



APRIL 2011

ISSUE 42

Scuttlebutt

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



HMS *Vanguard*, the Royal Navy's biggest and fastest battleship (1946-1960).

See: An Historic Naval Waypoint

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

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Scuttlebutt

**THE COUNCIL
OF
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AND HMS VICTORY**

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CHAIRMAN'S REPORT

This edition of Scuttlebutt is the first visible sign of some of the changes that your Council have begun to action. There is no question that Scuttlebutt provides a marvellous platform for the Friends, showcasing not just the various activities but also helping to expand our naval knowledge with articles on some of the Museum's artefacts and sea stories. With this in mind we have been looking to expand the size and content of Scuttlebutt. Nothing in this line comes free, and so we have decided to carry advertising in Scuttlebutt not just to help cover increased costs but hopefully to bring in some invaluable revenue. Your Council is grateful to John Roberts for his help in organising this, and John has also stepped forward to help Roger Trise with editing Scuttlebutt. Finally – if any of you have articles of reminiscences that you would like to share, please submit them. The more we can all do to help make Scuttlebutt an attractive and stimulating read, the more it will help the Friends.

Given the ongoing changes associated with the National Museum of the Royal Navy, your Council also thought that it was appropriate to look at our activities and reassure ourselves that our work is both relevant and properly focussed. None of us wanted to resort to endless sub committees examining their navels. Instead we had a very constructive afternoon discussing the key areas of our work. The outcome is that individual Council members are co-ordinating thoughts and ideas, and the intention is to discuss them at the next Council meeting in April. There is nothing revolutionary underway, but by looking at areas such as fundraising, events, publications, and volunteers, we are

checking that we are on the right course. The outcome will not be a rigid set of goals and aspirations, but more a reference document to which we can all refer whilst keeping pace with the changes in the Museum. I am very grateful to the members of Council who have volunteered to get this underway and I will update the Friends at the AGM.

I suspect that one of the key attractions for all of us in joining the Friends is the link with HMS *Victory*. It is not just a living symbol of our naval heritage but her name is synonymous with Portsmouth and the city's links with the Royal Navy. At a time of large cuts in government spending, and the pressures on defence and the Royal Navy, there have been concerns about the future for the ship. The timing of a recent survey highlighting major problems, including rot and major structural damage, could not have come at a worse time. I am sure that we are all reassured by the latest statements reaffirming the MOD's commitment to the ship and that she will remain in commission as Second Sea Lord's flagship. More importantly, they have put a new 10 year maintenance programme, estimated at costing upwards of £15M, out to tender. Clearly, the ship is going to be in "dockyard hands" for years to come, but it is good to see that all the scaremongering about selling her off has been put to bed. As Friends of HMS *Victory*, I am sure that we will continue to lend them all the support that we can.

Finally, the Christmas card of HMS *Victory* in the snow sold out, so with more being printed, buy early for next Christmas!

Peter Wykeham-Martin

Chief Operating Officer's Report

HAPPY BIRTHDAY TO US!

On 21st July 1910, Mark Pescott-Frost (Secretary to the Admiral Superintendent and the person who was the inspiration behind the creation of the Dockyard Museum in Portsmouth) wrote these words in connection to a visit by His Majesty King George V and Her Majesty Queen Mary:

"HM The Queen also asked who first thought of making a museum and started it. I replied that I claimed this..."

Before leaving HM The King told me thata charge of 6d or more should be made for admittance. He then shook hands and thanked me for what he had seen.

On getting down to the foot of the stairs, HM The Queen was there and shook hands also thanking me for the interesting visit telling me that she wished me to send her a copy of the catalogue when ready"

And then, on 28 June 1911, Mrs Tate (her husband was Rear Admiral Alban G Tate who was appointed Admiral Superintendent of Portsmouth Dockyard in 1909) made the following remarks when declaring the Museum open:

"I have much pleasure in declaring the Museum open. I am sure we are all grateful to Mr Frost for the work he has done in getting together such an interesting collection. My husband is exceedingly sorry not to be present this morning, as he has been much interested in the formation of this Museum. I wish it the success it deserves"

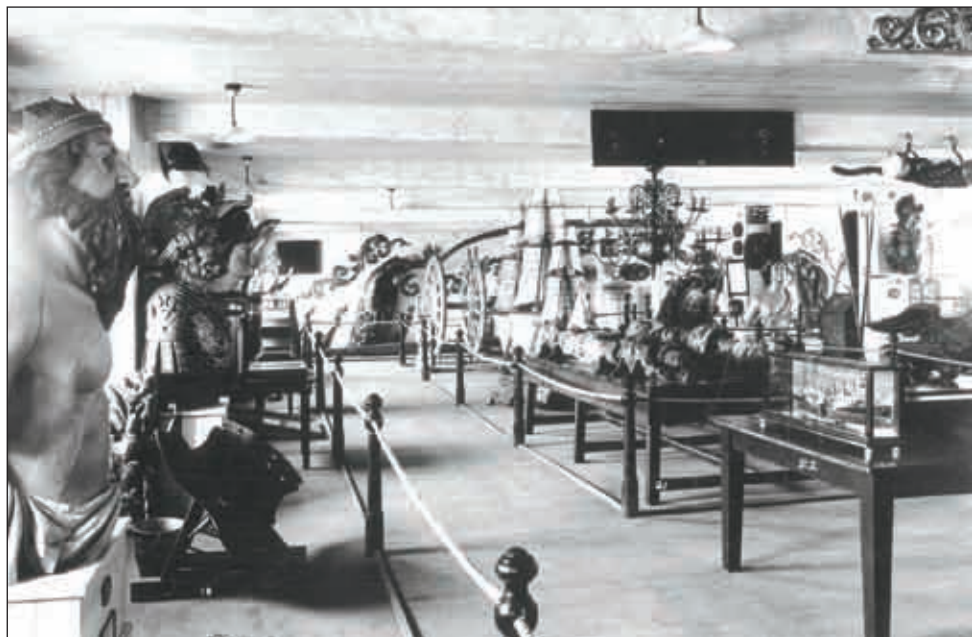
And thus began the history of the Portsmouth element (Royal Naval Museum) of the National Museum of the Royal Navy which is now in its centenary year.

Throughout our hundred years we have been extremely fortunate to have attracted the interest of people and organisations keen to promote the history of the Royal Navy. People/organisations such as:

- ☛ Mark Pescott-Frost who is recognised as the founder of the Museum
- ☛ William Wyllie who painted the stunning panorama of the Battle of Trafalgar (arguably his greatest work) which remains on display at the heart of the Victory Gallery
- ☛ The Society for Nautical Research who have supported us in so many ways throughout the hundred years – indeed they were pivotal in the creation (and initially the management) of the Victory Museum (now the Victory Gallery) and the display of the Panorama - and who continue to support us today
- ☛ Lily McCarthy whose Nelson Collection remains at the heart of our Collection and who was so instrumental in our expansion in the 1970s into Storehouses 10 and 11. Lily's children and grand children continue to support us in many ways and remain fervent supporters – and advocates – for the Museum
- ☛ The Royal Navy who provide significant financial support and who support our endeavours in a variety of ways from the very top downwards

In a hundred years of history there are many other people and organisations who have supported us and continue to support us today and to each and every one of them we need to say THANK YOU. And, of course, this thanks is extended to you all as members of our Society of Friends which supports us financially and in a variety of others ways including the pool of volunteers that are now to be found supporting just about every facet of the Museum.

We couldn't let such an occasion go unmarked and several of the Events planned for 2011 are marked as part of our centenary year:



- ☼ 29th January – Campbell McMurray gave this year’s Warsop Lecture entitled “The Museum, the Society for Nautical Research and 100 years of naval history”. This was a fascinating insight into our history and it was an honour to welcome grandchildren and one great grandchild of Mark Pescott-Frost to the Museum.
- ☼ 8th October, 22nd October, 5th November, 19th November – “Hidden Histories – a century of Collection”. Specialist staff will be giving people the unique opportunity to see, hear and even handle selected items from our collections and to discover some of the fascinating stories behind a century of collecting. This is a charged event, booking essential
- ☼ 4th June – “Kings, Vikings Ships and Navies”. The Director General of the National Museum of the Royal Navy will present a lecture exploring the intricate inter-relationship between kingship and ships in the Anglo-Saxon and Viking worlds. This is a free event but booking is essential.
- ☼ 26th June – “Centenary Celebrations Family Day”. This is our “birthday bash” to be held in the arena and will be free for all and will

culminate in our giant Pass the Parcel game and the cutting of the Centenary Cake.

- ☼ 5th July – 30th December – “New, Found Treasures” which, in celebration of 100 years of collecting will encourage professional artists and master craftsmen to exhibit dazzling new treasures inspired by our collections. This is very much a new departure for the Museum and one which promises to be especially exciting.
- ☼ 13 July – “Children’s Museum – Takeover Day” – children from Stamshaw Junior School will be taking over the running of the Museum for the day so come along and see the new Director and staff realise their vision for how a museum should be run! I’m hoping to pick up some new ideas!

We are also planning a more formal commemoration on 29 June 2011.

So, as you can see a lot of exciting events planned for this very special year.

GRAHAM DOBBIN

CHIEF OPERATING OFFICER

3 FEBRUARY 2011

STOREHOUSE 10: NEW GALLERIES DEVELOPMENT

Planning for the Museum's new exhibitions on the Navy in the 20th and 21st Centuries continues apace, following the award of a Round One pass by the Heritage Lottery Fund (HLF) last autumn.

HLF has released just over £100,000 of the £1.25 million award to enable us to employ a project team of architects, quantity surveyors, structural engineers and other professionals, co-ordinated by a firm of Project Managers. They have been working with the Museum staff to put flesh on the bones of our outline ideas and to check our initial cost estimates and timetable.

Another key appointment has been a company to work with our Learning Department to test our ideas on representatives of the different audience groups whom we hope the new exhibitions will attract. The results of this consultation will influence the final design of the exhibitions, their content and the activities which they will support.

The Museum has also had the opportunity to join forces with Portsmouth University

in the joint appointment of a Subject Specialist in Modern Naval History. The successful candidate Dr Duncan Redford, who as it happens completed a short service commission in the Navy, will be kept very busy taking the lead in researching for the exhibitions as well as teaching at the University. This is an important addition to the Museum so look out for his input to future articles and lectures.

