

Greetings Shipmates,

From the last newsletter I was still wondering about Boy Cornwall V.C. I do recall seeing, a very long time ago, what must have been a newspaper photograph showing an ordinary dark slab headstone in, not very well kept, surroundings. I must have expected a standard war grave's commission 'white cross'.

By now I hope a local R.N.A. has valued its significance keeping its surroundings ship shape; of course it may have been a family plot with several occupants, perhaps extremely unlikely the medal itself still to be in possession of a family member.

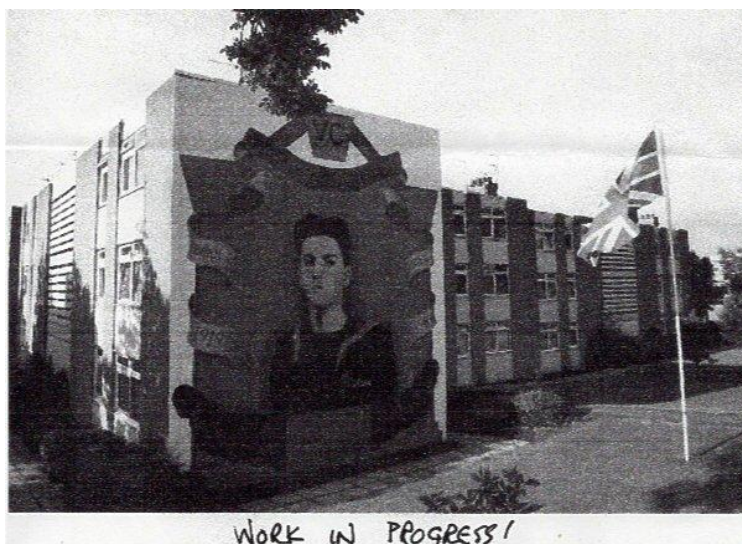


That train of thought led me onto Leading Seaman Magennis, a diver on a midget submarine that entered an occupied dockyard to lay its mine under a Japanese cruiser. On a falling tide it proved to be a very fraught exercise with the leading seaman getting back out to assist a difficult release and escape.

I recall when first a memorial was mentioned for his Belfast home the sectarian troubles were still at their height and sober heads cautioned against it lest it became another spiteful flashpoint for destruction.

My grandson was here at home and seems able to extract any obscure fact about anything on his mobile phone, high-lighting just where he is commemorated, how and where in that city; it must have a very strong R.N. background.

To jump back a few more newsletters, I had a ramble about murals painted on blank flanks of buildings; low and behold several of my subjects came up. The one depicted, alas, on a modern block. I thought most impressive were those old gable ends, chimney and all.



With the Russian cruiser, its end via a relatively old missile, just supersonic and eminently visible on old hat radar warning systems, the world's navies must be doing a check on how efficient they think their missile systems are.

For the U.K. analysis of French missile strikes during the Falklands seems to indicate 'the strike' was not boggy in our mustard-keen 'damage control' navy, but remains of high calorific propellant meant to drive a missile at 1.5 mach say, for twice the distance.

No man on a hosepipe will beat that which melts decks and ignites aluminium bulkheads. How to build a vessel that lets the rocket strike 'go right through' could be giving the Corps of naval constructors a real head scratcher right now. Next generation vessels may have may have a whole series of 'cat flaps' down the flanks marked 'in' and 'out' - patents pending - ha!

Here is an event not heard before; in 1991 off Kuwait, a silkworm missile (ex. China) was fired at U.S. naval battleship Missouri. Knowing debris may penetrate the hull and so create an



inferno an escort *H.M.S. Gloucester* fired two 'sea dart sams'. Her rapid reaction, the article simply says, 'eliminated the threat successfully'. I am surprised by the simple dismissive conclusion of the article; is it prime example of understatement of a lesson learnt and practised?

The Captain of the *Gloucester*, I imagine, was cock-a-hoop at his trained juniors being so quick off the mark to observe, evaluate and execute a response to a situation not encountered before in his career.

The corridors of power at the Pentagon, no doubt, burnt some midnight oil discussing the whys and wherefores.

Too darn hot, will cease.

Regards to y'all

