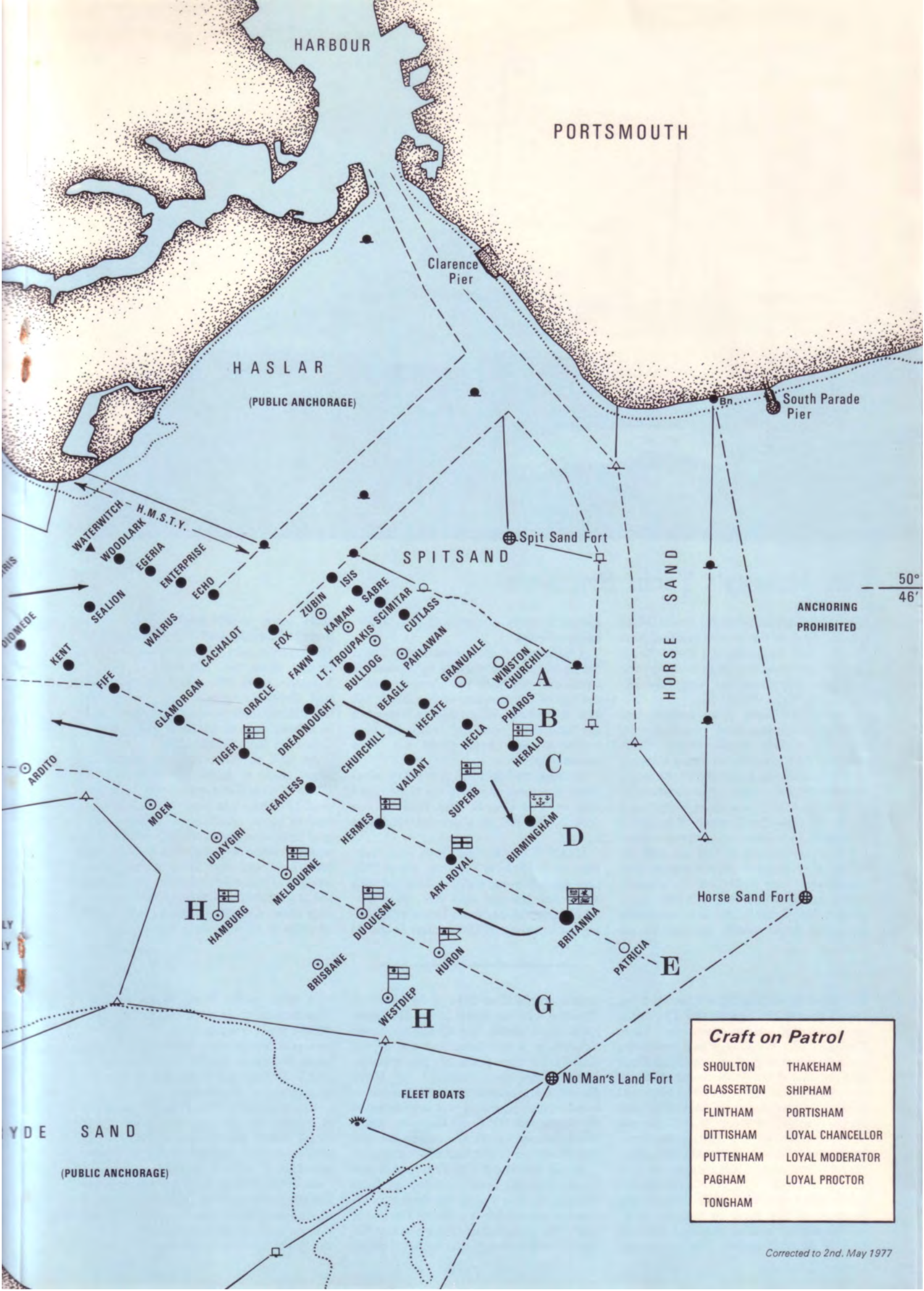



## Craft on Patrol

| | |
|---|---|
| SHOULTON | THAKEHAM |
| GLASSERTON | SHIPHAM |
| FLINTHAM | PORTISHAM |
| DITTISHAM | LOYAL CHANCELLOR |
| PUTTENHAM | LOYAL MODERATOR |
| PAGHAM | LOYAL PROCTOR |
| TONGHAM | |

*Corrected to 2nd. May 1977*

# Disposition of the Fleet

The Fleet is disposed in 10 lines which include representative ships from Commonwealth navies and the navies of countries sharing membership with the United Kingdom of the North Atlantic Treaty Organisation, the Central Treaty Organisation and the European Economic Community. A number of British mercantile organisations are also represented by vessels in the review lines.

Lines A and B contain fast patrol boats, representatives of the Corporation of Trinity House, the Commissioners of Irish Lights, the Commissioners of the Northern Lighthouse Board, and sail training yachts of the three services.

Line C, headed by the survey ship HMS *Herald,* flying the flag of Rear-Admiral D. W. Haslam, Hydrographer of the Navy, consists of survey ships and craft, representatives of the Royal Maritime Auxiliary Service, and vessels from the Fishing Fleet, the Ministry of Agriculture, Fisheries and Food, and the Department of Agriculture and Fisheries, Scotland.

Line D, headed by the nuclear submarine HMS *Superb,* flying the flag of Rear-Admiral J. D. E. Fieldhouse, Flag Officer Submarines, consists of nuclear and conventional submarines of the First, Second and Third Submarine Squadrons of the Submarine Flotilla. These are followed by craft of the Royal Naval Hovercraft Unit and frigates of the Fifth and Sixth Frigate Squadrons of the First Flotilla. The line continues to the west with representatives of the Royal Corps of Transport, the Sail Training Association, the Sea Cadet Corps, the Royal National Lifeboat Institution, Her Majesty's Coastguard, the Natural Environment Research Council, Her Majesty's Customs and Excise, the Post Office, and a yacht from Gordonstoun School.

