



NAVY NEWS

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ROYAL REVIEW

RM 350
SPECIAL
PULL-OUT



OUT TO AFRICA

● A Merlin Mk2 from 820 NAS moves in to land on the flight deck of RFA Argus as she leaves Falmouth for Sierra Leone where the crew, including Royal Marines, will support the international effort to contain the deadly Ebola virus. See page 4.

Picture: PO(Phot) Paul A'Barrow



Off-sale date: December 1, 2014

£2.80



● Cdr Justin Codd, *Ambush's* CO, surveys the sights of Rio harbour from the top of the fin while (below) King Neptune – PO(TS) Sean Reader – calls the *Mighty Bush's* crew to order for the crossing the line ceremony



● The Duchess of Rothesay chats with newly-qualified *Astute* crew members as they receive their dolphins and (below) submariners on the freshly-returned boat watch as *Ambush* arrives back at Faslane



● *Artful* returns to the surface after her maiden dive

TWENTY three years since first conceived, three short of 5,000 days since her keel was laid, 2,678 days since she emerged from the cavernous shed at Barrow where she was built, 214 weeks since families gathered on the Faslane waterfront to formally welcome her into the Fleet, Britain's most advanced submarine made her way up Gare Loch, her first front-line patrol behind her.

The age of the *Astute* is most definitely upon us.

And just to reinforce the fact, younger sister *HMS Ambush* arrived home from her maiden deployment not 48 hours later, while the waters lapped over the hull of *HMS Artful*, the third of seven boats in the class – an investment of more than £6bn in the Silent Service.

The boats' long gestation period meant they were often in the media spotlight.

But the inaugural patrols of the first two in the class were played out almost entirely in the shadows – just how submariners like it.

Astute went south. Then east. Then north a bit. Then south a bit. Then west and finally north. If that's a bit vague: the Med, Red Sea, Indian Ocean and Gulf.

And *Ambush* went south. Then west. Then north. Then east. Or South Atlantic. Caribbean. North America.

Of the two tours of duty, *Astute's* was longer. Considerably. Eight months away from home.

The first half of *Astute's* deployment – which clocked up 27,000 miles in all – was focused mostly in the Mediterranean, including the first visit by an A-boat to Gib and, later, the NATO base on Crete.

As with all Fleet submarine missions, the bulk of *Astute's* work is hush-hush, but we can tell you that once through the canal linking the Middle Sea with the

world beyond she supported the large-scale counter-smuggling operations by international navies, flew the flag for the RN/UK in Bahrain and took part in an international exercise in the Gulf of Oman.

Back through Suez and into the Med for the final stint of the patrol, the boat again stopped in Crete – this time to collect five prospective submarine commanders tackling the formidable *Perisher*.

The Submarine Command Course has typically been held in a T-boat in recent years – and mostly around the UK.

This was the first *Perisher* run on an *Astute*-class boat – and to be held entirely within the Mediterranean.

And on the subject of submarine command, the man who brought *Astute* back to Faslane wasn't the same one who took her out.

Cdr Stephen Walker's two years in charge of the boat came to an end in August, so he handed over the reins to new CO Cdr Gareth Jenkins for the final couple of months of the patrol.

It fell to him to guide the submarine home, where some 150 friends and family were waiting for the A-boat's crew on the Valiant jetty, specially built to accommodate the new class of Fleet submarines.

Also eager to catch up with the 100 or so submariners was the boat's sponsor the Duchess of Rothesay (perhaps better known by her south-of-the-border title, *Duchess of Cornwall*).

After a reunion in the fresh Gare Loch air, proceedings moved indoors ashore – to Faslane's 'Super Mess' complex – where several new 'deeps' were

rewarded for completing their training by downing a tot of rum and catching their dolphin insignia between their teeth in the process.

The duchess' presence "made what was already an auspicious occasion even more special," said Cdr Jenkins.

"As Lady Sponsor, she is very popular with the crew and I know the time she spent chatting with their families was hugely appreciated."

Astute's CO hailed the boat's first mission "a huge success", his crew "outstanding" while the submarine's first Commanding Officer – and now Commander Faslane Flotilla, Cdre Mike Walliker – was full of praise for all those who played their part in the 'Astute story'.

He added: "*Astute's* return is the culmination of four years' dedication and commitment by a great many people, both in uniform and in industry to deliver this submarine to the front line."

Now, you kick your heels all year for the world's most advanced class of hunter-killer submarine to return to Faslane, and then two turn up in two days. It's like waiting for a 'bush...

Forty-eight hours after *Astute* made her way through the Rhu Narrows – and in rather worse weather than that which greeted her older sister – the *Mighty Bush* was back too.

Her first deployment was considerably shorter than *Astute's* at three months.

But she did clock up a few *Astute*-class firsts: first to cross the Equator and first to visit Brazil, as well as treading on some of the ground *Astute* walked on, notably the waters off the Eastern Seaboard of the USA.

It took just over two weeks for the



pictures: po(phot) nick tryon, la(phot) pepe hogan, bae systems and hms ambush

boat to reach Rio – just after the big party that was the 2014 World Cup, but more importantly for Ambush, bang on time to take part in the Brazilian submarine service's 100th birthday celebrations.

To make sure the boat was in mood for Rio (probably not too hard), for the journey from Faslane she had Brazilian deep Lt Rogerio de Silva aboard who got into the full spirit of life on a Royal Navy nuclear-powered submarine... and was on hand once Ambush arrived in Rio to offer advice on the sights and sounds: Sugar Loaf Mountain, Christ the Redeemer, the odd *caipirinhas*.

To get to southern Brazil, you of course have to cross the Equator, which meant the first time one of the Royal Navy's greatest traditions was held aboard an A-boat: crossing the line – a very colourful ceremony (and slightly bemusing for the uninitiated).

“As you can imagine it is a bit tight onboard a submarine but King Neptune and his helpers did a brilliant job, right down to risk assessing the whole event and producing the relevant paperwork,” said Lt Cdr Al Rose, Ambush's weapon engineer officer.

King Neptune – better known as PO(TS) Sean Reader – and his merry band found there were quite a few equatorial virgins aboard the boat and eventually handed out certificates allowing fellow crew members to pass the imaginary line separating the hemispheres... but only after they'd received a good dunking.

From ceremonies fun and informal to the very best of flying the flag.

Boats and submariners from nearly three dozen nations converged on Rio for the centenary.

As the newest operational vessel in the UK's arsenal, there was considerable interest in Ambush – not least because she was making her inaugural appearance in this part of the world.

The boat held a reception for the Head of the Brazilian Navy, Admiral Mauro Neto, as well as naval representatives from other countries, not least the RN's senior submariner, Commander Operations, Rear Admiral Matt Parr.

“As anyone who has ever done it will know, holding a cocktail party onboard a submarine is a bit of a squeeze,” said Lt Cdr Rose.

The boat also hosted two defence industry visits with Royal Navy specialists and BAE Systems and Babcock representatives in attendance to promote both the best of British industry and the Senior Service and promote other areas in which the two countries' navies might co-operate.

