded Military Medals. Lieutenant Commander Black was awarded the MBE, Lieutenant Willis was awarded the DSC and Petty Officer Kirwan was awarded the DSM. (Jeremy Moore and Jeremy Black were to serve together, again in key appointments, in the Falklands War twenty years later). It was discovered afterwards from one of the local policemen, who had been in hiding in part of the hospital, that the rebels had planned to execute the hostages that very morning.

British Forces in the Far East reacted swiftly but nevertheless it was to take the rest of the month before the rebels were brought firmly under control. The destroyer HMS Cavalier, on passage back from Australia, was ordered to Singapore with all haste where she embarked troops from the Queen's Own



The Commando carrier HMS Albion, home to 40 Commando in 1962, off the coast of Borneo (NMRN Crown copyright)



The wheelhouse of one of the lighters used for the Limbang raid in 1962 (Royal Marines Museum/Crown Copyright).

Highlanders and headed out again at full speed to land her troops at Labuan. The Queen's Own Highlanders then swiftly retook Seria. The Coastal Minesweepers HM Ships Wilkieston and Woolaston, supported by HMS Woodbridge Haven, were ordered to reinforce Kuching in Sarawak, whilst RFAs Gold Ranger and Wave Sovereign were sent to reinforce Labuan. The remaining companies of 42 Commando then liberated Bangar from the rebels, sadly not before six hostages had been beheaded. A battalion of 'Green Jackets' was landed from the cruiser HMS Tiger to secure Miri and arrived just in time to forestall an attack by rebel forces. Other reinforcements on board HM Ships Alert and Woodbridge Haven arrived in support of the Royal Marines. Other successful actions took place at Bekenu and Anduki, fortunately with relatively few casualties. The Commando Carrier HMS Albion, with 40 Commando and 845 and 846 Naval Helicopter Squadrons on board, had sailed from Mombasa on 5 December and was on passage across the Indian Ocean from East Africa to join the Far East Fleet at Singapore. She then received orders to proceed at "best speed" and headed as fast as she could for Singapore. After a very short stop to embark additional troops, equipment and ammunition HMS Albion sailed

A naval patrol armed with Lanchester submachine guns in the jungles of Borneo during the Indonesian Confrontation (NMRN Crown copyright)



speedily from Singapore to land her Royal Marines and helicopters at Kuching, Sarawak, by 14 December. Once ashore the Royal Marines were able to assist in flushing out the last main pockets of resistance. By the end of December over forty rebels had been killed and some 3,500 had been captured, though it was not until May the following year that the very last hold outs had been finally overcome.

The versatility of the helicopters was to prove one of the key factors to success in the war in the jungle. General Walker was appointed Commander British Forces Borneo and the swift, resolute action taken broke the back of the rebellion although it was to take a number of months before the last of the rebels were finally accounted for in April 1963. Gurkhas discovered the leader's secret hideout near Limbang on 18 May and Affendi was captured. Malaysia came into being on 16 September, though without Brunei. When all operations were finally completed Dennis Healey, Secretary of State for Defence, stated that the campaign had been "One of the most efficient uses of military force in the history of the world".

The Commando carrier HMS Bulwark, home to 42 Commando in the Far East in 1962, (NMRN Crown copyright).

Based on extracts from 'Safeguarding the Nation, the story of the Modern Royal Navy', illustrated by the Royal Naval Museum and published by Seaforth in 2009. See also 'The Royal Marines, from Sea Soldiers to a Special Force' by Julian Thompson, published by Sidgwick & Jackson in 2000.

John Roberts



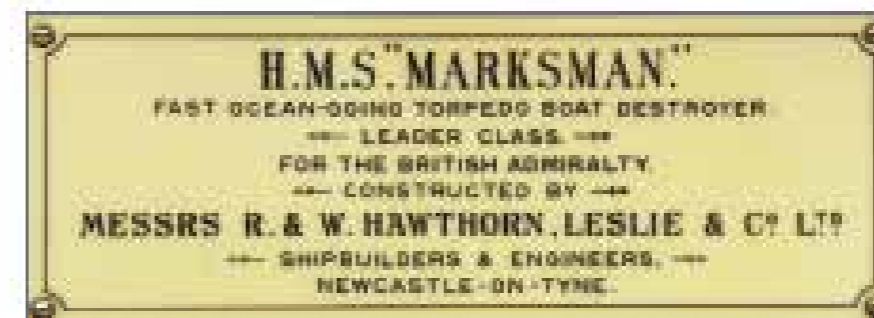
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Allison Wareham demonstrates the museum book scanner purchased by the Friends.



STATE OF THE ART COPYING IN THE LIBRARY

Thanks to the generosity of the Friends, the Museum's library is now able to offer a revolutionary way of providing copies of materials to researchers and a means of preserving priceless documents and manuscripts for the future.

The photocopier which was in the library was an old model with a slant front as a way of protecting the binding of books known as a book copier. However, direct contact with the light is still a damaging factor to paper. The print quality was deteriorating and it was becoming necessary to find a replacement. However, book copiers are an obsolete breed and the way forward is through the use of scanners – or to give its proper title – copy cameras. Using a cradle that can be counter-balanced to adjust for the weight of the binding, the book can be supported while being copied. The in-built camera is positioned at a safe distance overhead which means the light does not come into direct contact with the paper and from a conservation point of view is ideal. A lot of book scanner/copy cameras are usually operated through a linked-up pc. Previous experience has found that these can be complex to operate and results variable and staff to undertake all the operating for users.

However, a revolutionary new “scanner” is now available that can be used as public self-service unit through the use of a touch screen and achieve a high quality scan which the user can store on their own USB device without the need for printing or staff time. The Kiosk comes in one unit with its own embedded computer and software and a touchscreen. The user simply has to plug in their USB storage device, position the item they wish to copy and either press the green bar on the cradle or foot pedal and a high quality scan is made in seconds. The item is well supported on the cradle, counter-balanced to accommodate up to 4 inches of binding. The unit comes with its own built-in LED lighting unit that is not directly on the materials. Safeguarding the use of the images is highly important to us and the Kiosk has been customised using watermarks and other features to comply with copyright legislation. All in all, from a public point of view, the unit is as simple to use as a photocopier but much greener as mistakes can simply be deleted and no paper is wasted. From the organisational point of view, the Kiosk is more economical than a photocopier – not only is it energy efficient, it does not require toner or paper and there are fewer parts to

go wrong and no paper jams! The Library has found the use of the Kiosk of unlimited value in the provision of our information service by allowing us to send copies of items by electronic means, thus making a saving for the museum in terms of paper and postage. It also makes the delivery a lot quicker. So far we have had a lot of positive comments about the quality and speed of the service.

Apart from using the Kiosk as a replacement photocopier for our normal research facilities, the Kiosk has a big part to play in the future preservation and accessibilities of materials held within the Museum. In addition to the public access version, our Kiosk has enhanced archival imaging software which can create archival copies of materials and has a variety of features and options not available on the public version. As the images are for preservation purposes, these images do not carry the watermark. Our proposed plans included a programme of digitally scanning various records, items and materials held within the collection especially materials that are fragile or heavily used and vulnerable to wear and tear. Developmental plans for the library include a small IT suite of PCs for researchers to use to study the electronic versions thus preventing the further

deterioration of the original item. In addition to using electronic copies in the library, we will be able to provide access to a variety of sources within gallery exhibitions, the website and other social media networks as well as external events, bringing the collections that are seldom seen outside the library to a wider audience. To undertake the digitisation of the various materials, a small group of Friends attended a training session by Caroline Bendix, a freelance book conservator, on how to handle various items. A few of the trainees are now undertaking various scanning projects to start the ball rolling. Using Kiosk to digitally archive our collections is more cost effective than outsourcing and with the benefit of being done in-house there is less risk of damage and loss. Volunteers can have the satisfaction of knowing they are helping to not only keep our collections safe for the future but at the same time will allow greater access through a variety of means with the benefit that the public at large will come to know more about our museum, collections and about the Royal Navy and its magnificent past.

Allison Wareham

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WOMEN'S ROYAL NAVAL SERVICE BENEVOLENT TRUST CELEBRATED ITS 70th ANNIVERSARY



WRNS personnel with HM The Queen Mother in 1948



1992 on HMS Ark Royal

It was during the dark days of the Second World War that a charity was established to help in cases of hardship among the thousands of volunteers enlisting in the Women's Royal Naval Service (WRNS). With Wrens serving their country with distinction at home and abroad - and in some cases losing their lives to enemy action - it was clear that a charity would be needed to support the women both during wartime and into the future.

Typical requests for assistance were from those with homes damaged by fire, billeting fees for evacuated children, medical expenses and unpaid leave to care

for sick relatives and younger siblings. Immediately after the War the Trust's main work was to help secure employment for many hundreds of former Wrens.

In 1942 The Women's Royal Naval Service Benevolent Trust (WRNS BT) was formed and has been helping former Wrens ever since. This year the organisation celebrated its 70th anniversary and to mark this milestone the trust published a book about its work over the past seven decades. "70 Years of Trust" looks back at the charity's history and the work it has done and contains

1947 HMS Wolf



dozens of rare photographs of former Wrens at work and at play donated by its 60,000 current members. (143,000 women served between September 3rd 1939 and November 1st 1993).

