



AUTUMN 2011

ISSUE 43

Scuttlebutt

Scuttlebutt is the bulletin of the Friends of the Royal Naval Museum and HMS Victory



Graham Dobbin, Chief Operating Officer
cuts the Centenary Cake.

**THE
NATIONAL
MUSEUM
& HMS VICTORY**



National Museum of the Royal Navy,
HM Naval Base (PP66)
Portsmouth PO1 3NH

Telephone: 023 9272 7562 • www.royalnavalmuseum.org

Charles Miller Ltd

Specialist Auctioneers of

Maritime and Scientific Models, Instruments & Art

~ Sales held every April and October ~

Next Sale Wednesday 26th October 2011



Charles Miller Ltd, 25 Blythe Road, London W14 0PD

Email: enquiries@charlesmillerltd.com Tel: +44 (0) 207 806 5530

www.charlesmillerltd.com

The launch of H.M.S. Amazon at the Thornycroft yard, 1908, part of an archive, sold for £5,400, April 2009

Scuttlebutt

Bulletin of the Friends of the Royal Naval Museum and HMS Victory

CONTENTS

Council of the Friends	4
Chairman's Report <i>Commodore Peter Wykeham-Martin</i>	5
News from the National Museum of the Royal Navy (Portsmouth) <i>Graham Dobbin</i>	6
Reflections on the Centenary Celebrations from an American Perspective <i>Sally McElwreath Callo</i>	8
Friends Bursary: Washington Trip 7th - 15th May 2011 <i>Richard Noyce</i>	10
Steam Pinnace 199 Update <i>Ivan Steele</i>	16
Trafalgar War Game <i>Paul Waite</i>	18
Duncan Redford joins the NMRN <i>Duncan Redford</i>	20
The Queen Elizabeth Battleships <i>John Roberts</i>	21
Book Reviews	28
Friends Events and Booking Details	32
New, Found Treasures	34
A Victorian Christmas	37
Christmas Cards	38
What's On? Forthcoming Events at the National Museum of the Royal Navy (Portsmouth), HMS Victory and the Royal Marines Museum	38
Benefits of Friends Membership	41

Editor Roger Trise 023 9225 1589

Assistant Editor John Roberts 01329 843427

Head of Development & Fundraising NMRN Julian Thomas 023 9272 7562

Design & Print Studio 6 Wickham 01329 832933

Advertising SDB Marketing 01273 594455

Scuttlebutt

THE COUNCIL OF THE FRIENDS OF THE ROYAL NAVAL MUSEUM AND HMS VICTORY

Patron: Admiral HRH The Prince of Wales KG, KT, GCB

President Lord Judd

Chairman Commodore Peter Wykeham-Martin Royal Navy

Vice Chairman: Lt. Cdr. John Scivier RN

Executive Secretary & Treasurer Mr Roger Trise

Honorary Secretary Dr Campbell McMurray OBE

MEMBERS OF COUNCIL

Lieutenant Commander Nicholas Bates, Royal Navy

Mr David Baynes – Volunteers Co-ordinator

Lieutenant Commander Mark Brady, Royal Navy

Lieutenant Commander Clive Kidd, Royal Navy

Mr Christopher Knox

Captain John Roberts MBE, Royal Navy

Mr Ivan Steele – Steam Pinnacle 199 Project

Mr Paul Woodman

EX OFFICIO MEMBERS OF COUNCIL

Commander John Bingeman, Royal Navy – Society of Nautical Research

Mr Graham Dobbin – Chief Operating Officer NMRN

Mr Julian Thomas – National Museum of the Royal Navy Friends Liaison

Lieutenant Commander Oscar Whild, Royal Navy – Commanding Officer HMS *Victory*

Councillor Rob Wood - Portsmouth City Council

Councillor Chris Carter – Hampshire County Council

Executive Secretary

Roger Trise (023 9225 1589) rnm.friends@btinternet.com

Head of Development & Fundraising NMRN

Julian Thomas (023 9272 7562)

National Museum of the Royal Navy, HM Naval Base (PP66), Portsmouth PO1 3NH

www.royalnavalmuseum.org

CHAIRMAN'S REPORT

Life in the Museum has certainly not been dull since the last edition of Scuttlebutt. A key milestone was the completion of work by your Council on looking at our work and seeing where we needed to take action to keep pace with developments in the National Museum of the Royal Navy. This work, which purposely did not involve rafts of sub committees and accompanying bureaucracy, was led by individual Council members leading on specific subjects and pulling together the various strands of our current work. Council then considered these brief summaries and decided where we needed to act – and where we didn't. It was a very valuable "navel gazing" exercise and we now have a clear set of guidelines against which to progress.

Inevitably one of the key subjects covered was the name and aim of the Friends, not least because we need to make sure that we comply with the Charity Commissioner's rules. We decided that we would not change anything at this stage but merely amend our aim to "support the National Museum of the Royal Navy at Portsmouth and HMS VICTORY". There was unanimity that we should retain our independence and local focus – our intention being to work in concert with the National Museum and the Friends of the respective elements of the Museum. Amongst the areas we discussed was membership, and we are actively recruiting both in the serving Fleet and the local community. We are also bringing back curatorial evenings, with the first planned for Tuesday 11 October.

The AGM in May was well attended and after the meeting we enjoyed a reception on board HMS VICTORY after the meeting. There is no doubt that one of the great privileges of being a Friend is being able to use the ship to support our activities. The major refit of the ship is about to start with the striking of her masts, and whilst she will not be in her full glory for a while, it is reassuring that progress is now being made to continue her preservation. One key feature of the ship that is still lacking is the figurehead and the

Council keeping a close eye on the future for this iconic symbol.

A key event was the visit of our Patron, HRH the Princess Royal, to mark 100 years of the Museum in Portsmouth. It was a wonderful occasion and what impressed all those of us fortunate enough to attend was her knowledge of the Museum and her vision for the future. As one would expect from our Patron, it was clear and concise! A more disappointing piece of news has been the failed survey of Pinnacle 199. This very visible example of our naval heritage needs an expensive refit and we will be working with the Museum to see how we can help bring her back into service.

I would like to record my thanks and those of the Council to Alan Aberg who has stood down after many years, both representing the SNR and as a Council member. His extensive knowledge of maritime heritage and his guidance has been a great asset to the Friends.

I would also like to welcome John Scivier as our new Vice Chairman. John has two important assets – as a former Commanding Officer of HMS VICTORY and a serving officer, we now have a wealth of experience and "door opening" ability to tap into.

Finally, Scuttlebutt continues to evolve and this edition includes a report of Richard Noyce's trip to the US – with help from a Bursary from the Friends – and an article by John Roberts on the Queen Elizabeth Class battleships.

Peter Wykeham-Martin

Chief Operating Officer's Report

On 29th June 2011, the following message was received from Her Majesty The Queen:

"Please convey my warm thanks to the Trustees, staff and all involved with the National Museum of the Royal Navy for their message of loyal greetings, sent on the occasion of their reception and dinner which are being held today to mark one hundred years of the public presentation of Naval Heritage in Portsmouth Dockyard.

I much appreciate your kind words and, in return, send my best wishes to all those who are present for a most memorable and enjoyable day"

Elizabeth R

It was an honour to receive this message from HM The Queen and was one of many highlights during our Centenary Week

The week kicked off with our Armed Forces Day Wartime Tea on Saturday 25 June which is an annual event and one which I know many veterans look forward to. When it started several years back this was held in the Colonnades and was a relatively low key event. Last year we moved it to the Victory Arena where it has flourished and now, as well as the wartime tea, includes events such as wartime dancing (Lindy Hop) and singing, an operational field kitchen, cooking demonstrations based on authentic wartime recipes, military vehicles and people were given the opportunity to have their hair and make-up done in authentic 1940s style

On the day following we held our big arena birthday party. This was very much aimed at families and included a bouncy castle, inflatable jousting, Punch & Napoleon, giant Connect 4, a giant bouncy castle, various bands and dancing and culminated in the cutting of the giant birthday cake. This

was a brilliant day with a wonderful party atmosphere throughout – I manned the candy floss machine for four hours and ended up covered in the stuff!

For both of these events we relied very heavily on our wonderful pool of volunteers and thanks go to David and his team for all that they did in making both events such successes.

☉ On 29th June we welcomed our Patron, HRH The Princess Royal to two events held at the Museum. In the afternoon she came to unveil the stained glass window in the Victory Gallery which we commissioned to commemorate the Centenary – for those of you who haven't seen it as yet I urge you to do so as soon as possible as it is truly stunning – and the Society of Friends are one of the organisations to be commemorated. In her opening remarks, Her Royal Highness paid tribute to the Society of Friends and then went on to meet 100 people including representatives from the Friends. This was a very relaxed occasion – cream tea was served – with almost 200 people present.



The Princess Royal meets Ross Pringle the creator of the Centenary Window

The Princess Royal meets members of the Friends Council



Admiral Sir Jonathon Band welcomes the Princess.

In the evening Her Royal Highness returned for a formal black tie dinner in the Princess Royal Gallery. This was attended by 100 people including the Society's President, Chairman, Treasurer and Secretary and was another magnificent evening and a fitting way to commemorate 100 years of the Museum's history. Both events were also attended by family members of Mark Pescott Frost who was the driving force behind the creation of the Dockyard Museum in 1911 and also by John and Mary McCarthy representing Lily McCarthy. Her Royal Highness spoke at this event as well and whilst paying tribute to all of the people and organisations who had played key roles in the last one hundred years,

the emphasis was most definitely on looking forward to the next one hundred years and the need for all present to continue to support the Museum and its aspirations for the future.

☉ Other Centenary Events include the day that Stamshaw School took over the running of the Museum for the day and the opening of the New, Found Treasures exhibition which runs until the end of this calendar year. The latter is an exhibition of new pieces of art based on the Museum's Collections which have been especially commissioned by the Museum. These are not the more traditional 2D "oil on canvas" artworks but utilise a host of materials and inspirations and are certainly fascinating to look at and merit time to "stop and linger". Hopefully you will all find time to view these before the exhibition closes in December.

And so, after the excitement of the Centenary it's back to the day job!

Our main focus at the moment is getting the Round 2 Application for our modern navy re-development to HLF by 5 August – a lot of work has gone into this application and we remain confident of a successful outcome

although we won't know the actual outcome until much later this year. A special evening event is being held for Friends on 11 October when our development plans will be presented to you all.

A new display about HMS Victory's current maintenance work will be opening in the space now vacated by the shop in September, we will be finalising our events programme for 2012 which, for the first time in many years, is likely to include a series of early evening academic seminars and, as a Trustee of the American Friends of the Museum I will again be attending the Pickle Night Dinner held in the New York Yacht Club – Admiral Sir Jonathon Band is this year's guest speaker.

Mention should also be made about how thrilled we were to be short listed for the Art

Fund prize for museums and galleries (Clare Award) for the Museum's Face to Face Project where we taught children how to interview people and then filmed them interviewing selected veterans – the questions the children asked were all their own! This was a really exciting project and to be shortlisted for such an award is a real achievement. Unfortunately, we didn't win on the night but congratulations need to go to Deborah, Claire and all of the team for yet another imaginative – and thought provoking – project. As they say – never a dull moment!

