

HMS Phoebe  
Association  
December 2006  
NEWSLETTER



S/m Laurie Bagness  
Chairman  
September 1999 - September 2001

With a heavy heart and much sadness, I report the passing of Shipmate and friend Laurie Bagness.

Laurie was a stalwart member of the Association and took on the office of Chairman in 1999, during his two years in office, and after, he was a great help to me, as Secretary and to Lil our Treasurer, we knew that we could rely on his help at any time.

Laurie and Mary attended many times the events at TS Phoebe HQ and their Trafalgar Night Dinners. Their presence at our memorial in Bournemouth on Remembrance days was greatly appreciated. Laurie and Mary were hoping to attend again this year but had to cancel when Laurie fell ill and went into hospital, he was later discharged from hospital and passed peacefully away at home on Sunday, September 24th Laurie suffered uncomplainingly until the end.

The funeral took place at Gloucester Crematorium on October 2nd. It was Laurie's wish that he be dressed in his Blazer and tie. His ashes were interred on Sunday 29th October.

Unfortunately we were away from home at this time and unable to attend the funeral, a card of condolence and sympathy were sent, and at Mary's request a donation was made on behalf of all shipmates.

### **We wish all shipmates and friends who are at this time unwell a speedy return to full health**

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Shipmates Taffy and Lillian Beckerton have at last got their application accepted to emigrate to Australia, they will have been left our shores a few days before you receive this newsletter. Before leaving Taff and Lillian made one more official attendance. On Remembrance Sunday they attended the Memorial parade at Bournemouth. Lillian was asked to lay the Association wreath at the Towns Memorial, which she was pleased to do, and Taffy was asked to lay our wreath at our own memorial stone. More details about this venue to follow. Lillian and Taffy wish to say how much they have enjoyed being involved with the association, they made many friends over the years and are sorry to leave them, but if anyone visits Australia their door will be open..

Lillian has been a committee member for many years, her willingness to help with the raffles was tremendous. They have attended almost every venue at the TS Phoebe since our affiliation, and also attended our own Memorial service each year. They are not leaving the association, their newsletters will be sent to them as normal, they may even find other Phoebe shipmates out there, we do know there are a few. ( Would be nice to have a branch out there)?? We hope there long flight was not too exhausting, and hope that the better weather out there will benefit Taffy.

Thank you Lillian for all your work and comedy at the reunions. We hope you quickly settle down and enjoy your new life with your family already out there. God Bless you both.

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Nowadays nearly everyone uses a Digital Camera to take photos, and many use a computer to transfer the photos to a disk, or to print the photos. Laser printer ink does not smudge or run if it gets wet, but using a deskjet/inkjet printer, no matter what type, the ink will smudge or run if wetted. How does one get over this problem? I have been Laminating my photos, but this can prove costly, I now spray the photos with a clear Acrylic Lacquer, this seals the ink and makes it waterproof, if they get a bit dirty one can wipe them gently with a damp cloth. I have been using Plasti-Kote Clear, it comes in a large aerosol spray can and sold in most DIY stores. There are other types you can buy, such as Krylon Crystal Clear, and Humbrol Clear, but these are small expensive cans. Five thin coats seals quite well. I use Plasti-Kote on my model boat hull's so I know it is waterproof.

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Christmas will soon be upon us, where has the year gone, it only seems like a couple of months ago we were at Scarborough. Only six months now before we meet again for the reunion, which reminds me I must get a coach organised. Our American associate Jean Taylor tells me she is about to step down as Regent of the HMS Phoebe Florida Chapter of the Daughters of the British Empire organisation, she has been the Regent for eight years and thought it time a younger person took over, lets hope that carries and she can have a rest from all the organising she did. We look forward to meeting her again at the next reunion, perhaps one or two other ladies will accompany

Have not had any updates on bookings for the reunion yet, hope you are still booking in, would be nice to see a lot more at this one.

Someone asked me about the Atlantic Emblem which is available and can be worn on the lapel or above other medals. I have a copy of the Emblem application form, below is a abbreviated copy, phone me for a fully inclusive copy of the form to be sent to you..