“The final duty was to attend the actual birthday bash,” says Lt Cdr Rose. It was held under a giant marquee

erected next to the various Brazilian and international submarines with a few speeches and quite a bit of ‘interesting’ dancing performed by attendees.

Ambush's CO Cdr Justin Codd said his boat's Rio visit was “an important milestone for the Submarine Service – both in terms of engagement with our partner nations from across the world and to demonstrate the high-end capability of the Astute class.”



“There was a lot of interest in Ambush from international navies and we were delighted to be able to host senior military personnel on board and to demonstrate the capabilities of this formidable submarine.”

Lt Cdr Rose added: “Every member of the ship's company worked hard – but equally was able to take some time to relax and enjoy the experiences that Rio had to offer.”

After Brazil it was back to the North Atlantic and training and exercises with the US Navy off the east coast of the United States.

Throughout the patrol, Ambush was home and place of work to 18 trainee submariners undergoing the second – aka ‘wet’ – phase of their training to earn the coveted dolphins, the mark of a true submariner.

They and their 80-plus shipmates were welcomed into Faslane by Ambush's sponsor Lady Soar, who joined the submarine for the final few miles of the journey up the Clyde.

All this – and more – is still to come for the crew of HMS Artful. Probably in about two and a half years' time, maybe sooner given the trail blazed by Astute and Ambush.

She passed the most important test faced by any submarine: the ability to dive and surface again. Everything else,

well that's a bonus...

It took a two-day trial at Barrow to determine not merely that the 8,500-tonne stealth boat can do that, but set the parameters for how she will perform underwater during a career lasting more than a quarter of a century.

There were 22 submariners and around 60 engineers, technicians and experts aboard Artful for the test dive in Ramsden Dock at BAE's yard in Cumbria.

The dock features a giant chasm or ‘dive hole’ – long and wide enough to accommodate a Royal Navy nuclear submarine, although at 25 metres (82ft) deep it's can't cover an A-class boat completely.

As Artful gently submerged, four trollies collectively carrying 16 tonnes of lead weights were moved around the vessel so naval architects could confirm the stability of the 97-metre submarine at sea – an exercise known as a trim and incline test.

Data was gathered measuring the hydrodynamics and weight profile of the boat which will now be assessed minutely to see how she will perform once in the Fleet. In all, the submarine spent seven hours submerged.

The initial feedback from the two-day dive was that it was a complete success and will allow the BAE-Artful team to push ahead with the remainder of her testing and commissioning programme.

“It was exiting and rewarding to be the first person to dive HMS Artful – it's a significant milestone towards her joining the Fleet,” said Cdr Scott Bower, Artful's Commanding Officer.

“There is a real sense of expectancy surrounding the boat now as she moves ever closer to exiting Barrow and sea trials.”

She is due to leave Barrow next year to begin sea trials before sailing for the Clyde to join her already-operational sisters.

Three A stars

'ere be Erebus

THE remains of a Royal Navy ship discovered by researchers have been identified as HMS Erebus.

The ship was part of Admiral Franklin's ill-fated expedition to find a way through the legendary North-west Passage – the route between the Atlantic and Pacific sought by mariners for centuries.

"From an historical standpoint, to know that this is Franklin's ship, this is where he was, likely where he died . . . is hugely significant," said John Geiger, the head of the Royal Canadian Geographic Society, who was part of the team that found the Erebus.

No-one has seen any of Franklin's 130 men or his ships Erebus and Terror since the summer of 1845.

The Canadian government has made a concerted effort to locate the ships – six expeditions in the past decade – and announced it had found one of the vessels in the Victoria Strait, a good 200 miles inside the Arctic Circle and nearly 2,000 miles from Toronto, as we reported in last month's paper.

Despite confirming the wreck as the Erebus, Mr Geiger said the search would continue because "really, we have half the story, we have half the picture."

He continued: "This find and the incredible condition of this vessel is only going to whet the global appetite for more. From my standpoint, I think it's really, really important that we continue the search and we don't rest until we find the second ship."

Bravery rewarded

AIRCREWMAN PO Russell 'Patch' Adams received a commendation from the Shipwrecked Mariners' Society for his bravery saving the lives of French fishermen before their vessel was dashed on the Cornish coast.

Five times the senior rating went into the sea to rescue five trawlermen from Le Sillon off Trevose Head in February.

The 771 NAS rescuer battled spray and 30ft seas – and at one stage was fully submerged by a particularly large wave.

After saving the third fisherman, he threw up and looked visibly exhausted – but volunteered to go down twice more. And on the flight back to Culdrose, he continued to tend to the sailors, monitoring them for the effects of cold and shock.

'Patch' said the entire Sea King crew were "working at the limits" through the rescue – and the society concurred, describing the senior rating's actions as "extraordinarily courageous and skilled."

Kent goes east

MIDDLE East to be precise as she relieves HMS Northumberland on counter-piracy and counter-terrorism duties in the Indian Ocean.

The frigate left Portsmouth on Trafalgar Day to take over from her Devonport-based sister and won't be back in the Solent until the spring of 2015.

Cdr Andrew Block, her CO, said his men and women had worked tirelessly to be ready for the deployment.

"This could not have been done with the support and commitment of our families and friends, very much members of team Kent. We leave them behind with a little sadness, but deploy with full confidence in Kent's ability to meet any operational tasking head on."



Saints and angels

AND we have lift-off... lift-off of the first next-generation Merlin to leave the deck of HMS St Albans.

For the first time since emerging from a £25m revamp in her home base of Portsmouth, the Type 23 frigate has been training with the Merlin Mk2 – creating the ultimate combination of submarine hunters in the Royal Navy.

The helicopter from 829 Naval Air Squadron joined the Saint for three days of intensive training in the Channel as the frigate readies herself for front-line duties again after being out of action for a year.

Just hours after the ship helped save yachtsman Mick Royton, who was found by St Albans clinging to his stricken trimaran off Portland (more on that in a mo), the helicopter flew aboard.

Helping to ensure the 14-tonne grey helicopter touched down safely was 19-year-old Engineering Technician (Weapon Engineering) Matt Briggs from Skelton, who normally looks after the frigate's hi-tech weapons and sensors, but is earning qualifications to be one of the flight deck team.

"Working with such a large aircraft was fantastic – it only just fits on the flight deck and it is so powerful," he said.

"I have seen plenty of deck landings of the Lynx but this was just awesome."

St Albans' Commanding Officer Cdr Catherine Jordan – a former helicopter navigator/ weapons specialist – was delighted to see what her improved ship and the souped-up helicopter could do.

"It's apt to have the upgraded Merlin onboard what is now the most up-to-date Type 23 in the Fleet," she said.

"As a former Lynx Observer I understand the additional capability a helicopter and its team bring to a frigate – and the Merlin Mk2 is a very versatile aircraft keeping us at the forefront of tactical development."