GRAHAM DOBBIN

CHIEF OPERATING OFFICER

25 JULY 2011

REFLECTIONS ON THE CENTENARY CELEBRATIONS FROM AN AMERICAN PERSPECTIVE

Retired Rear Admiral Joe and Captain Sally Callo, Trustees of the American Friends, attended the Centenary Celebrations and wished to share the following observations. We were part of the 'American party' which also consisted of two Trustees of the American Friends, four Trustees of the National Maritime Historical Society (including NMHS chairman

Joe & Sally Callo at the restored HMS Trafalgar figurehead



Ron Oswald who serves on the New York City Pickle Night Dinner Committee), and Jay and Jodi DeLoach. Rear Admiral DeLoach is the Director of the U.S. Naval History and Heritage Command.

During our stay, we had a busy schedule of meetings with Museum trustees and staff, designed to inform, update and plan, and visits to other attractions. The highlights were of course the afternoon reception and the evening dinner with HRH The Princess Royal.

We are pleased to offer the following thoughts

1. As Joe has said to Graham, "there was a singular element woven through the events: a unique spirit of teamwork. That teamwork will be of special value to the advancement of the National Museum of the Royal Navy and the 'special relationship' between the U.S. Navy and the Royal Navy." All of us were impressed with that team spirit exhibited by all at the museum.

2. Throughout the visit, we were all felt to be most welcome. In addition to Graham's



The American party enjoyed a tour of the harbour courtesy of Serco

extraordinary planning and the execution of the centenary event, we know that Graham is responsible for the tone that was carried throughout.

3. We were pleasantly surprised when, in her remarks at the afternoon reception, the Princess Royal thanked the American Friends for their support. We were one of only three groups that she mentioned, and given the long standing contributions of the other organizations named, we felt we were in some way equalized by the expression of thanks.

4. We visited with the Children's Learning Center and were extremely impressed at what they are doing. American Friends provided five laptop computers to the Center and they are used as tremendously creative learning tools. Importantly, the Museum's philosophy in a time when history as a subject is being downplayed is that the center is making naval history relevant to other subjects that are being taught today. For example, they are using naval history to teach geography, mathematics, etc. They have a substantial audience of more than 27,000 children of all ages participating at the center, with additional numbers participating through other programs outside the Center.

5. The figurehead restoration project that American Friends led turned out very well.

The figurehead of Nelson from HMS Trafalgar was in sad shape and has now been restored to its former glory. Thousands of visitors to HMS Victory pass by this figurehead every year. There is a very nice sign adjacent to the figurehead which thanks the American Friends. The project was funded with generous contributions by private American donors, including Peter Fleming, David Fleming, Lily Fleming Norton and Dean Bedford, who are children and grandchild of long time benefactor Lily Lambert McCarthy. American Friends Trustee Angela and her husband James Plowden Wardlaw and Boothbay Harbor Shipyard owner Terry McClinch were also generous donors.

6. The visit to HMS Victory reminded us that the ship is now being offered on a limited basis for special events. One of the attendees at last year's Pickle Night Dinner (having been seated next to Graham) has committed to having a dinner on the ship next year.

Thank you to Graham for your considerable efforts in making the American Friends welcome.

Respectfully submitted by
Sally McElwreath Callo
SECRETARY/TREASURER

Trip to Washington DC 7-15th May

The purpose of this visit was primarily to meet fellow curatorial staff at the US Naval Museum and Heritage Command and to discuss procedures for possible loans between our museums. In addition it was an opportunity to identify any individual artefacts that maybe available for loan. It is of course much better to know the people you will be dealing with in person rather than from an anonymous name on an email or letter and vice versa! The trip was funded by a bursary from the Friends so thank you!!

After arriving late on Saturday evening, thanks in part to a two hour delay to get through US immigration, I had a free day on Sunday to acclimatise and view some of the main tourist attractions such as the White House, Congress and the excellent Smithsonian Air and Space Museum. Early on Monday morning it was time to get down to business proper and meet the curatorial staff of the Naval Heritage Command based in Washington Navy Yard. Frank Thompson the Chief Curator had arranged a very full

programme for the week.

The Naval History & Heritage Command (NHHHC) is the central resource for the US Navy for preserving the heritage of the service and includes eleven Navy museums nationwide and the USS Constitution in Boston. I was introduced to the curatorial team at their weekly Curatorial Meeting and had a welcome meeting with the Director of NHHHC Rear Admiral Jay DeLoach before being shown the displays of the Navy Museum. The museum itself is quite a traditional naval museum with lots of very large and very impressive ship models (largest is 40ft in length) and fewer interactive or high tech gismos associated with many museums today but this did not detract from the high quality of the artefacts themselves. Lack of funds to redevelop the displays is partly due to a new Cold War Gallery which was being constructed in a nearby building and which has since now opened. Although very much still under construction when I visited, the new Cold War display brings the museum up to date both in terms of storyline and technology. Displays include



The US Navy Museum Washington Navy Yard

an entire Ops Room and living quarters removed from a nuclear submarine and a Trident missile! An exact replica of an aircraft carrier aircrew briefing room will double up as a classroom for visiting school groups. There is also an impressive collection of handmade aircraft models funded by their original pilots who each donated \$200 to cover the costs of each model. Contributors include Neil Armstrong and George Bush amongst others. Access to the museum is on production of any photo id at the main gate to the yard when a paper day pass is issued. This doesn't appear to be a major stumbling block to visitor numbers although there is little advertising around Washington compared with other attractions.

The tour of the displays of the Naval Museum was unfortunately curtailed due to an afternoon appointment with the naval attaché Commodore Eric Fraser at the British Embassy on the other side of Washington. Commodore Fraser had kindly agreed to meet me to discuss ways the Royal Navy on the spot can assist. With 750 naval personnel serving in the US Commodore Fraser was very keen to support inter museum co-operation and requested we keep him updated with progress and news relating to the NMRN which he can then circulate and publicise within the US. During our conversation the Commodore drew my attention to a lady walking across the car parking carry what appeared to be a very large bottle of Gin or something similar. Apparently she was one of the MI6 contingent who had obviously just had a difficult meeting with her CIA counterparts!

Tuesday was the first of several excursions outside Washington. Frank had to host a naval inspection team so had arranged for one of the collection Curators Julie Kowalsky to take me to the Naval Academy Museum at Annapolis. Julie had actually only visited the Museum at Annapolis once before and had items to deliver so was just as interested as myself. Julie is also British so was glad of the support in terms of explaining some of the idiosyncrasies of the English language to her American colleagues and for which she has endured much mickey taking!! It was also

bizarre driving to Annapolis listening to Radio One via satellite a small luxury she insisted on when she moved to the US. She was also grateful for the stock of Milky Way chocolate buttons I had been asked by Frank to bring over for "the Brit"!

Annapolis, 33 miles east of Washington, is the home of the US Naval Academy the US equivalent of Britannia Naval College. The main difference is that graduates of the Academy leave with a degree after four years. The Associate Director of the US Naval Academy Museum is Jim Cheevers who is a wealth of experience and knowledge having been at the Academy since the 1970s. The Museum underwent a major refurbishment a few years ago and welcomes over 100,000 visitors a year. It houses a fantastic collection of swords, uniforms and the Beverley R. Robinson ship model collection. This collection on a dedicated floor of the museum includes a large collection of prisoner of war bone models and yes models of HMS Victory! Other significant artefacts include the table used to sign the Japanese surrender on USS Missouri in 1945, which originally was due to have come from HMS Duke of York until it was realised that all the tables were fixed to the deck! Artefacts from significant graduates of the Academy are displayed including the uniform of former President Jimmy Carter who is still a regular visitor as is Neil Armstrong who signed a model of the Apollo rocket during a visit to the museum two weeks before me. I wasn't asked to sign anything though!

After lunch Jim took us for a tour of the Academy itself. The crypt of John Paul Jones the famous founder of the US Navy during the Revolutionary Wars 1775-1783 is a major tourist attraction. His remains were interned in the crypt of the chapel in Annapolis in 1913 having originally been buried in France. Visits to the Academy are encouraged and like Washington Navy Yard production of photo id for over 16s will allow access into the Academy Grounds and museum 9-5. As a result the grounds felt more like a Park than a military establishment with local costume interpreters showing numerous groups of school children

around intermingled with cadets in uniform walking between classes. A large figurehead from USS Delaware depicting an Indian was sporting a green felt Irish looking cap. Apparently it is tradition that first termers have to try and place a cap to represent their class on the top of a nearby polished marble obelisk memorial without the assistance of ladders or cranes. Second termers try to prevent them doing this by all means possible such as using fire hoses to wash blast them off! The Irish cap on the figurehead was a result of inter class rivalry. Also following tradition students on their way to exams will try to throw a quarter into the arrow quiver for luck. The dining hall in the main academy building was impressive as it seats all 4,000 students at the same time! One place is left permanently set in the centre of the hall in memory of those graduates who have not returned. Graduation ceremonies are so big they are held in the football stadium as there are 20,000 guests!

Wednesday was another full day excursion to the new and ultra modern Marine Corps Museum at Quantico south of Washington. The Museum does not fall within the remit of the NHC but Frank wanted to show me what you can do with a bit of money! Our host for the day was the Registrar Stefan Rohal although we were joined for lunch by the Director Lin Ezell in an authentic recreation of the Marines favourite drinking tavern.

The Museum was dedicated in 2006 having moved from the Navy Yard in Washington after occupying a very modest space on the first floor of one of the stores. Funding was provided by a public-private venture between the USMC and the Marine Corps Heritage Foundation. The foundation initially raised \$60 million dollars to build the Museum building while the Marine Corps provided approximately \$30 million towards the design of the building, the exhibitions and the daily management of the Museum. The Museum building was designed to evoke the dramatic flag-raising at Iwo Jima (the original flag is on display in the museum). I visited the Iwo Jima memorial at Arlington that evening as part of my 'after work' sightseeing. The architects and

exhibition team visited Iwo Jima and Mount Suribachi, German WWI trenches, Japanese tunnels at Guam, even experienced boot camp and lived for a few days aboard ship to try and get some sense of what it meant to be a Marine (maybe our exhibition team for the twentieth-century wing should do the same thing)! The result is over 2 million visitors to date and I have to say the Museum is stunning!!

The theme throughout the eight main galleries surrounding a large airy atrium is that it takes "Every Marine" to complete a mission. This is portrayed through a mixture of artefacts and weaponry, modern interactives and very large walkthrough dioramas. You can stand in a booth and experience audio of a real Drill Instructor shouting orders at you or you can even have a go on a rifle range (firing a laser not bullets). The figures used in the dioramas were actually moulded from real Marines posing in position while a wax mould was taken. They are extremely realistic but when I asked how much they cost the



The US Marine Corps Museum at Quantico

answer with a grin was "a lot"! Rather than use actors in a film about the WWI attack on Belleau Wood, Marines who had been under fire in Iraq and Afghanistan were used. When the German machine gun opened up with blank ammunition no training was required! Unusually for a museum there is no reserve collection as such because everything is on display and there are also very few loan items. The old museum collection was absorbed and the remainder provided from within the USMC



Richard signing in at the Naval Surface Warfare Centre at Carderock

and veterans. Serving Marines are detached from Quantico to act as hosts in the Museum alongside civilian and volunteer counterparts. Initially the Marines ordered to "do a stint" at the Museum are often reticent but soon warm to talking to visitors especially the veterans of which there are many.