Over the past 70 years the WRNS BT has helped more than 12,000 former Wrens in the UK and abroad. Last year it helped support more than 400 women, and distributed a total of £350,000 in annual and one off grants. "We are here to help former Wrens of all ages," says Sarah Ayton, the Trust's General Secretary. "Some of the ladies we assist served during the war, but we also help former Wrens as young as in their thirties and lots in between. "For example, last year we supported a woman of 36 who had been recently widowed and we were able to help with funeral expenses and we also assisted a 42-year-old former Wren who needed help to fund a deposit for rented accommodation after having escaped an abusive relationship."

Another case the Trust helped last year was that of an 83-year-old former Wren and her ex-soldier husband who are the main carers for their disabled son. The trust has helped this family for more than 20 years and most recently assisted them financially so they could take their son on holiday. "All ex-Wrens are members, irrespective of their age or position," says Mrs Ayton. "We are often able to help supplement a former Wren's weekly income with a small annuity and are sometimes able to assist the families of former Wrens when it comes to funeral costs."

The 70th anniversary commemorative book was launched in May at the Trust's annual general meeting in the presence of its Patron, HRH The Princess Royal. "We were inundated with photographic contributions and the book is a tremendous account of the work of the Trust and hundreds of former Wrens have helped to fund the book with sponsorship and donations," added

Mrs Ayton. The book will enable the Trust to continue helping those in need, promote awareness of the charity to the many former Wrens who don't know that there is assistance available and be a fitting record of the work of the trust over the past 70 years.

The book can be ordered via the WRNS BT website: www.wrnsbt.org.uk

Annabel Silk

For further information please contact: Steve Clark steve@nowpr.co.uk or Annabel Silk annabel@nowpr.co.uk at Now PR Limited, telephone: 02392 988844



Remembrance Day



MEDWAY QUEEN AND PORTSMOUTH



The PS (Paddle Steamer) Medway Queen was built in 1924 for the New Medway Steam Packet Company. She is about 180 feet long with a 25 feet beam. Her engine is a compound diagonal steam engine originally with a coal fired boiler, replaced by an oil fired unit in 1938. Medway Queen worked as an excursion steamer from the Medway Towns across the Thames to Southend-on-Sea and then on to Herne Bay. She spent virtually all of her working civilian life on this route from 1924 to 1939 and again from 1947 to 1963, During the Second World War she was converted for minesweeping and became HMS Medway Queen, pennant number N48 (later J48). You would not expect a ship like this to have much familiarity with the Portsmouth area but recent research has shown quite a few connections.



Medway Queen, Spithead 1953 - MQPS Collection

Medway Queen's first proper visit to the Portsmouth area came in 1937 when she attended the Spithead Naval Review. She must, however, also have passed close by in 1924 on her delivery voyage. The ship ran an excursion on the day of the Review for a pre-booked party who arrived by train on the morning of the event. We know from the Southern Railway's special workings instructions that Medway Queen's train left London Victoria at 0705 on Thursday 20th May 1937 and travelled down to Portsmouth and Southsea station, arriving at 0916. There must then have been connecting transport to where the ship was berthed. After the event, Medway Queen's passengers left Portsmouth and Southsea station at 0227 in the morning of Friday 21st May and arrived back in London, Victoria at 0425.

Medway Queen was converted for minesweeping and served as HMS Medway Queen for "the duration". She was based first at Harwich and then Dover from where she took part in the Dunkirk Evacuation as part of the 10th Minesweeping flotilla. Medway Queen and her crew made seven trips in all to the East Mole or the beaches. Aside from the obvious dangers, Dunkirk was physically exhausting. On seven nights out of the nine she left England at around 1900 for the run across the channel. They loaded troops either from the East Mole or from the beaches and left as soon as they were full, and preferably before the Luftwaffe became too active. Arriving at Ramsgate early in the morning they would disembark the soldiers. Then they had to clean the ship, take on stores and fuel and make any minor repairs before resting. Medway Queen may have had an unwarlike appearance, even in her grey paint, but she is credited with 3 enemy aircraft shot down and her crew estimated that she brought home 7000 men!

After Dunkirk, where she sustained damage, Medway Queen made her second visit to Portsmouth. The National Museum of the Royal Navy library has recently confirmed that she was at Portsmouth for a refit in June 1940 although dry docking was apparently not required. She returned to Dover with HMS Princess Elizabeth on 19th June 1940. After Dunkirk the ship was minesweeping along the East Coast. She was based at North Shields from August 1940 and then transferred to a training role at Granton from 1943 until the end of the war.



Review Specials 1953 - Richard Halton



Side view of HMS Medway Queen at Dover in 1940 - PSPS Collection

After the war the ship was thoroughly rebuilt by Thornycrofts of Southampton and re-entered excursion service in 1947. Once again she was trekking to and fro across the Thames Estuary loaded with excited holiday makers and day trippers. In 1953 she made another Portsmouth visit. This time for the Naval Review held to mark the Coronation of Queen Elizabeth II. This time, Medway Queen was part of the fleet being reviewed. Her 400 passengers left London Waterloo at 0700, arriving in Southampton Docks at 0836 with the ship planned to sail at 0855. Medway Queen was dwarfed by the ocean liner dock where she was berthed and all that was visible to the approaching passengers was the top of her funnel. Some passengers felt that the cardboard lunch box that they were issued with did not match the 12 guineas they had paid for their tickets but the ship's proud history was some compensation and they steamed down Southampton Water for a tour of the fleet before taking up their allotted position in row "L" just off Ryde Pier. After the Review and evening fireworks they had to wait for their scheduled berthing time at Southampton, disembarking at 0230 the following morning for a train departing at 0313 to arrive in Waterloo at 0456. The ship and her crew did not get a well earned rest at this stage – they had to be in Strood (near Rochester) for the start of the season and so steamed through the night and most of the following day to achieve that.

Medway Queen continued in service until the end of the 1963 season when she was withdrawn and laid up, waiting a buyer. Several schemes were mooted for her use but all came to nothing until a group of business men, headed by Alan Ridett, purchased her as a club house and restaurant for their new marina on the Isle of Wight. Medway Queen was towed by the tug Dhulia and escorted into Cowes by HMS Droxford. She was manoeuvred up the Medina by a couple of motor barges to her new mooring. The "MEDWAY QUEEN CLUB" opened for business on Saturday 14th May 1966 and quickly established itself as a popular entertainment venue. Such was the popularity of the ship that when the MQPS took a promotional stand at the 2005 Festival of the Sea in Portsmouth we were besieged by local people who remembered her fondly. In 1970 the business expanded and Medway Queen was joined by the PS Ryde, renamed Ryde Queen. The two ships operated together for a while but eventually the maintenance costs were rising again and Medway Queen fell out of use.

Starboard paddle box - Richard Halton



In 1984 Medway Queen returned to Kent on a salvage pontoon but this restoration attempt failed and the ship became derelict outside Chatham Dockyard. The Medway Queen Preservation Society was formed in 1985 and bought the ship in 1987; all we needed now was a few million pounds to refurbish her! She was refloated and moved to a mud berth on the Isle of Grain. For years the society then struggled against corrosion and decay while trying to raise the funding for restoration. Eventually £1.86M was granted by the Heritage Lottery Fund for the rebuild of the hull in 2008 and work started in Bristol in 2009. This work entailed rebuilding the hull from scratch incorporating as much original material as possible. The largest single item is the main steam engine which has been completely refurbished.

The society's base is now on Gillingham Pier with a visitor centre and workshop. The visitor centre, tells the story of the Medway Queen, and is open on Saturdays from Easter to October but this is likely to change when the ship returns. The ship is currently in Bristol so the journey to Kent will be an "interesting" exercise. We have an empty, un-powered, hull to be moved down the Bristol Channel, round Land's End and back up the length of the English Channel, round Kent and into the Medway estuary. The start is subject to the closing stages of the rebuild and the time taken will vary with the weather and the actions of wind, waves and tides.

In the Gillingham Pier workshops there are 8 craft apprentices from Mid-Kent College with 4 instructors and a project manager. A wealth of experience and expertise is available through these instructors and the support of the GMB Union. Over the years society volunteers have cleaned and restored much of the ship's machinery and fittings. However, some of this was done 20 years ago so checking and remedial work is needed. Auxiliary machinery, paddle box fascias, window frames, portholes and many other items are passing through the workshops, for refurbishment or repair as needed.

The Gillingham Pier facility is supported by the EU Regional Development Fund's "Heroes of the two seas & heroes to see" project. Despite this ERDF support, large sums must be raised elsewhere. Big grants are essential to the restoration but they depend heavily on partnership funding from individual donations and corporate sponsorship. You can find out more about this incredible project at www.medwayqueen.co.uk. If you are able to support it in any way please contact the Medway Queen Preservation Society at Gillingham Pier, Pier Approach Road, Gillingham ME7 1RX. Phone 01634 575717

Medway Queen at the 1953 Spithead Review was the subject of an article in "Southern Way no.16" published in 2011 by Noodle Books. Her full story from 1924 to the present day, including that episode, will be published in January 2013. Watch the MQPS website for details or send a SAE to MQPS Sales, c/o 46 Brockenhurst Close, Wigmore, Gillingham, Kent ME8 0HG.