Finally, with the boost of the HLF award, fundraising has begun in earnest to find the £3 million of partnership funding we need. More news on this in the next issue!

All this work is leading, in the first instance, to the submission of a Round Two bid to HLF, which will, we hope, lead to final confirmation of their support in the autumn. This will enable us to meet our timetable and complete the project by early 2014.

Matthew Sheldon

HEAD OF CURATORIAL DEPARTMENT AND PROJECT DIRECTOR

HISTORY: WHAT IS IT ALL FOR?

What is history, and especially naval history, for? Many (and not always interesting) books and articles have been written on the subject; a sub-set of others have debated the relative differences in meaning between 'history' and 'heritage'. It might sound like an esoteric question, but how it is answered has a direct practical impact on what museums try to achieve. I thought Friends might like to hear details of a new project the Museum and HMS Raleigh (the centre for basic training of new entrants) are developing in response to the clear answer given by the Navy Board.

In the Board's 'Naval Heritage Strategy' of March 2006 the answer was clear; for those serving in the Royal Navy, heritage (and the museums which preserve and portray it) is for contributing to a sense of belonging and commitment to the Navy's 'distinctive ethos [and] core values'. This matters because, as

Admiral Sir Peter Abbott put it at the launch of the NMRN in September 2009, we want serving men and women, 'to be as aware of the history behind them as they are of the enemy in front of them'.

This vision for the importance of heritage led directly to the Strategy asking Museums to help, 'establish Naval Heritage as an integral part of ... through-life in-service training and education programmes'. There are many ways we can and do contribute e.g. we regularly welcome visiting groups of trainees from HMS Collingwood, or Upper Yardsmen from Britannia Royal Naval College on gallery or collection tours. However, these visits are time-consuming and expensive and so reach relatively few people; the most effective way to contribute is undoubtedly to reach people *where they are training*, which led naturally to our involvement at HMS Raleigh.



History at HMS Raleigh

HMS *Raleigh* at Torpoint in Cornwall carries out many training roles, but a key function is to take 'Phase 1 Trainees' through 9 weeks basic training as soon as they enter the Royal Navy. Trainees will be men and women aged 16-36, who have already selected a branch and specialism for future service, which might be Warfare, Engineering, Logistics, the Fleet Air Arm or Medical. Depending on the branch they have chosen their service could be with surface ships, aircraft or submarines.

These trainees are the key target audience for training in 'ethos and core values', so throughout 2009/10 myself and two colleagues have been working with staff from HMS *Raleigh* to create a permanent Heritage Centre. The Centre was completed last October, and opened on a VIP visit by Admiral Sir Jonathon Band. This is not quite a first within the Navy – the Royal Marines training base at Lympstone has had one for some time – but the importance of this Centre is demonstrated by its presence at the very heart of the site. It is joined to a new Communications Centre used by trainees out of hours, and will also be seen by families attending passing out parades, by VIPs on visits, etc.

Working on a project some 200 miles away has been an unusual, but very useful experience for us. Museums (even naval museums) and the Navy have quite different cultures and ways of working, but each element of the team has provided different skills. The Museum curators have provided historical knowledge, experience of interpretation and exhibition planning; HMS *Raleigh's* team have contributed their vision for the Centre, their knowledge of trainees and key messages in naval training, as well as specialist graphic design. This has helped to plan an exhibition for a very precise target audience, rather than one which caters for the diverse audiences who come to the Museum in Portsmouth. Phase 1 trainees have 4 lessons on history / ethos and it is planned that groups of 20-25 will visit the Centre for 45 minutes in their first weeks of training. Although we have to accept that there is not much prospect of attracting passing trade into the Centre, I must admit it is nice for once to have a captive audience, led by Divisional Training Officers who can (if absolutely necessary) force their groups to enjoy and read the exhibition.

History for digital natives:

Once we began planning the content of the Centre the questions became less, 'what is history for', and more 'what parts of naval history are *most important*', and, 'how can we make it *interesting*?'

This is not straightforward. As anyone working in the field soon finds out; there is a lot of naval history, and more of it is being created all the time. Early on in writing the exhibition brief we decided that the Centre would have to be highly selective. It could not be a comprehensive chronological history, from King Alfred's longboats of 897 to operations in Afghanistan in 2009, unless we wanted trainees to give up and go for a lie down shortly after the Battle of Quiberon Bay. Indeed, it should not only be about conflict – as clearly there have been many of the Navy's achievements from trade protection to anti-drug smuggling, etc which have not involved fighting.

Ultimately the team decided that the main focus should be on developing an understanding of how the Navy's role has changed over time and demonstrating how individual efforts contribute to overall success. This is more important than trainees emerging knowing the dates of great battles or the names of great leaders. Therefore the exhibition focuses on 5 key naval campaigns: 19th century anti-slavery patrols, the Battle of Jutland, the Battle of the Atlantic, the Falklands Conflict, and the Trident patrols of the Cold War. Each campaign would allow trainees to see the Navy carrying out a different strategic role e.g. humanitarian relief or supporting amphibious operations. Most importantly each campaign could highlight the *core values* of **Respect** and **Integrity, Courage, Commitment, Loyalty** and **Discipline** which made the operations possible. The focus is principally on the 20th Century because this is where links to trainees' future work can be made most clearly and the exhibition also contains space for a concluding focus on current operations.

This is a 'heritage centre', not a Museum, so will not display any of our historic collections.

In some ways this is a shame because visitors will not feel the pull of real objects, but exhibiting artefacts in a secure way is expensive and a long-term commitment. However, we have aimed to create an exhibition which draws on the amazing stories within the Museum's collections and uses these to engage with this audience.

The principal way to make the Centre interesting has been to connect with the trainees using strong personal stories. This means throughout the exhibition we have chosen case studies which are directly relevant to the trainees and have modern parallels. These are for example; the Seaman whose sharp eyes rescued slaves off East Africa, or the Sick Berth Attendant on a corvette who had to treat survivors from a sinking using the most basic supplies. Instead of the examples of great leaders we feature the real voices of real ratings who have gone before; in an 'audio booth' trainees are able to pick from the 'Voices of Experience' where 18 men and women talk about their naval service. There are lots of opportunities to show what has changed e.g. in the film which focuses on the training of Hostilities Only ratings in the Second World War - and if people don't feel lucky after watching this they never will.

These stories will feature in the exhibition graphics, but also through digital media - sound, film and 'touchscreen kiosks'. This is essential since the trainees are very much 'digital natives', who have grown up using technology to get information and have an innate understanding of it, rather than we 'digital immigrants' who have adapted to it. It also brings lots of opportunities; the Navy's chronology can be presented on screen as a timeline which trainees can interact with - choosing where they start, which images to zoom into, where they move next.

Most excitingly we have used the media to develop four mini-challenges. In these trainees can put themselves in the shoes of real people taking part in real events, see if they make the same choice and then discover what really happened. The challenges have been researched from diaries, medal citations,

reports of proceedings, etc and focus e.g. an ASDIC operator on destroyer tracking a U-Boat, an Artificer on a Type 21 working on damage control. Each scenario shows someone demonstrating real courage, real discipline, etc and so we hope will cause Trainees to reflect on the core values required by the Navy.

History in the Future

It will be exciting to see how people react to these resources, and particularly to the mini-challenges, in the evaluation of the Centre. If we want to develop this use for history in the future there will doubtless be lessons to learn - we ourselves have certainly learnt some already from engaging with naval training in such a direct way.

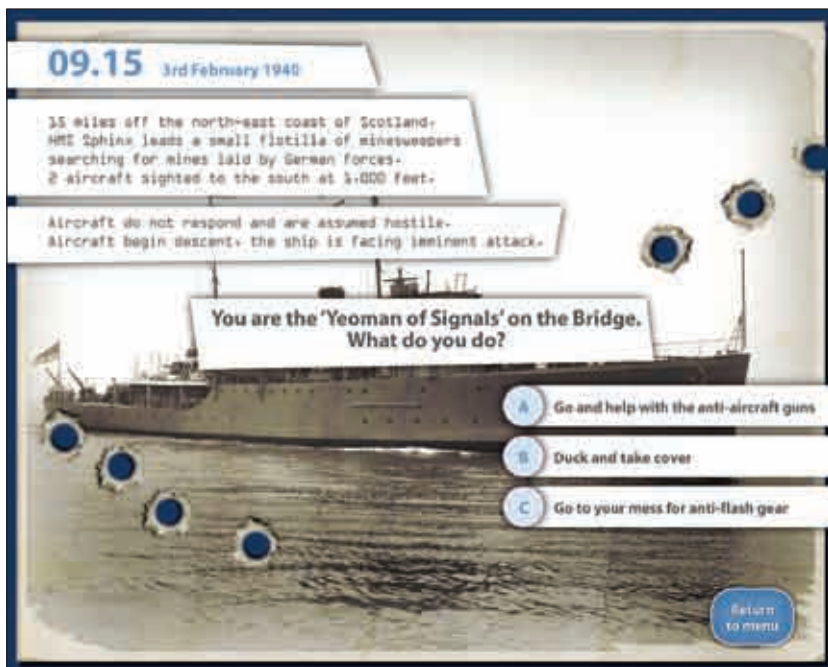
One lesson from the Raleigh staff has been to adapt the principle, 'Pay once use many times'. Although the digital resources are targetted at Raleigh's trainees, they have been designed so that the stories they feature can be changed at little additional cost and targetted to other audiences e.g. officers at

BRNC, or others in later stages of training. This is important as the new National Museum needs to extend its reach, and engage with people at the start of their naval career.

More importantly I think we have learnt that it is possible to create an exhibition with such a didactic purpose, but still maintain some historical balance. Curators are historians by training, so it is important to us that what we present is authoritative. This means not just getting the facts right, but also selecting stories so that we present a balanced story with negatives as well as positives; after all examining the reasons for failure can be more instructive than celebrating success. I hope that we have managed to keep balance by focusing on real people; the exhibition is not just a record of glorious achievements and of recipients of the Victoria Cross demonstrating impossible virtues (though Boy Cornwell does feature) but includes people struggling to create the best result when things go wrong.