Thursdays visit was to the Naval Surface Warfare Center at Carderock near Langley a short drive to the north western outskirts of DC. This meant that there was time to look at the collections at NHC in more detail first thing. The curators had been scratching their heads trying to find potential items of interest for our new twentieth-century galleries. There were lots of potential items but whilst looking around the store I spotted two burnt out computer towers on a shelf. When I asked what they were I was told they had been removed from the Pentagon following the attack of 9/11. Their Naval Officer owners had not been in the office at the time and had survived. Frank had been asked to visit the Pentagon several weeks after the attack to remove items which maybe of historical value in the future and several items have been collected. The NHC also hold a vest reputedly worn by Nelson and a brief case gun removed from one of Saddam's palaces as some of their more bizarre items!

Carderock is home to the NHC's Curator of Ship Models Dana Wegner. Along with a small team of in house model conservators Dana conserves over one hundred models a year and moves over 400 a year which considering a large number are 30ft plus

in length is no mean task! The collection includes both static and working models that have been acquired since the USN began collecting in 1883. At the same time the Navy began a tradition of building one or more major exhibition models to represent new classes of ships with the result that there are now over nineteen hundred in the collection. Models were often sent to trade fairs including overseas and as such designed to be repaired more than once. Dana had visited our collection in Portsmouth a few years ago for a 'behind the scenes tour' with a group of model conservators from West Dean College. I had hosted the tour so it's a small World! Dana was also delighted to show me the collection as he rarely sees visitors due to location more than anything else. In the absence of Neil Armstrong I was asked to sign the VIP visitors book!

The collection is housed at one end of the The David Taylor Model Basin. This is a huge tank to test hull design along the lines of the tank at Haslar. The big difference is that the Carderock tow tank is huge 1,188 feet long, 100 ft wide and 20 ft deep. The whole tank is covered with a bomb proof, arched concrete roof to prevent natural light which would stimulate algae growth. The first model basin 470ft long was located in Washington Navy Yard but the shifting banks of the Anacostia River meant that there were very slight changes both in the level of the tank and the rails on which the towing vehicles ran. The basin at Carderock was built onto Granite to prevent movement and since 1939 when the basin was opened no movement has been detected (the level of the rails are checked each week by laser). Due to the nature of the work it was strictly no cameras in the basin area and it did feel a bit like a James Bond set! Departments at Carderock have their own golf buggy for driving around the site and on the way to lunch we passed a Patriot Missile which I thought was a static display but turned out to be fully operational, a legacy of 9/11.

The final excursion was to the World famous Mariners Museum at Newport News, Virginia, America's National Maritime

Museum, a three and a half hour car journey to the south of Washington. The Mariners Museum is one of the largest Maritime Museums in the World with over 35,000 artefacts. The Museum also houses the Monitor Conservation Center which conserves and displays artefacts recovered from the wreck of the Civil War Ironclad USS Monitor. The Museum is a private enterprise founded by the Billionaire Archer Milton Huntingdon in 1932. He bought the land, some 800 acres and in addition to building the Museum, library and stores he also created a nature park in the grounds. Antique experts were sent all around the World to collect Maritime objects to fill the Museum. The Museum is therefore not subject to national guidelines regarding collecting or disposal policies although these do tend to be followed as good practice. As a private collection the Museum has the advantage that duplicates can and are sold or swapped if necessary. Unlike many museums in America the Mariners Museum also charges an admission fee.

I was shown around both the galleries of the Museum and the Monitor Conservation Center by Anna Holloway the Vice President

and Lyles Forbes the Chief Curator, and around the stores and 'behind the scenes' by Jeanne Willoz-Egnor the Loans Registrar. The first thing I was told was that I may see some familiar features in the galleries! Anna had visited Portsmouth and was so impressed with our galleries they had copied various elements from our Trafalgar Experience and Sailing Navy gallery!! There were lots of nice ideas we could use in our galleries as well though!

The USS Monitor was the first ironclad commissioned into the US Navy. She is remembered for her clash with CSS Virginia (formerly USS Merrimac) another ironclad at the Battle of Hampton Roads on 9th March 1862. After four hours of close range engagement the first battle between two ironclads ended in stalemate. Monitor didn't have a long career however as she foundered in a storm in December 1862. The Monitor was designated a National Historic Landmark in 1986 to protect the wreck site although official artefact recovery has become a high priority as the wreck is decaying rapidly. Large artefacts from the ship which include Dahlgren guns, pieces of the engine and largest of all, the turret which was the first 360

degree revolving turret fitted on a warship are undergoing conservation treatment in large tanks to stabilize the metal. The public can view these through large viewing windows, with exact replicas in the gallery alongside showing where the restored turret and other artefacts will eventually be displayed. Of course as a 'VIP' I was invited into the labs and up a 40ft ladder to view the tanks at close hand!

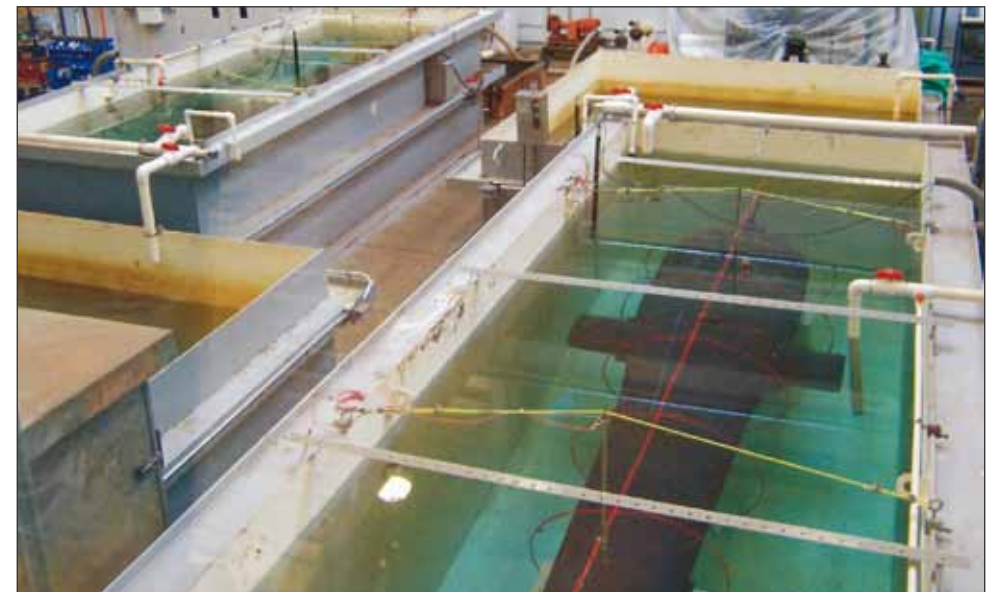
Despite completing the formal visits on the Friday I had an added bonus of a day trip to Gettysburg on Saturday thanks to an old school friend who lives in Washington in fact 20 minutes walk from the Navy Yard! Gettysburg has a large modern Museum and an impressive 360 degree cyclorama (painting and diorama) of the battle. The town and battlefield were made into a National Park soon after the battle and remains largely untouched.

I hope that this will show that an awful lot was covered in just a week in terms of both visiting a wide variety of museums and making links with the staff which I am sure will bear fruits in the coming months and years and certainly in our new Twentieth-Century wing.

We also hope to reciprocate both in terms of assisting with loan of artefacts for exhibition in the US, possibly for the large 1812-2012 commemorations planned in the US next year but also in hosting fellow curators 'from across the pond'. When I spoke to Frank about how useful and enjoyable the trip had been he said that we had pulled out all the stops when he visited a few years ago so he had just wanted to do the same. He had been concerned that the itinerary he had arranged was too intensive and had thought about giving me a break mid week! I wouldn't have had it any other way though! Although my colleagues will no doubt not believe me it was a very hectic schedule up at 6.30 each day to commute by Metro across Washington to the Navy Yard and then lots of walking around Washington to see all the usual tourist sights in the evenings! I am extremely grateful to Rear Admiral Jay DeLoach for agreeing to host me and to Frank Thompson and his excellent team for being so friendly, hospitable and enthusiastic during the week as indeed were all the staff I met at the other Museums. Of course all of this would not have been possible without the bursary from the Friends so once again a very big Thank You!



The large dining room at the Annapolis Naval Academy



Conservation of a cannon from the USS Monitor

STEAM PINNACE 199 UPDATE



Going into the shed at Trafalgar Wharf for winter maintenance

The many supporters of Steam Pinnace 199 will be disappointed not to see her in action this summer. Unfortunately, the boiler failed its annual inspection and extensive work will be required before she is allowed to steam again.

The inspection took place at the end of May when the Pinnace, resplendent with gleaming brass and fresh paintwork, thanks to the hard work and commitment of the crew during the winter maintenance programme, was towed back to her mooring at Fort Blockhouse in Gosport. Everything went well until the hydraulic pressure test, which found that the boiler was unable to reach and hold the required pressure of 270 psi, as two of the tubes were leaking. The Inspector was therefore unable to provide the necessary extension to the boiler certificate. Without this essential document, the Steam Pinnace was not permitted to steam to Yarmouth on 3rd June, as planned, to participate in the Old Gaffers Association festival and will be out of commission until the necessary repair to the tubes is carried out. However, before work can begin, the vessel will need to be lifted ashore and partially dismantled in order to remove the boiler so that the tubes can be made accessible. Thus, the repair is not only

difficult but also expensive.

As the pinnace is now 100 years old and it is eleven years since her last major refit, we have been anticipating for some time the likely need for major repairs such as those described above. A comprehensive survey of her overall condition, funded by National Historic Ships, was therefore commissioned in 2009. It showed that significant conservation work was an imminent requirement if her long-term operational future was to be assured. Various steam and conservation experts, including members of the pinnace crew, were asked to thoroughly analyse the survey and draw up a programme of what they considered to be the essential work necessary to take her forward for the next ten years. Their programme focuses on renovating the deck and casing, replacing defective timbers in the area of the keel, recaulking areas of hull planking and overhauling the engine and boiler. As repairs now required to the boiler tubes will entail much of the same work necessary to implement the ten year programme, we have decided that in the interests of efficiency and cost effectiveness the two projects should be combined. By using volunteer labour and donated materials wherever possible, estimates



George Webb, a volunteer, working on the engine before the bad news

show that both projects could be realised for a total cost of approximately £100,000.

Recognising that we cannot raise this sum on our own, we have been consulting with the Museum and taken outside advice.

The Martingale Chronicles (1933 ~ 53).
A new novel in two parts about seagoing in peace and war and written by someone who really knows his subject.

Part 1 or 2 delivered UK - £10.50 each.
 EU and Rest of World - £12.50.
 The complete novel (2 paperbacks - nearly 200,000 words) £19.95 delivered UK.
 EU and Rest of World - £20.95.