Line E is headed by the aircraft carrier HMS *Ark Royal,* flagship of Admiral Sir Henry Leach, KCB, Commander-in-Chief Fleet, followed by HMS *Hermes,* flying the flag of Rear-Admiral W. D. M. Staveley, Flag Officer Carriers and Amphibious Ships, and the assault ship HMS *Fearless.* Next is HMS *Tiger,* a command helicopter cruiser, flying the flag of Rear-Admiral M. La T. Wemyss, Flag Officer Second Flotilla, and guided-missile destroyers and ships of the Third, Fourth, Seventh and Eighth Frigate Squadrons forming the Second Flotilla. The line continues with ships of the. Royal Fleet Auxiliary Service and British merchant vessels.

Line F, led by the guided-missile destroyer HMS *London,* flying the flag of Rear-Admiral R. R. Squires, Flag Officer First Flotilla, is composed of guided-missile destroyers, the command helicopter cruiser HMS *Blake,* and ships of the First and Second Frigate Squadrons of the First Flotilla.

Lines G, H and K consist of Commonwealth and foreign warships and British merchant vessels.

Line J contains mine countermeasures vessels of the First and Second Mine Countermeasures Squadrons, the Fishery Protection Squadron, the diving training ship HMS *Laleston,* the diving trials ship HMS *Reclaim* and the Tenth Mine Countermeasures Squadron (Royal Naval Reserve). This line is headed to the east by visiting warships.

# Yacht Club Anchorages

Yacht Clubs from all over the country will be represented by yachtsmen who have sailed to the Solent to be present at the Review of the Fleet. The chart shows the areas that have been allocated and the list shows the Yacht Clubs occupying these areas.

HORSE SAND
Aldeburgh Yacht Club
Arun Yacht Club
Bembridge Sailing Club
Brading Haven Yacht Club
Coral Yacht Club
Fareham Sailing and Motor Boat Club
Gosport Cruising Club
Haberdashers' Aske's School
HM Coastguard, Shoreham
Littlehampton Sailing and Motor Club
Medway Yacht Club
Portsmouth Harbour Cruising Club
Portsmouth Sailing Club
Royal Netherlands Yacht Club
Rye Harbour Sailing Club
Sea View Yacht Club
Second Life Cruising Club
Sussex Yacht Club
Tudor Sailing Club

SPITSAND
Birdham Yacht Club
Bosham Sailing Club
Chichester Cruiser Racing Club
Chichester Yacht Club Dell
Quay Sailing Club Emsworth
Cruising Association
Emsworth Sailing Club
Emsworth Slipper Sailing Club
Havant Sea Angling Club
Hayling Island Sailing Club
Itchenor Sailing Club
Langstone Sailing Club Locks
Sailing Club Mengeham
Rythe Sailing Club
Prinsted Boat Club
West Wittering Sailing Club

LEE/BROWNDOWN Royal
Thames Yacht Club Army
Sailing Association Civil
Service Sailing Association Lee-on-Solent Sailing Club Netley
Cliff Sailing Club
No 38 Gp Offshore Yacht Club
Old Worcester's Yacht Club
Royal Air Force Yacht Club
Royal Aircraft Establishment Sailing Club
Royal Dart Yacht Club
RN Club and Royal Albert Yacht Club
Royal Naval Sailing Association
RNVR Sailing Club
Royal Ocean Racing Club
Royal Southern Yacht Club
Stokes Bay Sailing Club
Warsash Sailing Club

BRAMBLE
Central Electricity Generating Board Sailing Club
Dorchester Sailing Club
East Dorset Sailing Club
Harrison Butler Association
Highcliffe Sailing Club
John Lewis Partnership Sailing Club
Keyhaven Yacht Club
Medina Mariners Association
Metal Box Sailing Club
Mudeford Yacht Club
Offshore Cruising Club
Parkstone Yacht Club
Poole Harbour Yacht Club
Reading Offshore Club
Rickmansworth Sailing Club
Royal Channel Islands Yacht Club
Royal Dorset Yacht Club
Royal Lymington Yacht Club
Royal Solent Yacht Club
Royal Southampton Yacht Club
Seabird Yacht Club
Southampton School of Navigation Sailing Club
Swanage Sailing Club
Wall's Sailing Club