#### APPLICATION FOR ARCTIC EMBLEM:-

1. SURNAME .....
2. FORENAMES (not initials) .....
3. SERVICE NUMBER ..... RANK
4. DATE OF BIRTH .....
5. REGIMENT/CORPS/SHIP/SQUADRON/MERCHANT NAVY VESSEL ON ENLISTMENT AND DATE.....
6. REGIMENT/CORPS/SHIP/SQUADRON/MERCHANT NAVY VESSEL ON DISCHARGE AND DATE.....
7. RANK HELD ON DISCHARGE
8. DETAILS OF YOUR SERVICE IN ARCTIC REGIONS, LOCATION(S), SHIPS, UNITS SQUADRONS ETC. AS APPROPRIATE AND APPROXIMATE DATES, INCLUDING  
CONVOY DESIGNATIONS (IF APPLICABLE):
9. PRESENT  
ADDRESS:.....PostCode.....
10. TELEPHONE NUMBER: .....
11. IF YOU ARE CLAIMING AS NEXT OF KIN, PLEASE STATE RELATIONSHIP. 12. WHEN COMPLETED PLEASE RETURN TO THE DEFENCE SERVICES SECRETARY – HONOURS SECTION, AT THE MINISTRY OF DEFENCE. PLEASE MARK YOUR ENVELOPE “ARCTIC EMBLEM”.

Defence Services Secretary – Honours 1 Ministry of Defence  
Level 8, Zone J, Main Building Horse Guards Avenue  
London SW1A 2HB

If you have any supporting documentation, e.g. official Record of Service, please attach copies to assist to determine eligibility for receiving the Emblem.

## **Search For A Band**

(Vic Chanter)

As Roy mentioned in the last Newsletter, for some years we have had in our possession the brass band score for The March To The Phoebe. I tracked down the arranger, Roy Newsome, who had taken the original organ manuscript of Percy Whitlock and transformed it into the big brass band sound with twenty-six instruments. I never discovered why he found it necessary do this in 1984.

At his suggestion I approached several band possibilities - including the Royal Marines, who had other commitments at the time. Did I tell you that in 1937 I applied to join the Royal Marines? Mainly to continue my musical education. Two things put me off: the recruiting officer advised against it, and the previous experience with my music teacher. She, the latter, was obsessed with the music of John Philip Sousa and the like, and I was obsessed by dance band music. I had to labour over and through Blake's Grand March, Under The Double Eagle and suchlike marches - on the piano! To this day, my choice of marches is very selective.

Roy Newsome had suggested a good source of suitable bands was the Salvation Army so, with that in mind, and considering our association with Bournemouth, I contacted their branch and was warmly assured that they would be delighted to be involved. I sent the full score Recorded Delivery. That was several years ago. Sometime later I received an audio cassette with the assurance that a more polished version would be forthcoming, on a CD. Many phone calls and letters, to at least return the manuscript, have proved of no avail. I was told that the manuscript *had* been returned to me, then sometime later that a copy was found and would be forwarded. One excuse for the delay in the return of the score was that the music was not now in very good condition, the Salvation Army musicians had maybe appended their own observations. I got some amusement out of this, recalling an earlier life with musicians of the Big Band era. To ease the boredom, the band boys would change the lyrics, and even alter the titles: I Get A Kick Out Of You - I'll spare you the details. I just wondered what Salvation Army comments could possibly be made to a march with a title, but no lyrics. I have produced an electronic version of the march, including woodwind - not a real musician in sight - but I was hardly satisfied with the result.

During S/m Laurie Bagness time aboard he sent letters to the Mayor of Bournemouth which were passed on to the Daily Echo. Among Laurie's memoirs was a cutting of a war report made by Laurie and printed in the Daily Echo in April 1945. Mary has kindly loaned me the article for the newsletter, it reads

***CRUISER ADOPTED BY  
BOURNEMOUTH  
Graphic Story of Her Part  
In the Burma Landings***

The important role that HMS Phoebe - Bournemouth's adopted cruiser - played in the numerous landings on the Burma coast in support of the "Fighting 14th Army," is disclosed in a letter which has been received by the Mayor of Bournemouth (Councilor Harry Brown) from A/B L. G. Bagness serving on the cruiser.