01 Flight – one Merlin Mk2 plus a team of up to 15 aircrew, engineers and technicians – is one of five provided by 829 Squadron to Type 23 frigates to support front-line operations around the world.

The flight was assigned to the Saint until she began her refit last year – since when it's been sent elsewhere.

The Merlin team joined HMS Illustrious for last year's Cougar deployment – and found themselves at the forefront of delivering aid in the Philippines when the veteran carrier was dispatched there to help out

in the wake of the devastation caused by Typhoon Haiyan.

The Flight's exploits earned them the Fleet Air Arm Sword, presented for the finest feat in Naval aviation in the past 12 months.

Since then the fliers have switched from the Mk1 to its cutting-edge successor, which is being introduced across the four Merlin squadrons based at Culdrose in Cornwall.

Just hours before Flight Commander Lt Cdr Lauren Hulston and her team flew aboard the Saint, the frigate spent eight hours scouring the Channel in the dark for a stricken boat – and found it, helping to rescue the crewman.

The ship searched an area 20 times the size of Portsmouth as she responded to reports that a trimaran was close to capsizing

off the Isle of Wight.

The Saint was part of a substantial search effort – lifeboats, Coastguard, RAF and French helicopters – scanning the Channel in fairly grim conditions: darkness, swell of up to 2½ metres and winds gusting up to 25kts.

Having initially begun looking about 30 miles off the Isle of Wight shortly after night fell on Monday October 6, St Albans sighted the missing yacht just before 4am the next day about 20 miles south of Weymouth – with sailor Mick Royton clearly "hanging on" to his damaged boat.

Weather conditions made it impossible for the warship to rescue Mr Royton – who was suffering from the early stages of hypothermia – but Weymouth

lifeboat was able to get him off.

Mr Royton had been clinging on to his boat, which he'd been sailing from France to Poole, for about nine hours and feared his "time was up".

Cdr Jordan said that when her sailors sighted the catamaran – aided by moonlight in a break in the cloud – Mr Royton was clearly in distress as his battered boat rolled heavily a good 30 miles from the reported mayday position.

"The weather at this point deteriorated again and due to the difficult sea state and fragile condition of the yacht we were only able to close the distance, provide a windbreak, and offer reassurance until the lifeboat arrived," Cdr Jordan added.

Following the rescue St Albans continued her patrol to Plymouth, while Mr Royton was taken to hospital in Dorchester, Dorset.

Somerset bags a trophy

THE men and women of HMS Somerset have been rewarded for two years of hard – and in some cases cutting-edge – work with helicopters and robot aircraft.

Beyond the usual Lynx Mk8 and Merlin Mk1 operating from her deck, the Devonport frigate blazed the trail for unmanned aerial vehicles in the Fleet.

The Type 23 trialled ScanEagle – a small, unarmed reconnaissance drone – which clocked up nearly 600 hours' over the Gulf and Indian Ocean during Somerset's east of Suez deployment earlier this year.

The pilotless aircraft beamed live video footage back to the warship's operations room – giving the team an unparalleled view of boarding teams in action when inspecting suspicious vessels, or just generally monitoring traffic.

Since Somerset's successful use of ScanEagle, the drone has been employed by her sister Northumberland.

Remote-controlled or with a human on the stick, the ship's company maintained the same high standards supporting and working with the aircrew and flight technicians, earning them the Wigley Trophy from FOST.

(Parcel) force for good

AS COMBAT operations in Afghanistan wind down, British Forces Post Office have tallied their efforts to maintain the morale of personnel.

Since the first operations in the country began in 2001-02, BFPO has delivered 1.25 million sacks of mail. That's enough to fill 100 Antonov transport aircraft – or 266 fully-laden RAF Voyagers.

The team at BFPO – based at RAF Northolt in north-west London – reckon together the Afghan mail would have weighed about 10,000 tonnes – or a Type 45 destroyer carrying 22 Challenger 2 tanks.



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Viper drive

WITH a deafening roar and searing flash of fire, the sixth of Britain's Type 45 destroyers announced her readiness to defend the nation as she fired her main weapon for the first time.

Like her five sisters before her, HMS Duncan successfully downed a target with her Sea Viper missile – the perfect fourth birthday present for the Portsmouth-based warship.

Seconds after erupting from its silo, the 450kg Aster 30 missile accelerated to four times the speed of sound over the Atlantic as it manoeuvred at G-forces which no human being could withstand to intercept the small unmanned target.

The destroyer had hoped to launch Sea Viper on the fourth anniversary of her launch – October 11, also the anniversary of the day the ship's namesake Admiral Adam Duncan routed the Dutch Fleet at Camperdown in 1797 – but weather conditions off the Outer Hebrides scuppered the firing.

At 3pm on Sunday October 12, however, conditions were perfect – and the sight of Sea Viper erupting from the silo was jaw-dropping for those watching on HMS Duncan's bridge.

"The speed of the missile as it manoeuvred to strike the target was staggering," said Lt Jacqui Orr, who was responsible for safely guiding the destroyer at the time of the Sea Viper firing.

"We had practised all the procedures and I've seen the pictures before, but there's still quite a buzz when you stand there on the bridge and can actually see our defence systems do their job so well."

The Sea Viper success is the final weapons milestone for HMS Duncan – she has now tested every weapon aboard and has already completed her basic pre-deployment training.

All that now lies between the ship and her first overseas deployment next year will be a final maintenance period and refresher training near Plymouth.

"We are the sixth Type 45 to prove the potency of the Sea Viper system," said Cdr Rich Atkinson, HMS Duncan's Commanding Officer.

"It was a real team effort with Duncan's operators and technicians doing a sterling job to get this missile away so quickly after our arrival here off the Hebrides.

"And of course we had assistance from French and British industry experts from MBDA, BAE and QinetiQ to operate safely on the weapon ranges and gather the data required to further improve the missiles.

"I can now take my ship on operational deployments knowing that, if need be, we will be able to defend ourselves, our allies or other vessels against the most advanced of adversaries."

Pictures: MBDA



Helping Bush whack the foe

HMS Defender joined the international effort to strike down fundamentalists in the Middle East by providing cover for one of the key launchpads for those missions: super-carrier USS George H W Bush.

The Portsmouth-based destroyer slipped seamlessly into the most powerful surface force on the Seven Seas – a US Carrier Strike Group, comprising two destroyers, one cruiser and the Bush herself with her complement of more than six dozen jets, propeller-driven aircraft and helicopters.

From mid-September until the second half of October, when the Bush was replaced by the USS Carl Vinson, the flat-top was launching strikes against ISIL command-and-control centres, training camps and weapons depots as part of the international coalition committed to halting the group's reign of terror.

Defender acted as the 'aerial umbrella' for the Bush and her escorts – destroyers Truxton and Roosevelt and the cruiser Philippine Sea – exactly as the Type 45s were designed: shields against air attack courtesy of their Sea Viper missiles and Sampson radar.

Engaged in round-the-clock operations, Defender's task was to build an accurate air surveillance picture over the whole of the Gulf to guard the US carrier.