Richard Halton

Medway Queen on the Isle of Wight (J Arthur Dixon)



HMS QUEEN ELIZABETH – UPDATE

Construction work on Portsmouth's aircraft carrier HMS Queen Elizabeth continues to make good progress. The 6,000 ton second hull block section, being the giant forward section (officially 'Lower Block 02') was completed in Portsmouth Naval Base in the summer. It was loaded on to a large seagoing barge and then towed slowly out of Portsmouth harbour, waved on her way by a crowd of well wishers including some 3,000 BAE Systems Maritime employees. At the same time some fifty cyclists from the Aircraft Carrier Alliance teams set off from Portsmouth on a five hundred mile 'Beat the Block' challenge to try and beat the hull block on its slow journey north to Rosyth. The cyclists were raising money for naval charities and managed to actually beat the block by two hours. More important, the intrepid cyclists raised over £20,000 for Royal Navy and Royal Marine charity, a splendid achievement.

The QE block section LB02 took four days to transit north before reaching her destination at the ship yard in Rosyth. On arrival the barge was sunk down to the sea bed to allow the block section to float off. Four tugs then manoeuvred the giant section alongside. The LB02 block was subsequently manoeuvred into Babcock's Number One Dock, leaving space ahead for Lower Block section

01 to be lowered in by crane and then joined on. Super Block 03 (Lower Block 03 and Centre Block 03 combined), which had previously been in Number One Dock, was then manoeuvred back in astern of LB02. Finally the massive dock was drained and both main blocks docked down for construction work to continue.

The next move will be the arrival of the massive 11,300 tonne Lower Block 04 in Rosyth. At present the LB04 is completing in the BAE Systems Shipbuilding Hall in Govan and at the end of October the block will be loaded onto a sealift barge. LB 04 will then be transported over six hundred miles round Scotland on her seagoing barge to join up with LB01, LB02 and SB03 in Rosyth.

The two 65,000 tonne Queen Elizabeth aircraft carriers (Queen Elizabeth and Prince of Wales) are being built by the Aircraft Carrier Alliance, which is a strong team consisting of a partnership between BAE Systems, Thales UK, Babcock and the Ministry of Defence. The Aircraft Carrier Alliance team is led by BAE Systems which has overall responsibility for the project as well as playing the key role in the design and build of the aircraft carriers.

John Roberts

The discovery of a unique historical artefact of the **GERMAN IMPERIAL NAVY**

Sometimes it is the unremarkable things that make a historian's heart beat faster. Based on research in the captured weapons-collection of the U.S. Marine Corps in Quantico, the author stumbled upon a rare weapon revealing an exciting chapter of German naval history.

Unheeded and incorrectly labelled this unique artefact was discovered at the back of a shelf. The artefact had originally been found in the Far East by the Marines and brought back to the US. It was never identified and so was stowed away to gather dust over the years. But now extensive research has identified the artefact. It is an "Abkomm-Lauf n/A" (small caliber training device for inserting into big bore heavy guns) of the German Imperial Navy, and probably the last of its kind.

In July 1914, shortly after the outbreak of war the German light cruiser SMS Emden left the port of Tsingtau in the German protectorate Kiautschou (China). Her mission was the disruption of enemy merchant shipping. On 4 August, the Russian freighter Rjäsan was captured. This was invaluable as the Rjäsan had been fitted for conversion to the role of an auxiliary cruiser in time of war when she was built in 1909. At Tsingtau the Rjäsan was equipped with the guns of the decommissioned gunboat SMS Cormoran (eight guns 10,5-cm-Schnelladekanone L/35 / rapid-loading

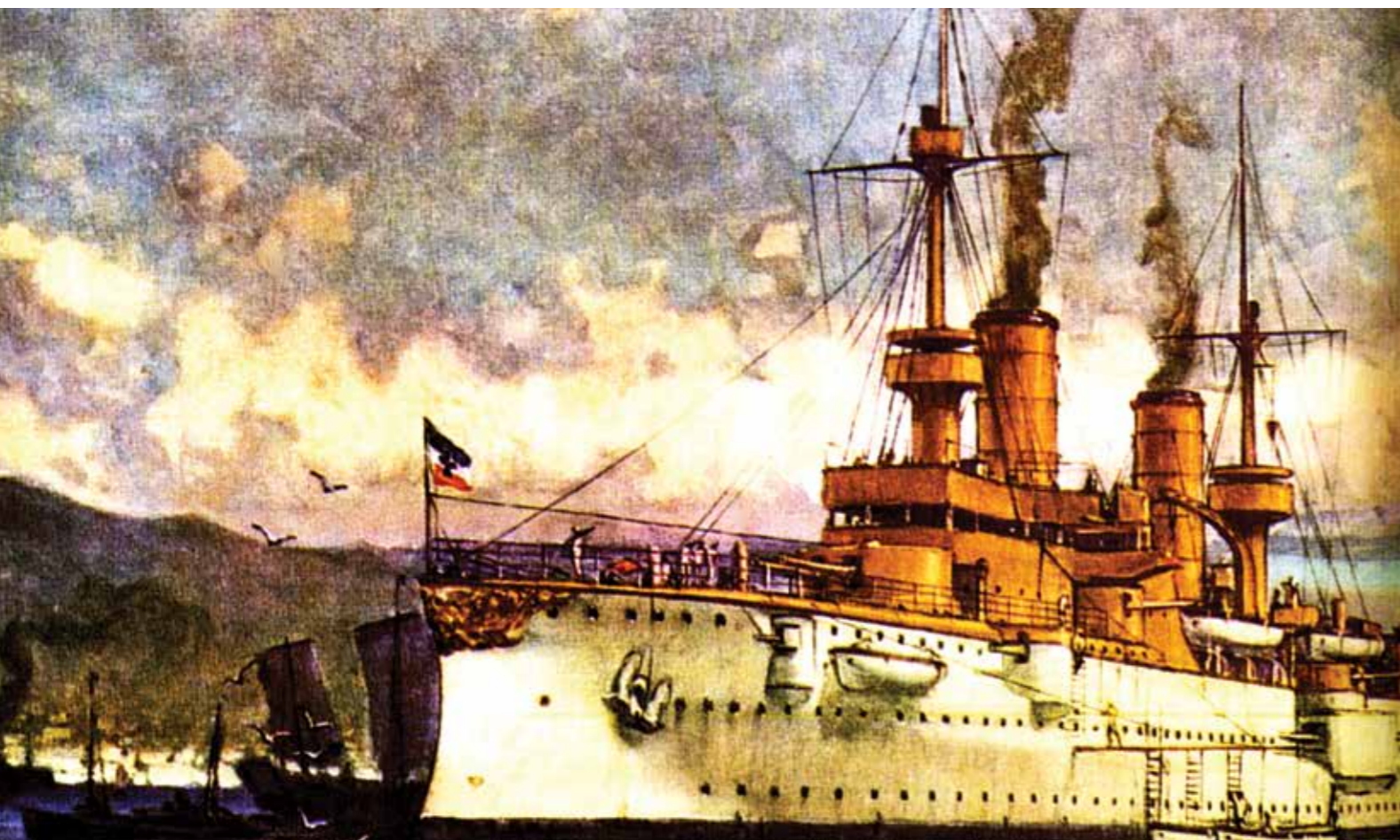
cannons). Four days later, she departed under the command of Lieutenant Commander Adalbert Zuckschwerdt as auxiliary cruiser SMS Cormoran and cruised in the waters near the German colonies in New Guinea and the Bismarck Archipelago. On 14 December, almost out of coal she put into Apra harbour on the island of Guam to replenish her bunkers. At that time the U.S. were still neutral, and it was hoped to get enough coal to continue to another port. But on the island there was (allegedly) far too little coal in stock and the Cormoran was trapped. Commander Zuckschwerdt had no alternative but to have his ship interned and over the next two years his crew lived ashore in friendly coexistence with the local natives.

On 7 April 1917 the U.S. entered the war and a detachment of U.S. Marines stationed on Guam attempted to take possession of the ship. But the Marines were too late as explosive charges had already been placed. As the Marines approached, they noticed a frenzy of activity on board and one of the marines opened fire on the ship. This was the first American shot fired at a German soldier in World War One. After the explosive charges were detonated, the Cormoran sank within minutes. Seven of the crew died in the incident and were buried with full military honours on Guam. The remaining 353 men were imprisoned at Fort Douglas, Utah. The wreck of the Cormoran lies in 34 meters and became a popular destination for divers.

The U.S. Marines collected many weapons and artefacts but as they could not identify the training device they tagged it as a "booby trap". Today similar training devices are still in use to practice aiming and shooting the ship's guns with cheaper much smaller calibre ammunition (saving the bores of the valuable big barrels). In those days the crew fired at a target mounted on a small boat that was towed by another ship. Early training devices were fixed to the outside of the guns, but the "Abkomm-Lauf n/A" (n/A means "neue Art / new model") of the Cormoran was inserted into the gun's barrel, so that it could more accurately shoot on the bore's axis.