He declares that the ship has done more operations off the Burmese coast than any other ship of its size or larger in that area. "And" he continues, "Phoebe was well known by members of the RAF, for its co-operation with them, and was very well known by the crews of the small ships such as minesweepers and

motor-launches for, as a cruiser we could provide them with comforts that they do not have on their own ships or get ashore in a country like Burma."

"If any of the people of Bournemouth have friends and relations on small ships operating from bases in Burma they can be very proud of them as they are doing an excellent job of work in the most horrible conditions and climate. A motor-launch is very small and crowded, not a good craft in choppy weather, with not much on board in the way of fresh water, and mostly tinned food to eat. The only comfort they have is their daily "tot" of rum".

The capture last year of Akyab, the second largest port of Burma, was their first operation," says A/B Bagness. "This was an unopposed landing, but the Japanese air-force did try to do some damage when the port was being used as a base, but the attack met with no success, over half of the attacking aircraft being destroyed".

“The Japanese air-force did not seem to be very active during the numerous landings at Akyab, Myebong and the islands of Chedular and Ramree.” On the night of D-Day, off Ramree, a force of 20 or so aircraft attempted to attack the anchorage, but again they were unsuccessful.

“To the people at home”, comments the writer, “the small landings probably seem insignificant after the furious fighting that was going on in Europe, but with the fall of Rangoon so soon after Akyab their importance was beyond doubt. I can safely say that very few cruisers of the Royal Navy have acted as a depot ship for motor-launches, a store ship, a troopship carrying troops to the beaches, bombarding Japanese positions and the most important job of controlling the air cover. That was what Phoebe undertook during her five weeks in the Brahan area”.

Life had been pretty grim on board during those five weeks. No shore leave could be had, so they were glad to return to base. Some of them were enjoying a few days in the Himalayan mountains when they were recalled to rejoin ship. On their return to the ship they sailed to join numerous troopships and other craft, soon realising that this meant ‘curtains’ for enemy occupied Rangoon.

“Once again (continues the letter) the Phoebe played a very important part, being in charge and giving protection to the extensive troopship convoy. The convoy of troopships, supply ships and dozens of different assault ships arrived off the mouth of the Rangoon river during a filthy patch of weather and it was with great navigational skill that the convoy was safely escorted through the minefields to an anchorage for the night”.

A few days after D-Day (May 2nd) Phoebe sailed up the Rangoon river, the first British man-o-war to do so since Rangoon fell to the Japanese in May 1942. “So”, concludes the letter, “Bournemouth people can be proud of the part the Phoebe has played in the war against the Japanese in countries bordering on the Bay of Bengal. We on board here hope this year will see Phoebe anchored in the ‘bay’ off the remnants of the pier. Until that day all of us on board wish the people of Bournemouth the best of luck.”

HMS Phoebe was awarded a Battle Honour for her actions in Burma

NB:

*The above letter would probably have been scrutinised and certain information blacked out before it was sent*

## **Remembrance Day Parade - Bournemouth.**

*Reported am Monday 13th November.*

We met up with S/m Bob Hobbs and family in the Town Hall car park, Bob went off with the Standard to march in the parade, the rest of us went down to the Bournemouth war memorial, we have attended this venue for a number of years and laid a wreath. Our own memorial service at our Stone takes place a short while after the towns service, this enables the Mayor to attend. This year Mrs Lillian Beckerton laid the wreaths at the town memorial and at our own memorial. Although our service was set to commence at 1245 on the arrival of the Mayor, it was too long to wait for some of our gathering who had other services to attend. The Mayor's party duly arrived, surprisingly the Mayor was not in his mayoral robes as in the past Our good friend Peter Haywood (Mace Bearer) has now retired, a new Mace Bearer accompanied the Mayor and Mayoress. This year we had our new portable PA system in use enabling Padre Ray Merrick to be heard quite clearly by all those assembled. S/m Taffy read the Act of Remembrance and made a good job of it too, our thanks to him and wife Lillian for their contribution to both ceremonies. Only one wreath was laid at our memorial this year, usually there are at least three, most notably to be missed was the one from the Mayor.