"Since we arrived in the Gulf in June, we have been engaged in exercises with navies from around the world to test our air-defence capabilities and I am delighted that my ship's company had an opportunity to put into practice the training they'd received," said Defender's CO Cdr Phil Nash.

"This will be our primary role in the future, so to be able to provide the same defensive shield to a US Navy aircraft carrier that we will deliver as part of a British carrier strike group is an excellent chance to prove the value we can add in a national and international environment."

His ship is in the final few weeks of her maiden deployment – spent entirely in the Gulf region – and will return home to the Solent next month.

Pictures: LA(Phot) Dan Rosenbaum



Lottery cash turns ships into museums

MORE than £13m will be spent saving three of the Royal Navy's last survivors from the greatest battles of the 20th Century.

The bulk of the cash (£11.5m) will be used to turn HMS Caroline – the only one of 151 Royal Navy vessels which met the Kaiser's High Seas Fleet at Jutland on May 31 1916 still with us – into a museum in Northern Ireland.

The Heritage Lottery Fund is also giving £1.75m to convert monitor HMS M33 into a visitor attraction to be opened to the public – in time for centenary of the Gallipoli campaign in which she shelled Turkish positions.

And just shy of £1m will be spent on the first stage of saving Landing Craft Tank LCT 7074 – one of only around ten vessels left from D-Day in 1944.

Currently sunk in a dock in Birkenhead, she will be raised and brought to Portsmouth Naval Base – with the long-term goal of restoring her.

All three ambitious projects are being spearheaded by the National Museum of the Royal Navy which is determined to see the vessels turned into living memorials to the men who fought – and died – in them.

Cruiser HMS Caroline will be turned into a world-class heritage centre in Belfast's rejuvenated Titanic Quarter; the ship spent more than 80 years in the city as a base for Northern Ireland's Naval reservists after her active career with the Grand Fleet.

As for LCT 7074, the National Memorial Heritage Fund has come to the initial rescue with £916,000 to help conservation plans.

After a two-day operation to raise her – she was subsequently turned into a floating clubhouse and nightclub before finally falling into disrepair – she is due to be brought to Portsmouth while plans are developed and more funding is sought to conserve, restore and interpret her for public view, with the National Museum having initial talks with its affiliate, the D-Day Museum, to incorporate the ship as part of a revamp ahead of the 75th anniversary of the Normandy invasion in 2019.

M33 is the only British ship still with us from the unsuccessful attempt to take the Gallipoli peninsula in 1915.

For nearly 20 years, the gunship has been slowly undergoing restoration work in Portsmouth Historic Dockyard.

The lottery injection will help the National Museum and Hampshire County Council realise their dream of a £2.4m project to commemorate the Gallipoli campaign.

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The Forth is with us

AND this is how she'll look under the White Ensign in just three years' time.

Work has begun on HMS Forth, first of three next-generation River-class ships – HMS Medway and Trent will follow at BAE's two yards on the Clyde.

The Secretary of State for Scotland Alistair Carmichael and the MoD's Head of Materiel Bernard Gray attended the symbolic 'steel cutting' ceremony, with the latter pressing the button to get the machines going on the Clyde.

Although the trio are classed as River-class Batch 2, the ships are closer relations of the Amazonas-class of patrol vessels built for the Brazilian Navy.

Displacing around 2,000-tonnes, the 90-metre (295ft) ships will be equipped with a 30mm main gun, 16-tonne crane for two sea boats, capable of making 24kts and patrol for upwards of 6,000 miles or

35 days with a crew of just 34.

An extended flight deck (only HMS Clyde of the first batch has one) will be able to operate Merlin or Wildcat helicopters, while there's accommodation aboard to take an extra 24 personnel, such as boarding teams, depending on the mission.

As well as bearing the names of three of the UK's principal waterways, Forth and Medway resurrect the titles of submarine depot ships while the most recent HMS Trent was a wartime frigate.

"Today marks another major chapter in the long history of building warships on the Clyde," Mr Carmichael said at the cutting ceremony. "Scotland is leading the way in building the UK's warships and this underlines the UK Government's commitment to the shipbuilding industry on the Clyde."

"I am sure the Offshore Patrol Vessels

will be yet another fine example of the expert craftsmanship of our skilled shipbuilders.

"Over the coming years we will see the familiar sight of ships coming off the yard and travelling down the Clyde to serve the Royal Navy's activities across the globe."

The £348m deal will sustain around 800 jobs in the shipbuilding industry and tide the BAE yards over between work ending on new carrier HMS Prince of Wales and construction beginning on the first Type 26 frigates – which will be considerably bigger and more potent than the new Rivers – later this decade.

The next defence review will determine whether the three new ships will be replacements for the existing River-class vessels – Tyne, Mersey and Severn which have been in service since 2003 on fishery protection duties – or will be in addition to them.

Picture: BAE Systems



Casino Royal Navy

THERE'S £65m worth of dazzling seafaring finery in this photograph of one of the world's grandest harbours.

No, not the glittering array of super yachts but Royal Navy survey ship HMS Echo nestling neatly amid some of the most luxurious vessels on the Seven Seas in Monaco's harbour.

The Plymouth-based research ship visited the second smallest country on the planet so she could share her experiences of scouring the sea bed at a gathering of the world's leading experts on the oceans.

The tiny principality is also the 'home of hydrography' and Echo was invited to the fifth International Hydrographic Conference to support the UKHO – on whose behalf the ship roams the oceans gathering data for updating the charts used by the majority of the world's mariners.

Her sailors shared those experiences, as well as detailing HMS Echo's role in the international hunt for the missing Malaysian airliner MH370 in the southeast Indian Ocean.

More than 100 people – both military and civilian – from 66 nations, including China, Russia, India and Korea, were invited on board for demonstrations and an official reception.

The latter – including two luncheons hosted by the UK's National Hydrographer Rear Admiral Tom Karsten – kept Echo's small galley team particularly busy, but they delivered the goods, not least an impressive array of canapés for guests.

Despite the busy programme sailors were able to get off the ship – berthed at Port Hercule on Esplanade des Pêcheurs, more typically used by cruise ships – to sample Monaco, which rarely receives visits from Royal Navy vessels.

Many seized the opportunity to visit the world-famous Monte Carlo Casino, where they were treated to a 'back stage' tour courtesy of the Société des Bains de Mer, including rooms usually only seen by the rich and famous. The Musée Océanographique also offered free entrance for all.

Other Echo sailors hit the Monaco Grand Prix circuit – not in race cars but on foot as they ran the challenging 3.3-kilometre circuit, enjoying a view of the track they'd previously only seen watching Formula 1 cars on TV.

Whatever you think of your Armed Forces pension, we'll help you get the most from it.



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JOIN US AND GET THE MOST FROM YOUR PENSION

‘For he today that sheds his blood

with me shall be my

brother..’



AND the NN team can't resist a *Band of Brothers*-esque image: the silhouettes of Royal Marines striding over a ridge.