The barrel and bolt action of an obsolete Mauser Jägerbüchse 71 (cavalry rifle 71) were adapted to form the device. The original markings were never removed or altered so that the model name, the year of manufacture and serial number of the original weapons have remained intact. On the octagonal piece of the barrel a thread was cut and a ring welded on near the muzzle. Both served as holders for an over-pushed, robust steel tube, to protect the barrel from damage during use. The tube is fixed in place by a screw. In the middle of the tube an air hole is drilled for ventilation

Panzerkreuzer of the Imperial German Navy in the Far East



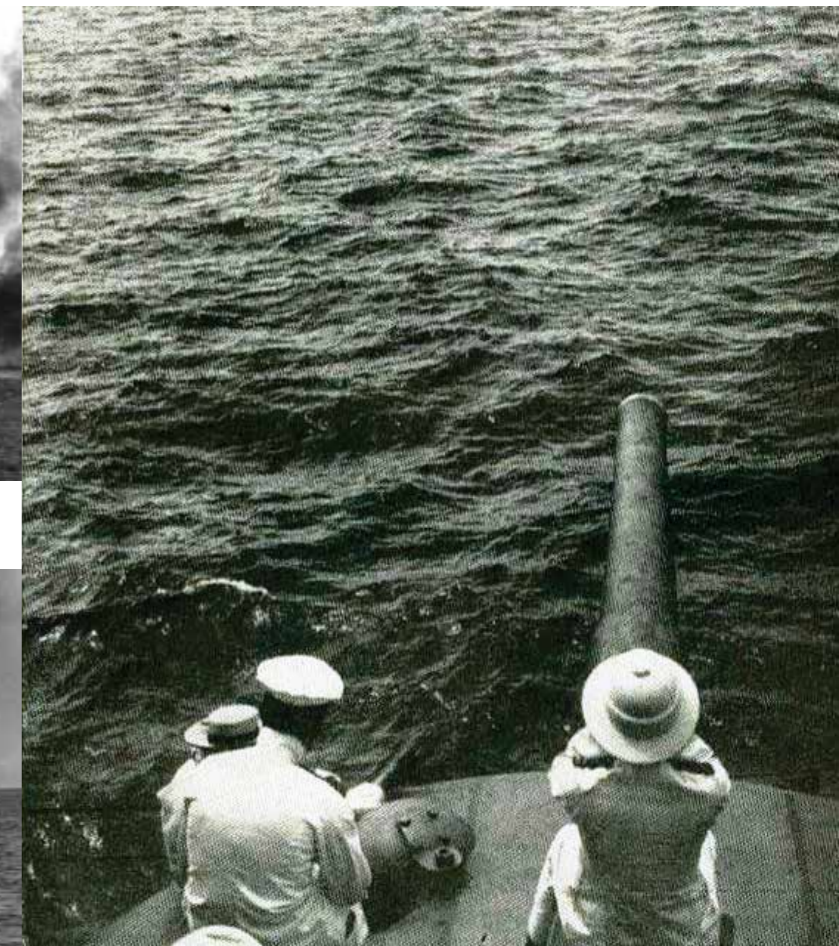
German Imperial Navy at sea



SMS Cormoran at Guam.



Practice-shooting Imperial German Navy



of the hollow space. At its front end the steel tube is turned down and an external thread is cut in. It was used for screwing on the so-called "Lagerscheibe / bushing disk". This disk corresponded exactly to the inner diameter of the gun's barrel and made sure that the training device's barrel was adjusted exactly on the axis of the bore. By replacing the bushing disk the training device could be used in guns of various calibers. According to regulation D.E. Nr.389 of 1906 the hub of the bushing disk "used with guns from caliber 24 cm upwards [...] is extended to a sleeve and stiffened by ribs". In practice, this was probably made in smaller calibers too, because this specimen has, despite its caliber of only 10,5 cm, also stiffening ribs at the bushing disk.

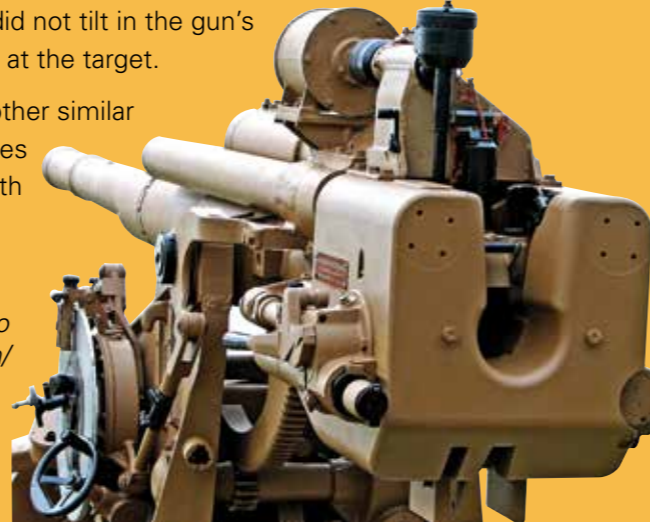
The training device was fixed to the gun's breech end with the help of a "Lagerstück / bushing piece". This part of mild steel is applied to the octagonal piece of the barrel and then clamped to the breech end with two wing screws. To fire the device inside the barrel, some modification was necessary. The trigger guard was bent ring-shaped around the eye of the trigger and could be activated by lanyard or electrical firing devices. The installation of the device is easy. The breech block is opened, and then the device is inserted in the barrel. According to official regulations the crew had to be extremely vigilant in ensuring that the bearing plate did not tilt in the gun's barrel. A bent bushing disk led inevitably to variations when shooting at the target.

This artefact appears to be the only surviving one of its kind. No other similar device has been traced in any museum or collection. All the devices from the Imperial German Navy are assumed to have been sunk with the German fleet at Scapa Flow or scrapped after that war.

Michael Heidler

Thanks to Al Houde of the U.S. Marine Corps Museum in Quantico (www.usmcmuseum.com) and the Navy Museum in Wilhelmshaven/Germany (www.marinemuseum.de).

This 10,5 cm gun SK C/32 L/45 shows the two retaining hooks. This gun is more modern (developed in 1932) and was used in torpedo boats and minesweepers from 1934..

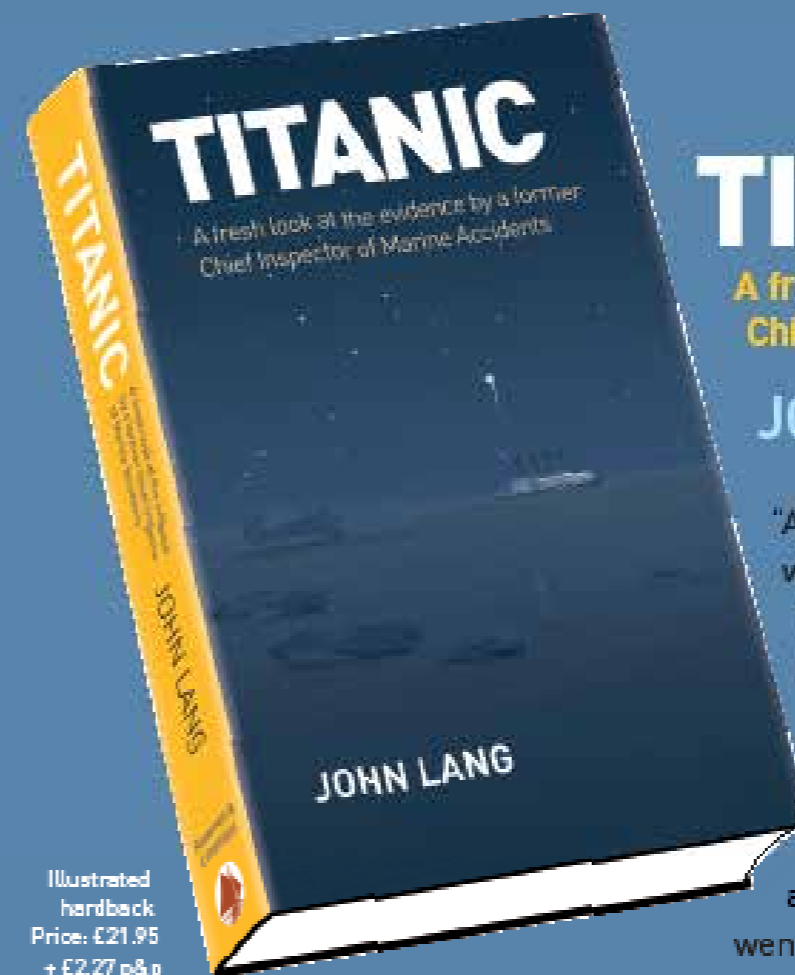


Guam-harbour indicating position of the sunken SMS Cormoran

The 1876 made Jägerbüchse 71 rifle was painted with a black anti-rust paint after the modification. The new serial number "27" can be seen on the side of the receiver.



Markings on the bushing piece of the JB 71 rifle, which was used as a basis for the device. The new trigger box was attached to the two screws on the underside.



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TITANIC

A fresh look at the evidence by a former
Chief Inspector of Marine Accidents

JOHN LANG

"Among the plethora of books written about the loss of RMS *Titanic*, none has come from the hand of so distinguished an author. Rear Admiral John Lang began his sea-going career as a cadet in the cargo ships of the P&O, commanded submarines and a frigate in the Royal Navy and went on to head the UK government's

Marine Accident Investigation Branch. This puts him in the prime position to examine the record of the *Titanic* with a forensic eye, to interpret the evidence with a seaman's experience, and to draw conclusions from which emotion is absent. Highly recommended."

- Captain Richard Woodman

"John Lang brings to this compelling story a fairness and objectivity that were lacking in the aftermath of the sinking, and he casts a fresh, seamanlike eye over the events of April 1912"

- Michael Grey MBE, Former Editor of *Lloyds List*

"Head and shoulders above the vast majority of the many titles published to coincide with *Titanic's* centenary"

- *Nautilus Telegraph*

"By far the clearest and most coherent picture ever published of what must have happened on *Titanic's* bridge, crow's nest, and boat deck"

- VA, USA

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BOOK REVIEWS

BRITAIN'S FUTURE NAVY

By Nick Childs

In his introduction Nick Childs, a well-respected reporter on defence matters, tells of how his editor suggested that he wrote a book on the future of the Royal Navy and he nearly said that it would be a short book. That sums up the dilemma that he addresses in this superb book – what is the role of the Royal Navy and what equipment does it need to fulfil this role.