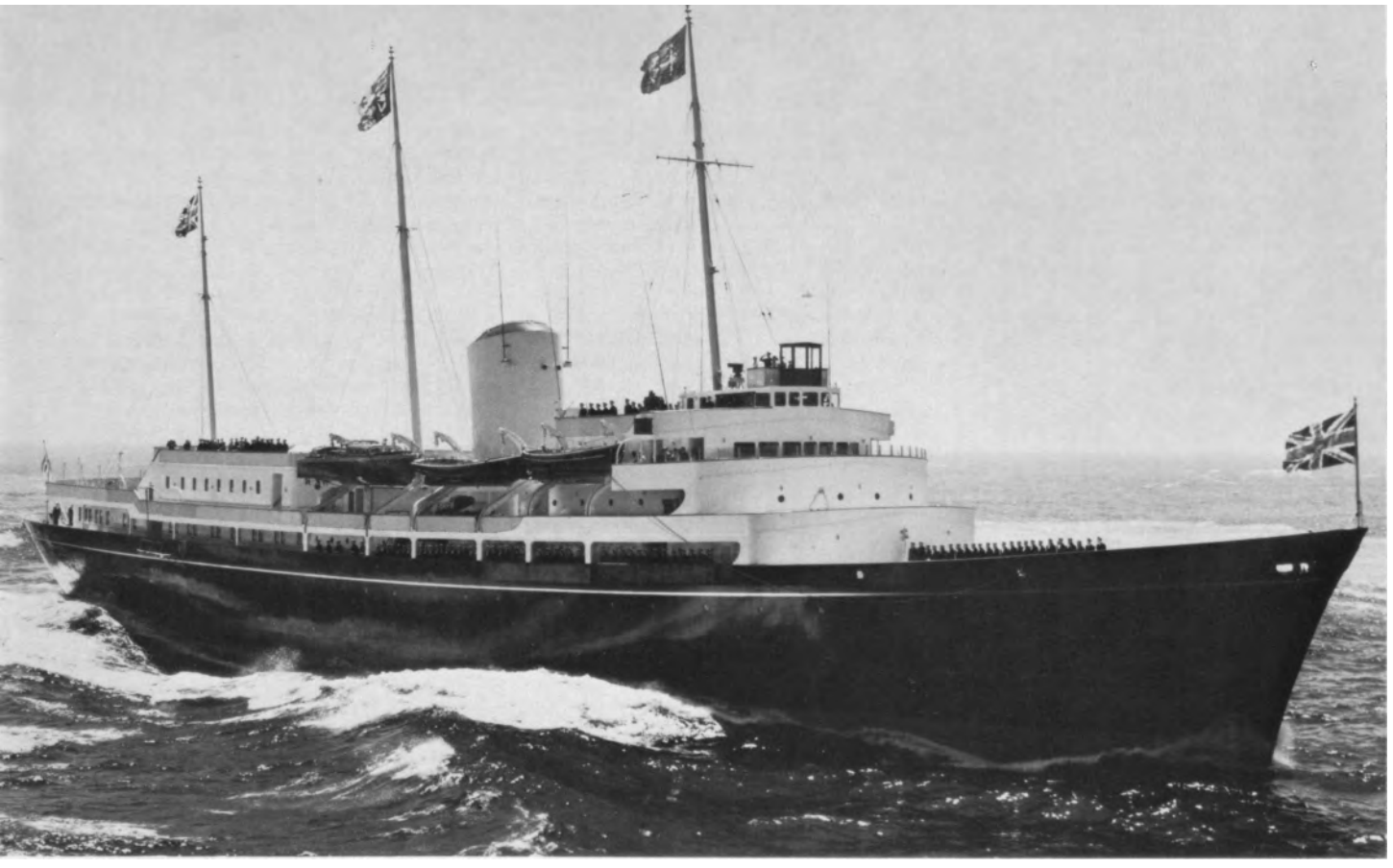
RYDE MIDDLE
Royal Yacht Squadron
British Red Cross Society
House of Commons Yacht Club
House of Lords Yacht Club
Island Sailing Club
Lloyds Yacht Club
OCL Barge Club
Old Gaffers Association
Royal Burnham Yacht Club
Royal Cruising Club
Royal London Yacht Club
Royal Yorkshire Yacht Club
Tate and Lyle Sailing Division
Venturers Search and Rescue
White Rose Sailing Association

NORRIS/OSBORNE
Baltic Exchange Sailing Association
Bank of England Sailing Club
Bar Yacht Club
Barclays Bank Sailing Club
BBC Yacht Club
Beaulieu River Sailing Club
British Airways Offshore Sailing Club
Christchurch Sailing Club
Christian Sailing Centre
City Livery Yacht Club
ICI Slough Sailing Club
Island Cruising Club
Isle of Wight Motor Yacht Club
Law Society Yacht Club
Lymington Town Yacht Club
Midland Bank Sailing Club
Orford Sailing Club
Penton Hook Yacht Club
Royal Fowey Yacht Club
Royal Motor Yacht Club
Royal Torbay Yacht Club
Royal Western Yacht Club of England
Sussex Motor Yacht Club
Thames Motor Yacht Club
The British Motor Yacht Club
UK Offshore Boating Association

MOTHER BANK
Cruising Association
Guildford Coastal Cruising Club
Hardway Sailing Club
Little Ship Club
Portchester Sailing Club
Royal Victoria Yacht Club
West Mersea Yacht Club

RYDE SAND
Catamaran Yacht Club
Multihull Offshore Cruising and Racing Association
Silhouette Owners Association

*There will also be many thousands of yachts, not attached to clubs, berthed in the public anchorages at Haslar, Hill Head, Peel Bank and Ryde Sand ( bilge keels and multihulls ).*



# Her Majesty's Yacht *Britannia*

Just back from an extensive Royal Silver Jubilee Tour of the Pacific Islands, New Zealand and Australia, the Royal Yacht has already steamed 30,000 miles this year and completed her sixth circumnavigation of the world.

The Royal Yacht is an independent command, administered personally by the Flag Officer Royal Yachts, Rear-Admiral H. P. Janion, an Extra Equerry to The Queen and a member of the Royal Household. Britannia's crew numbers 21 Officers and 250 Yachtsmen including a Royal Marine Band when Royalty is embarked. Officers are normally appointed for two-year periods of duty and half the ratings are permanent crew members who remain for their whole service careers; others are attached to the Yacht for a normal Naval draft. All are volunteers from the Royal Navy, but receive no special benefits in terms of pay, allowances or leave.

Traditions of dress aboard the Royal Yacht include the wearing by seamen of naval uniform with the jumper inside the top of the trousers with a black silk bow at the back. White badges instead of the customary red are worn on blue uniforms, and gym shoes are used extensively.

By long tradition the customary naval mark of respect of piping the side is paid only to The Queen. The Yacht is run without the aid of a general broadcast system.

HMY *Britannia* was built on Clydebank in 1953, is 413 ft long, about 5000 tons displacement, and was designed with a wartime hospital ship role. In peacetime, however, her main function has involved steaming 570,000 miles. In the 24 years since commissioning there have been 24 Commonwealth cruises involving 311 separate ports; 17 state and 60 other foreign visits, and 154 visits to United Kingdom ports. Not surprising therefore that *Britannia* spends more time away from home than the average frigate, and in a busy year as much as 70% of her time away from Portsmouth.

As well as enhancing the impact of tours such as those to celebrate the United States Bicentennial and the Montreal Olympics last year, *Britannia* takes part in Naval exercises, undertakes routine hydrographic tasks at sea and is a regular visitor to Cowes Week. With her blue hull, red waterline, white upper works and buff coloured masts and funnel, she is probably the cleanest and smartest ship afloat. Certainly she is a great source of pride to all who serve aboard.