Except that these aren't commandos. They're matelots. Learning what it's like to be a Royal Marine. Briefly.

For three days, the men of **42 Commando** took their logistics company – whose ranks include dark blue – on to a wet and windy Dartmoor to teach their comrades the basics of fieldcraft and tactical movement in order to strengthen their close working relationship.

Shelter construction, section-level tactics and camouflage were all introduced to the students to improve their knowledge of the Royal Marines they work alongside – and to give them the essential skills required to survive on the front line.

“It will be much easier to work alongside the Royal Marines in the field now that I have a better understanding of what they do,” said LWtr Fiona Easton, who works in the finance office at Bickleigh.

“We were shown how to move while carrying weapons and how to set trip wires. That was my favourite part.”

Dartmoor is the favourite playground of Royals based in the South-west.

But it's not the only one. No, Bodmin Moor is equally bleak and wet. And therefore the commandos love it.

42's Kilo Company are currently Stateside taking part in Exercise Bold Alligator (not to be confused with Black Alligator, just completed by 45 Cdo – see pages 16-17...) – the largest amphibious work-out run by the US on its Eastern Seaboard.

And obviously Davidstow Moor airfield – a disused RAF WW2 airbase near Camelford – in the autumn is just like the east coast of the USA...

The emphasis of the 2014 incarnation of Bold Alligator is evacuation, humanitarian and disaster-relief operations,

interspersed with commando raids – or as the military call it non-kinetic and kinetic operations.

Which is exactly what the Kilo lads did over three days at the abandoned airfield... practising extracting civilians safely from a war zone – NEO in military parlance, non-combatant evacuation.

42 are not, of course, the only RM unit out there. Other commando units are available.

Like **43**, for example. Shields of our ships and nuclear deterrent. Boarders and searchers *par excellence*. And jolly close friends of the US Marine Corps Security Force Regiment who do many of the same things across the Pond.

The two elite fighting forces take it in turns to run combined training – Exercise Tartan Eagle.

This year it's in its 20th incarnation and it fell to 43 Commando Fleet Protection Group Royal Marines to organise.

And the Faslane-based green berets laid on typically Scottish activities for their guests: a tour of the naval base; a spell on the rifle range; a run-through the mock nuclear facility; a yomp up Ben Nevis.

“A lot of the training we do is very similar,” said Sgt Chris Watkinson, a close-quarters battle instructor with 43.

“Weapons and tactics wise, we are pretty much on the same song sheet.

“Having US Marines over is good for us because a lot of our drills and skills come from their tactics and it's good to feed back into each other all the time.

“Every now and then, there's a new technique each nation learns and this exercise is the best way to share the knowledge and feed off each other's experiences.”

So the two corps meshed and went through the ‘box’ training facility to practise clearing and searching a building – known in the military by various names from close-quarters battle to FISHing (fighting in someone's house).

The visiting marines were also given the chance to try their hand with RM weaponry including the 9mm pistol and the SA80 rifle in a shooting competition.

And as for the sights of Scotland, the Brits led the Americans on a hike to the summit of Ben Nevis, then organised a seven-mile speed march around Spean Bridge – the spiritual home of modern commandos; in WW2, nearby Achnacarry Castle was the focal point of training for British commandos.

The visiting marines were struck by the common bond between the two corps – on and off duty.

“We all have the same mission, to guard our nation's nuclear facilities, so why not bring the best ideas and procedures together to ensure the job is done right?” said Capt James Risk USMC.

“We had some of our marines and Royal Marines out in town together. A local approached a US Marine asking if he was American. Because of the bond they share, one of the Royal Marines stood up and said he was an American that day.”

And just as other commando units are available, other mountain ranges can be used to keep Royal Marines at the top of their game.

Like the Dinaric Alps (before you ask, yes we had to look those up). Three hours east of the Albanian capital and rising to 1,400 metres (4,600ft) above sea level – making them just a bit higher than Ben Nevis – the rather bleak peaks and slopes and rugged terrain are excellent for mountain and survival training, plus some live-firing shoots.

So after completing the main amphibious Albanian Lion exercise, elements of **40 Commando** headed into the same wilderness where partisans once grappled with the Fascist occupiers in World War 2.

So for those of you who've never experienced living rough in the Dinaric Alps in the early autumn (which will be 99.99999 per cent of our readers...), what are they like?

Well, at this altitude, the mountains are hidden by the morning mist and covered with

a layer of frost after sub-zero temperatures overnight.

The mountain streams provide the showers, brutally bringing even the weariest man to his full senses in seconds. Scran – or breakfast – is next on the cards, and a fine spread is laid on by the Royal Marines and Royal Navy chefs who work long hours to ensure the camp is fed to the highest nutritional standard and keep the commandos fuelled and ready for the day ahead.

For the lads of the rifle companies, morning exercise is completed before going into lectures and briefs for the upcoming training, be it scaling cliffs to defeat enemy sentries, crossing chasms with full kit on a thin rope, live fire shooting, sniping or arduous mountain training where the maps are poor and the GPS doesn't work. By this time, the haze of the morning has given way to the strong sun of an arid desert and the frost has begun to melt.

And at around 4pm each day the sky turns dark and the heavens open, bringing tumults of rain and endless lightning displays with thunder rolling across the skies and lasting for minutes at a time.

As the rain comes down, so do the marines from the mountains as they race from their training to collect their kit that is usually left to dry on the makeshift washing lines.

“It is challenging terrain and the environmental conditions are constantly changing which means you have to think on your feet, but that's when the training kicks in and you realise why Royal Marines Commandos are so elite,” said Mne Rob Hutton of Delta Company – and a recent graduate of Channel 4's popular documentary *Commando School*.

On completion of their duties, the green berets are given time to administer their kit, hand wash their clothes (with the same mountain stream that supplies the showers) do more exercise and then head back to the meal table for vital replenishment before an evening of cards, chess, banter and penning letters for home.

Which isn't a million miles away from how Albanian partisans whiled away the evenings 70 years ago...



pictures: la(photos) joel rouse and will haigh, and master sgt chad mcmeen usmc

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Gold is the new black

TANKER RFA Gold Rover has left Devonport for the final time in her 40-year career.

The auxiliary is off for 18 months topping up Royal Navy vessels patrolling the South Atlantic.

Tugs shepherding the 11,000-tonne oiler down the Hamoaze and into Plymouth Sound provided a traditional water-jet salute for the venerable ship and the 56 crew on board.

The domain of the Rovers in the final years of their careers has been around the Falklands; Gold heads south to replace her sister Black, who's five months younger and the last of a class of five Rovers who joined the RFA in the late 60s/early 70s.

Gold Rover completed several months of intensive training and exercises with the FOST organisation in Devonport to prepare for the rigours of a deployment in the harsh environment around the Falklands.

She's spending a short period around Portland before making for the UK's South Atlantic territories and won't be back in home waters until 2016.