Please order from and make payments to:
The LITC Press LLP.
 PO Box 5296, Hove, BN52 6RL, England.
 [litpressuk@aol.com]
 Or visit our detailed web site and purchase your choice using the PayPal system.
 (Most currencies accepted).

www.litcintsales.co.uk

The upshot is that, initially, we shall be applying to the Heritage Lottery Fund under their 'Your Heritage' small grants fund for £50,000. If this is successful, we shall then talk further to the Museum and look closely at how much of the balance can be made up from gifts in kind, volunteer labour and other cash donations. The objective is to have sufficient funds in place to begin work on 1st January 2012 so that we may achieve completion of all the work by the end of next summer.

If you would like to be involved in the project in any way, either by volunteering, helping us to source materials or money, or with any other thoughts you may have about how we may keep Steam Pinnace 199 steaming into the future then I should be very pleased to hear from you.

Ivan Steele (Pinnace Co-ordinator)

ivan.steele@btinternet.com

TEL 01962 866765

MOB 07831 49851

THE ROYAL NAVAL BENEVOLENT TRUST
 SUPPORTING THE RNBT FAMILY

Men and women in the Royal Marines and Royal Navy serve their country often at times of danger. The RNBT serves them and their families, at times of need, throughout their lives. Your donations and legacies help us to help them.

The Royal Naval Benevolent Trust
 Gunpowder Square, 211 York Road, Portsmouth PO1 6SR
 1 833 8389 8118 1 833 8388 8822 • info@rnbt.org.uk • www.rnbt.org.uk

As soon as you read the word Trafalgar you are instantly taken back to the most famous British Naval victory! And when I saw a war gaming rule book that had that word as its iconic title I knew I had to try out the game.

I wasn't disappointed!!

Hello my name is Paul Waite. I became a life member of the Friends in 2010. Having always had a great interest in our Royal Navy, the Napoleonic Wars as a period in history and a keen war gamer when I was glad to be able to bring them all together.

Trafalgar

So let me tell you about the game. The makers of the rules are a company called Warhammer historical and the author is Mark Latham (Mark has recently brought out a new rule book called Waterloo, it's worth a look). It's a miniature based game and the rules allow for different scale models to be used. I use a company based in Cornwall called Langton miniatures, and the scale I collect and play is 1/1200th



A fleet action fought at the museum at the last Big Games Weekend 2010

The ships come unassembled and are white metal, the sails are etched brass and the bases are made of resin and have a sea texture embossed. It

takes me about a week to clean, prime, assemble, paint and rig each ship, this is another great part of the hobby. I've 78 ships in my collection, most of the fleets from the Battle of Trafalgar, all the major ships in the USA Navy of 1812, and the collection is still growing. I intend collect all of the ships that fought at Trafalgar.

The usual table size the game is played on is 6'x4' and all games are points based and use D6 (six sided) dice for all the effects in the game and a tape measure for movement. Each ship from 1st Rate ships down the unrated brig-sloop or gunboat has its cost, so you can slowly build up a collect. Also most nations are represented from Great Britain, France, Spain, and Russia, etc, to even the fledgling USA. So you can fight the war of 1812!

The rules are very simple. Each turn is broken down into 4 phases; the first is the weather phase. This starts each turn and can affect the sail settings you use on your ships, their angle to the wind and which side holds the weather gauge and can control the battle. Next follows the sailing phase, this is where you decide which ships to move first, what sail setting you want, which affects your speed and attitude to the wind and if any of your ships are taken aback, becalmed or you want

them to make a manoeuvre, such as boxhaul or to tack. This phase can and does play an important part in the game trying to get your ships in positions where you can put raking fire into your opponents' ships without taking too much damage in return.

The next phase is the Gunnery phase and as the name suggests this is where you pound your opponent's fleet with cannon fire.

Ships declare fire that are in line of sight and range (all movement and ranges are in centimetres), and open up with light/heavy cannons and carronade depending on what's in range. There are modifiers for aiming high or low (shooting out sails and rigging or pounding the hulls) and other rules for 'Fire As She Bears', double shot cannons and so on. Then you roll the dice. Most



This picture was taken last year at the Big Games Weekend in the entrance hall between the Sailing Navy and the Nelson Gallery. On the games table I've laid out a textured sea mat, on top of which I've got a game going for anyone to come along and participate in. Around the edge of the table are the data cards which you record your ships damage on. Dice and tape measures are also a necessity of the game.

ships have about 3 dice to roll depending on how many cannons they are armed with.

The usual number for hitting another ship is 4 or more on the dice and if you are successful at getting hits on them, then your opponent get a chance to save the damage, usually 5+ to save on each successful hit. If you fail to save you then record the damage on a data card you have for each ship. Critical damage can

be caused and special tables in the rules will tell you what happens to your ship examples being, crew getting killed to the ships boats being destroyed or the rudder shot away, this is just a few of the nasty things that can happen.

The End phase is where you can repair the damage that was caused, maybe put out fires if that critical damage happened to your ship (very dangerous in the Age of Sail). To even 'Striking your Colours' if your ship has been damaged beyond repair and the Captain wants to save what's left of his crew (important if you are playing a campaign).

More of the Advance rules allow for boarding actions, transferring crew, spending points on upgrades such as adding bow chasers to your ship or increasing the amount of Marines you carry to enrolling (Press Gang) special

crew/veterans etc. There are a set of Scenarios in the book and a very well written timeline from 1793 to 1815.

I hope you enjoyed this piece I've put together and if you want more information please contact me at paul_waite@ntlworld.com

DUNCAN REDFORD JOINS NMRN



This is an exciting time to join the National Museum of the Royal Navy, especially as I will be working with Matthew Sheldon on the project to develop a new gallery telling the story of the Navy

in the 20th and 21st centuries. I don't have any experience of working in a museum environment – I'm a historian through and through. I did my doctorate at King's College London, where I researched 'The cultural impact of submarines on Britain 1900-1977' – which I found far more exciting than the dry academic title of my work might suggest. This led me to think about the relationship between the Royal Navy and British national identity from the late nineteenth century onwards – an avenue that led me to being asked to work at University of Exeter's Centre for Maritime Historical Studies for nearly three years before moving to the NMRN at the end of April.

However, as a historian my role isn't just about the new galleries the Museum will be opening in 2014; it is also about promoting research activities by the Museum and within it. I also will be the link between a new partnership between the Museum and the University of Portsmouth. So what will I do when I'm not writing stuff for the new galleries? Well, quite a lot that will hopefully raise the profile of the museum within the both the wider heritage sector and especially for those interested in naval history. First, we will be launching in October a new monthly research seminar programme that will allow new and established researchers and historians to present their latest work. This won't be just about aspects of the modern Navy, but will also include every possible aspect of naval history that people might want to research – social, cultural, strategic, technological – in any time period since the establishment of a navy within the British Isles – so not just the British Navy after 1707, but also what happened before the Act of Union.

Second, we will also be looking at running a regular series of research led conferences that will show case the Museum, the new galleries project, and hopefully provide a medium through which new research can be presented thematically, be it on Churchill's relationship with the Navy, specific conference to support the new galleries, for example on the battle of Jutland and its aftermath, or ones that encompass the Sailing Navy – the War of 1812 for instance. Of course these new research based activities won't just be about listening to other people's ideas – they will be a venue for the Museum's own staff, the Friends of the Museum, students, researchers and others to ask questions, to debate and to socialise over tea and coffee or even perhaps a glass of wine or two.

I won't be neglecting my own research though. While I'm here I hope to finish my second academic book – this one's working title is *The Nation and the Navy* – as well as writing a book aimed at the more general reader on the Royal Navy in the 20th century to support the new galleries (and maybe earn some royalties too). I also hope to establish a partnership with a suitable publisher to bring forward a series of books aimed at the more general reader which will tell the Navy's story from the earliest times onwards – using as much of the Museum's art and photographic collections to illustrate the tales.

The final area that I will be working, on beyond the new galleries project, is the partnership between the Museum and the University of Portsmouth. I will be working for about 30% of my time for Portsmouth University where I will be teaching students and supervising postgraduates. I will also be working on a major new research project with colleagues at the University's School of Historical and Literary Studies examining naval towns and the relationship between the Navy, towns like Portsmouth, Plymouth and Chatham, and the surrounding region.

So all in all a potentially very busy four years ahead of me – I'd best get back to work!

THE QUEEN ELIZABETH BATTLESHIPS - AMONGST THE FINEST EVER BUILT

Churchill's big gamble one hundred years ago resulted in the Queen Elizabeth class battleships, the first of which was built here in Portsmouth. With the 6,000-ton lower block of the new HMS Queen Elizabeth now under construction in the dockyard it is a moment to look back at the story of the first Queen Elizabeth, conceived at a critical time in the perilous Anglo-German naval race, which was to culminate in the Great War.

The story of the Queen Elizabeth class battleships really began a century ago when the young thirty-six year old Winston Churchill was offered the cabinet post of First Lord of the Admiralty. In these, much changed, times it is hard to remember that the civil lord of the Admiralty used to be an important member of the Cabinet. On 25th October 1911 Churchill arrived at the Admiralty to take up his appointment, it was a crucial time in the Anglo-German naval race. Whilst Britain had a lead, with fourteen dreadnought battleships at sea, armed with 12-inch guns, Germany had

ten, armed with 11-inch and 12-inch guns, but the capacity of German shipyards was accelerating and that year both Britain and Germany ordered four new dreadnoughts. Two years earlier it had been calculated that, by autumn 1914, Germany would achieve the most favourable ratio of dreadnought battleships to challenge the Royal Navy. The most pressing task for Churchill on taking up office was to finalise the important draft naval estimates, to be presented to the Cabinet and then to Parliament early the following year. The plan, which Churchill was invited to approve, was to build three more Iron Duke class dreadnought battleships armed with the new, untried 13.5-inch gun and a Tiger class battlecruiser.

As a new, and inexperienced, First Lord it was naturally assumed that Churchill would have no alternative but to sign off the detailed plans already prepared by the Naval Staff. Churchill however was his own man, filled with boundless energy and enthusiasm for his



HMS Barham between the wars (Maritimequest)

new responsibilities, and he was assisted by two key, hard-hitting, advisors. First his old friend, the former First Sea Lord, Jackie Fisher and second, his Naval Secretary, Rear Admiral David Beatty, at forty the youngest admiral in the navy. Apparently when they first met Churchill said to his new secretary "You seem very young to be an admiral" whereupon Beatty instantly replied "And you seem very young to be a First Lord!"(1). Finalising the naval estimates was a vital task for Churchill as Britain and Germany were heading for the climax of the dreadnought-building race. A race, which had begun only five years earlier,

powered with reciprocating engines. The main key to Dreadnought's dominance was her hugely powerful main armament of ten big 12-inch, 45 cal guns, arranged in twin turrets to provide a broadside of eight guns on either side. These guns could fire 850lb shells out to a range of 21,000 yards.

At the end of the nineteenth century battleships were armed with a variety of different size guns, generally a main armament of four big guns and a secondary armament of various diverse sizes. Using very elementary local gunnery control these ships fought at close ranges, within about 3,000 yards,



HMS Queen Elizabeth entering Grand Harbour Malta in the 1930s (Explosion Museum)

with the launch of HMS Dreadnought by King Edward VII at Portsmouth, on 10 February 1906.