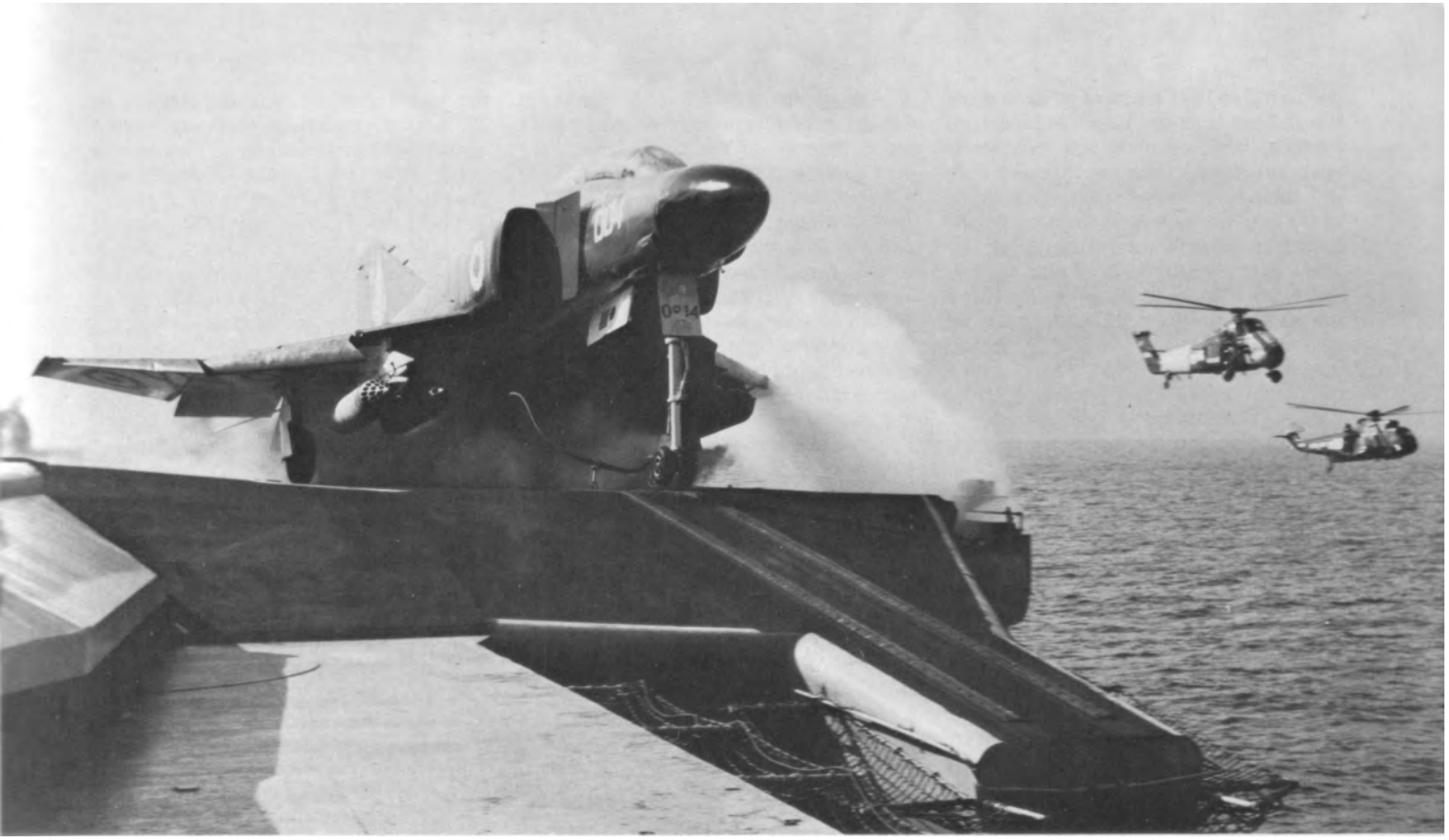
The portraits of The Queen (inside front cover) and of The Queen and The Duke of Edinburgh were taken by Peter Grugeon. His Royal Highness wears the dress uniform of an Admiral of the Fleet and the sash of the Most Noble Order of the Garter. He began his naval career as a cadet at Dartmouth in May 1939 and served throughout World War II. He saw active service in the Home, Mediterranean and Pacific Fleets and as a lieutenant commander was placed on half pay in October 1951. He was promoted commander in June 1952 and made Admiral of the Fleet in January 1953.

The portrait of The Prince of Wales is also by Peter Grugeon. The Prince has continued the close links of the House of Windsor with the Royal Navy. He joined Dartmouth under the Graduate Entry Scheme as a sub-lieutenant and served actively for five years, his last appointment being the command of HMS *Bronington*, a minehunter. He trained as a helicopter pilot and was appointed to 845 Squadron. His Royal Highness ceased active service on 31 December last and was promoted to the rank of commander.

In his Foreword The Prince of Wales recalls that his great-grandfather, King George V, as a young lieutenant, commanded a gunboat at a Naval Review in 1889. His grandfather, King George VI, like his own father, began his naval career as a cadet at the Royal Naval College. The service of the then Duke of York in World War I was dogged by ill health but he was at sea for the greater part of three years, fought at the Battle of Jutland in HMS *Collingwood* and was mentioned in despatches for coolness.

The portrait of The Princess Anne, as is indeed appropriate, was taken by a Royal Navy photographer. Her Royal Highness was appointed Chief Commandant of WRNS in 1974.

In Great Britain there are many families which have a long tradition of service to the armed forces but few can claim such a close and continuous association with the Royal Navy as the House of Windsor.



# The Fleet Air Arm

The first occasion when the Royal Navy took to the air at sea was in August 1908 when trials were conducted in the use of man-carrying observation kites towed by surface ships. Even this event was predated by some five years when the Royal Navy first examined the potential of kites at Whale Island, Portsmouth, in March 1903. In that same historic year, 1908, the Admiralty ordered their first rigid airship, confirming their interest in aviation. In January 1912 a short S27 biplane took off from the cruiser HMS *Africa* and on 13 May that year the Naval Wing of the Royal Flying Corps was formed. The potential importance of naval aviation was fully recognised when the Royal Naval Air Service was established on 1 July 1914 and the new arm of the Royal Navy played a spirited role in the air, at sea and in the land battles that were to follow.