Sir Jock Slater in his foreword says that at times the author is “intentionally provocative” and “perhaps a trifle cynical about conventional naval thinking”. Provocative – yes – but he tackles some of the cherished cornerstones of naval thinking head on. With chapters telling of the recent mismanagement of defence reviews and the future role of navies, he then tackles particular equipment issues – the carrier, T45, Astute and future hulls. Questions such as whether the Libyan intervention is a blueprint for the future with the accompanying reluctance of America to be actively involved, and what are the implications once the UK pulls its Army out of Afghanistan (a resurgence for maritime power?) are all food for thought.

The chapter tracing the development of the QE class carriers is well worth reading; it gives the clearest explanation –and rationale - of all the stages, warts and all. The book is still one step behind the latest twist – the selection of the VSTOL F-35B over the CTOL F-35C. The T45 is seen as horrendously expensive, but highly capable, and the same goes for the Astute. All this resurrects the familiar quality vs quantity debate, and what shape should the future Navy be. To an extent, that has been half answered with the funding of the T26 design. But there are still future minor war vessels to consider, and he has some thoughtful proposals for future auxiliaries – a mix of basic ships with role specific modular fits for support aviation, medical, repair ship etc.

I found this book very difficult to put down. Highly readable, the author has avoided the pitfalls of “acronym soup” and jargon. Challenging and stimulating this book is a must for anyone with the slightest interest in the maritime debate and the future of the Royal Navy – and should be compulsory reading for all MPs! I cannot recommend this book highly enough – a superb contemporary naval tour de force.

Peter Wykeham-Martin

FIGUREHEADS OF THE ROYAL NAVY

by David Pulvertaft published by seaforth publishing (hardback, 240 pages, £30)

This excellent book provides a fascinating account of one of the most decorative and colourful adornments of ships of the Royal Navy. The first English warships to carry ornate figureheads were built during the reign of Henry VIII and the tradition was continued up to the disappearance of the bow sprit towards the end of the nineteenth century. It is incredible to realise that over a period of three and a half centuries some 5000 figureheads were made for ships of the Royal Navy. The book starts by covering the carvers and their art, then moving on to collections, including that at Portsmouth. The main section of the book moves into the great era of British maritime supremacy during the Pax Britannica in the nineteenth century and goes into significant detail of figurehead themes and styles by subject type.

This is a big subject and fortunately the book provides a splendid thirty-four page figurehead directory and it is amazing to see just how much information David Pulvertaft has researched and catalogued. It is also encouraging to see that some two hundred figureheads are still surviving. For those fortunate to live within reach of a naval dockyard or museum there is still a reasonable collection of figureheads for them to see as set out in chapter three. The book has an interesting foreword by Admiral the Lord Boyce pointing out that there has been a revival of interest in such symbols of Britain's maritime heritage. The

book is extremely well illustrated with photographs, sketches and design drawings, though, presumably to keep costs reasonable only a limited number of the illustrations are in full colour. Most strongly recommended.

John Roberts

WAR AT SEA

A Naval Atlas 1939 – 1945 by Marcus Faulkner, published by Seaforth (Hardcover 275 pages at £50)

This unique and outstanding naval atlas of the Second World War is a magnificent book providing excellent coverage of the war at sea over that period. If a picture is worth a thousand words then these detailed maps must be quite an order of magnitude greater. The 225 beautifully drawn maps and charts created by Peter Wilkinson represent the full story worldwide with great precision and accuracy. The majority of the maps are based on updated versions of the original, official Admiralty maps produced shortly after the events. Subsequent research has enabled the maps to be corrected and modern cartographic methods have made the maps much clearer to understand, particularly the more complex operations. The whole project is an ambitious undertaking by Marcus Faulkner in his first book but he pulls it off establishing for himself a special niche in the masses of naval history books covering World War II. The book is enhanced by a very good overview of the conflict written by Andrew Lambert as an introduction.

The book is organised in a roughly chronological order so, as stated in the preface, it can be read as a complete history in itself or can be used as a reference for those concerned with a particular campaign or operation. There are, as with all books, a few minor errors, as the captains of Exeter and Achilles at the Battle of the River Plate are shown as Perry and Perry instead of Bell and Parry and not all will agree the battle was “inconclusive” but these will surely be corrected in the next edition. The book is sumptuously produced and will become an essential reference book in all naval libraries. I do hope this may set a trend for more such high quality naval and military atlases. Most highly recommended for both the historian and the general reader alike.

John Roberts

HMS VICTORY 1765-1812 – OWNERS' WORKSHOP MANUAL

(by Peter Goodwin, Hayes Publishing, ISBN 978-0-85733-085-7, £ 21.99)

It may surprise readers that Hayes' manuals, which are normally associated with car maintenance, should be publishing a manual about maintaining the Royal Navy's famous warship, HMS Victory. In fact this is not the first ship manual; Hayes has already published a similar book about maintaining the former Royal Yacht Britannia, now open to the public in Leith Harbour.

The author, Peter Goodwin, was appointed the first Keeper and Curator of HMS Victory in 1991. He was given the task of restoring the ship to her 1805 condition, no mean challenge. Since 1812, Victory has served in various training roles with much of her interior being stripped out. Thanks to Peter and the gang of dedicated Shipwrights, her interior has been successfully restored to that of a fully fighting warship at the time of Trafalgar. One example is that the forward hanging magazine has been reconstructed, based on knowledge gained from the Invincible (1758) wreck site's hanging magazine now at Chatham Historic Dockyard.

The book is superbly illustrated both with coloured photographs and Peter's drawings covering every aspect of the hull, masts and the 'miles' of rigging required to sail this 2162 ton vessel. Chapter Six,

titled “Sailing a Man-of-War”, provides some idea of the knowledge and expertise required to sail her and handle her 850 crew. Finally, the last chapter does explain the conservation problems of preserving a vessel with a life expectancy of only eighteen years to last indefinitely.

While outwardly she looked pristine for the 200th Anniversary of Trafalgar, there were very serious hidden problems. Peter Goodwin has retired and the new Curator has a mammoth task ahead. Today, she looks in a sorry state with her mast down, no figurehead which has been destroyed by internal rot, and it will be many years before she returns to her former glory as was seen in 2005.

John Bingeman

BRITISH WARSHIPS & AUXILIARIES - 1952

by Steve Bush (published by Maritime Books at £25) (hard back, 375 pages).

This Diamond Jubilee Commemorative Edition is an unashamed nostalgic trip down memory lane taking us back to the days when Britain still had a powerful Royal Navy with hundreds of ships, including five battleships and nineteen aircraft carriers. Britain had also started a substantial building and conversion programme as a reaction to the Korean War and the growing Soviet submarine menace in the early days of the Cold War. Steve Bush has assembled a marvellous collection of photographs, many from the Syd Goodman collection but also many of his own. He has also provided an excellent commentary on the ships and classes with plenty of interesting well researched background notes. It makes stark reading when compared with the Royal Navy of today. Anybody who served over the last fifty years or so will find it a fascinating refresher and will instinctively look for their old ships in the book. Nicely produced and well recommended – enjoy!

John Roberts

SEAFORTH WORLD NAVAL REVIEW 2012

By Conrad Waters, published by Seaforth Publishing at £30 (Hardcover 192 pages)

As stated in previous reviews in 'Scuttlebutt' Seaforth's World Naval Review is the ideal companion piece to the standard international annual reference work Jane's Fighting Ships. For the busy person who does not have time to plough through the mass of data in Jane's, and make their own analysis, this third edition of Seaforth's Naval Review, with its selective, executive style overview, does it all for them. The review is gaining in reputation with an expanding readership and it is now being co-published with the US Naval Institute Press. The 2012 edition, edited by Conrad Waters and written again by an impressive group of international contributors is again divided into World Fleet Reviews, Significant Ships and Technological Reviews. The initial brief overview, by way of introduction, sets the scene with some most useful data tables, though as stated, pure numerical comparisons are subject to “considerable hazard”. It adds that the most obvious decline in relative fleet strength over the past twelve months has been that suffered by the Royal Navy as the cutbacks announced in SDRS have been implemented in rapid order.

The World Fleet Reviews are divided into regional groupings, starting with USN and South America and finishing with Europe and Russia, the latter section including the United Kingdom. The Royal Navy is covered in a major eleven page section, which concentrates on the post SDRS developments and the Future Force 2020 concept. The section, written by Richard Beedall, sets out in some detail the shape and size of the Future Maritime Force stating that the first of the nuclear deterrent 'Successor' class should be under construction. He adds that though Ark Royal and the Harrier GR9 have been withdrawn a new carrier strike capability will have been created based on the Queen Elizabeth class and the Joint Strike Fighter. He also states that thirteen

Type 23 frigates will continue in service until the first of a new class of Type 26 frigates enters service in 2021 whilst six Type 45 destroyers replace the remaining Type 42 destroyers. There is a separate section on the Type 26 Global Combat Ship and it is planned to build one a year to a total of thirteen.