Meridian TV were attending, a good video was shown on their web site of the Bournemouth Parade, noted especially in close up was S/m Bob Hobbs carrying the Standard . I also had a short interview, but it was not shown. Our thanks to TS Phoebe cadets and staff for their welcome support. Lil and I intended to go to the TS HQ after the service, but unfortunately we were unable to, our apologies to the HQ but a phone call meant we had to get home quickly. We had not expected many at our service but I counted 31 persons at the end. Our thanks to members Taffy & Lillian Beckerton, Bob & Pat Hobs, and daughter Karen. Ernie Clewes and Mike Fox who came with the cadets, and Councilor Emily, all regular attendees. Apologies from S/m Stuart & Yvonne Bundy who were unfortunately otherwise engaged with a family commitment. Our ever grateful thanks to Padre Ray Merrick, who, although suffering with a arthritic hip, managed to march in the parade then conduct the service at our memorial.

Ray goes into hospital on 29th November for a hip replacement, we wish him well and a quick recovery.

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***Monday 1515 pm. Apologies received from the Mayors office to say that the Mayor's wreath was accidentally left behind at the town hall, but was reverently laid at the stone after the service.***

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### **Port of Southampton**

The port owes its growth to the famous double tide of its coastal waters, which gives the port deeper water than any other Channel port which made Southampton one of the finest passenger ports in Europe - "The Gateway to the World"

The first major shipping company to transfer its operations to the port was the White Star Line in 1907, then the Cunard Line in 1919 and Canadian Pacific in 1910, then P&O. With the number and size of all these companies large passenger liners using the port and the narrow confines of its coastal waters, allied to the busy Naval base at Portsmouth, the risk of a collision was quite high. A warning for the future came when the German liner *Kronprinz Wilhelm*, a 15,000 ton liner, collided with *HMS Wizard*, a mere 270 ton torpedo boat destroyer. Both vessels were cruising up-stream in Southampton Water just off Fawley Beacon when *Wizard* tried to overtake the liner, which at the time was steaming briskly at 17 knots. It may have been a bit of showing off by the naval Officer. The small warship was 'drawn in' to the liners side,

although the liner escaped unharmed, the *Wizard* suffered heavy damage to its bows, but there were no casualties. In 1908 another Naval vessel collided with an American liner in the approaches to the Solent with some loss of life but atrocious weather condition were considered to be the main factor. Less than three years later another Liner collided with a Naval vessel.

At 11.20am on 20th September 1911, the White Star liner *Olympic* left Southampton on its fifth voyage to New York. The weather was clear and bright with good visibility. *Olympic* was considered to be the largest liner afloat, it being 45,000 tons. In charge was Captain Edward John Smith, the most senior and experienced commander of the White Star line. But as normal procedure, the vessel was under the command of Trinity House harbour pilot George Bowyer.

The pilot had a choice of using either a starboard route down the Solent or to port to follow the intricate passage around a large shoal known as 'Bramble Bank', and then down through Spithead to the Channel. It was the very experienced Bowyer favoured the Spithead route. By 12.40pm the *Olympic* was approaching the Bramble, the pilot sounded the ships whistle twice, signaling he was turning to port. As he did so a grey Naval vessel was seen coming up astern of the liner about two miles off the starboard quarter.

This vessel was *HMS Hawke*, a light cruiser of 7,530 tons, which had spent the previous day undergoing steam trials in the Solent and was now returning to Portsmouth under the command of her captain Commander William Blunt. After completing its manoeuvre the *Olympic* started to increase speed from 11 knots to 17 knots, both the pilot and Captain Smith assumed that the liner would soon pull away from the naval vessel. But the *Hawke* quickly reached the point almost level with the centre of the liner with about 300 yards of water separating them. Suddenly the *Hawke* turned sharply to port, causing panic on the liners bridge as it seemed that the *Hawke* was attempting to pass under the their stern. Several passengers later so testified, even claiming that the Navy men were 'showing off'.