"It is a great honour to be in command of Gold Rover for her final departure from Devonport in an operational role," said Capt Shaun Jones RFA, who joined the Service the same year the tanker did and has served aboard her three times, twice as her CO.

On her return, the tanker will be retired as the first of four replacements – RFA Tidespring, currently being built in South Korea – enters service.

Grimsby proves her pedigree in the Med

A STINT in the Mediterranean with a NATO standing group might seem like a pleasant way to pass the time.

Port visits, gatherings with like-minded allies, formal and ceremonial duties – all very civilised.

Now factor in a clutch of mines to be found, while under incessant attack by land and sea.

And a full-scale work-out on a combat footing, complete with the danger of enemy submarines and the insidious threats of electronic warfare.

HMS Grimsby can tell you all about that – because that sums up the past few weeks for the Sandown-class minehunter.

As part of Standing NATO Mine Countermeasures Group 2 (SNMCMG2) the Faslane-based warship exercised her core skills in a Spanish-led exercise off La Manga, east of Cartagena.

Hunting dummy mines while under a variety of attacks, Grimsby ended up with the largest haul – six – which was matched by her German counterpart FGS Homburg.

Five of the Italian-led NATO force, including Grimsby, also paid a visit to Algiers.

Talks were held at various levels – the Algerian leadership discussed maritime security, training opportunities and partnership with top NATO officials while members of the minehunting group shared their



● HMS Grimsby arrives in Algiers

experiences with Algerian Navy officers and cadets.

Passing and tactical navigation exercises with Algerian Navy ships, were also on the agenda, with Algerian sailors observing from NATO ships.

Next up for the group was a huge NATO exercise in the Mediterranean and Atlantic.

Noble Justification, which was running as *Navy News* went to press, featured two dozen

warships from amphibious ships to submarines, and a variety of aircraft including B-52 Stratofortress strategic bombers.

The dual aim of Noble Justification is to prepare and test NATO countries for a rapid response to an emerging issue, and to validate the Spanish Maritime Forces as the 2015 NATO Maritime Response Force.

Run from Northwood in

Picture: NATO Maritime Command

Middlesex, planners aim to ensure that the NATO Response Force faces a realistic and demanding scenario, with a number of challenges.

NATO's Maritime Commander, Vice Admiral Peter Hudson RN, added: "Exercise Noble Justification exercises a high density, high threat scenario in which NATO responds to a threat to its integrity and the sovereignty of its member states."

Best of British in Muscat

THE Royal Navy demonstrated the very best of British hospitality on a visit to Muscat.

Type 23 Frigate HMS Northumberland is operating in the Gulf region and off the Horn of Africa as part of the UK's enduring commitment to maritime security in the region.

The ship's company used their time alongside in Oman's capital to show all that is best about British hospitality, hosting senior military dignitaries, as well as showcasing life in the Royal Navy.

The highlights for many of the 200-strong crew were the visits by 1st Oman Scout Group and the British School in Muscat.

Over two days, some 160 children took the chance to get a feel for life on board a modern Royal Navy warship.

Northumberland's crew gave the children a tour of the key parts of the ship, and the young visitors were particularly excited to see the ship's Lynx helicopter and meet the pilots.

"The Royal Navy has a long history of friendship and cooperation with Oman. The visit to Muscat was a great opportunity to maintain and build on our close ties," said Cdr Tristram Kirkwood, Northumberland's Commanding Officer.

"Along with the cubs and school visits, it was our absolute pleasure to welcome Maj Gen Charles Fattorini, the Senior British Loan Service Officer in Oman, and Brig Bader Khalfan Al Zadhali, the Head of Royal Oman Police Coast Guard."

The ship's company also engaged with the British ex-pat community in Oman, challenging the Muscat Hockey Club and Muscat Rugby Club to friendly matches.

Derek served to protect us all, now we need to be there for him.



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The M Team

BIG. Green. Packs a punch. Twice as potent.

And we're not talking about the Royal Marines inside...

A few hundred feet above the still-lush rolling countryside of Middle England, the first of the Fleet Air Arm's new battlefield helicopters carries out a symbolic fly-past with the venerable battlewagon it is replacing.

On the very last day of September a new era in naval aviation began as the Commando Helicopter Force formally got its hands on the Merlin Mk3 to carry Royal Marines into battle.

Having spent the past two-plus years learning the ropes – both in the air and on the ground – alongside the air force Merlin experts at RAF Benson, the CHF Merlin trailblazers received the first helicopters in an official handover which saw 78 Squadron pass into history and 846 Naval Air Squadron re-born.

Over the next 18 months the veteran green Sea Kings will go to the great naval scrapyard as 28 Merlins take their place.

In doing so a helicopter which traces its origins back to the late '50s is replaced by one dreamed up 30 years later.

And much loved though the Sea King is – battle proven in every theatre of war the Royal Marines have fought in over the past four decades – its end is nigh; it's being phased out by the end of March 2016.

"I love the Sea King to bits, but the Merlin is faster, bigger, and carries more troops and equipment – and that's just what we need," says Lt Col Del Stafford, CO of the re-formed 846.

His deputy, 846's senior pilot Maj Jon Parry, adds: "It's bigger and fatter – in a good way – you could call it more muscular."

Armed with up to three machine-guns and able to carry around 20 Royal Marines Commandos in full kit into battle – or a six-tonne load slung, such as a Land Rover, BV tracked vehicles, 105mm gun or stores, beneath the helicopter – it's effectively got twice the capacity of the Jungle Sea King, as the green berets of 45 Commando will discover when they play with their new aerial 'bus' in earnest for the first time next month,

courtesy of a large-scale exercise on Salisbury Plain.

They'll not only find the Jungle Merlin much bigger and cleaner than a Sea King, but more comfortable (sufficiently wide seats and you don't have to remove your webbing) and you can walk straight on and off courtesy of the rear ramp which seriously speeds things up on the front line; no need to wait for your bergen to be handed down to you as you clamber out of the side door.

In the cab, the two pilots have a mostly digital cockpit – including computer mapping "in addition to the one in your hand", says pilot Lt Alex Hampson, who's been a Jungle since 2007 and at Benson since 2012.

Aircrew go through a seven-month conversion course to learn how to fly Merlin – 37 full crews will be required ultimately – as the technology on the new helicopter is at least one generation ahead of the Sea King.

"It's been a bloody good two years learning the Merlin," says Alex.

"It's big, it's green and gives you much more capability than a Sea King. Although there's a lot of information to handle as a pilot, it's much, much more comfortable on a long sortie. Eight hours in a Sea King would be a long day, but in a Merlin you can go further for longer and less fatigue for the crew."

And in the back, there are two, not one, aircrewmen, who act as navigators, guides, gunners, winchmen, load lifters and, thanks to Merlin's wizardry (sorry) can also assist the pilots with comms, navigational plotting, and monitoring data from the helicopter's myriad of sensors.

Those sensors provide the engineering team with unparalleled information about what's going on inside Merlin. Which is good and bad.