The brainchild of Admiral Lord Fisher, HMS Dreadnought was the world's first, all-big-gun, fast, battleship and was described as "...the most deadly fighting machine ever launched in the history of the world..."(2). At a stroke she revolutionised naval warfare making all other battleships obsolescent. Dreadnought displaced 22,200 tons, and could achieve twenty-one knots on her Parsons' turbines, delivering 23,000 H.P. She was the biggest warship to be turbine driven and her modern propulsion system not only made her faster, but also greatly increased her range and reliability over all existing battleships

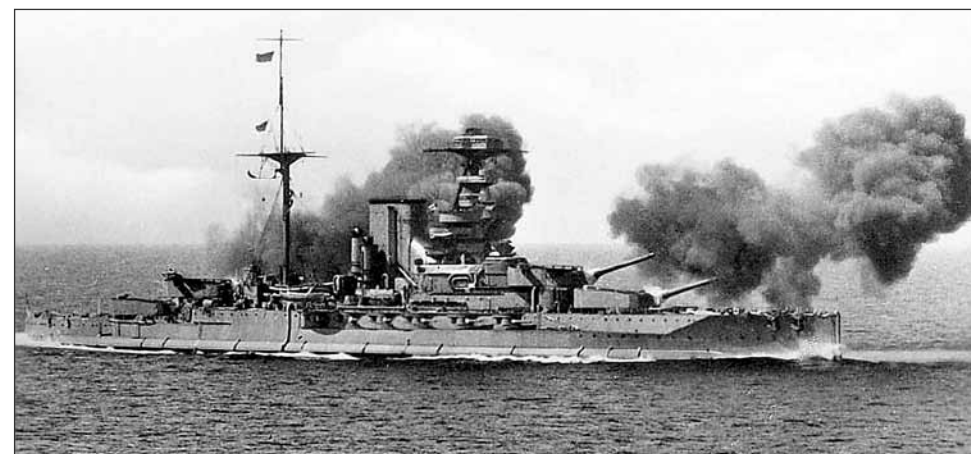
but technological advances were being made in improved and centralised gunnery control systems. At the same time ideas were circulating about the need for uniform big calibre guns engaging at much greater distances. With guns of the same size, centrally, or director controlled, firing in unison it meant that they could be coordinated and their fall of shot, splashes, could be observed relative to the target, then adjusted accordingly, to achieve a straddle. Admiral Fisher, had set in hand designs for just such a ship armed with single calibre heavy guns, capable of engaging an enemy well outside torpedo range. Lessons from the Russo-Japanese War (1904-05) made it clear that the tactics of big guns, engaging targets at far greater distances would be the

future of naval warfare.

For Britain however, introducing a revolutionary new type of battleship, at a stroke made all existing capital ships, including her own enormous fleet, obsolete. This radical step enabled the new, rival, Imperial German Navy to compete with the Royal Navy in new warship construction from an almost equal starting point. Thus began the great Anglo-German naval race, which was to culminate in the First World War.

The dominant naval weapon at that time was the main armament big gun. These were highly complex weapons to design and

more dreadnoughts for the 1912 programme armed with 13.5-inch guns even though such big guns were not yet at sea and unproven. Churchill, however, was desperate to increase the size of their main armament even further, this time to 15-inch calibre, considerably more powerful than any other naval guns at that time, though the US and Japanese were trying enormous 14-inch calibre guns. The new 15-inch gun was essentially an increased 13.5-inch Mk V but it was not known whether it would work at such extreme pressures, the increase of 1.5 inches in calibre increased the weight of shell by over 50% to 1,250lbs. There



HMS Malaya opens fire in 1930s (WNSF)

manufacture, so the time needed for their production was usually the main determinant for the overall length of time required for the building and completion of new battleships. The provision of main armament was therefore vital to any naval armament race. Britain had a head start but the German Navy was building dreadnoughts at an increasing rate. By 1909 Britain had twelve dreadnoughts, armed with 12-inch guns built and building. The 1909-10 programme included the Orion class, which were to be armed with 13.5-inch guns, firing 1,250lb shells out to a range of 24,000 yards, and were called super-dreadnoughts, but the size of their guns was kept secret. By the end of 1911 Churchill, newly arrived as First Lord, was expected to order three

was an enormous risk in fitting new, untried, unproven guns, nevertheless Churchill took a bold gamble and ordered forty 15-inch guns. A top-secret programme was conducted at the Elswick foundry on the new 15-inch gun; the experiments were nicknamed the "hush and push" trials. Those trials, described officially as "14-inch gun trials" were an outstanding success and the brand new BL 15-inch/42 calibre Mk I gun was to become the standard battleship gun in the Royal Navy.

The mountings had a maximum elevation of 20°, which gave a range of 23,400 yards, though the elevation in these mountings was later increased to 30° during refits. The increased elevation to 30 degrees (the maximum elevation of any main heavy gun at that time) extended their maximum range out to 33,000 yards with a modernised shell.



HMS Valiant sailing from Gibraltar in the 1930s (WNSF)

The modified mountings had to be reinforced against the depressed recoil impact. The guns were fitted in twin turrets and could be fired singly, to provide salvos, when combined with guns from other turrets, or they could be fired all at once to provide broadsides. Naturally broadsides were the most devastating, but salvos, using alternate guns in each turret, could fire twice as fast.

To take guns of such enormous size the new battleships had to be redesigned and the huge increase in weight meant sacrificing one turret. It was the central turret that was removed leaving two turrets in twin mountings, fore and aft. The eight 15-inch guns could still fire a heavier broadside than the 12,500-lbs fired by the ten 13.5-inch guns of the Iron Duke class battleships, the new battleships, armed with their eight, superior 15-inch guns, could fire a broadside of 15,600-lbs. The new ships were oil-fired with geared cruising turbines, and the extra space gained in the centre section was used for additional boiler rooms increasing their propulsion output from 29,000 h.p. to 75,000 h.p. to increase their speed by four knots to 24-25 knots, faster than any other battleships at the time. The use of oil fired boilers was

a radical innovation, but whilst they were much more efficient there was a risk with a dependence on supplies of oil from abroad. To help solve the problem Britain acquire a holding interest in the Anglo-Persian Oil Company and built up strategic stocks of oil at home. These new battleships of the 1912 programme were the Queen Elizabeth class battleships, which were to be among the finest ships ever built for the Royal Navy. Oscar Parkes said of the Queen Elizabeth class that they "...must be given pride of place as the most perfect example of the naval constructor's art as yet put afloat..." (3). The protection of the Queen Elizabeth battleships was redesigned and much improved, with the main armour belt increased by one inch to thirteen inches and reprofiled to concentrate more protection round the vital amidships sections.

The initial draft plan had been to order three Iron Duke battleships and a battlecruiser but in view of the increased speed and power of the new battleships Churchill decided to replace the planned new battlecruiser with a fourth battleship. A fifth battleship, which was to be named HMS Malaya, was added as a result of a generous gift from the

Federated Malay States. Churchill did not have things entirely his own way. The names that he proposed to King George V for his new battleships were; Queen Elizabeth, King Richard III, King Henry V, and Oliver Cromwell but, apart from Queen Elizabeth, the King would not accept those names. In the end the five Queen Elizabeth battleships of the 1912 programme were; Queen Elizabeth, built at Portsmouth, Warspite, built at Devonport, Valiant, built at the Fairfield yard at Govan, Barham, built by John Brown on the Clyde and Malaya, built by Armstrong Whitworth on the Tyne. All five battleships were to provide sterling service throughout both World Wars.

HMS Queen Elizabeth was the first to fire her 15-inch guns in anger in 1915 when she bombarded shore positions at Gallipoli but the first real test of the gun came at the Battle of Jutland in the North Sea. In May 1916 four Queen Elizabeth class battleships (Warspite, Barham, Valiant and Malaya) formed the Fifth Battle Squadron under Admiral Evan-Thomas and were attached to the Battlecruiser Force under Admiral Beatty as a supporting force. They replaced four battlecruisers, which had been detached for gunnery practice off the Scottish coast.

In the opening moves of the Battle of Jutland Beatty's battlecruisers engaged the German battlecruisers under Admiral Hipper but lost the battlecruiser Indefatigable before the slower Fifth Battle Squadron with their superior 15-inch guns could catch up. The Fifth Battle Squadron put the German battlecruisers under heavy fire but was not in time to prevent the battlecruiser Queen Mary being blown up. When the German High Seas Fleet appeared from the south the Fifth Battle Squadron effectively covered the turn away of Beatty's remaining battlecruisers, enabling them to escape the German Fleet. For a short space of time the four Queen Elizabeth battleships 'took on' the entire German Battle Fleet and came under very heavy fire. The Fifth Battle Squadron then turned away to the north to help the battlecruisers decoy the High Seas Fleet towards the Grand Fleet. The Fifth Battle Squadron absorbed considerable

punishment during this initial engagement when it rescued Beatty's battlecruisers but survived. Warspite was hit fifteen times by heavy calibre shells, Malaya eight times, Barham five times, but Valiant managed to escape unscathed. Barham fired 337 rounds from her 15-inch guns whilst Valiant fired 288 rounds from her big guns and Malaya fired 215 rounds from hers. The High Seas Fleet then came up with the Grand Fleet but after exchanges of fire and several confused clashes the German ships turned away whilst Jellicoe, fearing torpedo attacks did not pursue, though he headed south to try and cut off the High Seas Fleet from its base. The High Seas Fleet finally managed to escape during the night and return to the safety of Wilhelmshaven. The Battle of Jutland was the last main naval engagement of the war, as the High Seas Fleet dared not venture out again to challenge the Grand Fleet. At the end of the war it was fitting that the Commander in Chief, Admiral Sir David Beatty, accepted the surrender of the German High Seas Fleet onboard his flagship, HMS Queen Elizabeth, the lead ship of the class, which he had helped persuade Churchill to order before the war.

In response to the Queen Elizabeth battleships the Germans had ordered four 28,000-ton Baden class 15-inch gun battleships in 1913, only two, the Baden and Bayern were completed during the First World War, but they were not commissioned in time to take part in the Battle of Jutland. Work on the second two battleships of the class, Sachsen and Wurttemberg was abandoned in 1917. Bayern and Baden were ignominiously scuttled at Scapa Flow in 1919.

After the war Britain reconstructed four of the Queen Elizabeths. Queen Elizabeth was rebuilt twice, with the first rebuild in 1926-27, when her twin funnels were truncated into one characteristic funnel. Her second reconstruction was a major rebuild 1937-41, when she was given new engines and boilers, new armour protection, anti aircraft guns and the range of her big guns was extended by increasing their angle of elevation to 30 degrees. Warspite was rebuilt 1934-37 and

Valiant was then rebuilt 1937-39. Barham was refitted between the wars but did not receive the same reconstruction her sisters received.