Within minutes there was a tremendous noise as the *Hawke* rammed the *Olympic* some 90 feet from its stern, leaving a large 15 feet triangular hole, which reached to below the liner's waterline. The watertight compartments on both vessel's were immediately closed and the *Hawke* took on a enormous roll to port; some witnesses thought it was in imminent danger of capsizing. Then the vessel recovered and was swept clear of the liner's plating. Once Commander Blunt satisfied himself that *Olympic* was not likely to founder he proceeded slowly to Portsmouth. Because of its damaged condition the *Olympic* was unable to return to Southampton until the next high tide she anchored in Osborne Bay, just off Cowes, whilst passengers were taken off by tenders. Amazingly there was not a single injury, although it was later said that as the collision had occurred at lunch-time most of the passengers were away

from the cabins that had been damaged, otherwise the result could have been very different.

The liner was compelled to stay in Southampton for two weeks undergoing temporary repairs just to make it seaworthy for its journey to Belfast for a complete overhaul, which took another six weeks at a cost of £103,000. By the tragic irony one of the liner's damaged propellers was, to save time, replaced by one from her sister ship *Titanic*, then under construction at Harland & Wolff's yard. This effectively delayed the *Titanic*'s maiden voyage from Southampton by almost one month. What a fateful chain of consequences was set in motion by this accident!

The Admiralty Court of Inquiry into this accident sat aboard the *Duke of Wellington* in Portsmouth harbour. It commenced its hearings on 11th November 1911 and did not close until 19th December after listening to evidence from an endless number of eye-witnesses and a variety of maritime experts.

The Whit Star Company claimed that the Naval vessel was at fault, whereas the Navy countered that the accident had been caused by a navigational error on the part of the pilot. During the evidence it transpired that Commander Blunt had ordered the helmsman to steer away from the *Olympic* but the vessel had been 'uncontrollable' with its helm apparently jammed. At least one expert put forward the theory that the two vessels had been drawn, or sucked together by hydrodynamics. The heavier ship and the faster it was sailing the greater were the pressures and interaction between the two ships. The court dismissed this theory and finally ruled that there was negligence by the pilot - George Bowyer. The verdict shocked the Whit Star Company and Captain Smith is said to have exclaimed 'By God we are not going to let them get away with this!' The Company appealed and it was not until April 1913 that the Admiralty Court's ruling was upheld and the appeal was dismissed with costs.

But by then the events set in motion by the *Olympic* collision reached their final tragic conclusion.

In 1912 Captain Smith had been appointed Commodore of the White Star fleet. On 10th April 1912 he was in command of White Star's newest liner the *Titanic* as it left Southampton on its fateful voyage.

Strangely George Bowyer was again the pilot and within the first few minutes of the journey there was a near collision with the large American liner *New York* berthed in Southampton. It is now history that four days later *Titanic* sank taking the lives of 1.522 passengers and crew. This toll included Captain Smith, Chief Officer Wilde, 1st Officer Murdoch all who had served aboard *Olympic*.

Subsequently the *Olympic* had a somewhat chequered but successful career. Converted to a troopship during the First World War it served in the Dardanelles and Gallipoli landings. Then near the Lizard on 12th May 1918 it rammed and sank U-103 which had attempted to torpedo her. back to peacetime duties *Olympic* continued to operate on the Southampton to New York crossing. In 1930 she was refurbished, then in May 1934 rammed and sank the Nantucket lightship. The final trans-Atlantic voyage took place in March 1935, then scrapped in Jarrow to provide work for the unemployed in that area.

*HMS Hawke*, on patrol of NE Scottish coast was torpedoed and sunk in October 1914 with a loss of 500 officers and men; there were just 70 survivors.