"Merlin can be a frustrating aircraft – a lot more temperamental than a Sea King," said CPO(AET) Dex Dexter.

"It's a lot less hands-on. Everything is digital, not analogue. On a Sea King you'd just go in and fix a cable. On Merlin, you simply replace a box or an

entire part.

"But much as I like the Sea King, Merlin is the way ahead. And the RAF experience has been vital. That's really helped us."

LAET Lee Manley added: "It's a lot nicer aircraft, everything is cleaner, easier to get to. There's not the husbandry and maintenance needed on a Sea King. On a Sea King, you were fixing hardware. Here it's more like software problems."

Dex is one of the initial 30 or so matelots and Royal Marines who decamped from Yeovilton to Benson, tucked away in the Oxfordshire countryside about a dozen miles southeast of the county town.

From that acorn, the CHF oak at Benson has swelled to a good 300 souls: around 100 aircrew – pilots and aircrewmen, there are no observers on the battlefield Merlin – and 200 mechanics, engineers, technicians and support staff.

The engineering and technician pool has been drawn from across the Fleet Air Arm. Mostly Sea Kings. Some Harrier guys. A few 'grey' Merlins.

"There's a real pool of talent here," says Lt Cdr Simon Brierley, 846's air engineer officer. "That talent has really been helped by the air force. The RAF have welcomed us with open arms – and we've learned some really good things from them."

The ever-growing CHF contingent in Oxfordshire has been working side-by-side with their RAF counterparts as they shared their experiences of operating the battlefield Merlin on the front line.

"We're not starting from scratch here – the RAF have ten years of experience, and they've been brilliant in sharing that," says Maj Parry. "Benson is also a great place to be. Life on the base is fantastic and it's a nice part of the world."

Although it's just 80 miles from Yeovilton, Benson is a very different training environment.

The airspace is a lot busier – Heathrow is only 30 miles away – for a start, plus there are plenty of military airbases in the area to make use of.

You're ten minutes' flying time

from London, 15 from Salisbury Plain. Thanks to the Merlin's range you can go as far as Edinburgh for a training exercise for the day if you want.

The busy airspace does lead to congestion in the skies. And you're not as close to the Royal Marines' traditional playground of Dartmoor – and its 'challenging' weather.

Oh, and you're also a long way from things dark blue.

"Initially coming up here was a bit alien," says Dex. "It's an RAF world. Some of their practices are different."

"But it's a nice part of the world to be in and, if you're Fleet Air Arm, it's nice to be somewhere other than just Culdrose or Yeovilton."

Flt Lt Kenny Docherty of 78 Squadron, who'll be staying with 846 as an exchange pilot, says both RAF and RN fliers have been struck not by the differences between the two Services, but the similarities.

"We all train the same way, so we're essentially the same – apart from the uniform," he adds.

"It's been a breath of fresh air having the Royal Navy here. There's plenty of banter – you can't go a day without being called a Crab. But it's two-way. We give as good as we get."

And sometimes the RAF do things more sensibly than the RN (yes, really...)

Take terminology.

If you're an RAF pilot, the instruction 'Descending' from the aircrewman in the back of the helicopter means you're clear to descend towards the ground...

...whereas in the Fleet Air Arm it means stop descending, there are obstacles below.

In this case, the CHF fliers have decided to share the RAF terminology. Which seems to make a lot more sense.

Sharing words, tools, practices, expertise – any inter-Service rivalry has been put to one side throughout the transition process.

Far from an 'us and them' atmosphere at Benson, senior engineer CPO(AET) Shaun Falconbridge characterises it more as 'one in, all in'.

"The 'we've always done it this way' attitude has been ditched in favour of a much more pragmatic

approach to finding the most effective way of working – rather than the most familiar," he adds.

Such sentiments were echoed at the very top of the two Services.

The passing of 78 Sqn and reincarnation of 846 NAS was marked by decommissioning/recommissioning ceremonies attended by actual and ceremonial leaders of the RAF and RN – Honorary Air Marshal Prince Michael of Kent and Air Chief Marshal Sir Andrew Pulford for the Air Force, Commodore-in-Chief of the Fleet Air Arm Prince Andrew and First Sea Lord Admiral Sir George Zambellas for the Senior Service.

The work over the past two to three years by aviators and ground crews of both Services was worthy of celebration, said Air Chief Marshal Pulford.

"I've been truly impressed with the manner in which both the Royal Navy and Royal Air Force have worked together to tackle the significant challenge of transition," he added.

And there are still challenges to overcome. For a start, the green Merlins are not ready to go to sea yet – you can't fold the rotor head or tail, so they wouldn't fit in HMS Ocean's hangar, for example – and there aren't any lashing points to tie the 15½-tonne beast to a flight deck.

Half a dozen Mk3s will be partially converted so they can operate at sea, but it will only be with the arrival of the Mk4 – which will also be fitted with a fully computerised 'glass cockpit' (out with all the analogue, like the Mk2 grey version now entering service at Culdrose) – that it's fully ready for operations at sea.

So phasing out the Sea King and introducing its successor will be gradual, rather than an instant 'bang'.

"We are itching to get to sea, to regain the Jungle reputation because we've not taken part in many amphibious exercises in recent years," Lt Col Stafford says.

"But when we do, we'll rise like a phoenix from the ashes. By late 2015, the Royal Navy will really notice the difference Merlin makes."

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Victim of subterfuge

A DECADE or so ago, Hollywood ran foul of the RN's WW2 veterans.

They weren't too chuffed at *U571* – a fictitious tale of Americans seizing the Enigma machine from a stricken U-boat; most of the breakthroughs in the Atlantic codebreaking war had been thanks to RN, not US, bravery.

But at least some part of the blockbuster was rooted in fact.

Not the Enigma bit – that was pure invention.

But the idea of a secret mid-sea rendezvous to trick the enemy had been successfully tried a generation earlier – with the Royal Navy on the receiving end, sadly.

By November 1915, the Gallipoli campaign was on the wane. Military leaders in Britain and on the peninsula were toying with the idea of evacuating. There was no hope of forcing the Dardanelles, seizing Constantinople and knocking the Ottoman Empire out of the war.

But while the fighting on land abated, the struggle at sea continued. Since April more than a dozen Allied submarines – a ratio of roughly two RN for every one French boat – had navigated both the challenging waters of the strait and the Turkish defences to wreak havoc in the Sea of Marmara, the inland sea between the Golden Horn and Gallipoli.

In all a good 200 vessels – troop transporters, warships, sailing boats – would fall victim to the guns and torpedoes of Allied submarines.

The Central Powers responded to the submarine scourge by dispatching their own boats, among them UB14 commanded by the wily Heino von Heimburg.

The submarine was broken down into parts and sent by train



to the Austro-Hungarian port of Pola – today Pula in modern-day Croatia – where it was reassembled ready for action.

At first UB14 focused her efforts in the Adriatic, dispatching the Italian armoured cruiser *Amalfi*, before shifting to the waters around the Dardanelles to disrupt Allied efforts.