During the Second World War the Queen Elizabeth class battleships fought many actions. Warspite fought in the Battle of Narvick in April 1940, sinking a number of heavy German destroyers. The Queen Elizabeths all fought in the main battles in the Mediterranean, particularly the Battle of Matapan on the night of 27 March 1941, when the 15-inch guns of Warspite, Valiant and Barham destroyed the Italian heavy cruisers Zara and Fiume and two destroyers in a brilliant night engagement off Cape Matapan. In an earlier action off Calabria, on 9 July 1940, Warspite achieved a hit on the Italian battleship Giulio Cesare with a 15-inch shell at a range of 26,000 yards (23,700 meters) the greatest range ever recorded at sea. Queen Elizabeth and Valiant were seriously damaged by Italian frogmen in Alexandria in December 1941 but were both eventually repaired. The only Queen Elizabeth battleship lost during the war was the Barham, torpedoed by U-331 in the Mediterranean on 25 November 1941. She was hit by three torpedoes, fired at close range, and very quickly rolled over to port before blowing up. The dramatic moment a magazine explosion tore her apart was caught on film by a Gaumont News camera man onboard Valiant and has become a much used film sequence of World War II.

By the end of World War II the day of the 15-inch gun had virtually gone, though Britain completed the Vanguard, which was commissioned on 9 August 1946. The remaining Queen Elizabeth battleships, as well as the rest of Britain's 15-inch gun capital ships, were scrapped and Vanguard eventually followed them to the scrap yard in August 1960. HMS Vanguard, Britain's last super-Dreadnought, was fitted with eight 15-inch Mk I guns. Her guns were thought to have come from the light battlecruisers Courageous and Glorious but in fact her gun log showed that her guns came from: Queen Elizabeth and Ramillies (two each), and one each from Warspite, Royal Sovereign, Resolution, and

the monitor Erebus. So guns from the Queen Elizabeth battleships continued in service right up to 1960, when Vanguard was finally scrapped.

(1) Robert Massie *Dreadnought*, Britain, Germany and the coming of the Great War (Jonathan Cape, London 1992)


(2) See Richard Hough's *Dreadnought: A History of the Modern Battleship* (Michael Joseph 1965)

(3) Oscar Parkes' *British Battleships* (Seeley Service & Co 1966)

Sources:
'Explosion!' Museum, collection & archives

John Roberts
(WNSF, World Naval Ships Forum)

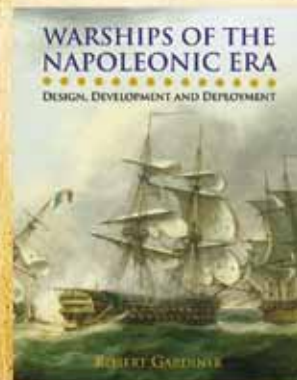
**ASSOCIATION
OF WRENS**



For all ex-WRNS, RN,
WRNVR, WRNR, VAD,
QARNNS, serving RN and
RNR women

www.wrens.org.uk
Tel: 020 7932 0111

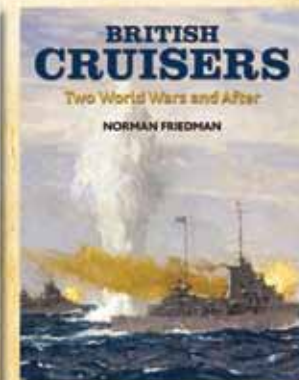
NEW RELEASES FROM **Seaforth** PUBLISHING



£45.00 £36.00



£25.00 £20.00



£45.00 £36.00

Visit:

www.seaforthpublishing.com
for a full list of all our titles

**20%
OFF THESE
TITLES**
QUOTE: 115545
WHEN ORDERING

Order online or via
telephone on
01226 734222

Postage: UK £4.00,
Europe £8.00,
Rest of World £14.00

British Cruisers, Two World Wars and After

by Norman Friedman

ISBN 978-1-84832-078-9.

Published by Seaforth, hardback, 432 pages at £45.

This is a sumptuous volume, providing a most authoritative and comprehensive review of British cruisers in the twentieth century. Beautifully produced by Seaforth, it contains a mass of data, diagrams, ship plans and photographs. It follows on from Norman Friedman's splendid books on British destroyers and frigates, though this one is even bigger and better. He began his ambitious project in the 1970s and it has taken him a great deal of research to amass such a wealth of detail on British cruisers. He has consulted many archives and spent much time working with the National Maritime Museum and the Naval Historical Branch. He has used the detailed 'Covers' and Constructors' Notebooks to unearth the background to the ordering, design and construction of the main classes of cruisers. As he points out at the beginning he has restricted his coverage to conventional British cruisers, heavy and light, and excluded armoured, protected and battlecruisers, hinting that they might form the basis of another book.

He deals with the subject largely chronologically in five main periods, namely; that leading up to the First World War, the war itself, the inter war period, the Second World War and the post war period. Within each section he provides an excellent overview of naval policy and then deals with the cruisers by their different roles; trade protection, support of the fleet and policing the empire. The biggest section by far is devoted to the interwar years, where he brings out the constraints of naval treaty rules and severely limited budgets, to show how the Admiralty and constructors grappled with the many compromises between quantity and quality. He is particularly good dealing with the

interwar treaty cruisers, pointing out how the cruiser restrictions imposed by the Washington Naval Conference penalised Britain, with her worldwide trade and empire to defend, and thus greater dependence on cruisers.

The post war section covers the slow demise of the British cruiser with the difficult changes from the conventional gun cruiser, to the hybrid ASW cruiser, to the 'through-deck-cruisers' of the Invincible class small, ASW aircraft carriers. These last ships are now coming to the end of their service bringing us sadly to the end of the era of the British cruiser. A brief chapter on fast minelayers completes the book, included as they were originally converted from cruisers and evolved to the fast, purpose built, ships of the Manxman class, which could achieve 39.75 kts top speed.

The many ship design plans, skilfully drawn by A D Baker, John Dominy Alan Raven and Paul Webb are a perfect complement to the detailed descriptions in the text. The classic British cruisers are handsome ships and this is brought out by the many beautiful photographs, without which, Friedman says, the book would have been empty.

The book is beautifully laid out to Seaforth's traditional high standard. It has many splendid detailed notes, data tables and clear summary boxes, and is superbly illustrated throughout. In summary an excellent book, which is a must for all naval experts, historians and enthusiasts. Most highly recommended.

John Roberts

Drink Up and Be a Man

by John Mahon

ISBN 978-1-84832-075-8

Soft back, 392 pages, published by Seafarer Books at £9.95.

This is a rough old seadog's frank, cautionary tale of life at sea and it is a rollicking, sometimes raunchy read. John Mahon, from an impoverished family in County Wicklow

went off to sea at the age of seventeen. He recounts his early life at length, in lurid detail, and explains how initially he had a great deal of trouble in going to sea, being only four foot nine inches tall and the minimum requirement for the merchant navy was five foot two inches. He takes well over a third of the book (175 pages) before he finally manages to join the P&O liner SS Himalaya as a bellboy, at Tilbury docks on 3 November 1960 and sail for Gibraltar.

His life at sea appears to be mainly a series of bar cruises to foreign ports as gradually he becomes more and more dependent on alcohol. He recounts many alcohol-fuelled incidents with lots of 'jars', 'gargles' and 'liquid confusion' "...as long as I had a fair amount of liquid gold in the belly and bubbles in the head life was good and I was enjoying it...I woke with a head larger than Birkenhead...after leaving Daffodil I went on a bender for nine day..." His heavy drinking naturally leads to serious problems, such as missing his ship on sailing and being dismissed from ships "...my dismissal from the company was inevitable..." Eventually he comes before a committee at the Shipping Federation in 1979 and is out of the merchant navy for good.

Mahon certainly gives a rough insight into life in the merchant navy in the 1960s and 1970s, a sad period of decline of the British mercantile marine. In many ways the book is a sad tale of a lonely, heavy drinking, sailor, a sort of reverse how the other half-lives. Fortunately the story has a happy ending as, after he comes ashore, he tackles his chronic drink problem and becomes a reformed alcoholic, holding down responsible jobs.

His recall of detail from his early life is most impressive. The book is well written and forty personal photographs amply support the narrative. In summary it presents an absorbing read.

John Roberts

GERMAN NAVAL GUNS, 1939-1945

by Miroslaw Skwiot

ISBN 978-1-84832-080-2. Published by Seaforth, hardback, 399 pages at £40.

This is an extremely detailed book on the extensive armament of the Kriegsmarine during the Second World War. It is, in effect, a comprehensive encyclopaedia of all the guns mounted in German warships during the period, covering their design, development, construction and deployment. It is magnificently illustrated with over a thousand diagrams, plans and photographs. The computer generated, coloured, reconstructions of the guns, mountings and turrets are particularly impressive. They clearly show the guns from every angle making them ideal for model makers as well as naval experts and enthusiasts. The book easily achieves the detailed standard of a technical handbook or gun manual.

The background to the arming of the Kriegsmarine is covered with a beautifully illustrated introduction, which includes twenty-five fine photographs of major German warships, heavy cruisers, pocket battleships, and battleships, and it provides a succinct overview of the period leading up to the outbreak of war. Thereafter the book is divided into major sections covering 'heavy guns' (main armament of the battlecruisers and battleships), 'medium guns' (main armament of cruisers and destroyers), 'secondary armament' and finally 'light anti-aircraft guns'. Each section is subdivided into specific classes of ship. The heavy gun section even has a subdivision on the huge 40-cm (18-inch) gun, planned for the monster 'H' and subsequent battleships that obsessed Hitler. That enormous gun had been in development since 1934 but despite Hitler ordering that the gun project be designated high priority in 1940 it never achieved completion, indeed work on the 'H' class battleships had already been suspended at the outbreak of the war.

The book then moves swiftly on to concentrate on all the guns that were successfully developed and used throughout

the war. This is the main value of this excellent book and each section graphically describes all guns, including some naval shore guns and U-boat guns. Data tables are used throughout which removes the need for any appendix at the end. In fact there are no notes, bibliography or sources quoted at the end of the book, just a brief index.

Mirosław Skwiot is a Polish expert on the German naval history of World War II and has written a number of books on warships and weapon systems. His mastery of technical detail is most impressive and so is his English though there is the very occasional, slightly strange, or cumbersome sentence. The book is beautifully laid out to Seaforth's traditional high standard and is strongly recommended.

John Roberts

The Churchill Scheme – RN Special Entry Cadet Scheme 1913-55

by John H Beattie
£24

One constant about methods of entry as an officer into the Royal Navy over the last 100 years has been the continual change of entry method and age. Get naval officers together and they will show their true colours when arguing over the relative merits of the COST, Murray, 13 year old Dartmouth College Scheme or Special Entry Scheme. The author was spurred into writing and privately publishing this book by a comment that his post naval career employer made about how useless Dartmouth officers were. As a Special Entry cadet, John Beattie was determined to set the record straight by showing that not all naval officers were useless, and his book on the Special Entry Cadet scheme provides an emphatic response.

The Churchill Scheme, or more properly Special Entry Cadet Scheme was introduced in 1913 to supplement the 13 year entry or Fisher Scheme. The Fisher Scheme had a number of problems, not least that it took nearly 9 years to produce a Lieutenant. Churchill, the then First

Lord, proposed to take people direct from Public and Grammar Schools to train as naval officers. The book is a delightful mix of anecdote and well researched fact. Early discussions on training methods included the use of suitable training ships such as the Highflyer, but also included such weighty issues as whether Cadets would have lunch and supper or luncheon and dinner. Each chapter opens with an apposite quote which adds to the blend of the factual and anecdotal.