### Heating Allowance

Are you over 60 or 80 years old, have you received your heating allowance yet? I take it for granted that the allowance will be, as stated in their letter, paid into my bank account within a few days, so I do not check it has been paid. This time I did, and fourteen days after receiving the letter it has not been paid in. I thought I would look at last years bank statements to see how long it took for last years allowance to be paid into my account and could not find it! So off to the bank we went with all our statements from October 2005 to October 2006 to get them to check, result, we had not received it, and last year it was £400. Phoning the DHSS Pension people got the reply that last year they had trouble making the payments and it ran into March 2006 before all payments had been completed? I had to get copies of my bank statements made and send them to the pension people, I am now waiting for a reply. So, if like me, you also took it for granted the payment would be paid into your account, it may be an idea to check, if they can miss one person they can miss more. I got used to keeping all receipts and statements for tax purposes when I was self-employed and still do, if I did not I would not have been able to check. Roy.

**Things we should know** *(answers to - Vic Chanter)*

Why is the third hand on a watch called the second hand? ( Smart Alec)

At the time when someone famous is killed we remember where we were. Do we all need alibis?

When it's the Tourist Season, why can't we shoot them?

Daylight Saving Time – What do they do with all the daylight we save?

Before the invention of drawing boards, what did they go back to?

To the Australians are we 'Up over'?

Do pilots take crash courses?

Do Roman paramedics call IVF – fourF

How do you draw a blank?

When you do draw a blank, how can you colour it in?

Why are there self-help groups?

How do you know when it's time to tune bagpipes?

Have you noticed that wrong numbers are never busy?

How did a fool and his money get together in the first place?

How do 'Keep Of The Grass' signs ever get there?

How do you get off a 'non-stop flight'?

How do you know when you've run out of invisible ink?

If a mirror reverses left and right, why doesn't it reverse up and down?

If vegetarians eat only vegetables what do humanitarians eat?

If 'all the world's a stage', where is the audience sitting?

If corn oil is made from corn, from what is baby oil made?

If crime fighters fight crime and fire fighters fight fire, what do freedom fighters fight?

How do they get Teflon to stick to the pans?

If space is a vacuum, who changes the bags?

Warning – 'Do not use if seal is broken'. What do you do once you break the seal?

If white wine is drunk with the fish, are white grapes taken with sushi?

Are kleptomaniacs prescribed not to take something for it?

What happened to the first 6 Ups?

What is the speed of dark?

What was the best thing before sliced bread?

What happened to Preparations A to G?

Which is the other side of the street?

Why buy shampoo when you can get the real thing free?

Why do 'fat chance' and 'slim chance' mean the same thing?

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**“Please Mum, let me join the Navy”**. That was my cry in June 1945, I was fifteen, almost sixteen. For two years I had been working at a firm in Soho, London, supposedly as a trainee Dental Engineer but spent most of the 48 hour week filing invoices and making tea. After a lot of pleading Mum said yes. The RN & RM recruiting office was in Horn Lane, Acton. A forboding looking building, windows filthy dirty still with the diagonal strips of tape pasted on the windows. Inside was no different, dark and gloomy, low wattage bulbs with no shades, bottom half of walls dark brown, top half a dirty yellowish cream, floor covered in dirty stained and threadbare linoleum. A door marked New Recruits with a message saying ‘Knock & Wait’ on it. Apprehensively I tapped on the door, “Enter” a voice called. Sitting behind a large desk was a two ringed officer, the office was a surprise, well decorated and brightly lit, I was sat down and asked, “RN or RM”. I replied “Royal Nave please”. A questionnaire was given to me, “Answer the questions as best you can” the officer said, and left me to it. They were so easy to answer I had them done in minutes, on his return he looked at them and actually smiled, “Excellent, 95% right, sign this top form, and take the other one home for your parent to sign, send it to the address on the top, and you will be called for a medical, subject to the result you will receive your call up papers”. That night I posted the signed form, a week later I was called to having a medical on the second floor of a building in Charing Cross Road. About 7 others were there for the medical, we stripped down to our pants, did various tests going from room to room, until we came to the last room at the end of a corridor, there was a trapeze swing hanging down, we had to remove our pants and hang from the swing, we did various exercises, I suppose to see if we were agile, then we had to swing to and thro with our legs wide apart, the last exercise was swinging and pretending to be pedal a bike. Although I had seen that we were facing a large window, I did not notice until the last exercise that the window faced another window, and at that window stood three girls getting a good look at us, which I am sure deflated us somewhat?? Although I suffered with bronchitis I still passed A1. Three weeks later on September 9th 1945, after a tearful farewell to my Mum, I joined up with other boys at Liverpool Street Station for our trip to Ipswich and then on to HMS Ganges, or as we came to know it, “Borstal”. I did however learn never to volunteer for anything again!!