The Significant Ships section covers the British built offshore patrol vessels, the US amphibious assault ship USS Makin Island (LHD-8) and Sweden's Visby class corvettes. Finally the Technological Review covers developments in modern sonar, and a first class overview of world naval aviation by David Hobbs. Again the book is beautifully laid out to Seaforth's traditional high standard. It has many data tables and clear summary boxes, and is superbly illustrated throughout. In summary this book is a must for those wishing to keep up with world naval affairs.

John Roberts

SOVEREIGNS OF THE SEA: THE QUEST TO BUILD THE PERFECT RENAISSANCE BATTLESHIP

By Angus Konstam; published by John Wiley & Co, Hoboken NJ (2008)

Considering that Angus Konstam's thesis on pre-Elizabethan naval gunnery is described in the bibliography of Nicholas Rodger's 'Safeguard of the Sea' as 'One of the few serious contributions to a neglected subject', it's surprising that this book hasn't been published in the UK – and even finding a review written 'over here' isn't easy. But copies can be found in libraries and/or purchased via Amazon, and anyone interested in the 'pre-history' of the Royal Navy should do so.

The author ably outlines the interlinked technological development of the sailing-ship and artillery during the European Renaissance (ca. 1450 to ca. 1650), and the relationship between technical change and the contemporary development of naval tactics. His story begins with Henry V's GRACE DIEU (very much a 'medieval' warship) and ends with the completion of Charles I's SOVEREIGN OF THE SEAS (the model for the 'Ship of the Line'), but a great strength of this book is its breadth of coverage. Technical developments by all the major European maritime states are considered (as well as James IV of Scotland's GREAT MICHAEL of 1512, arguably the prototype 'Renaissance Battleship'); and in addition Konstam summarises not just well-known campaigns (e.g the Defeat of the Spanish Armada) but also earlier conflicts in the English Channel and the Baltic which were as significant – if not more so - to his theme.

Perhaps, if there's sufficient demand, we might see a British edition published.

Mark Brady

TITANIC

A fresh look at the evidence by a former Chief Inspector of Marine Accidents, by John Lang published by Seafarer Books (hard back, 299 pages, £19.95).

With the hundredth anniversary of the sinking of the RMS Titanic this year it is a good time to look back and reassess that infamous tragedy of the sea. Much has been written, romanticised, filmed and discussed over the last hundred years so it is most appropriate to have a fresh and authoritative take on this great maritime disaster by an expert on marine accidents. This excellent book is a timely reminder of the dangers of the sea despite man's best efforts to master it. John Lang has examined the forensic evidence with modern methodology and written a fascinating book. He begins with a comprehensive historical background followed by a very professional report setting out clearly the conclusions, causes and recommendations. He chillingly states that

the prime reason for the collision was the decision to steer a course towards an ice area on a dark night when they had more than enough time to steer a safer course to the south and still arrive well within the scheduled time in New York. It is ironic that Lloyd's List featured an article about ice in the North Atlantic on the very day Titanic sailed from Southampton. My only minor criticism is that some of the illustrations are not quite up to the high standard of Seafarer books. The book provides a masterly summary of the evidence and a clear insight into the tragic sinking. It is a most welcome addition to the many accounts of the Titanic.

John Roberts

THE END OF GLORY

War and peace in HMS HOOD 1916-1941 by Bruce Taylor

Written by the author of a major reference work on the HOOD, whilst this book is purposely more of a social history than a technical history, it is a wonderful insight into life onboard the "Mighty HOOD".

The opening chapter is the only really technical chapter covering HOOD's planning and construction and reminds us that constant design changes in capital ships are certainly nothing new. Her foreign cruises of the 1920s attracted enormous crowds around the world drawn to this symbol of British seapower, notwithstanding the comment from a junior officer was that they all got a bit bored with the continual port visits! The Invergordon Mutiny is sometimes airbrushed quietly out of naval history, and whilst the HOOD didn't play a leading role, there were more than grumbings from some of her ship's company, and the whole unhappy incident showed how out of touch the Admiralty was with feelings in the Fleet. Morale in the HOOD remained low, but unlike other ships, she was not paid off to remove the "rotten eggs", and was only lifted by good officers and leadership. If nothing else, the new Commander's simple 10 commandments that replaced the voluminous Standing Orders are worth reading. A new captain in the mid 30s wasn't so impressed and took steps to pull the ship out of peace time torpor and preparations for war started. Sadly, there was not time to give her the vital modernisation she desperately needed, and additional weapons plus a 20 year build up of paint meant that in 1939 she was "a foot further down in the water than her designed draught". Wartime, with additional personnel and the ship closed down for action meant that living conditions deteriorated, and early encounters with German aircraft highlighted poor damage control and the tired state of her boilers.

The account of her last action with Bismarck on 24 May 1941 includes eye witness accounts, recounting the ineffectiveness of HOOD's own main armament in the opening salvos and the massive explosion that tore through her aft section and her swift loss. The final few pages provide a fitting epitaph for the HOOD with her "sinuous strength and desperate fragility". Well researched with many contemporary accounts and photographs, this "biography" of a close knit naval community is highly recommended.

Peter Wykeham-Martin

HMS ARK ROYAL – ZEAL DOES NOT REST 1981 - 2011

By Alastair Graham & Eric Grove (published by Maritime Books at £29.99) (hard back, 234 pages).

This beautifully illustrated, detailed account of the career of the fifth Ark Royal over the last thirty turbulent years up to her decommissioning in March 2011 has been put together by a clever combination of a naval officer, who served in the ship, Lieutenant Commander Alastair

Graham and a naval historian, Eric Grove. The scene is set in chapter one by an excellent tour d'horizon setting out the background to the hugely successful Invincible class carriers, with the third, Ark Royal being accepted into the Fleet in 1985. Then, except for the two refit chapters, each chapter is introduced by a personal reflection from each of the twelve commanding officers, for the respective period covered.

The first half of the book, chapters 2 to 9, is substantially based on Eric Grove's two earlier books on Ark Royal, extensively up dated and covers the period 1985 to 2002. The second half of the book covers Operation TELIC in the Iraq War, where Ark Royal gained the Battle Honour "Al Faw 2003" and continues on to the sad story of 'Joint Force Harrier' and eventually the decommissioning of the FA-2 Sea Harriers in 2004.

Whilst the book contains a fair number of Service acronyms this poses no problem thanks to a most useful glossary right at the beginning. The book is fully illustrated throughout with a hundred superb full page colour photographs and over thirty black and white photographs. A high quality book covering the busy life of one of the Royal Navy's most famous ships, most strongly recommended.

John Roberts

REBUILDING THE ROYAL NAVY

Warship Design since 1945 by David Brown & George Moore, published by Seaforth Publishing at £19.99 (Soft back 208 pages).

First published in 2003 this book on post war warship design is the fourth and final in the late David Brown's classic series on the development of ships of the Royal Navy from the 1850s to the Falklands War. He wrote this final part in conjunction with the late George Moore, a contemporary researcher and writer on naval construction. This book covers the period when David Brown was a Naval Constructor; he retired in 1988 as Deputy Chief Naval Architect of the Royal Corps of Naval Constructors.

The book starts at a time when the Royal Navy comprised vast fleets of ships but the country was virtually bankrupt. The complex post war restructuring of the economy, defence policy and the Royal Navy had enormous impact on ship design. The book starts with the wartime legacy and then deals with developments based predominantly on the main ship types covering the demise of the cruiser and battleship and the development of carriers, frigates and destroyers and submarines and nuclear submarines, not neglecting minor war vessels and amphibious ships.

The book is well laid out with many ship plans and detailed appendices, and is splendidly illustrated throughout. This book is strongly recommended to all interested in the post war Royal Navy.

John Roberts



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HMS Victory calendar and Christmas cards

This year sees the first ever production of the official HMS Victory Calendar, along with a brand new design of Christmas card, full of all of the requisite snow.

The Calendar is A3 in size, set portrait style, with space to write one's appointments. We have been very fortunate to have some wonderful images to draw upon, and the quality of the fabulous product really needs to be seen to be believed.

The Christmas card is of a single design, a picture of HMS Victory in the snow taken at dawn, and viewed across the Starboard Arena, by the Museum's very own Head Technician, Bryn Jenkins.

The cards are available now in packs of 10 @ £5.99 per pack, and the calendars @ £12.50 each from the National Museum of the Royal Navy Shop, 02392 727590, or www.rnmuseumshop.co.uk

The standard Society discount of 10% applies, making each pack of cards £5.39, and each calendar £11.25. All Christmas card mail orders incur an additional £2.20 postage and packing per initial pack, and £1.25 per pack thereafter.

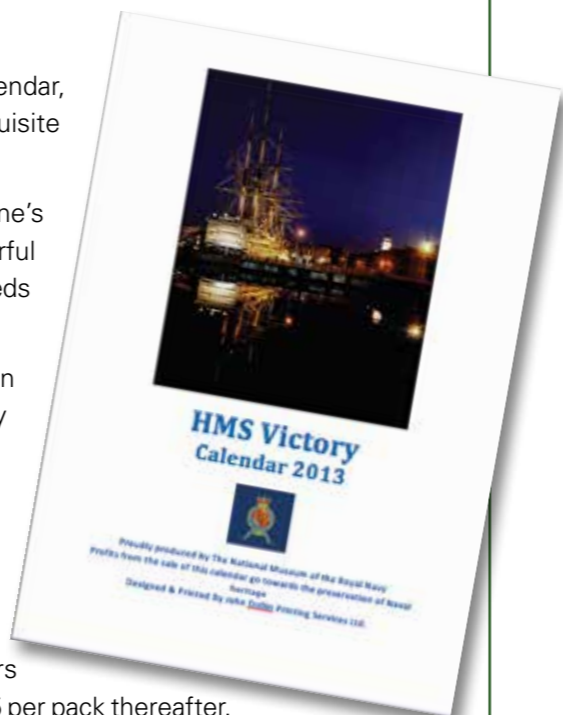
Calendars incur an additional £3.00 postage and packing each, and £1.75 per calendar thereafter.