Matthew Sheldon

FEBRUARY 2011



AN HISTORIC NAVAL WAYPOINT – HALF A CENTURY AGO

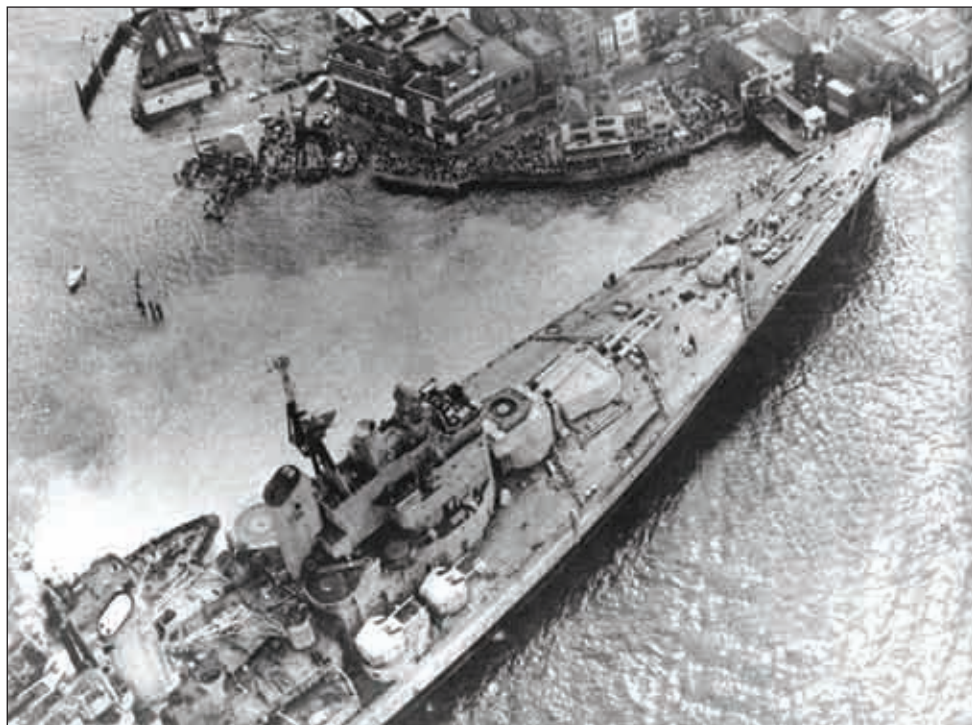
Some fifty years ago the Royal Navy arrived at a key 'waypoint', and moved into the era of the modern Navy. This waypoint was marked symbolically, here in Portsmouth, with the passing of HMS *Vanguard*, last of the super-Dreadnought battleships. Her passing, with an ignominious grounding in August 1960, was the final end of the great Dreadnought era. That era had begun so auspiciously over fifty years earlier, again here in Portsmouth, with the launch of HMS *Dreadnought*, by HM King Edward VII, in the Royal Naval dockyard, in May 1906. *Dreadnought* had been the first of the new, fast, all big gun battleships, which revolutionised naval warfare and dominated the high seas for nearly fifty years.

The iconic waypoint in 1960 was a most important one for the Royal Navy as it coincided with the launches of both Britain's first nuclear submarine and first guided missile warship, thus saluting the last of the 'old' whilst heralding the first elements of the new, modern missile armed, nuclear navy, a far cry from the big gun battleship. It was literally a turning point from the old traditional, imperial Navy towards the modern Royal Navy of the nuclear age. In fact the revolutionary changes had been foreshadowed three years earlier in the 1957 Defence White Paper (Cmnd.230 '*Defence: Outline of future policy*'), nick named the 'Sandys' Axe'. The 1957 White Paper was the result of a fundamental defence review, prompted by the Suez debacle and the failure of Operation *Musketeer* (1956) but really ordered, in response to Britain's declining economic situation. The new policy, designed to save costs by taking full advantage of modern military technology, signalled a major shift in defence strategy from large expensive conventional forces to smaller specialised forces more reliant on nuclear weapons and missiles.

HMS *Vanguard*: In 1960, the mighty 44,500-ton HMS *Vanguard* was the Royal Navy's sole remaining battleship, the last of Britain's proud line of fifty-seven Dreadnoughts.

She was Britain's biggest and fastest ever battleship, armed with eight massive 15-inch BL Mk I guns, and capable of an incredible speed of thirty knots from her four Parson's steam turbines. She was built by John Brown, on the Clyde, and though she was launched on 30 November 1944 she was not completed until after the end of the Second World War, being commissioned on 9 August 1946. She never fired her guns in anger but served as flagship for various exercises and deployments and in 1947 she took the Royal Family of HM King George VI on a high profile visit to South Africa. Following a refit in Devonport, in 1955, she was placed in reserve and moored in Fareham Creek, a resting place for many retired great warships. In 1956 she became the flagship of the Admiral Commanding Reserve Ships but three years later it was decided to scrap her. She was decommissioned on 7 June 1960 and sold for scrap for just half a million pounds.

Nearly two months later on 4 August 1960 she was finally towed from Portsmouth, her homeport and the very dockyard where the first dreadnought had been built half a century earlier. On that bright but fateful day large crowds had gathered in Portsmouth and Southsea to see her leave for the very last time and many flocked to the Round Tower and the harbour entrance at Old Portsmouth. *Vanguard* was reluctant to go and in a final act of defiance, just as she approached the narrow entrance, she broke from her tow and swung to port almost broadside across the harbour mouth, coming to rest with her mighty bows towering over the landmark Still and West pub, on the point. She was temporarily grounded, wedged solid across the harbour entrance, completely blocking Portsmouth for several hours. Fortunately little damage was done and later that afternoon the tugs managed to free her before the tide dropped. She was then finally pulled clear and towed away to Faslane, arriving safely five days later on 9 August (the 14th anniversary of her commissioning) for scrapping.



HMS *Dreadnought*: Just over two months later, Her Majesty Queen Elizabeth II launched Britain's first nuclear submarine at Vickers Armstrong's yard in Barrow-in-Furness on Trafalgar Day, 21 October 1960. She was the first in a formidable line of revolutionary new war vessels, which would include nuclear ballistic missile submarines (SSBNs), each with infinitely more fire power than all the *Dreadnought* battleships put together. What more appropriate name than that she should be commissioned HMS *Dreadnought* the seventh to serve in the Royal Navy.

HMS *Devonshire*: Britain's first guided missile super-destroyer, HMS *Devonshire* was launched at Birkenhead on 10 June 1960, just three days after Britain's very last battleship was decommissioned. She was built by Cammell Laird and was the lead ship of a completely new class of powerful warships equipped with the *Sea Slug* medium-range anti-aircraft guided missile and the *Sea Cat*

ABOVE HMS *Vanguard* stuck across Portsmouth harbour entrance with her bows up against the Still & West, 4 August 1960.

short-range anti-aircraft guided missile. She was described in *Jane's Fighting Ships* at the time as being ultra-modern, handsome, a masterpiece of ingenuity with the most advanced equipment. She was also the first ship to have COSAG propulsion unit, with combined steam and gas turbines, geared to the same propeller shaft, delivering a speed in excess of 32 knots. They were designed to provide area anti-aircraft defence for a naval task group and were indeed a new generation of warships for the missile age.

Whilst *Dreadnought* and *Devonshire* were the most sophisticated warships to be launched at that time other important modern warships were being prepared for the Royal Navy. Britain's first Commando ship, the converted light fleet carrier *Bulwark* was commissioned earlier in the year and the conversion of her

sister ship, *Albion* was ordered as well that year. Also the first of the hugely successful Leander class frigates, *Leander* and *Dido* had just started construction.

Though it was certainly a sad occasion, fifty years ago, to see our last battleship, the mighty *Vanguard*, leaving Portsmouth for the very last time, many great and illustrious warships of the Royal Navy would enter and leave the harbour over the subsequent years. The name was not lost because quarter of a century later, on 30 May 1986, the first of class, and name ship, of the *Vanguard* class Trident ballistic missile

nuclear submarines was ordered. Built by Vickers, she was launched at Barrow-in-Furness in 1992 and commissioned the following year. The awesome power of her Trident nuclear missiles is infinitely greater than any broadside from the previous battleship *Vanguard*.

Based on extracts from ‘Safeguarding the Nation, the story of the Modern Royal Navy’, illustrated by the Royal Naval Museum.

John Roberts

THE SHOP IS MOVING ...

On Monday 21st March the Museum Shop will embark on a journey that will see it relocated, refurbished, rebranded and restocked. The shop will be moving into new premises, in what is the very first phase of the new Storehouse 10 redevelopment. Following refurbishment, you will find the shop in its new home from Monday 4th April, located in what is currently the main reception area of the Museum in Storehouse 11.

This is a somewhat smaller space than it has previously occupied, but we have all be working very closely with English Heritage and both our retail consultants and shop fitters to ensure that we maximise all available areas.

We have employed some new staff, so you’ll see new faces when you visit, and have also encompassed the reception role currently performed by our Gallery Assistants into the shop function.

By the time you read this both Karen and myself will have spent 2 days at the Spring Gift Fair hosted at the NEC in Birmingham, and you will see the fruits of our labours on the shelves, reflected in the new and exciting gift lines that the shop is now stocking.

It isn’t our intention to move too far from our core lines, but we need to ensure that the retail output of the Museum reflects its place as a National Museum, and therefore we have undergone something of a refocusing exercise. I hope you all approve not only of what we’ve done, but also in the lines that we now stock.

If there is anything you think we’ve forgotten, or any suggestions you have of what we might stock, do please let Karen know, sales@mmuseumshop.co.uk

I trust that you will now all find even more reasons to support the shop, if your current level of 10% discount wasn’t enough! A discount which I’m sure you’ll be glad to know won’t change.

So come on down and see what we have to offer.

Giles Gould

ENTERPRISE MANAGER

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FROM THE EDITOR

I am pleased to welcome Captain John Roberts who has agreed to become Assistant Editor and has already had considerable input to this edition. His experience both as an author and as a past Chief Executive of The White Ensign Association will be of considerable benefit to the Friends.

One of the key changes in Scuttlebutt is that we are now including advertising from companies which we hope will be of interest to the Friends. The income will enable us to improve Scuttlebutt both in size and content

and hopefully enable us to gain new members both from the Royal Navy and increasingly from the civilian population who are interested in the Navy. I am sure that all our members are aware of the need to recruit new members and with the forthcoming development of the 20th Century Galleries in the Museum we will have an opportunity to promote this significant chapter in our history.

Roger Trise

FROM THE TREASURER

My thanks to Friends who have changed their Standing Orders to the new subscription rates of **Single Member £20 Joint Membership £25**. It would greatly assist us if members with subscriptions that will be paid during the

coming months could also change to the new rates or more, if you so wish. Please ensure that any previous Standing Orders are cancelled as only you have the authority to implement any changes to your bank account.