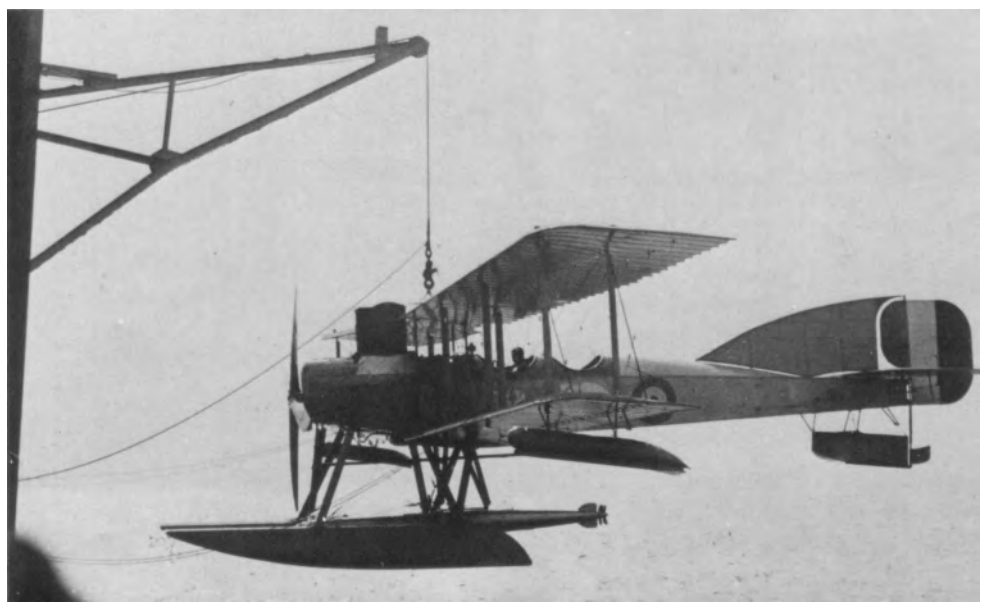
The Royal Naval Air Service was merged with the Royal Flying Corps on 1 April 1918 to form the Royal Air Force and in the lean years between the world wars naval air capability made only slow progress. Eventually the Navy's need to control its own air activity was recognised and the Admiralty became fully responsible for the Fleet Air Arm in May 1939.

* * *

The Fleet Air Arm entered World War II with aircraft which were few in numbers and lacking performance when compared to their enemies'. Nevertheless, great success was achieved during the course of the war, most particularly the night attack on the Italian battle fleet in the heavily defended port of Taranto which sank or disabled half of the enemy in little more than an hour for the loss of only two Swordfish biplane torpedo bombers. By the end of the war the Fleet Air Arm had increased its first-line strength to 1,300 aircraft, with many more in support, training and reserve. The end of the war witnessed a rapid demobilisation and reduction in strength but the Fleet Air Arm was established as an essential element of the fleet.

Twenty-four years ago, the line-up for the Coronation Review of the Fleet included eight aircraft carriers, two belonging to Commonwealth navies, and 36 naval air squadrons were represented in the fly past. Two more operational carriers and a maintenance carrier, with four squadrons, were in the Far East, where the Korean war had six weeks yet to run. That the Royal Navy's aviation was entering a period of change was evident from the presence of the six squadrons of jet fighters and the flights of turboprop strike and anti-submarine aircraft which took part in the fly past; a hint of the more distant future was provided by the one squadron of rescue helicopters and a flight of Sikorsky Whirlwind general-purpose helicopters.

The heavier jet aircraft, with their high landing speeds, required new launching and landing techniques if they were to be operated efficiently and safely, and by the



*Sixty years of aeronautical development link the two aircraft illustrated on this page. The Phantom is the Navy's latest and most potent strike aircraft; the World War I Short 184 Seaplane, seen with a torpedo between her floats, took part in the Battle of Jutland. Her remains are preserved in The Fleet Air Arm Museum at Yeovilton.*

beginning of 1953 teams of officers of the Royal Navy and the Royal Aeronautical Establishment, Farnborough, had developed and tested three inventions which proved to be essential to the effectiveness of the aircraft carrier. Of these by far the most important was the angled deck : by altering the centre-line of the landing area a few degrees to the left of the ship's centre-line, the pilot of an approaching aircraft was given an unobstructed ` runway' from the stern to a point on the port edge of the flight deck roughly in line with the 'island' bridge structure—if he failed to catch an arrester wire, then he could simply open up the throttle and go around again, whereas with the original straight deck he had been confronted with a large steel-wire or nylon barrier protecting aircraft parked ahead of the landing area. Now the park area was safely to starboard of the approaching aircraft and no barrier was needed for a normal approach.

The 'batsman' had controlled deck landings in the Royal Navy for 15 years, but his usefulness had declined as aircraft approach speeds increased, and he was replaced from 1954 by the mirror deck-landing system. By aligning the reflection of a spotlight with reference marks on either side of a large polished steel mirror set at the side of the landing area, the pilot could make an approach at a steady angle of descent which was so accurate that a single arrester wire could be designated as the 'target wire', although at least three other wires were provided to cater for slight inaccuracies in flying. Within 10 years, the mirror was replaced by a projector sight, using narrow beams of direct light instead of a single reflected source but working on the same principle.