The variety of ships and establishments used for training the Special Entry cadets ranged from the monitor Erebus to the carrier Triumph, from Keyham College to Eaton Hall. All are covered in detail, but again with plenty to spark pangs of nostalgia. There must be generations of young officers from every scheme who remember the legendary "Ma" Bulla who arrived to sort out the catering in 1942 as a Third Officer WRNS and was still a formidable presence at Dartmouth in the 1960s. Mention is also made of the training of Commonwealth and Allied naval officers, and the book is rounded off with a comprehensive series of appendices.

Nothing has been omitted from this exhaustive but highly readable history of the Naval Special Entry Cadet Scheme. John Beattie has certainly refuted the frustration of his civilian employer at the abilities or otherwise of naval officers by pointing out that of the 4,756 RN Special Entry Cadets, 182 were promoted to Admiral. Not a bad record!

Peter Wykeham-Martin

HMS Warrior 1860 – Victoria's Ironclad deterrent

by Andrew Lambert
Conway Books £30.00

One of the most successful examples of preserving our naval history has been the restoration and display of the first true ironclad warship – HMS WARRIOR – in Portsmouth. Andrew Lambert, a Professor of War Studies at the King's College London is a recognised expert on the Navy of the 19th Century and he has produced this book timed to coincide with the 150th anniversary of the WARRIOR's commissioning.

The first thing that strikes you about this book is the very high quality of the publishing, and the numerous photographs and drawings. However, this is not a coffee table book – this is a serious review of the concept and construction of this once revolutionary ship, and of her equally unique restoration. The section on her reconstruction is particularly fascinating – including the removal of the concrete deck with pneumatic drills! The use of unemployed people was inspired and provided the basis for future restoration projects (the TRINCOMALEE) and a new tourist attraction.

The breadth of the research behind this book is amazing, as perhaps one would expect from a book produced with the full collaboration of the WARRIOR Preservation Trust. Every page provides a new insight to the original build and problems encountered such as tackling the fouling of an iron ship and the first attempts to find a suitable antifouling, and constructing and testing the hull armour. There is also a chapter on the guns that would

delight any Whale Island veteran, and the engineering chapter includes the familiar cry "maintenance was a regular chore". Coverage of some of the more mundane fittings and equipment such as heads, drying rooms and ventilation is equally fascinating.

Andrew Lambert finishes with a short section entitled "The great survivor at 150" and this is an entirely appropriate postscript. She has survived, despite all the damaging indignities she suffered, particularly as a hulk at Pembroke Dock; perhaps the worst indignity was to be relegated to the title Oil Fuel Hulk C77. This book will appeal not just to those interested in the WARRIOR and her story, but to those interested in the evolution of naval ships and to those dedicated to preserving our maritime heritage. A fitting tribute to both the ship and to those with the vision to restore her to her original glory, and highly recommended.

Peter Wykeham-Martin

Magazines available from



Both available from all good newsagents.

Published By:
HPC Publishing
Drury Lane
St Leonards-on-Sea
East Sussex
TN38 9BJ
T: 01424 723167
E: subs@hpcpublishing.com
www.warshipsifr.com
www.shippingtandy.com



WARSHIPS International Fleet Review puts the spotlight on the latest developments in the world's navies. Monthly, priced £4.10



SHIPPING Today & Yesterday includes news and features from across the maritime world and covers both historic and modern subjects. Monthly priced £3.75

Friends Curatorial Evening

Tuesday 11th October at 17.30
The New 20th and 21st Century Galleries – an update

As you will have read in Graham Dobbin's report, a main focus of the Museum's efforts in the last 12 months has been on planning the new 20th and 21st Century Galleries.

Matthew Sheldon, Head of the Curatorial Department and Project Director, would like to give Friends a briefing on the project and this will be the main topic of this Curatorial Evening. What will the exhibitions cover? When will they be open? Where's the money coming from? Come along and find out the answer to these and many other questions and see some of the new items that the Museum has been acquiring to go into the exhibitions.

The evening will also be a chance for a quiet look at the 'New, Found Treasures' exhibition. A glass of wine will be provided

Curatorial Evening

The New 20th and 21st Century Galleries -an update

Tuesday 11th October at 17.30
For security and access reasons, no bookings will be taken
after Wednesday 5th October 2011

To: Mr Roger Trise, Executive Sec. Friends of the RN Museum and HMS Victory,
35, Sutton Road, Waterlooville, Hants PO8 8PU
Tel. 023 9226 6070 e-mail rnmfriends@btinternet.com
Please insert relevant numbers:

Member's Name: (Block Capitals please):		
Spouse or Partner's Name		
Address		
Post Code	Tel no:	Car Reg No:
Guests Name		
Guests Address		
Post Code	Tel no:	Car Reg No:
Number	@£5 per head	
Cheque enclosed for £ (payable to Friends of the RN Museum & HMS Victory)		

Thursday 3rd November, 1pm - Matthew B Wills

In the Highest Traditions of the Royal Navy

The Life of Captain John Leach MVO DSO
An exemplary life of valour, dedication and sacrifice
**Matthew B Wills will visit the Museum from America
to deliver a lecture and signing of his recently published book.**

The biography of a lauded war hero who went down with his ship, and whose son went on to become Admiral of the Fleet, led the Navy during the Falklands War, and who gave his name to Leach Building, the home of Navy Command.

Foreword written by Admiral Sir Jock Slater GCB LVO DL, and based on new research on how failures in Navy intelligence were a major factor in the loss of HMS Prince of Wales and HMS Repulse.

"A charming and lovable man and all that a British sailor should be"
Winston Churchill

To this day, we owe a huge amount of debt to men like Captain John Leach who fought against frightful odds and to the very end with courage and calmness.

Captain Leach died with hundreds of other sailors when HMS Prince of Wales was sunk by the Japanese in the South China Sea. Matthew Wills tells the story of John Leach, and analyses the influences which shaped him and led him ultimately to his heroic end. He traces his life from his time at Royal Naval College Osborne and Britannia Royal Naval College Dartmouth. He describes Leach's role as commander during the Battle of the Denmark Strait, during which the damage Prince of Wales inflicted on the Bismarck forced the latter to retreat to France, and later during her ill-fated mission to Singapore as part of Force Z, an attempt to intercept Japanese landings in Malaya.

Mathew B Wills received a commission in the US Army after graduating from Vanderbilt University in 1954. His time in the service was mostly spent in the UK at RAF Station Mildenhall and RAF Station Upper Heyford, and after release from active duty he graduated from the University of Colorado Law School. He went on to practise in Colorado Springs for 32 years. He is the author of Wartime Missions of Harry L Hopkins, A Diminished President: FDR in 1944 and The Lindbergh Report. He lives in Colorado Springs

Admiral Sir Jock Slater GCB LVO DL joined the Royal Navy in 1958, and went on to command HMS Jupiter (1972–1973), HMS Kent (1976–1977) and HMS Illustrious (1981–1983). In 1991 he became Commander-in-Chief Fleet and in 1993 Vice Chief of the Defence Staff. He was First Sea Lord from 1995 to 1998. After retiring he has held a variety of posts including Deputy Lieutenant of Hampshire, Chairman of the RNLI and Chairman of the Trustees of the Imperial War Museum.

Free lecture, booking essential. Please call 02392 727582 or email: events@nrmn.org.uk for details.

'New, Found Treasures' is an exhibition of specially-commissioned artworks inspired by items in the Museum's archives and stores. They can be enjoyed in the Nelson Gallery until 30th December 2011.

'This exhibition celebrates in a small way the close connection between art and the sea, and the traditional handicrafts of the sailor, which have been supplanted by other skills in today's technological Navy' says Professor Dominic Tweddle, Director-General of the National Museum. 'I asked Deborah Hodson, the Museum's Learning Manager, to pick 9 artists working in different media and to let them loose in our archives and stores to seek inspiration. The results can literally be seen for themselves.'



Women's Royal Naval Service Benevolent Trust

giving to those who gave...

Providing relief in cases of necessity or distress amongst its members and their dependants.

The WRNS BT believes in giving something back to its members, the women who gave so much for their country.

Anyone who served in the Women's Royal Naval Service and transferred to the Royal Navy before 1st November 1993, or anyone who has served in the WRNS since 3rd September 1939 is therefore a member of the Trust.

The Trust helps both officers and ratings and is not restricted to members living in this country; we have many cases where the recipients live overseas.

Contact us now, to see how the WRNS BT can help you



Freepost RSAY-GRRY-RBRL
Women's Royal Naval Service Benevolent Trust, Castaway House,
311 Twyford Avenue, Portsmouth, Hants. PO2 8RN
T: 023 9265 5301 • F: 023 9267 9040 • www.wrnsbt.org.uk

Charity Reg. 206529

Hull Surveys & Inspections



IMF
TECHNICAL SERVICES
Limited



QA - QC - NDT
 RPA SERVICES

Unit 2, 50 Cotton Street, Aberdeen AB11 5EE

Tel: (01224) 210147 Fax: (01224) 572752

Website: www.nondestructivetesting.co.uk Email: iain@imftech.freemove.co.uk

ULTRASONIC GAUGING AND HULL SURVEYS CARRIED OUT WORLDWIDE
GAUGING APPROVAL HELD

LLOYDS REGISTER OF SHIPPING (LRS) • GERMANISCHER LLOYD (GM)
 DET NORSKE VERITAS (BV) • AMERICAN BUREAU OF SHIPPING (ABS)
 BUREAU VERITAS (BV)

VAST EXPERIENCE IN WORKING TO THE MARINE COASTGUARD AGENCY
(MCA) RULES AND REQUIREMENTS

A VICTORIAN CHRISTMAS



Friday 25th – Sunday 27th November A Victorian Festival of Christmas at the Historic Dockyard

On the first year of Christmas my true love gave to me... a Festival to make you happy! 12 years on and that is still the case as Portsmouth Historic Dockyard will once again step back in time for the magical Victorian Festival of Christmas.

Taking place this year from Friday 25th to Sunday 27th November, visitors will be magically transported into a Dickensian-style bygone era of beautiful snowy streets with Victorian characters and toe-tapping entertainment in Fagin's Tavern. Unearth unique gifts for loved ones at the Christmas shopping and Hampshire Fare markets and no Christmas would be complete without a

visit to a traditional Father Christmas (dressed in green!).

Tickets include entrance to the Historic Dockyard attractions and there are lots of new features for 2011 including a Victorian magic lantern show.

For more details see www.christmasfestival.co.uk or call 023 9283 9766.

Special offer for Friends

Friends may claim a 25% discount on up to 4 tickets for the Christmas Festival. Discounted tickets must be purchased in advance from the Visitor Centre on production of a Friends Membership card.

The Guild originated from the Fund set up in 1912 by the Institute of Marine Engineers and the Daily Chronicle to help the families of the Engineer Officers of RMS TITANIC, all of whom perished when the ship sank.

Today, the Guild provides financial assistance to necessitous members of the IMarEST and UK Merchant and Naval Marine Engineer Officers and their dependents.

To apply for assistance or to make a donation please contact:
Guild of Benevolence of the IMarEST
 Algate House
 33 Algate High Street
 London EC3N 1EN
 Tel: 020 7582 2600
 Fax: 020 7582 2670
 Email: guild@imarest.org
 Web: www.imarest.org/guild

Registered Charity No: 20672

INSPIRE THE NEXT GENERATION OF SAILORS – SUPPORT SEA CADETS

We are working with the Royal and Merchant Navies to keep our maritime legacy alive.