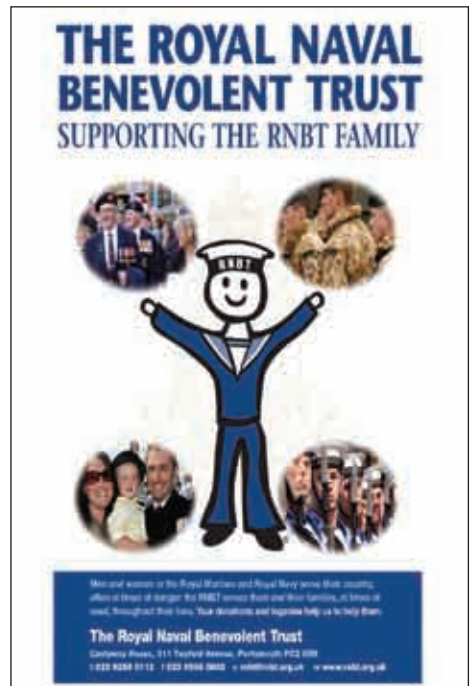
Lieutenant Commander Ronald H. Newton RN Retired 1926 - 2011

Sadly Ron Newton passed away at the end of February.

He served as Honorary Secretary of the Friends for most of the last decade, only retiring when his health began to decline.

His friendship, humour and dedication to The Friends will be long remembered by all those who knew him.

Our thoughts are with his family at this sad time.



'THE NAVY'S HERE'



The *Altmark* incident, when a boarding party from HMS *Cossack* released 299 captured British merchant sailors, was a major boost to morale in the early stages of World War 2. Controversial at the time it took place in then neutral Norwegian waters. After the Germans invaded Norway they marked the position in Jossingfjord where the action took place with a commemorative board.

The German pocket battleship *Admiral Graf Spee* had captured the Merchant Navy prisoners during its foray against shipping in the South Atlantic. This all took place during the first three months of the war, before *Graf Spee* was discovered on 13th December 1939 and attacked by the cruisers *Ajax*, *Achilles* and *Exeter*. To avoid destruction she took refuge in Montevideo harbour but after four days *Graf Spee*, for diplomatic reasons, was required to leave Montevideo. Captain Hans Langsdorff took the decision to scuttle his ship in the River Plate, rather than face destruction from the British force blockading the port.

Altmark had been supplying *Graf Spee* with oil and provisions throughout its raids and taking on the battleship's prisoners. Having no further purpose in the South Atlantic it started its journey back to Hamburg, arriving in Norwegian waters on 12th February 1940. During the 14th and 15th Norwegian patrol boats stopped and boarded *Altmark* three times but on each occasion the German captain insisted that

his ship was just an unarmed tanker and the ship was not searched. Britain had made Norway aware that the *Altmark* was carrying British prisoners and therefore breaching Norwegian neutrality but, as Norway was still a neutral country at the time, they were reluctant to create an incident that might give Germany an excuse to invade their country.

A British flotilla, alerted to the fact that *Altmark* was likely to sail through the North Sea, had put to sea from Port Edgar in the Forth at midnight on the 13th February and were sweeping a wide area looking for the supply ship. This group comprised of the cruiser *Arethusa* and destroyers *Cossack*, *Nubian*, *Sikh*, *Intrepid* and *Ivanhoe*.

The British Embassy at Oslo received word that *Altmark* was two miles off the Norwegian coast, north of Bergen, and the Naval Attaché signalled the Admiralty. The First Lord of the Admiralty, Winston Churchill, gave instructions to the flotilla to "Find her, edge her into the open sea, board her and liberate her prisoners". Captain Vian in *Cossack* was south of most of the flotilla and without a clear idea of what the *Altmark* looked like was approaching and questioning any possible sightings but it was a difficult task as the area was busy with shipping.

Altmark was eventually spotted by a Hudson from RAF Thornaby and *Ivanhoe* and *Intrepid* sped to intercept but *Altmark* continued on her southerly course until they were near the entrance to Jossingfjord. Norwegian naval forces tried to hamper the British ships but ordered by *Intrepid* to heave to, the *Altmark* instead fled to the fjord.

Again Churchill signalled Captain Vian, "Unless Norwegian torpedo-boat undertakes to convoy *Altmark* to Bergen with a joint Anglo-Norwegian guard on board, and a joint escort, you should board *Altmark*, liberate the prisoners and take possession of the ship pending further instructions. If Norwegian torpedo-boat interferes you should warn her to stand off. If she fires

upon you, you should not reply unless the attack is serious, in which case you should defend yourself using no more force than is necessary and ceasing when she desists". The Norwegians refused to take part in a joint action saying their previous searches had found nothing. After the Norwegians again refused to collaborate in boarding *Altmark*, *Cossack* entered the fjord where *Altmark* ran aground during the boarding action. The Royal Navy boarded her at 2220 on 16th February and during an action in which six German sailors were killed and eight wounded the *Altmark* was taken. On reaching the entrance to the hold the boarding party called out, "Any Englishmen here?" When the prisoners replied the response was "Well, the Navy's here". This brought cheers.

Just after midnight on 17th February the *Cossack* left Jossingfjord and although the Norwegian escorts protested they did not intervene. The Norwegian Government's stance was that, according to international treaty, a neutral country was not obliged to resist a vastly superior force!

Even though the Norwegians objected to their neutrality being infringed they were

still reluctant to be dragged into the war but eventually Hitler took the decision to occupy Norway and Denmark, with the invasion taking place in April 1940.

The double-sided board was erected at the site of the action by the Germans after the invasion. Written in German it reads, "Here on 16th February 1940 the *Altmark* was set upon by British sea-pirates". In 1944 British airborne forces brought back the sign of which one side is kept at the Airborne Museum at Aldershot whilst the other side was given to Admiral Vian. In 2009 Mrs. Susan Keate, Admiral Vian's daughter, expressed a wish that the HMS *Cossack* Association should have the board but with nowhere to display the sign the Association suggested that it be given to the Royal Naval Museum at Portsmouth. In April 2010 it was gratefully accepted by the Museum where it will eventually be placed on display when the new extension is completed.

Paul Woodman

This is the first of a series of articles I will be writing, thanks to Richard Noyce, Curator of Artefacts, about objects kept in the reserve collection of the Museum.





William L. Wyllie RA

Weekend

Friday 8 - Sunday 10 July 2011



Life and Works

The National Museum of the Royal Navy is proud to celebrate Wyllie's achievements with a special weekend devoted to his life, works and the Royal Navy they depict.

William Wyllie is acknowledged as one of the leading and most prolific marine artists at the turn of the century. A former winner of the Turner Gold Medal, his work remains at the forefront of marine art.

Wyllie's association with Portsmouth is intertwined with HMS *Victory*, having moved to Portsmouth in 1907, where he lived until his death. He campaigned vigorously for the restoration of HMS *Victory* as a founder member of the Society for Nautical Research.

Lectures by leading experts in their fields will reveal not only the life and times of Wyllie, but also his artistic style, and how the struggle continues even

today to preserve his legacy for future generations.

There will also be a walking tour around Old Portsmouth, bringing to life many of the places Wyllie lived and worked, as well as the locations where he painted.

Enhancing the weekend will be a medley of Gilbert and Sullivan accompanied by readings; tunes which William used to whistle while he painted, as well as the opportunity to purchase original Wyllie works of art.

The highlight of the weekend is the rare privilege to dine on the lower gundeck of HMS Victory, Nelson's Flagship at Trafalgar, at mess tables slung between the 32-pounder guns.

Profits from this event will go towards the Museum's work in preserving and interpreting the history of the Royal Navy.



For further information and to make a booking for the William L Wyllie weekend please contact:

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Hampshire PO1 3NH
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Website: www.royalnavalmuseum.org

THE PINNACE CREW AT THE LONDON BOAT SHOW 2011

For the third successive year this again proved to be a very popular attraction - so much so that we appear to be acquiring a fan club! We were very pleased by the level of visitor interest in the superb model of HMS Vanity which we borrowed from the Museum to display alongside the hammock stand. When answering questions about the model we were able to talk about the Museum and encourage them to visit us in Portsmouth.

The Hammock

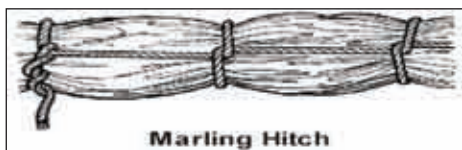
The earliest hammocks were woven from the bark of the Hamak tree and hence the name. The Sisal plant (similar in looks to an Aloe Vera plant) later replaced the bark as the material of choice for the hammock because it was more abundant, and its fibres could be softened by rubbing them against the thigh. The use of cotton in these original hammocks is a relatively new material adopted only in the last 50 - 60 years. One of the reasons that hammocks became popular in Central and South America was their ability to provide safety from disease transmission, insect stings, or animal bites. By suspending their beds above ground, inhabitants were better

protected from snakes, biting ants, and other harmful creatures.

Shortly after Columbus came to America, the Bahamians were using hammocks for their afternoon siestas. Interested in this new contraption, Columbus took a load of hammocks with him on his return trip. From that, the Europeans, especially the sailors of Britain and France, found the hammock comfortable, practical, and useful for getting a good night's sleep while at sea, certainly better than sleeping on the deck. In warships, hammocks were slung at head height, 20 inches apart, so the 'stretcher' (a piece of wood to help keep the hammock open) could be no longer than 18 inches. A hammock could be attached to hammock bars, hocks in the beam, the bulkhead or by a rolling hitch to a vertical stanchion.

"Show a leg" – the term comes from the days of pressgang when wives, sweethearts and other 'ladies' were allowed to sleep onboard and a female leg was allowed to lay in! "Lash up and stow" – each hammock was rolled tight, lashed and stowed in a hammock net every morning, using seven Marling hitches. Hammock nets would be found on the gunwales of sailing warships until the end of sail. After this, special cages were fitted in the Mess Deck. A well lashed hammock could be used as a life jacket/raft, and could keep a man afloat for 24 hours. The lashed hammock could also be used for 'damage control' to bung any holes in the side of the ship and to provide protection on the up decks from small arms fire and shrapnel.