Should you wish to avoid postage costs, just let us know and we will happily reserve either cards or calendars for you to collect and purchase at your leisure. Cheques should be made payable to 'Royal Naval Museum Shop'. Mail order applications should be sent to The Royal Naval Museum Shop, No 11 Store, Main Rd, HM Naval Base, Portsmouth, Hants. PO1 3NH.

These are all produced by The National Museum of the Royal Navy, and therefore all profits go directly back to fund the Museum, as it works towards the preservation and promotion of Naval Heritage.

I trust that you will find this a venture well worth supporting.

Giles Gould



Letters to the editor

Dear Editor,

I must congratulate you on the latest edition of 'Scuttlebutt'; it really is a most interesting magazine, which we in the 'CS Forester' Society thoroughly enjoy reading. We are particularly interested in the sailing navy and the Napoleonic Wars. There is nowhere better for learning about the naval wars of that period than the Royal Naval Museum, which we have visited on a number of occasions. We have also held an AGM in the Princess Royal Gallery.

On our last visit to Portsmouth, the museum and HMS Victory we also arranged to have an 1805 naval cannon fired, though this was carried out for us at Fort Nelson. The firing for the CS Forester Society can be seen on the internet at <http://www.youtube.com/watch?v=5bYRc0nm8WQ>. Hornblower was magnificently dressed in period costume and it was all closely watched by John Forester, son of CS Forester.

This year we helped the 'Swedish Horatio Hornblower Society' in their visit to England with their trip to the Royal Naval Museum and HMS Victory. They also joined us for our most successful AGM in Oriol College Oxford last month and told us how much they enjoyed their visit to the museum but were quite disappointed to see the Victory without proper masts. They were also disappointed they did not manage to visit the Mary Rose.

Each year the CS Forester Society concentrates on one of Forester's many books and the book chosen for next year is 'The Ship'. This is the story of the light cruiser HMS Artemis protecting a convoy from the Italian battle fleet in the Mediterranean in the Second World War and so our interest will switch to the twentieth century Royal Navy. Last year we visited HMS Belfast, a cruiser of that vintage. Further details of our activities are on <http://csforester.eu>.

Ludwig Heuse,
Chairman, CS Forester Society

Dear Editor,

Just a "heads up" to advise you of a new venture right outside Portsmouth Naval Base which I trust will be of interest to your readers.

Many people know me as their barber at "Mop Docs" here in the Portsmouth Naval base where I have been for some 15 years. Regular customers will also have seen my maritime artwork in the salon. Despite the recession - the time has come to expand and by the time you read this I will be established in a new venture right outside Victory Gate (the building was the former Tourist Information Centre). I am joining forces with the well know naval book and magazine publisher - Mike Critchley of Maritime Books in Cornwall. Between us we will have a fine display of naval & maritime art and the widest range of naval books available - many discounted - in the UK too.

It's a very exciting time for both of us - please pop along and say Hi one day and see what we have to offer. I'll be around Monday to Wednesday, and Mike from Thursday to Saturday (Closed Sundays).

Julia Pankhurst

Hello Editor,

With great interest I've read the article about Alfred John West in the Scuttlebutt, spring 2012. Especially one point is of my interest. There's mentioned the HMS Crescent cruise 1898. Do you know if the ship visited St. Helena during that cruise? I've found no information in the web. For me that's most probable, because of a panoramic postcard (part of a letter card) issued a few years later picturing the bow of HMS Crescent off Jamestown/St. Helena.

Alfred John West, who participated in that cruise, could be the photographer. To confirm the origin of the panoramic postcard (appended to my letter) I want to get information about the visit of HMS Crescent to St. Helena.

I would appreciate any help concerning that question, because I want to write an article about that postcard in our society journal, The South Atlantic Chronicle.

With kind regards

Klaus D. Hahn

Ship's lettercard HMS Crescent



SAVE THE ROYAL NAVY CAMPAIGN



An independent website and social media campaign

'Save The Royal Navy' (SRN) is an independent website and social media campaign, though not an organisation as such. Its main aim is to educate about Britain's need for a strong Royal Navy and to raise awareness of the dangers of allowing the navy to decline. Written in an accessible style, the site aims to engage the general public not just the naval expert. Founded in 2007, the site is run by Peter Sandeman, a civilian from a naval family together with a few contributors. Although the RN is aware of the site, the site is entirely unofficial, run on a shoestring budget and has no direct links with the MoD. There are 2 main themes;



(1) To highlight the good work, achievements and importance of what is being done by the RN today, despite its condition while countering the government spin that claims everything is 'just fine' in the face of drastic cuts.

(2) To push for the RN to be properly funded and for the cuts to be reversed, this will only happen if there is significant public and media pressure on politicians that are mostly 'sea-blind' and don't consider defence a vote-winner.

The associated Twitter feed (www.twitter.com/NavyLookout) has really taken off and this is where most daily effort is now devoted. Apart from the RN's official Twitter, this is now the leading voice on Twitter talking about the RN, Tweeting a mix of current RN news and comment, many of the tweets get re-tweeted so the number of people being kept informed on a daily basis and taking an interest in the RN is growing exponentially.

The RN is traditionally rather backward in coming forward when it comes to public relations and has sometimes been rather ineffective when making its case for ever-more scarce funding. While the culture of modesty, understatement and a 'can do' attitude are great assets for a naval officer on operations, this way of doing things can be a hindrance when dealing with government and media. The RAF has a powerful and organised PR machine and maintains a high visibility to the public. Understandably the Army currently has a good deal of media's attention and the nation's support with its operations in Afghanistan. Meanwhile the RN is largely out of sight and out of mind with much of its best work done over the horizon. The RN has attempted to improve its own PR recently but of course is powerless to directly resist cuts to its budget as it can't make open criticisms of its political masters. The SRN website and Twitter feed has the freedom to be outspoken, blunt and honest when commenting on the RN in a way that is absent from official communications. Hopefully the site is seen as informative, entertaining and sometimes able to say what RN personnel are privately thinking. (All information is sourced from the public domain so there are never any operational security issues). The internet and social media represents a cheap and accessible tool to help make the case for a stronger Royal Navy. Please visit www.savetheroyalnavy.org, comment on the articles, follow us on Twitter and contact us with comments or contributions to help to spread the word.



Pete Sandeman Editor: <http://www.savetheroyalnavy.org> <http://www.twitter.com/navylookout>

FRIENDS EVENTS PROGRAMME FOR 2013

TUESDAY 19th MARCH 6.30pm. Visit to HMS President, HQ of the Royal Naval Reserve. Tuesday evenings are when reservists attend for 'whole ship' events and we are privileged to be joining them to hear about the history and current operational activities of the RNR. They have asked for a reciprocal talk about the RNM and the Friends. Afterwards we are invited to the Wardroom for supper. Independent train travel to London - some may wish to stay overnight. There will be an opportunity during the afternoon to join a guided tour of HMS Belfast. The ship's facilities and visitor experience have recently been up-graded.

THURSDAY 25th APRIL. Morning visit to the Diving Museum in Gosport. After lunch in a nearby restaurant we will visit the Hovercraft Museum in Lee-on-the-Solent.

TUESDAY 14th MAY 7.00pm. Presentation in the Princess Royal Gallery on the Vector Aerospace Ltd helicopter servicing facility at Fleetlands by Trevor Pritchard, Director of Business Development.

THURSDAY 20th JUNE. Afternoon visit by coach to Old Alresford House near Winchester, once the home of Admiral Lord Rodney. Talk on Rodney, followed by a presentation on and tour of the extensive recently restored and re-planted grade 2 listed gardens. The impressive Rodney memorial is nearby.

WEDNESDAY/THURSDAY 11th/12th SEPTEMBER. Visit by coach to the National Memorial Arboretum in Staffordshire. This will include an overnight hotel stay, with a visit to Lichfield for the cathedral and a full day's programme at the Memorial.

OCTOBER (Date t.b.a.). Proposed joint event with Lockheed Martin UK Ltd.

If you wish to receive full details of the above events and booking forms please complete and post the form below or (email your details) to me at 17, St. Thomas's Street, Old Portsmouth, PO1 2EZ baynes.david@btinternet.com. If you have any queries please call me on 02392 831 461.

David Baynes, RNM Friends Events Organiser.