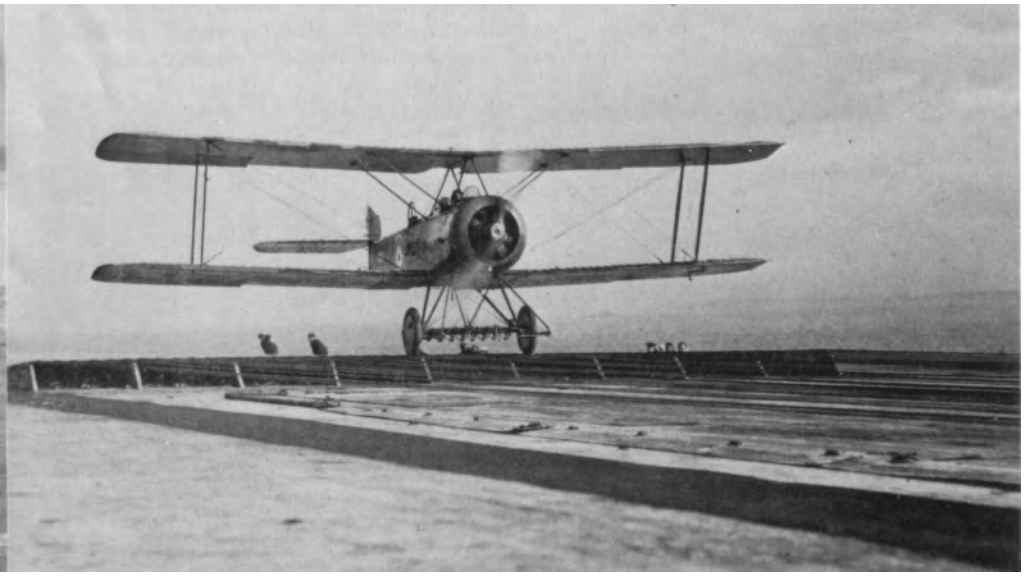
Also present at the 1953 review was HMS *Perseus*, built as a maintenance carrier but modified in 1951 to evaluate a revolutionary form of catapult in which the motive force was provided by steam from the ship's boilers. The steam was released at high pressure into a cylinder to propel a piston to which the aircraft was attached by a wire 'bridle'. The yards of wire rope and heavy rams associated with hydraulic catapults were thus eliminated, the piston (and aircraft) was accelerated progressively instead of in one convulsive jerk, reducing the stress on the aircraft and crew, and deceleration of the only moving part at the end of the ` stroke' was simplified. The potential of the steam catapult was impressive: in 1953, the hydraulic catapult could launch a 7-ton aircraft at 115 mph—ten years later the steam catapult was launching 18-ton aircraft at 160 mph.

The United States Navy adopted all three British inventions without delay—indeed, the first carrier with an angled deck was the USS *Antietam*, which had visited Spithead two months before the review, and the first with steam catapults was the USS *Hancock*, completed in January 1954, 13 months before HMS *Ark Royal*.

Five new carriers were commissioned between 1953 and 1960, all capable of operating jet aircraft. HMS *Ark Royal* and the smaller *Centaur*, *Bulwark*, *Albion* and *Hermes* joined HMS *Eagle* and the reconstructed *Victorious* to provide a powerful fleet up to the mid-sixties, when defence economies began to take their toll. By 1970, only the *Ark Royal*, *Eagle* and *Hermes* were still operating jets, *Centaur* and *Victorious* had been withdrawn for scrapping, and *Bulwark* and *Albion* were operating helicopters.

The helicopter's advantages were obvious to the Navy even before World War II, and as early as 1937 a series of trials was conducted aboard an aircraft carrier with an autogyro—at that time the only practical rotary-winged aircraft. In 1943, an American-built Sikorsky helicopter was embarked on a British merchant ship for anti-submarine trials but not until after the end of the war was a suitable aircraft, capable of carrying either detection gear or a weapons load, available for service. The Sikorsky S-55,

*Continued on page 20*



THIS PAGE: *Two historic photographs from World War I. The top one shows an experimental launch on 31 July 1918 of a Sopwith Camel scout from a lighter towed by a destroyer. A few days later, using this technique the pilot destroyed German Zeppelin L.53. The aircraft had to be ditched after the sortie. In the bottom photograph a Sopwith '14 Strutter' is seen making the first successful landing on the deck of HMS* Argus.

FACING PAGE : ( *1) A Fairey Flycatcher over HMS* Eagle *in the early 1930s. Flycatchers were the standard front-line FAA fighters from 1924 to 1932. ( 2) A Fairey Swordfish taking off from an escort carrier during World War II. Escort carriers with their Hurricane and Swordfish aircraft provided air cover for convoys out of range of shore based aircraft. ( 3) Blackburn Skuas of 803 Squadron. The Skua was the FAA's first operational monoplane and although designed as a dive-bomber, one of 803 Squadron shot down a Dornier Do18 off Norway on 29 Sept 1939, the FAA's first ' kill' in World War II. (4) Arming Grumman Hellcats with rockets during the Pacific campaign in World War II. ( 5) The Hawker Sea Fury FBII, the last piston engined fighter in the FAA. This type of aircraft gave sterling service from 1947 to 1957, particularly in the Korean war. (6) The first ever operation of a jet aircraft from an aircraft carrier : a de Havilland Sea Vampire taking off from HMS* Ocean *on 3 December 1945.*

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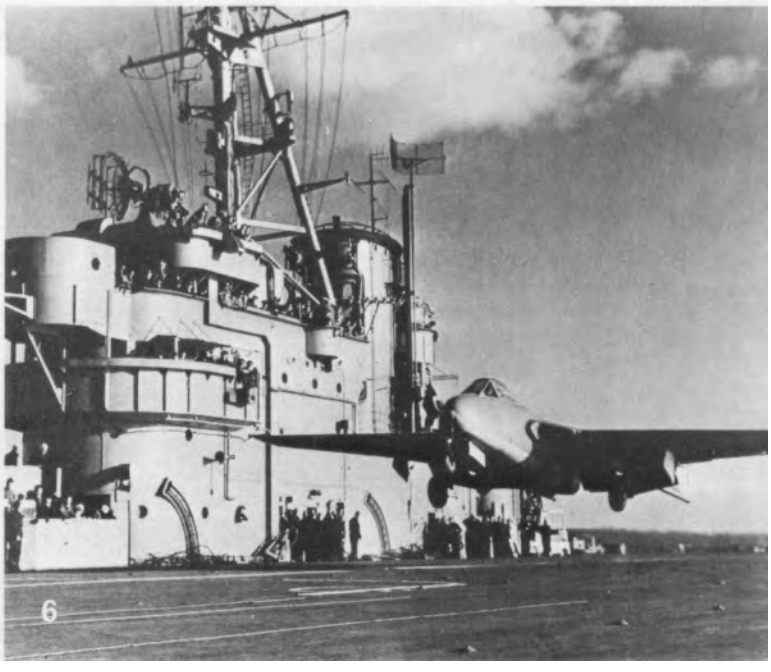