Join us – Leave a legacy and help us keep Britain shipshape. Call: 020 7654 7000 or visit: sea-cadets.org/legacies

SEA CADETS

A charity registered in England and Wales 333213 and in Scotland 0023788

CHRISTMAS CARDS

After last year's launch of our very successful Christmas card the Museum is very proud to launch a new range of designs for 2011.

This year we have produced 2 designs of card. One design is a nighttime shot of HMS Victory, which comes in a pack of a single design. The other pack is formed of 3 cards of 3 different designs. These designs have been taken from the Museum's collection, and include a copy of the Christmas Card from HMS Glory in 1899, as well as an illustration of the mess deck of HMS Achilles from 1863.

Both packs of cards are available now in packs of 9 @ £4.99 per pack from the Royal Naval Museum Shop, 02392 727596, or www.rnmuseumshop.co.uk



The standard SOF discount of 10% applies, making each pack £4.50. All mail orders incur an additional £1.95 postage and packing per initial pack, and £1 per pack thereafter. 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.

This card is produced by ourselves, and as such all profits go directly back to fund the Museum, as it works towards the preservation and promotion of Naval Heritage.

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

WHAT'S ON?

Events at the National Museum of the Royal Navy and HMS Victory Talks and activities for adults

Saturday 24th September, 10.30am –1pm

Finding your naval ancestors

A practical half-day workshop aimed at the beginner/novice family historian with guided assistance from an expert researcher. Cost £16 – including refreshments. Booking essential, places strictly limited for each workshop. Please contact 02392 727582 or email: events@nrmn.org.uk

Hidden Histories – a century of collecting

Join the museum's specialist staff and get closer to the collections in these sessions to discover some of the fascinating stories behind a century of collecting at the museum.

Saturday 8 October
Capturing the moment – naval photographs

Stephen Courtney (Curator of Photographs) and Kate Braun (Photographic Assistant)

Saturday 22 October
In their own words – voices from the oral history collection

Victoria Ingles (Curatorial Project Officer)

Saturday 5 November
As I saw it – personal stories from the archive

Matthew Sheldon (Head of Curatorial Department)

Saturday 19 November
Shining examples – tales of gallantry from the medals collection

Richard Noyce (Curator of Artefacts)

All sessions commence at 2.30pm. Cost £6 including refreshments. Booking essential. Please call 02392 727582 or email: events@nrmn.org.uk for details.

Saturday 15th October, 2pm
Black History Month Lecture: 'Freedom Burning', Dr Richard Huzzey

Dr Huzzey of the University of Plymouth will share his research into the Royal Navy's anti-slavery operations, drawing on work from his forthcoming book 'Freedom Burning'.

Free lecture, booking essential. Please call 02392 727582 or email: events@nrmn.org.uk for details.

Thursday 20th October, 11.30am
Nelson's multicultural navy

Come and find out about the international origins of the men who helped Nelson win the battle of Trafalgar.
Free, drop-in gallery talk, no booking required

Saturday 3rd December, 1.30pm – 4.30pm

Christmas wreath workshop

Back for another year, come and join us once again to work alongside a professional florist to create a beautiful festive wreath. Cost £18 – including all materials and refreshments. Booking essential. Please contact 02392 727584 or email: events@nrmn.org.uk

Activities for families and children

Saturday 22nd October
11am–1pm and 2pm–4pm
Get to know Nelson

Special crafts and quizzes on board HMS Victory to mark Nelson's victory at the battle of Trafalgar.
Drop-in, Free with a valid attraction ticket, all ages welcome

Wednesday 26th October
11am-1pm and 2pm-4pm
Socktopus!

Come and make your own super socktopus and other funky fabric sea creatures.
Free drop-in workshop at the Museum, all ages welcome.

Thursday 27th, Friday 28th and Saturday 29th October
11am-1pm and 2pm-4pm
Vile Victory!

From creepy crawlies to furry fiends, discover more about Victory's unwelcome crewmembers and make a horrid Halloween creature to take home!
Drop-in, Free with a valid attraction ticket, all ages welcome

Saturday 12th November
11am-1pm and 2pm-4pm
Forget me not

To mark Remembrance Day make a poppy, create your own mini wreath or make a forget-me-not postcard inspired by those sent home by servicemen during wartime.
Free drop-in workshop, all ages welcome

Events at The Royal Marines Museum, Southsea

Friday 23rd to Sunday 25th September 1940's weekend

Join us for a whole weekend of special events bringing the 1940s to life!

November Sunday 13th November

Annual Service of Remembrance

Join us for our annual Service of

Remembrance. Starts at 10.45am.

Free admission to the Museum all day.

December

Sun 4th and Mon 5th December,

7.30pm – Kaleidoscope Christmas

Concerts

The Kaleidoscope Salon Orchestra perform a programme of traditional carols, favourite light classics & festive music.

Lectures at the Royal Marines Museum

Saturday 29th October 2pm

A Century of Royal Marines Aviation

Wednesday 23rd November 7.30pm

Miscarriage of Justice? – Marine

Thomas MacSweeney, executed 1837

Tickets for evening lectures cost £10 each, daytime lectures are £8 each. Includes a glass of wine. Pre-booking essential. Ring 023 9281 9385.



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



Well placed in the heart of Mayfair, the Naval Club is the only London Club providing a Naval and Maritime environment where all those interested in the sea can feel at home.

- It is NOT necessary to have been a Naval Officer to become a Member. We welcome all those with an interest in maritime affairs and the sea in general.
- The Club is open 7 days a week throughout the year for accommodation and offers special reduced week end break rates.
- Private function and conference rooms are available.
- Ladies are welcome, both as Members and as guests.

For more information contact:
Commander Phillip Ingham RN, Chief Executive,
on 020 7493 7672, Fax: 020 7355 2644,
email: odr@navalclub.co.uk
or visit our website at www.navalclub.co.uk

S82011



WORTH FLAGGING UP!
Drawings and paintings of the Navy past and present. For flag rank or yeomen ... or anyone with a yen for the sea. All to order.
Details: Ossie Jones, 0151-727 3661.
135 ASHBOURNE RD, LIVERPOOL L179GG
Email ossie_jones@talktalk.net

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



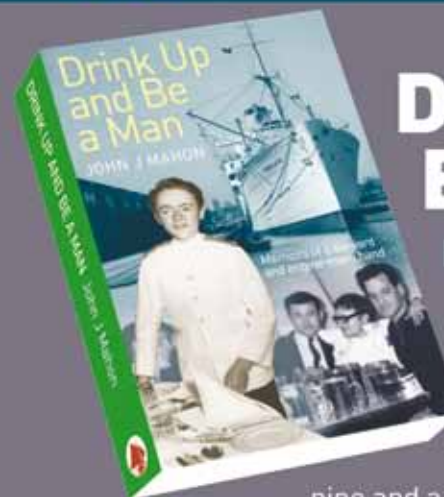
friends
of the
Royal
Naval
Museum
and
HMS
Victory

March 2011



SEAFARER BOOKS

Storytellers of the sea



Drink Up and Be a Man

Memoirs of a steward
and engine-room hand

JOHN J MAHON

Born in Ireland in 1942, John J Mahon stands only four feet nine and a half inches tall. He went to sea as a steward on passenger liners at the age of seventeen, and later served in the engine room on a variety of merchant ships. During twenty years at sea, he overcame his sense of inferiority but not the lure of alcohol – until he came ashore. This is the true story of one man's triumph against the odds, a vivid portrayal of life in Ireland, in London, and at sea.

'A wholly authentic tale of a way of life that has almost totally disappeared'

– John Johnson-Allen

Illustrated. £9.95 + £2.05 p&p

102 Redwold Road • Rendlesham • Suffolk IP12 2TE
☎ 01394 420789 fax 01394 461314
www.seafarerbooks.com • info@seafarerbooks.com

SDB
MARKETING

To advertise in Scuttlebutt please contact
Simon Briant on 01273 594455
simon@sdbmarketing.co.uk

1041 28 The Old Swan Hall, 142 Aldgate Street, London, E1C 7JL



The Association of Royal Navy Officers



www.arno.org.uk

With a thriving world-wide membership of 6,000 naval officers the Association has adapted over 85 years to meet their evolving needs.

ARNO maintains traditional and healthy links with the serving community whilst also providing an attractive service to our members on the Retired List. A highly acclaimed Year Book is supplemented by regular Newsletters together with enhanced membership benefits, popular social events and entitlement to various trade discounts.

Who is eligible to join?

Commissioned officers of the Royal Navy and Royal Marines, The Queen Alexandra's Royal Naval Nursing Service, the former Women's Royal Naval Service, and their Reserves, whether on the Active or Retired List. The Association is administered by a Council comprising serving and retired officers from all arms of the Royal Naval service.

Associate Membership is available, at the Council's discretion, to any person who desires to express his or her sympathy with the Association's aims.

What is the cost and how can I join?

Annual subscription fees are only £20. To complete an on-line application or for more information please visit www.arno.org.uk and follow the self-explanatory links.

Alternatively contact our Membership Manager, Mr Simon Goddard, on 020 7402 5231 in ARNO's London Headquarters.

Our co-located sister charity, The Royal Navy Officers' Charity - originally established in 1739 - exists solely to provide support and financial assistance to serving and retired officers in need.

HEROISM AT SEA

A unique and detailed history of the Awards for Skill and Gallantry presented by the Society since 1851.

This E-book gives a fascinating insight into British maritime history and the selfless acts of bravery of so many. Of special interest to anyone with an interest in maritime history and love of the sea.

Published on CD at £9.95 plus P&P



To order please contact:

Shipwrecked Mariners' Society, 1 North Pallant, Chichester PO19 1TL

Tel: 01243 789329 Fax: 01243 530853

e-mail: general@shipwreckedmariners.org.uk

www.shipwreckedmariners.org.uk

Reg Charity
No 212034
Inst. 1839

Shipwrecked Mariners' Society



Supporting the seafaring community for 170 years



Scuttlebutt

The Friends of the Royal Naval Museum is a Registered Charity • No. 269387

The National Museum of the Royal Navy and HMS Victory, Portsmouth

is a Registered Charity • No.1126283-1

Make a difference in the future: remember the Museum in your will now

Council would like to take this opportunity to encourage all Friends to consider remembering the Friends or the Museum in your will. It costs you nothing now, but every gift, however large or small, will make a difference in the future.

We cannot offer legal advice,
but if you would like further information, please contact

Julian Thomas

Head of Development and Fundraising,
at the Museum **Tel: 023 9272 7567**
or e-mail: julian.thomas@nmrn.org.uk



friends
of the
Royal
Naval
Museum
and
HMS
Victory

Scuttlebutt is edited by:
Roger Trise
and Capt John Roberts
The Friends of the Royal Naval Museum
and HMS *Victory*



and Julian Thomas
Head of Development and Fundraising, NMRN

National Museum of the Royal Navy, HM Naval Base (PP66), Portsmouth PO1 3NH
Tel: 023 9272 7562

Friends direct tel: 023 9225 1589 • E-mail: nrm.friends@btinternet.com

Find us at www.royalnavalmuseum.org