I wish to receive full details and booking forms for the 2013 events:-	
By post:	By email:
Name: (please print)	
Address	
Post Code:	Tel no:
Signature	
Email:	Date:

RESEARCH PROGRAMME 2012-13



Seminars presenting new research on aspects of naval history:

2012

- 10 October** 17.30-1830 Donald's Navy: The Royal Navy as seen through the work of iconic seaside postcard artist Donald McGill.
Mr George Malcolmson, NMRN
- 14 November** 17.30-1830 Carrier aviation versus land-based airpower: the birth of CVA-01, 1963
Dr Tim Benbow, King's College London
- 12 December** 17.30-1830 Blue Water Strategy and Queen Anne's Navy: The 1711 Expedition to Quebec
Dr Adam Lyons, University of Birmingham

2013

- 8 January** 17.30-1830 "C'est formidable, old boy." Mountbatten and the British view of the French at Suez, 1956
Dr Adrian Smith, University of Southampton
- 13 February** 17.30-1830 The Birth of British Navalism, 1707-1750
Dr James Davey, National Maritime Museum
- 13 March** 17.30-1830 The Royal Navy and the formulation of the 1981 Defence Review
Dr Edward Hampshire, The National Archives
- 8 May** 17.30-1830 The Life of Your Fleet: Volunteers and the Royal Navy during the Great War with France, 1793-1815
Mr Jeremiah Dancy, Lady Margret Hall, Oxford
- 12 June** 17.30-1830 Fisher's Battlecruisers: Trans-Atlantic Liner Killers or Global Power Projection Centrepieces?
Cdr Angus Ross RN (Ret), US Naval War College



Conferences:

2013

- 25, 26, 27 June** Naval Ports Towns Project Conference
(in partnership with the University of Portsmouth)
- This conference will explore the relationship between the Royal Navy, its dockyards and the towns and communities that surround them. It will bring together naval, cultural, social, local and urban historians to explore the impact the Royal Navy has had at a local and regional level and how these communities in turn influenced the Navy and its people.

- 6, 7 September** Recruiting the Royal Navy:
Press gangs, conscripts and professionals

This conference will explore how the Royal Navy recruited and retained its personnel from the age of sail to the modern Navy. It will showcase the latest social and cultural histories of the Navy's personnel, how they were recruited and how they lived during their service in the Navy.

To register an interest in attending these conferences contact Dr Duncan Redford: duncan.redford@nmrn.org.uk or write to: The National Museum of the Royal Navy HM Naval Base (PP66), Portsmouth, Hampshire PO1 3NH

Special lecture:

2013

- 19 July** First Sea Lord's lecture on Naval History and Strategy:
Law and war for the defence of trade
Professor Nicholas Rodger, All Souls College, Oxford

Attendance at this event is by ticket only.

To request tickets contact:
Emma Nash
emma.nash@nmrn.org.uk

or write to:
The National Museum of the Royal Navy
HM Naval Base (PP66), Portsmouth
Hampshire PO1 3NH

All seminars will take place in the PrincessRoyal Gallery, NMRN Portsmouth and are free of charge.

Researchers wishing to contribute papers on any aspect of naval history to the 2013-14 seminar series should email a title and a 300 word abstract of their proposed paper, plus a one page CV to Dr Duncan Redford at duncan.redford@nmrn.org.uk



friends
of the
Royal
Naval
Museum
and
HMS
Victory

MEMBERSHIP APPLICATION FORM

BENEFITS OF MEMBERSHIP

The primary purposes of membership of the Friends is to support the Museum and HMS Victory both financially and in other ways.

In addition members receive specific privileges to assist them in using and expanding their knowledge of the Museum, HMS Victory and the wider aspects of Britain's Maritime Heritage. These comprise:

1. Free admission to the National Museum of the Royal Navy, Portsmouth for the member, spouse plus up to three children.
2. Free admission to HMS Victory for each member (may be a timed ticket system): please check at the Visitor Centre on arrival.
3. Portsmouth Historic Dockyard is pleased to offer to The Friends of the Royal Naval Museum and HMS Victory a 20% discount on the Site Ticket for Members only on production of their membership card at the Visitor Centre.
The Site Ticket is valid for entry to HMS Warrior 1860, National Museum of the Royal Navy and Action Stations for 1 year (excludes return on special event days) and one entry to HMS Victory, the Mary Rose Museum and Harbour Tours.
4. Free admission to Royal Navy Submarine Museum for member only.
5. Free admission to Royal Marines Museum for member only.
6. Free admission to the Fleet Air Arm Museum, Yeovilton for member only.
7. Discounts (which are wholly at the discretion of the shops offering them) on purchases excluding books and spirits at:
 - (a) The Victory and Museum Shop
 - (b) Mary Rose Shop
 - (c) Nauticalia

8. Publications concerning the activities of the Friends.
9. Special tours to places of maritime interest as notified in the Bulletins.
10. Admission to lectures in the National Museum of the Royal Navy (special rates for Friends) and those organised by the Society of Nautical Research.
11. Access to the Library and Archives of the Museum by prior arrangement with the Librarian.
12. Associate Membership of the Royal Maritime Club including use of accommodation at competitive rates. Friends Membership card required to gain access.
13. Free admission to the National Maritime Museum, Greenwich.
Discount of 10% in Gift Shop. Access to Private Members Room.

Note: The Membership Card must be produced when claiming free entry or discounts.

For joint membership the above privileges apply for each member (single mailing).

GIFT AID

It is hoped that all UK tax paying members will help us by completing the Gift Aid Declarations on the reverse of the membership forms. As this has only to be declared once it will enable us to reclaim tax on all donations and subscriptions and thus significantly increase the value of all your contributions.

MAKE A DIFFERENCE IN THE FUTURE

Remembering the Museum in your will costs nothing now, but every gift given this way, whether large or small, will make a difference in the future.

The Friends of the Royal Naval Museum and HMS Victory
is a Registered Charity No. 269387

MEMBERSHIP APPLICATION FORM

*I/We wish to join the Friends of the Royal Naval Museum and HMS Victory as:

Single Annual Member £20 or more, annually
 Joint Annual Members £25 or more, annually
 Single Life Member £275 or more
 Joint Life Members £350 or more

*Please delete as appropriate

Full name and title in CAPITALS

Address

Post Code

Signature

DATA PROTECTION ACT

Solely for the purposes of publicising visits, a joint database has been created by a number of Friends' organisations in Portsmouth. If you do not wish your name to be included on this database please tick the box.

Please enclose a cheque for one year's subscription made payable to the Friends of the RN Museum and HMS Victory or, preferably, use the Banker's Order Form below. By completing the Gift Aid Declaration overleaf members who pay income tax can increase their subscription to the Friends substantially at no cost to themselves.

BANKER'S ORDER

Name & Address of Member's Bank

Please pay to the Friends of the RN Museum and HMS Victory
(Bank Account No. 10049576 • Sort Code: 16 19 28) Royal Bank of Scotland plc,
Fareham Branch, 1-2 Westquay House, 20 West Street, Fareham, Hants. PO16 0LH

the sum of £..... on the day of 20.....
and annually thereafter on the same day until further notice from my account

Account No. Sort Code:

Full name and title in CAPITALS

Address

Post Code

Signature Date 20

Please sign and return this form to Executive Secretary, Friends of Royal Naval Museum & HMS Victory,
National Museum of the Royal Navy, HM Naval Base (PP66) Portsmouth, Hants PO1 3NH

GIFT AID DECLARATION

If you pay tax in the United Kingdom, please complete this Gift Aid Declaration. This will enable the Friends to reclaim income tax on your donation, adding one quarter to its value at no cost to you.

(Please note: to save administrative costs, income tax will only be reclaimed on donations totalling £10 or more in any one financial year.)

I declare that all donations made by me to the Friends of the Royal Naval Museum and HMS Victory on or after 6th April 2010 are to be treated as Gift Aid donations.

I confirm that I pay income tax or capital gains tax in the United Kingdom at least equal to the tax that the Friends of the Royal Naval Museum and HMS Victory will reclaim on my donations. I will advise you if this ceases to be the case or if I change my name or address.

Signed

Date



MAKING A GIFT IN YOUR WILL

I am considering making a gift in my will in support of the friends. Please contact me.

Signed



friends
of the
Royal
Naval
Museum
and
HMS
Victory

PRESTIGIOUS AWARD FOR 'SCUTTLEBUTT' WINNERS OF THE 2012 BAFM AWARD

The Friends of the Royal Naval Museum and HMS Victory have won national recognition for the magazine 'Scuttlebutt'. The magazine was selected by the Chairman and the Panel of Judges of BAFM (the British Association of Friends of Museums) as this year's winner of the section for groups of over five hundred members. The judges congratulated the Friends on producing "a very interesting and informative publication, well illustrated and with an attractive layout." Having come second in 2011 the Friends were naturally delighted to be chosen as outright winners of the prestigious award for this year.

This is indeed worthy acknowledgement for the work put in by all of the contributors, that make the magazine such a good read, as well as the editor and not least the excellent work by the team at Studio 6 in Wickham who do all the design and printing.



Dr Elizabeth Mackenzie, Vice-President of BAFM presents the winner's cheque and certificate to Lieutenant Commander John Scivier, Vice Chairman of the Friends.



“a very interesting and informative publication, well illustrated and with an attractive layout”

The awards ceremony with His Royal Highness the Duke of Gloucester took place at the annual BAFM conference in the Towner Exhibition Centre in Eastbourne in late September. Vice-Chairman of the Friends, Lieutenant Commander John Scivier, attended the ceremony to collect the award on behalf of the Friends. The Vice Chairman said 'It was an honour to be able to represent the Friends and to collect this prestigious award that reflects so much on the hard work and dedication of those that make Scuttlebutt come to life.

As well as the certificate, the Friends also received a much appreciated cheque for £250 to add to the coffers. John is pictured receiving the award and the cheque from Dr Elizabeth Mackenzie, Vice-President of BAFM.

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