The hammock could as be used as a 'coffin'. If you died at sea the corpse would be sewn into their hammock with a heavy weight inside such as canon ball to weigh it done. The last stitch of sewing up the shroud was traditionally put through the deceased's nose – to make sure he really was deceased! The last Royal Navy issue hammocks could also be converted into camp beds to be used ashore.



Marling Hitch



HMS Vanity

As stated earlier on the stand we had a fine model of HMS *Vanity*, courtesy of the Royal Naval Museum. She was a V & W Class destroyer built by Beardmore of Glasgow and launched on 3rd May 1918. She was the second RN warship to carry the name dating from about 1650. She served with the Fleet until the 1930's when she was placed in Reserve until re-commissioned in 1939. After a successful Warship Week National Savings campaign during December 1941 this ship was adopted by the civil community of Scunthorpe, then in Lincolnshire. She was 1,090 tons; length: 312 feet, beam: 29 feet; turbines and twin screws provided 27,000hp, top speed: 34 knots; four 4 inch guns, two 2 pounder AA, four 20mm AA, six 21 inch tubes; complement of 110 men.

Although described in a reference (Service Histories of Royal Navy Warships in World War 2 by Lt Cdr Geoffrey B Mason) as "D28" the model was marked clearly "G19". Several Boat Show visitors queried this.

I have actually found photos of the ship with both numbers. It is also known that in 1940 her Pennant Number for visual signalling purposes changed to "L38" to conform to new the identity for Fleet and Auxiliary vessels and there is a photo to confirm this. Interestingly, Wikipedia, which is not a totally reliable source, states that a sister ship, HMS *Vanessa*,



ABOVE HMS Vanity – D28

CENTRE HMS Vanity – G19

TOP HMS Vanity, 1940+, L38

again built by Beardmore and launched in March 1918, two months earlier than *Vanity*, was given pennant number G18. This rather suggests that *Vanity* started life as G19 and became D28 sometime later?

VOLUNTEER CO-ORDINATOR'S REPORT

October – December 2010

Southsea residents Tony Spender and John Turner are the latest recruits to the volunteer team. Both have wasted no time in getting involved in valuable projects. Tony has extracted a list of Naval Base WWII blitz fatalities from the original casualty records held in the Library. This resulted from a request from Portsmouth City Council, who are compiling a city-wide role of honour for the 70th anniversary of the severe Luftwaffe raids on the City during 1941. Tony was among the Portsmouth residents who read out names at a ceremony in Guildhall Square last Monday. He is also helping to prepare for public display the artefacts currently kept in the Loft Store. John is receiving training on the CALM software used for the collections catalogue, so that he can join another volunteer in improving the searchability and quality of the records already held in it. John has been a volunteer with Pinnacle 199 for some time.

Roger Keyzor and George Webb are putting the skills they acquired in creating a deck-by-deck inventory database for HMS Victory to good use by logging the precise location of artefacts in the South Attic Store.

David Snape has joined David Main on the project to enhance the Trafalgar Sail exhibition and develop sail/steam power awareness initiatives for young people.

On 30th November Christopher Knox gave his first yacht club talk about the Museum and the Friends. This was to the Parkstone Cruising Association in Poole. It was very well received and a group of their members will be coming to the Museum in May for a visit to be hosted jointly by the curatorial team and members of the Friends. Christopher's presentations to yacht clubs have successfully continued on and into the New Year, with bookings already coming in for next winter.

The Victorian Festival of Christmas was as popular as ever and for once the weather was excellent, if cold. Over 20,000 visitors came through the Dockyard gates and it certainly

seemed that a big proportion of them came up to the Princess Royal Gallery to watch the performances of the Mad Hatter's Tea Party by Portsea's Groundling Theatre Company. Volunteers Chris, Sue and Jean donned elegant Victorian costumes to perform their 'front of house' duties, not least of which was crowd control, in their usual efficient manner over the three days.

Later in December I was pleased to attend a second review meeting with Graham Dobbin, with Giles Gould and Vicky Ingles in attendance. This was extremely informative for both sides - these meetings are excellent in ensuring good communications between Museum management and volunteering activity. I had a follow-up meeting with Vicky and one of the outcomes was agreement to create and maintain an up-to-date register of all volunteers active within the Museum and on Victory - both Friends volunteers and any others. This will greatly assist with the practicalities and administration of what is a constantly expanding aspect of the Museum's operation.

With the 2011 NMRN Events Programme now published, I am looking forward to arranging volunteer support for a good proportion of the events that will take place in the year ahead.

David Baynes

FRIENDS VOLUNTEERS CO-ORDINATOR

After David's contribution on volunteering in the last edition of Scuttlebutt the Editor of the BAFM (British Association of Friends of Museums) Journal asked if he would write a article for their Journal.

They view volunteering as one the key issues in Museums especially in these times of reducing budgets and therefore David's article is of considerable importance and a recognition of the role of the volunteer coordinator.

Our thanks to BAFM for allowing us to reproduce the article and to David our congratulations and thanks for all that he does for our Museum.

A Major Resource Worth Nurturing

The Reflections of a Volunteer Co-ordinator

David Baynes, Volunteers Co-ordinator, National Museum of the Royal Navy, Portsmouth

I am writing this just having returned from the Victorian Festival of Christmas at Portsmouth Historic Dockyard – a spectacular annual event which attracts well over 20,000 visitors to the city, plus local residents, who all enjoy access to the Dockyard's Museums and historic ships as part of their Festival ticket. Re-enactments and costume dramas are an integral part of the Festival, and the Royal Naval Museum has always provided a venue for performances by a local theatre school. A costumed volunteer team of Museum Friends enjoy providing front of house support – not least crowd control and also introducing the performances, as well as promoting the galleries to the many audience members who find themselves in the Museum for the first time. The summertime Veterans Teaparty, held in the grounds of the Museum, is another major event involving Friends Volunteers. They work hard, ensuring all the naval veterans have a splendid afternoon – including enjoying authentic 1940s teatime delights, made to original wartime recipes!

2010 has seen major changes for the four museums funded by the Royal Navy. The newly-created National Museum of the Royal Navy brings together the Royal Naval Museum, the Royal Navy Submarine Museum, the Royal Marines Museum and the Fleet Air Arm Museum under one Director General. All the museums have strong friends groups. The Friends of the Royal Naval Museum and HMS Victory has been active for many years and in 2007 it was decided to rejuvenate its volunteering capability and I was asked by the Friends Council to take on the role of Volunteers Co-ordinator. Four years on, I have a team of 35 active and enthusiastic volunteers. One of

the Museum's most important artifacts is the last surviving naval steam pinnace which was built in 1911, (see photograph). This has been fully operational and crewed by volunteers for some years and has always been outside my remit. As are a small number of long-standing volunteers (eg. charts and medal experts) working directly with certain curators.

One of the most successful teams has been the one working with the Curator of HMS Victory. A complete inventory of artifacts aboard the ship has been created and loaded onto a database. The Curator's books, archive documents and image collection have been catalogued. Constructional projects have included an exhibit to show cannonball impact damage and consequent splinter injuries. Oak planking was taken to nearby Fort Nelson (National Armouries) and actual cannonballs fired at it – the result is now displayed for visitors to see when they tour the ship, (see photograph).

The Museum's library is the focus for a good deal of the Volunteer activity. In here the contents of a wide range of material from the document collection is being indexed and annotated, using dedicated laptops funded by the Museum Friends. Major inroads are being made into previously untouched resources, so that for the first time curatorial and library staff, visiting researchers and family historians can retrieve the information they are seeking about the naval seamen, officers, WRENS, ships and wartime conflicts that make up Britain's naval history. Typical documents include correspondence, whether between naval personnel and their families or between government ministers and the Admiralty at the

highest level, WRENS' diaries and ships' casualty log books. Two major press cutting collections are being indexed – not just articles from the broadsheets but accounts and photographs appearing in the popular press of the day. A reference image bank of ship photographs is being created – a volunteer selects the best picture of a ship from several, scans it and enters it into the database.

A recent initiative is for a volunteer, who is an excellent public speaker, to go out to yacht clubs here on the south coast to give an illustrated presentation about the work of the Museum, its collections, the benefits of being a Friend and how their club members can become involved in supporting fund-raising for the major '20th Century Navy' gallery extension project which is underway. He is also inviting each club to organize a group visit to the Museum in the spring.

As the New Year approaches volunteer interior decorating skills will come to the fore as the pillars and panelling of the Museum's Victory Gallery together with the Trafalgar Experience walkways receive a sprucing up with paint and polish. After his initial reservations last year about a project of this nature, the maintenance manager is requesting a repeat performance in 2011!

Setting up and running a volunteers group at a major UK museum has been a great learning experience for me. It's been gratifying that volunteer 'wastage' has been extremely low. More importantly, everyone seems to be enjoying themselves! After all, enjoyment is surely the main motivator for any volunteer.

For what they are worth, here are some of the ways of doing things that I find seem to work: Have a really friendly hospitable one-to-one half-day induction session. Show them the Museum as a working unit. Introduce them to as many members of staff as you can, even if you only pass them in the corridor. Let them feel wanted the minute they are through the door. If they and whoever they will be working for react well, fix up

their first session immediately – don't say "think about" or "we'll be in touch". It's good to have volunteers working in at least pairs on projects - this is companionable for them and ensures continuity when, for instance, one volunteer has health problems or goes on that world cruise they've always promised themselves! Let the need for a task to be done drive the search for volunteers, i.e. bring them on board in response to an expressed need rather than lining them up regardless. Seek out and take the initiative on opportunities for volunteer input, but don't push the professional staff to find work for them. Supervising volunteers and checking their work can be a stressful burden. Once you have teamed the volunteer up with a member of staff, let them get on with it and deal direct with each other. Monitor their working relationship and step in and try to remedy matters when it's not going smoothly for any reason. Call in on volunteers from time to time and let them show you the results of their efforts. From the very first time I contact them, I try to use the telephone rather than emails – voice tone can reveal so much when you are seeking to find out how things are really going, or you need to ask them to turn out to help host a special event on the same day as their granddaughter's birthday! I always try to remember that all volunteers have a life – no matter how devoted and loyal they may be to 'their' project in 'their' museum





ABOVE The Volunteer's lunch in Boathouse No 7 in February was well attended and should become a regular event in the future. This is a rare chance to get all the many volunteers together at the same time.