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named Whirlwind in British service and later built under licence by Westland Aircraft, was such a helicopter, but the first naval squadron was formed for the assault transport role and was despatched to Malaya at the beginning of 1953 to operate against the Communist insurgents in the jungle. A year later, the first RN anti-submarine (A/S) helicopter squadron was formed, its Whirlwinds equipped with detection equipment which could be lowered into the water while the aircraft was hovering. Three times as fast as the A/S ships with which they worked, teams of helicopters could detect, track and overtake even the fastest submarines, with one of their number delivering the *coup de grace* with a homing torpedo. Since 1960, the helicopter has been the only shipborne A/S aircraft, and improvements in equipment, including the fitting of radar and longer-ranging Sonar, has resulted in the Westland Sea King—a 'flying frigate' which can not only detect and destroy submarines by day and night in all weather conditions, but can also control other helicopters, fixed-wing aircraft and even ships in a hunt.

In the late fifties it was decided that the most effective method of delivering a long-range A/S weapon from a ship would be a light helicopter, launched and controlled by the ship to drop a torpedo or depth-charges well outside maximum submarine torpedo range. Such a helicopter could also be used for visual searches, communications and even for light attack tasks. The *Leander* and *Tribal* class frigates were designed to carry such an aircraft and from 1964 the Westland Wasps of 829 Squadron have seen world-wide service from these ships. The Westland Wessexes embarked in the County class guided missile destroyers fulfil a similar role, but with the added advantages of Sonar and radar fitted in the larger aircraft. From 1977, the Anglo-French Lynx helicopter will begin to replace the Wasp.

Royal Navy survey ships also carry the Wasp helicopter in the 'H' class and Ice Patrol Ship HMS *Endurance*. The first such ship to embark a helicopter was HMS *Vidal*, in 1954, and her experience demonstrated that the use of the aircraft for landing, supplying and recovering survey parties greatly increased the efficiency of the ship.

The Navy's experience of helicopter troop-carrying operations, gained in the Malayan jungle between 1953 and 1956, was broadened at the end of 1956 when Royal Navy helicopters flew from two carriers to land troops to occupy vital positions at Port Said. Covered by the fixed-wing aircraft from the three strike carriers with the fleet, the helicopter-borne landings were completely successful and led to the formation of the first ` commando helicopter squadron' two years later. HMS *Bulwark* was converted as a commando carrier to operate one large squadron of helicopters and became operational in the Far East early in 1960. She was later joined by the *Albion* and, in the early seventies, by the *Hermes*. Royal Marine commandos from these ships were landed at Kuwait in 1962, to bolster the British presence when that small country was threatened by Iraq, and in East Africa in 1963 to quell mutinies by local troops, and they were the last British forces to leave Aden, in 1967. Between 1963 and 1966, all the commando helicopter squadrons saw extensive service in Borneo, during the confrontation with Indonesia. As well as operating from airfields in Sarawak and Brunei, the Whirlwinds and Wessex of the four squadrons involved flew from primitive bases hacked out of the jungle, carrying supplies and troops with a speed and mobility which would have been impossible on the ground, where the terrain was difficult and tracks few.

The fixed-wing peak strength was reached in late 1956, at the time of the Anglo-French intervention in Egypt, when 199 Hawker Sea Hawks, Westland Wyverns, De Havilland Sea Venoms, Fairey Gannets and Douglas Skyraiders were serving in front-line squadrons. Five years later, these aircraft had gone, replaced by Supermarine Scimitars in the day fighter and strike roles, the De Havilland Sea Vixen night fighter and the Fairey Gannet airborne early warning aircraft. In 1963, the first operational Hawker Siddeley Buccaneer squadron joined the fleet and the Scimitar was thereafter progressively retired. No suitable British-built replacement was procured for the Sea Vixen and in 1968 the McDonnell-Douglas F-4K Phantom was placed in service, subsequently embarking with 892 Squadron in HMS *Ark Royal*.

Although it had been intended that the Royal Navy's shipborne aircraft should be a rotary-wing force by the end of the present decade, the decision to buy the Hawker Siddeley Sea Harrier vertical/short take-off and landing (VSTOL) strike fighters and to proceed with the construction of the *Invincible* class anti-submarine cruisers means that the fleet will be able to take its own 'organic' air defence force to sea until the end of the century at least. At the same time, the helicopter will continue to be the numerically most important aircraft afloat : today almost all surface warships and Royal Fleet Auxiliaries are capable of operating A/S helicopters.

The Fleet Air Arm is as important today as it was in 1939 and the personnel and aircraft are fully capable of meeting the many and varied needs of the Fleet in both peace and war.

* * *

ABOVE (left): *A Lynx of 700L Squadron at RNAS at Yeovilton in Somerset where the Fleet Air Arm Museum is situated. Here the history of the Royal Naval Air Service takes visible form in a display of aircraft, equipment and mementoes. Some of the aircraft on view are regularly flown. These include the legendary Swordfish. The Museum is open to the public 10.00 to 17.30 Monday to Saturday; 12.30 to 17.30 Sunday.* (right): *A Sea King over HMS* Ark Royal.


# The Royal Marines

For centuries sea power has enabled the United Kingdom to protect her interests all over the world. An essential element of that sea power has been the ability to extend influence ashore by the landing of military forces.

The Royal Marines derive from the Duke of York and Albany's Maritime Regiment of Foot, otherwise known as the Admiral's Regiment, which was formed in 1664, and the traditional role of the Corps has been to provide soldiers for service with the Royal Navy. Its motto *Per Mare Per Terram,* `By sea and by land', accurately describes its role.

Originally largely recruited from the trained bands of the City of London, the Corps today is proud of the privilege of marching through the City with colours flying, drums beating and bayonets fixed, an honour enjoyed by very few other regiments. Since 1664 the history of the Corps can be traced through successive regiments of marines, raised at the outbreak of a war and disbanded again each time peace returned, until early in 1775, in the days preceding the outbreak of the Seven Years War, the Corps was permanently established under the control of the Board of Admiralty, and since then it has continued to provide a military force as an integral part of the Royal Navy.