By the time you get this newsletter Taffy & Lillian will be firmly ensconced in Oz having flown out on 19th November, they will be returning sometime after the New Year for a short while to settle up what could not be completed before they left.

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**“PHOEBE” Walks the WIGHT  
for the  
EARL MOUNTBATTEN HOSPICE**

Dear Shipmates,

The Earl Mountbatten Hospice here on the Isle of Wight is holding a sponsored dog walk challenge. The challenge is for dogs and their walkers to walk the distance of 72 miles, this being the total perimeter route around the island. The walk will be completed in stages between November 2006 and April 2007.

The Hospice has just undergone a refurbishment program and now has 17 individual en-suite bedrooms. Unfortunately there are only enough funds to cover the opening of 14 of these rooms at present. The cost of running each room is approx £100,000 per year. Being a volunteer worker at the Hospice, and the owner of two white Boxer dogs, (three year old brother and sister), I along with wife Pat thought we would put our dogs names forward for the challenge to raise some funds. The sponsor packs and walking numbers have now arrived for PHOEBE & ROCKY. Yes! We know they are silly name for dogs, and we get some funny looks from people when we call them, but they don't seem to mind and are quite happy to come when called, especially at dinner time!!! Rocky's number came first - No 39, so we expected Phoebe's to be No 38 or 40 !! We were surprised when we opened Phoebe's pack to find she has been given No 42. I spoke to the organizers about it and they said that when they were talking about how Phoebe got her name they thought it would be a good idea to get the ships number and allocate it to her.

I have spoken to Roy and Lil and they have agreed along with other members of the committee to allow me to ask members of the HMS Phoebe Association if they would be able to donate towards this very worth while cause and support dog Phoebe.

I propose to keep together any donations from members until the closing date and present it as a joint donation from the Association. If anyone feels able to make a donation no matter how large or small, please send cheque's, money-orders made out to Earl Mountbatten Hospice, or E M H. Any amount sent will be totally confidential and only the total

If anyone would like further information please phone me. **01983 864508**. Thank you in anticipation on behalf of Phoebe & Rocky. Hope to see you all at the AGM/Reunion in Chatham in May

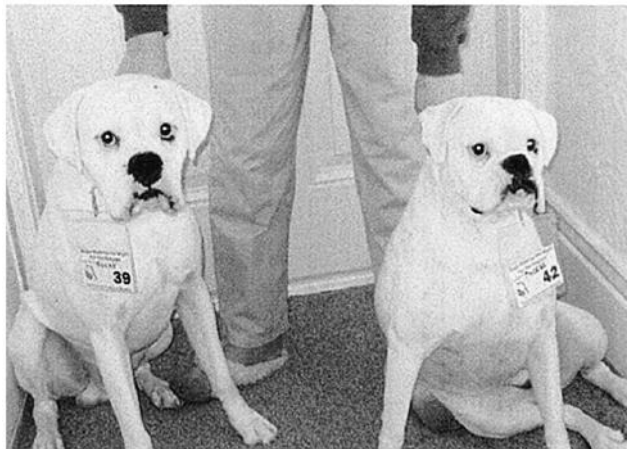
Yours Aye. Bob & Pat Hobbs -  
37 Carter Avenue - Shanklin - I of W - PO37 7LG

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NB.

May I suggest that when making out a cheque you date it for payment sometime after January. Bob will be presenting all donations in April, some banks do not accept cheque's that are 3 months or more old.

Sec - (Roy Pavely)



**ROCKY & PHOEBE**