THE EVOLUTION OF THE 20TH CENTURY GUNBOAT

Many 'Friends' – not least those formerly members of the British Military Powerboat Trust (BMPT) – will know that following BMPT's merger with the Portsmouth Naval Base Property Trust (PNBPT) in 2009 ownership of Motor Gunboat (MGB) 81 was transferred to PNBPT and the boat – formerly based at Hythe/Marchwood – is now berthed at the Gunwharf Quays Marina.

To raise the profile of MGB 81 in the Portsmouth area the Society for Nautical Research (South) has organized in consultation with the British Military Powerboat *Team* (sic - see www.bmpt.org.uk) and the Coastal Forces Heritage Trust (see www.dameland.org.uk) a one-day conference on Saturday 9th Apr 2011 in the Princess Royal Gallery titled 'The Evolution of the 20th Century Gunboat'.

The history of modern-day 'Fast Fighting Boats' – the term used by Harald Fock, author of an authoritative study of their development and use 1870-1945 – really begins some 150 years ago. Before 1815 it had of course been customary in time of war for 'small ships', whether commissioned warships or privateers, to harry shipping off an enemy's coast and harbours. But thereafter, for various reasons, that role lost favour in naval thinking and doctrine. When the British Admiralty procured for offensive operations during the Russian War (1854-56) a large number of masted steam-gunvessels – shallow-draft ships whose main armament was a couple of big guns – they were intended in the first instance for coastal bombardment. However some officers considered such 'gunboats'



might have other uses – both ‘offensive’ and ‘defensive’ – in coastal warfare, and throughout 1855 they were employed in the Sea of Azov interdicting Russian craft carrying supplies from Taganrog enroute to Sevastopol. But these gunvessels were neither especially fast nor small: they may be thought of as ancestors of the small bombardment monitors built during the First World War (of which M33 survives at Portsmouth), and like them were seagoing ships – the term ‘boat’ was apparently used because they were not independent commands. It was during the American Civil War that the first significant use was made of small, potently-armed attack-craft against much larger ships, both sides having some success using boats equipped with spar-torpedoes.

When such ‘torpedo boats’ (TBs) were equipped in the 1870s with the new-fangled ‘locomotive torpedo’ it seemed to some that a new era in maritime warfare had dawned – but thereafter there was increasing scepticism. Contemporary TBs were significantly limited

in seaworthiness, speed (except in calm conditions) and endurance; while prior to the development of gyro-steering for torpedoes (from the late-1890s onwards) the maximum effective range of their weapons against even a large ship at anchor was only 500-600 yards – significantly less than the effective range of anti-torpedoboat guns!

Nevertheless the Admiralty procured well over 200 TBs for the Royal Navy in the 40 years prior to 1914 – 1st Class TBs for ‘coastal defence’ (including defence against enemy TBs), and 2nd Class TBs which were small enough to be conveyed to the vicinity of an enemy harbour by a cruiser-sized ‘carrier’. But we largely abandoned the ‘2nd Class TB’ concept, and instead equipped the ‘picket boats’ of battleships and large cruisers with dropping-gear for 14-inch torpedoes. (Steam Pinnace 199 is the last surviving example of these craft.) Meanwhile larger 1st Class TBs were built, to improve their speed and seaworthiness, and by 1914 no major navy was building new 1st Class TBs – their

torpedo-attack role having been assumed by 'Torpedo-Boat Destroyers', which were able to accompany a battlefleet at sea whereas TBs couldn't.)

In the interim the Japanese success in attacking Russian warships during the Russo-Japanese War somewhat revived enthusiasm for TBs; and during the decade before the outbreak of the First World War serious thought was given to building a new generation of small TBs powered by internal-combustion engines – which offered significantly better power-to-weight ratio than any form of steam-propulsion. No major navy showed a great deal of interest, however – many naval professionals remained sceptical that TBs had much value in the face of *properly-conducted* defensive countermeasures; and it was also the case that no contemporary petrol engine met naval requirements for power *and* reliability in the marine environment.

Following a very brief summary of the earlier history of 'Fast Fighting Boats' to set the scene, 'The Evolution of the 20th Century Gunboat' will be principally concerned with developments from 1914 onward. The first two speakers will talk primarily about the First World War and its aftermath, during which three navies – the British, Italian and German – procured significant numbers of 'Motor Torpedoboats' and made operational use of them. It will be emphasised that all three essentially started from scratch, having had no pre-war plans in those respects; and concerning 'operational use' the subject will mainly be the British 'Coastal Motor Boats' (CMB) because the Royal Navy was the only service which from the very start intended the craft for *attack*. Concerning 'procurement', however, it will be argued from a summary of those three navies' development of Fast Fighting Boats in the period 1914–39 that the Royal Navy was seriously handicapped during the first half of the Second World War by having effectively suspended the

development process for some 10 years between the wars.

Three sessions will then cover various aspects of the Royal Navy's use of Fast Fighting Boats during the Second World War itself, as an important objective of the conference is to establish the place of MGB 81 and other historic craft in the general story of their development. Having had in 1939-40 an inadequate number of craft which left much to be desired in respect of armament and seaworthiness the Royal Navy's position had by 1944-45 been transformed to one of qualitative and quantitative superiority, with firm foundations laid for postwar development of multi-role Fast Attack Craft. Subsequently, however, it was decided during the 1957 Defence Review that Britain had no real operational requirement for such boats: a few were kept for training purposes, and some UK firms continued to develop and build them for export, but the best modern craft were designed and built elsewhere. An example was the Swedish 'Spica' class, the name-ship of which is now preserved at Stockholm, and one session will be devoted to the Swedish Navy's procurement of these craft. Their design was one of a number based upon drawings sold in the 1950s by the German firm Lürssen – which designed and built wartime German S-Boote – but the Swedish Navy specified armament and other equipment to meet its own particular requirements for the defence of Sweden's Baltic Coast.

In addition to the talks and discussion, a variety of scale models and other exhibits will be on display; and books, CD-ROMs etc relating to the operational and design history of Fast Fighting Boats will be on sale.

Mark Brady

For more details contact the organiser:
Keith Hope-Lang **01243 811388**
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Carriers

by Jean Hood

ISBN 9781844861118

Conway Books £20

To mark the 100 years of naval aviation, Jean Hood has collected reminiscences, extracts from official papers and anecdotes from a wealth of naval aviators from maintainers to flight crew and officers commanding carriers. It is somewhat ironic that I am reviewing this book as the UK decides to proceed with building 2 carriers which will have little or no air power for some 10 years but that is a different tale!

What makes this book so absorbing is that it doesn't just have recollections from UK and American naval fliers, but it has input from Japan, Australia, India, France, and Italy. It is difficult to pick out the more memorable tales – there are so many gems to read. An account by a Lt Erskine Childers (of Riddle of the Sands fame) of joining his seaplane on Christmas day by rowing dinghy is straight out of Ripping Tales. The raid on Taranto is covered in reports from those who succeeded and those who were shot down - but all told in an amazingly matter of fact way as they flew through the most amazing flak barrage.

The story of the loss of the Japanese carrier Akagi at Midway, caught with her air group fuelled and loaded on deck illustrates the vulnerability and dangerous environment of a carrier flight deck and this is continues in more recent times with the flight deck fire on the Forrrestal in 1967. Other tales such as the first jet landing on the Ocean and Admiral Sir Jeremy Black's accounts of commanding the Invincible during the Falklands War are good examples of the need for strong leadership and seamanship in handling these complex military platforms. There are also the lighter moments – snakes in helicopters and Squadron sod's operas.

It is a tribute to Jean Hood that this book is not just a random selection from various Museum archives and biographies.

The accounts really do cover every facet of carrier life and operations, and succeed in both educating and entertaining. This is a thoroughly enjoyable book and highly recommended.

Peter Wykeham-Martin

Seaforth World Naval Review 2011

edited by Conrad Waters

ISBN 978-1-84832-075-8

Published by Seaforth, hardback, 192 pages at £25.

Seaforth's *World Naval Review 2011* is the ideal companion piece to the classic *Jane's Fighting Ships*. For well over a hundred years *Jane's* has been the standard international annual reference work on the navies of the world. Highly respected, with over 1,000 pages, *Jane's* provides a vast quantity of extremely detailed, though often repetitive, information but without a comparative amount of assessment and analysis. For the busy person who does not have time to plough through the mass of data in *Jane's*, and make their own analysis, *World's Naval Review*, with its executive style overview, does it all for them and at a fraction of the £635 cost of the 2010-11 edition of *Jane's*. Seaforth started producing this annual in 2009 and last year's edition was selected as the book of the year by *Warships International Fleet Review*.

The Seaforth review, edited by Conrad Waters, has been written by an impressive group of contributors including Norman Friedman and David Hobbs. After a brief overview, by way of introduction, the book is divided into three basic parts, the first provides reviews of the world's navies on a regional basis, this is followed by an in depth consideration of key modern ships and then completed by technological reviews. The regional reviews in the first section cover events in the different areas such as the rise of piracy in the Indian Ocean and the sinking

of the South Korean corvette *Cheonan* in the Asia and Pacific section.

The review gives a balanced coverage of the world's navies and this inevitably reduces the space devoted to any one single navy. For those interested primarily in the British Navy, the review section devotes only two pages in the overview of Europe and Russia to the Royal Navy, even though it states that the "...the British Royal Navy is still the largest and most potent of all the European fleets...". The review compensates for this to some extent, by including detailed analysis of the *Astute* class submarines in the significant ships section and UK Warship Support in the technological review section. It is a great pity however that the book went to press before the outcome of the Strategic Defence and Security Review was known hence some details, such as the number of ships shown in the Royal Navy data box are already out of date, for example the sad decommissioning of *Ark Royal*, the Fleet flagship is not reflected. Similarly that decision and the phasing out of the Harriers are not covered in David Hobbs' otherwise succinct overview of world naval aviation in the Technological Review section.

The book is beautifully laid out to Seaforth's traditional high standard. It has many splendid data tables and clear summary boxes, and is superbly illustrated throughout.

In summary an excellent book, which is a must for all those wishing to keep up with world naval affairs. Highly recommended.

John Roberts

Ready for Anything, The RFA 1905 to 1950

Hardback, 224 pages

The Fourth Force: The Untold Story of The RFA Since 1945

Hardback, 243 pages

Both published by Seaforth at £25.