During the French wars the 'soldiers of the sea' were present at every naval battle—nearly 3,000 officers and men of the Corps were at Trafalgar—whilst they also gained much experience and distinction in innumerable raiding and other amphibious operations. In 1802, at the end of the French Revolutionary War, and largely due to their great supporter Admiral the Earl St Vincent, the services of the Corps were rewarded by the granting of the title 'Royal'.

Soon afterwards, in 1804, artillery companies were added and later, when small-arms men no longer had a part to play in *sea* warfare, all marines were trained to man a portion of the armament of the ships in which they served. This gunnery role became a traditional duty of the Corps afloat. Nevertheless Royal Marine battalions served in the Crimea, China and Japan, West Africa, Egypt and the Sudan, whilst marines formed part of the naval brigades during the Indian Mutiny, in Abyssinia, and South Africa; and detachments served ashore in Malaya, New Zealand and Canada.

In the early years of the 20th century, sea-going service remained the main commitment of the Corps, but the war of 1914 soon saw the provision of battalions once again. A brigade was landed ashore in Belgium within days of war being declared and this same formation landed at Gallipoli with the Royal Naval Division in 1915, and later, reduced to two battalions, served on the Western Front. Meanwhile the Royal Marine Artillery provided not only howitzer and anti-aircraft brigades but also a heavy siege train in France and Flanders, and an artillery brigade in East Africa.

After World War I sea-service became once more the main duty of the Corps. In 1923 the two branches, the RM Artillery and RM Light Infantry, were amalgamated under the old title, 'The Royal Marines'.

World War II found the Corps being called upon to perform a whole range of new tasks—complete formations for the

* * *

*As the two photographs on this page show, `Over the Sea and Under the Sea' could justly be added to the Corps motto.* (above) : *A detachment of Royal Marines landing from Wessex helicopters of the commando ship, HMS* Bulwark, *during an exercise in Cyprus.* (right): *Royal Marine commandos embarking on a submarine after an exercise sortie ashore.*

defence of naval bases overseas, providing crews for landing craft and men for beach-control parties, armoured units for close support on the beaches—all these in addition to the traditional role of furnishing detachments for HM ships and the familiar tasks of forming battalions, siege regiments and antiaircraft units. New roles were developed and three remain among their post-war ones—commandos, landing craft and swimmer canoeists. The capture of Walcheren in 1944 demonstrated the versatility of the Royal Marines, when their Commandos landed from craft manned by Royal Marines and supported by their comrades manning the guns of the bombarding ships.

*The Corps Role Today*

The role of the Royal Marines in 1977 continues to be that of the United Kingdom's specialist sea-soldiers : the military arm of the Royal Navy. However, over the years, the tasks of the Royal Marines have changed to meet national requirements and the Defence Review of 1974 confirmed the major role of the Corps as being on NATO's northern flank, in Norway. The northern flank reinforcement role means that Royal Marines must train to fight in and be equipped for the harsh Arctic environment, including extreme winter conditions. 45 Commando Group has shown the way and has been fully Arctic-trained for some five years. Other Royal Marines units started their training in Norway in January 1977.

The primary skill of every Royal Marine is to he a commando, but the Corps also trains a wide range of experts. These include specialists in mortars, anti-tank guided weapons and anti-tank guns, as well as signallers, assault engineers, clerks, cooks, carpenters, metalsmiths, vehicle mechanics and drivers. The Royal Marines also provide landing-craft crews and a Special Boat Squadron. The Special Boat Squadron men, called swimmer canoeists, are frogmen, canoeists and parachutists who are trained to land unseen on an enemy coast to carry out clandestine operations. They often go in ahead of the main force either to mark a landing zone for a wave of troop-carrying helicopters, to gather intelligence on the latest enemy positions, or to mark a beach. They could also be used to raid behind enemy lines.

As the landing-force element of the United Kingdom Amphibious Force, the Royal Marines can expect to operate alongside their counterparts in the other NATO marine corps. Co-operation and joint exercising is frequently practised with these other marine corps and in particular there has been a considerable amount of standardisation of equipment with the Royal Netherlands Marine Corps.

Landing operations are carried out from specialist amphibious ships equipped with landing craft, which can also carry troop-lift helicopters. The speed of helicopter operations and the distances over which a force may be dispersed demand high standards of training and individual expertise. Operations inside the Arctic circle in mid-winter, for example, require specialist knowledge and equipment. The battle is as much against the elements as it is against the enemy, when to survive in temperatures of 40 degrees below freezing is an art in itself. The specialist amphibious shipping is augmented by logistic landing ships and possibly by merchant ships, particularly of the roll-on roll-off type. To support the Royal Marines ashore there is a specially trained Royal Artillery Regiment and a Royal Engineers Squadron.

The Royal Marines continue with their longest standing role of providing Marine detachments in ships of the fleet. Some 10 frigates, deployed world-wide, have detachments whose tasks range from shipboard employment to providing a landing force for operations ashore. At the scene of a natural disaster, a detachment could be among the first British members of an assistance force. There is a Royal Marines detachment in HMS *Endurance,* the Antarctic ice patrol ship, and a larger detachment is based ashore in the Falkland Islands.

The Royal Marines Band Service has its origins as long ago as 1767. Since then it has provided bands for both the Royal Navy and Royal Marines ashore and afloat. At the Royal Marines School of Music at Deal, Kent, musicians are taught both a band and an orchestral instrument, and those who aim for leading positions in the Band Service

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**THIS PAGE** (top): *The Royal Marines School of Music band at the RM Depot at Deal on Corps Remembrance Day.* (bottom): *A RM raiding craft in Arctic waters.*

**FACING PAGE** (top left): *Marines race ashore from a landing craft during a NATO exercise.* (top right): *Inspection by the Captain General of the Corps, HRH The Duke of Edinburgh.* (bottom left): *Public relations in Northern Ireland : a more relaxed moment for a Royal Marine patrol in the troubled province.* (bottom right): *Snow patrol, a scene during an exercise in Norway.*