These two detailed books provide a comprehensive history of the Royal Fleet Auxiliary (RFA), from its establishment in 1905

to the present day, when its role in support of the Royal Navy remains just as important to the success of this country's defence policy and naval strategy. Together they make a fitting tribute to the RFA, aptly called "The Fourth Force". The RFA is of much interest to us locally having operated out of Portsmouth for over a hundred years.

The first book 'Ready for Anything' covers those early years as the RFA grew and then its important role throughout the two world wars, though mainly World War II. It describes the formation with the Admiralty Blue Ensign being approved in 1908 and the term RFA appearing in the Navy List in 1913, at least the RFA was up and running before the outbreak of World War I. The book only devotes thirteen pages to World War I, but sixty-two pages to World War II, demonstrating the much greater part played by the RFA in the second war. In fact the RFA was crucial to success and was involved in most of the major sea battles after 1939. The text is backed up by many informative data boxes, such as RFAs used as Q ships (in both wars) and Dummy battleships and battle cruisers that later became RFA ships. The book has five good, detailed, Appendix including a most useful twelve-page chronology of RFA involvement in world events. It also has thirty-seven pages of very detailed ship data tables, in contrast to the brief and rather skimpy index.

The second book, 'The Fourth Force' sub titled '*The Untold Story of the Royal Fleet Auxiliary since 1945*', covers an important gap in the record of British Naval History since the end of World War II. In fact the book really starts in 1950 and so follows on naturally from the earlier period, covered above. It provides a detailed and fascinating account of the Royal Fleet Auxiliary (RFA) over that period, including the Korean War and the Falklands, though rather surprisingly devotes only six lines to Operation Musketeer and the Suez Crisis. It does, however, show just how crucial the RFA has been to the logistic support of most operations and deployments by the Royal Navy worldwide, particularly

with increasing dependence on specialist spares for modern technology and highly complex, intricate weapon systems. Many people may not be aware just how closely the RFA accompanied the combat ships of the Royal Navy in operations and deployments in the world's trouble spots and the two chapters (thirty-eight pages) on Operation Corporate and the Falkland's conflict provides the clearest proof of that involvement. The book even provides a detailed two-page chronology of nuclear weapons transfers during the conflict, which must have been highly classified information at the time. The subsequent chapter, entitled 'Force Multipliers, Modern Sea War and the New RFA' provides some good lessons for future warfare and defence strategy. It is a pity that current defence planners do not appear to be aware of such important lessons. Again the text is fully supported with most useful data boxes throughout, good appendix and twenty-nine pages of ship data tables. Though again the index could benefit from a more comprehensive coverage.

It is an important story clearly demonstrating how dependence on 'afloat support' steadily increased as Britain withdrew from its Empire and lost the facilities of its many overseas bases. Authenticity is added by the great many quotations, reports and first hand accounts, some very lengthy, by those who were there at the time or most directly involved. Though Geoff Puddefoot never served in the RFA he has many close contacts and has managed to do justice to the service. Though written before 'Ready for Anything', his account of the earlier period it, is his second book on the subject and clearly he has a profound understanding of the RFA. Both books, completed with their excellent data boxes, appendix, good chronologies and detailed ship data tables, are strongly recommended.

John Roberts

Piracy Today, Fighting Villainy on The High Seas

by *John Payne*

Hardback, 262 pages,
published by Sheridan House, distributed by
Seafarer Books at £19.95

The very word 'piracy' tends to conjure up images of those buccaneers, who roamed the high seas in the past and preyed on the Spanish Main. Indeed when Britannia ruled the waves the Royal Navy virtually cleared the high seas of slavery and piracy but now Britannia no longer rules the waves and piracy is back, and back big time!

This book, subtitled "Fighting Villainy on the High Seas" is most timely as fighting modern piracy on the open seas, and our trade routes, particularly the choke points, which cannot be avoided, is a matter of grave international concern at the moment. It appears to be a rapidly expanding scourge, now a billion-pound business, against which Western nations have few fully effective answers. Attacks on high value targets, such as the taking of the super-tanker *Sirius Star* and the capture of the container ship *Maersk Alabama* make the headlines, but there are many smaller ships taken with great impunity. At present over thirty captured ships are lying off the Somali coast awaiting the payment of huge ransoms. Not only the ships but also the kidnapped crews are ransomed off for vast amounts of money, again well over six hundred prisoners of the Somali pirates are awaiting payments to secure their release. Equally, spectacular cases where naval forces fail to prevent pirate attacks, such as the infamous case of the Chandlers yacht, *Lynn Rival*, where the armed RFA Wave Knight was powerless to intervene, also feature in the world's press underlining the political difficulties and the complexity of this modern peril.

It costs us all money and we cannot escape such predatory attacks, as just over ninety five percent of our trade has to come by sea, along widely known and unavoidable trade routes. This comprehensive book is most certainly apposite and gives a thorough survey of the present dangerous scene worldwide. It uses a series of high profile case studies with detailed coverage

of some of the more notorious pirate attacks to demonstrate the different tactics used and the lessons learned. It has a useful Appendix providing 'Yacht transit advice in Somali Waters' (could possibly have helped the Chandlers if only it had been available before they set off from the Seychelles in the *Lynn Rival*, their capture by Somali pirates is well covered in the book). 'Piracy Today' covers a critical subject at this moment and should be studied as a basic textbook for both merchant navy and naval officers studying at naval and nautical colleges, preparing for a life at sea, and should also be read by all merchant navy and naval officers already at sea transiting the danger areas and particularly any maritime forces deployed on anti-piracy patrols. It also provides a useful analysis and assessment for the general reader with an interest in maritime affairs. In summary this book gives an intriguing insight into a growing contemporary problem, which impacts on us all indirectly. Strongly recommended.

John Roberts


Signalman Jones

by *Tim Parker*

Soft back 135 pages, published by Seafarer Books at £9.95

This fascinating story, based on reminiscences by Lieutenant Commander Geoffrey Holder-Jones, a mariner now aged 95, and extracts from his scrapbook, has been compiled and written by Tim Parker. It gives a vivid personal account of the war at sea in the Second World War. Written in the first person it recounts the varied and exciting life, led by Holder-Jones, who was born at the start of the First World War and joined the Royal Navy, as a boy signalman, in 1933.

By the beginning of the Second World War he is serving onboard the cruiser *HMS Adventure* and survives her sinking, when she is mined in the Thames estuary. He is then awarded the Distinguished Service Medal for bravery in Scapa Flow, whilst serving in the minesweeper *HMS Tritonia*, and commissioned a short while later. He takes part in the Battle of the Atlantic,



SIGNALMAN JONES
TIM PARKER
Based on the recollections of Geoffrey Holder-Jones

The remarkable wartime exploits of Signalman Jones (later Lieutenant-Commander Geoffrey Holder-Jones DSM, VRD, RNVR) are here told for the first time. After he survived a German mine in the Thames estuary, the war took him to Iceland, Spitsbergen and the USA. Commissioned and given command of his own ship, an armed whaler, he patrolled the waters off Newfoundland before returning to Britain in 1944. This true story, written by Tim Parker on the basis of personal conversations and a scrapbook entrusted to him 60 years after the war, illuminates one of the war's great achievements – the beating of the U-boat blockade of the American coast by squadrons that were little more than motley collections of armed trawlers and whalers. A keen observer with an eye for the absurd, his story is shot through with the good shipmate's sense of decency and humour.

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serving mostly in converted trawlers and whalers, fighting German U-boats. Whilst serving in the converted Norwegian whaler, HMS *Wastwater*, he recounts how they had been within fifteen miles of HMS *Hood* when she was blown up by the *Bismarck* but did not hear the explosion. Later he helped secure the captured U-570 and escorts her into Iceland, six months later the U-boat is commissioned into the Royal Navy as HM Submarine Graph.

He eventually becomes the Commanding Officer of the converted trawler HMS *Baffin*, serving in the North Atlantic. After two years continuous service he returns to Portsmouth where he acts as a pilot for the D-Day landings before being given command of

HMS *Guardsman* in March 1945. HM The King visits his ship at Wallasey Dock. Two months later he accepts the surrender of U2334 as the war ends. At the end of the war he becomes a teacher and ends up as headmaster of St Andrew's School in Hove. Spliced into the account of his wartime experiences he includes anecdotes from his family life, making the story all the more personal.

It is a relatively short story but well written and surprisingly well illustrated with over fifty photographs and a couple of paintings by Neville Dutton. In short this book is a good read and well recommended.

John Roberts

POETRY

Convicts on the First Fleet (1787) – A ballad by Brian H Wells

Readers may recall previous contributions from Brian, the Museum's longest-serving Gallery Assistant. This will be his last as a member of staff, because, at the age of 83, he is finally finally hanging up his uniform. Thank you, Brian, for your sterling service to the Museum – more time for writing now!

Our darlings sailed from Solent shores -
Haul away, Haul away
condemned to serve a convict's term -
Haul away, Haul away.

The fleet they're in's the first to go -
Haul away, etc,
across the world to Holland Land -
Haul away, etc.

Its human cargo's misery -
Haul away, etc,
is matched by hardship and disease -
Haul away, etc.

For seas are cruel and winds cut keen -
Haul away, etc,
few mourn the lot of prison wretch -
Haul away, etc.

When Magistrates pass sentence harsh -
Haul away, etc,
on crime that poverty imposed -
Haul away, etc.

All commonfolk are powerless -
Haul away, etc,
when Rich claims Right, and Weak ill-wronged -
Haul away, etc.

Years do not change the human heart -
Haul away, etc,
though fleets may sail the Poor remain -
Haul away, etc.

No argosy relieves their plight -
Haul away, etc,
humanity's a 'Ship of Fools' -
Haul away, etc.



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WHAT'S ON?

Museum and Victory Events April – December 2011

Except where detailed otherwise, for further details please ring **023 9272 7582** or e-mail: events@nmrn.org.uk Events leaflet available on request or at http://www.royalnavalmuseum.org/new_forthcoming.htm

Friends of The Royal Naval Museum and Hms Victory

AGM – THURSDAY, 5th MAY, 2011.

AGM Princess Royal Gallery
Reception HMS Victory
Please see enclosed booking form.

VICTORY ARENA EVENTS

Saturday 16th and Sunday 17th April, 11am to 4.30pm

Pepys Show

In 1661 Samuel Pepys made his first visit to Portsmouth Dockyard. Pepys' diaries and the 17th Century will be brought to life in the Victory Arena. *Free event, no booking required, all ages welcome.*

Saturday 25th June, 2pm to 4.30pm

Armed Forces Day 2011

Join us once again for this annual event. Each year it gets bigger and better. There will be an opportunity to find out about Veterans experiences plus the unique chance to meet the men and women behind the stories. *Free event, no booking required, all ages welcome.*

Sunday 26th June, 11am to 4.30pm

Centenary Celebrations Family Day

Come along to our big birthday bash – we're 100 years old. *Free event, no booking required, all ages welcome.*

Saturday 6th and Sunday 7th August, 11am to 4.30pm

Big Game Weekend

Join in the fun as games with a naval theme

take over the Victory Arena for a second year. We guarantee fun for all the family! *Free event, no booking required, all ages welcome.*

SPECIAL EXHIBITION

Open everyday from 5th July to 30th December 2011

New, Found Treasures

In celebration of 100 years of collecting, professional artists and master craftsmen will exhibit dazzling new treasures inspired by our collections.

ADULT & COMMUNITY

Wednesday 13th July, 10.30am to 12.30pm, 1pm to 3pm

Children's Museum- Takeover Day!

As part of its Centenary Celebrations the Museum is being taken over by new staff from Stamshaw Junior School! Come along and join in the fun, as the new Director and his workers realise their vision and organise special activities just for today.

Talks, tours and drop-in sessions

Tuesday 12th and 19th April, and every Tuesday in August, 11.30am – 12.30pm

All hands on deck

What is a fid? Where would you find a holy stone? Join us for fascinating, themed object-handling sessions on HMS Victory led by the Learning Volunteer Team. *Drop-in, free with valid attraction ticket.*

Saturday 14th May, 11.30am, 12.30pm, 2pm and 3pm

The Rime of the Ancient Mariner

Come along to HMS Victory as *Doorag Productions* present their interpretation of this traditional tale. Each performance lasts approximately 20 minutes.

Free with valid attraction ticket

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

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)

HERITAGE OPEN DAYS

Saturday 10th and Sunday 11th September

Behind the scenes at the Museum

Join our curators for our ever popular behind the scenes tour of the Museum

buildings, archives and collection stores. Free tours each day at 10.30am, 11.45am, 1.30pm and 3pm.

All tours must be booked in advance.

Contact 02392 839766 or email enquiries@historicdockyard.co.uk to reserve a place.

Wednesday 7th to Sunday 11th September

Below HMS Victory's water line

Join one of HMS Victory's tour guides for a unique chance to go below the water line. Walk under 3500 tonnes of ship and view Victory's keel at close range for a completely different perspective of the ship. Free tours each day at 10.30, 11.45am, 1.30 and 3pm. *All tours must be booked in advance. Only 15 places per tour. Contact 02392 839766 or email: enquiries@historicdockyard.co.uk to reserve a place.*

Black History Month

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@nmrn.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

WEEKEND CONFERENCES AND LECTURES

Saturday 9th April – 'The Evolution of the 20th Century Gunboat'

Princess Royal Gallery.

Friday 8th July – Sunday 10th July Wyllie Weekend

William Wyllie was one of the most prolific English painters of maritime themes, who lived and worked in Portsmouth for much of his life. The National Museum of the Royal Navy is delighted to offer the chance of an insight into the man, his life and works
*Cost: £475pp for weekend. For further information and to make a booking please contact Giles Gould on 023 9272 7583 or email: giles.gould@nmrn.org.uk
More details in Scuttlebutt.*

Saturday 14 May, 2pm The Battle of the River Plate in Retrospect – Captain Stephen Harwood

Captain Stephen Harwood, younger son of Admiral Sir Henry Harwood – Commodore of the British ships at the Battle – and his son Jonathan will give a uniquely informed presentation.
Free event, booking essential. Please call 02392 727582 or email: events@nmrn.org.uk for details.

Saturday 4th June, 2pm Kings, Vikings Ships and Navies – Dr Dominic Tweddle, Director General of the National Museum of the Royal Navy

Controversy rages over when the Navy was formed and King Alfred has been fingered as one of the suspects! This lecture explores the intricate inter-relationship between kingship and ships in the Anglo-Saxon and Viking worlds.
Free event, booking essential. Please call 02392 727582 or email: events@nmrn.org.uk for details.

WORKSHOPS

Saturday 7th May, 2pm to 4.30pm Preserving the past

Ever wondered how we care for our collections? Join the Curatorial staff for training in the museum stores.

Cost £10 – including refreshments and take away Guidance Pack. Booking essential. For details contact 02392 727582 or email: events@nmrn.org.uk

Saturday 11th June and 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@nmrn.org.uk

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@nmrn.org.uk

FAMILIES AND CHILDREN

Easter

Wednesday 13th April, 11am-1pm, 2pm-4pm Drake's Discoveries

From fluttering fireflies to fabulous flying fish Sir Francis Drake and his brave crew saw some amazing sights on their trip to circumnavigate the world.
Free drop-in workshop, all ages welcome.

Thursday 14th April and Thursday 21st April, 11am-1pm, 2pm-4pm I spy boats! On board HMS Victory

Visit the most famous ship in the world to find out about boats and ships from other times and cultures.
Free with a valid attraction ticket, no booking required.

**Wednesday 20th April, 11am-1pm,
2pm-4pm**

Underwater gardens

Spring is here, so come along and create your own magical sea garden!

Free drop-in workshop, all ages welcome.

**Wednesday 1st June, 11am-1pm,
2pm-4pm**

You've been framed!

Help us celebrate National Family Week by bringing the whole family down for this special activity. Arty adults and crafty children can all join in to create maritime-themed photo frames to capture a special moment.

Free drop-in workshop, all ages welcome.

Thursday 2nd June, 11am-1pm, 2pm-4pm
Cruise the Caribbean with HMS Victory

Find out about HMS Victory's time in the West Indies and Caribbean culture. Then make a golden guanin medallion or a Jamaican drum to take home!

Free with a valid attraction ticket, no booking required

Summer holidays

Seven Seas Adventure Club

All aboard for a fantastic voyage through the fun-filled stories and myths of sailors and the sea! Join us each week to explore a different tale, make things inspired by the story and get your Story Book stamped to enter our special prize draw!

**Wednesday 3rd August, 11am-1pm,
2pm-4pm**

Treasure Island

**Wednesday 10th August, 11am-1pm,
2pm-4pm**

The Seven Voyages of Sinbad the Sailor

**Wednesday 17th August, 11am-1pm,
2pm-4pm**

Jason and the Argonauts

**Wednesday 24th August, 11am-1pm,
2pm-4pm**

20,000 Leagues Under the Sea

**Wednesday 31st August, 11am-1pm,
2pm-4pm**

Gulliver's Travels

All activities take place in the Museum and are free, drop-in workshops. All ages are welcome.

Every Thursday in August, 11am-12pm
Tiny Tots Telescope Tales

Come along to the Family Area for fun, seaside stories, singing and rhymes plus simple craft activities for little ones!

Free drop-in session for the under 5s and accompanying adults.

Vibrant Victory

Join us on board HMS Victory every Thursday in August for fun activities inspired by traditional sailor crafts and pastimes.

Thursday 4th, 11am-1pm, 2pm-4pm
Knots and ropes

Try not to get tangled up as you use string and rope to make your own maritime creations.

Thursday 11th, 11am-1pm, 2pm-4pm
Make do and Mend

Have fun making your own fabric art and discover how to 'Make do and Mend' just like a sailor!

Thursday 18th, 11am-1pm, 2pm-4pm
Scrimshaw carvings

Use special modelling materials to sculpt your own scrimshaw inspired by those created by sailors in the past.

Thursday 24th, 11am-1pm, 2pm-4pm
Fun and games

Play games popular with sailors on Victory in the past, then make your own to take home.

All activities take place on HMS Victory, are drop-in and free with a valid attraction ticket.

Autumn and winter

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

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

**Saturday 22nd October, 11am-1pm,
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

**Thursday 27th, Friday 28th and
Saturday 29th October, 11am-1pm,
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,
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 Marine Museum, Southsea

May

Friday 13th May – Under the Cover of Darkness

Ever wondered what a Night at the Museum would really be like?

June

Saturday 18th and Sunday 19th 10am to 5pm - Amateur Radio Weekend

Horndean Radio Club will show you how to contact people across the globe taking part in this international weekend of radio.

July

Sunday 17th July - Outdoor Concert by the Band of HM Royal Marines

An un-missable afternoon of musical delights, in the grounds of the Royal Marines Museum. Bring a picnic, a rug and enjoy!

August

Sunday 14th August – Go Ballistic!

Fully Loaded! Join us for a day of hands-on science based fun, bangs and noise.

September

Thursday 8th to Sunday 11th September – Heritage Open Days

Discover Eastney Fort East in the grounds of the Royal Marines Museum usually closed to the public, through a series of free guided tours during Heritage Open Days.

Usual admission fees apply for visits to the Museum, pre-booking is advised.

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
Wednesday 4th May, 7.30pm – Faith on
the Frontline - Chaplaincy to the Royal
Marines**

**Wednesday 11th May, 7.30pm – The
Battle for Crete**

**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.

**Concerts at the Royal Marines Museum
Thursday 19th May 7.30pm – RMA
Concert Band
Sunday 17th July - Outdoor Concert by
the Band of HM Royal Marines
Thursday 8th September, 7.30pm – RMA
Concert Band**

**School Holidays at
the Royal Marines Museum**

Family activities Monday to Friday daily throughout the school holidays at 11am and 2pm

Easter – Commando Fit!

May half term – Survival!

Summer holidays -

October half term

Usual admission fees apply.

For more information contact

Zeenat Turner

Visitor Experience Manager

Direct line: **023 9288 2415**

Museum tel: **023 9281 9385**

www.royalmarinesmuseum.co.uk

CHRISTMAS WREATH WORKSHOP

'I've never done anything like this before and now look at the beautiful door garland I've produced' was just one of the remarks made at the Christmas wreath art workshop held in the Museum in December. Friends of the Museum member Hazel Woodman, a college lecturer in floristry, volunteered her time and expertise to teach a group of ladies the art of wreath making. The event was organised by members of the Learning and Education


department, Deborah Hodson and Claire Jordan, who also joined in and made their own door garlands.

The workshop is being repeated this year on Saturday 3rd December, 1.30pm to 4.30pm. Cost £18, to include all materials and refreshments. Booking is essential so please contact 02392 727584 or email: events@nmrn.org.uk



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