The liner-turned-troopship *Royal Edward* was sunk with the loss of 900 souls, while another large vessel carrying soldiers, *Southland*, was crippled before Heimburg moved on to the Black Sea and wrought havoc there too.

While UB14 was proving

a thorn in the Allies' side, the finishing touches were being added to HMS E20 at the Vickers yard in Barrow.

The E boats were the apotheosis of the RN's pre-war submarine design and would prove to be the best British boats of the war.

In the hands of a skilful crew, an E boat could – and did – negotiate the complex network of defences (minefields, underwater nets, patrol craft on the surface), the narrow waters and strong currents to reach the Sea of Marmara.

In October 1915, E20 under

Lt Cdr Clyfford Warren was the latest submarine to run the gauntlet and prowl the inland sea working with the French *Turquoise*; the two boats would meet up on November 6.

Except that the *Turquoise* was no longer operating in the Marmara by then.

She'd turned for home on the penultimate day of October – and promptly run aground off Nagara Point, the northern entrance/exit of the narrows.

Under the Turkish guns, the *Turquoise's* captain Henri Ravelen hastily abandoned ship. Too hastily, for he failed

to ensure the destruction of confidential documents... which were promptly seized.

The November 6 rendezvous would be upheld – with UB14 doing the meeting. "The *Turquoise* could not keep the date, but we could," Heimburg later wryly observed.

At last light off the island which gives the sea its name, Heimburg spied a submarine on the surface.

The pretence was maintained to the last, the German U-boat closed to about 550 yards and the first E20's crew knew of the deception was the tell-tale wake

Class: E-class submarine (Group 2)
 Builder: Vickers, Barrow
 Launched: June 12, 1915
 Completed: August 30 1915
 Displacement: 667 tons (807 submerged)
 Length: 55m (181ft)
 Beam: 4.6m (15ft)
 Speed: 15kts (10kts submerged)
 Complement: 30
 Propulsion: 2 x 800hp Vickers diesel and 2 x 840hp electric engines
 Range: 3,000 nautical miles at 10kts
 Weaponry: 5 x 18in torpedo tubes (two bow, two beam, one stern); 1 x 12lb gun

Facts and figures

of a torpedo racing towards them through the Marmara.

There was, Heimburg wrote, "a tremendous explosion, a cloud of smoke on the water." When it cleared, E20 was gone and a few men were bobbing in the sea – including Lt Cdr Warren, who was brushing his teeth at the time of the impact.

He and half a dozen of the crew were fished out by the Germans. Warren was still stunned when he was brought aboard UB14 that he reportedly asked the U-boat crew for a toothbrush so he could continue his ablutions.

When E20's captain recovered his senses and chatted with Heimburg, explaining how he had negotiated the Dardanelles defences to reach the Marmara. Warren struck his captor as a "jaunty English naval officer"; he reportedly praised his captor for firing such a "neat shot".

Thus ended the brief career of HMS E20, whose wreck was found a decade ago by the Turks a good 1,200ft down on the bed of the Marmara.

IWM PHOTOGRAPHIC MEMORIES

SHORTLY after dawn on Thursday November 26 1914 and a thick black cloud hangs over the pre-dreadnoughts of the 5th Battle Squadron, arrayed in the Medway Estuary.

Beneath the pall, the few remains of HMS *Bulwark*, torn apart by an internal blast as her crew breakfasted or prepared for the working day.

Our dip into the Great War photographic archives of the Imperial War Museum this month takes us to the second most deadly explosion in British history.

After spending the opening months of the war operating in the Channel, *Bulwark* and the other obsolete ships of the 5th Battle Squadron were suddenly moved from Portland to the Thames Estuary.

The reason: an invasion scare born not of intelligence estimates or intercepts, but a fear that Britain had been denuded of troops to feed the Western Front.

Perhaps the Germans might break the deadlock on the Continent by taking advantage of Britain's weakness and landing troops on the shores of Albion.

Britain was still raising her new armies. Despite the flood of recruits who'd responded to Kitchener's famous poster appeal, the volunteers were not ready to step up to the mark.

The paranoia infected the very highest naval personages in the land – Churchill, Fisher, Jellicoe. They began concentrating forces in the South-East of England. The older vessels of the Channel Fleet – such as *Bulwark* – would grapple with the invader first, before the castles of steel of the Grand Fleet entered the fray.

By November 26, the scare had passed – the most likely date for invasion had been between the 17th and 20th of the month (in fact the German Navy never drew up any serious plans to put troops ashore in



Britain) – but the forces gathered had yet to disperse.

After a day's leave, the crew of *Bulwark* were resuming regular duties. Most of the officers were enjoying breakfast in the wardroom. The ship's band practised. Men chatted in mess decks.

There was no warning. Some accounts talk of a flash, some of a muffled sound.

Whatever, the blast was cataclysmic. Bits of *Bulwark* were hurled up to six miles. The pier at Southend shook.

Crockery and glass on other vessels in the estuary shattered. Smaller

craft were lifted out of the water temporarily. A chest of draws landed half a mile away in the mud. Personal effects rained down on the town of Sheerness.

When the smoke cleared, the *Bulwark* was gone. "There was only a whirling sea of white foam, specked

with cap, wreckage and kit bags," one contemporary newspaper account wrote.

Aboard HMS *Prince of Wales*, midshipman Eric Longley-Cook watched as boats were lowered to rescue survivors – although the operation was more of recovery.

"Thirteen corpses and ten survivors were brought aboard here," he recorded in his diary. "Our sick bay staff and a hospital party were working most of the day with the wounded."

While the medics tended to the few survivors, *Prince of Wales's* hands swept debris off the upper decks before the divisions were sounded off at dusk and a lighter removed the corpses, taking them to Chatham.

The dead were buried with full military honours – but sporadically. Most were laid to rest in Gillingham, some in Rochester, the occasional one in Portsmouth, *Bulwark's* home base. Bodies were still being washed up on the shores of Kent two months after the disaster.

As the nation – and Portsmouth especially – mourned, the Admiralty investigated. U-boat attack and even a Zeppelin raid were bandied around in the newspapers of the day, but quickly discounted by the Navy's investigators.

They focused on *Bulwark's* 11 magazines and a rather loose attitude aboard to what today we'd call 'health and safety', with ammunition stored in cross-passages. More than likely cordite charges left next to a boiler bulkhead ignited.

The wreck remains on the bed of the Medway – just segments of the port and starboard bow. The rest simply vapourised.

■ This picture (SP 2912) – and 9,999,999 others from a century of war and peace – can be viewed or purchased at www.iwmcollections.org.uk, by emailing photos@iwm.org.uk, or by phoning 0207 416 5333.



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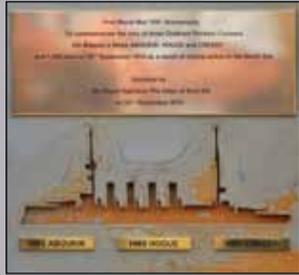
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'The RN will never forget...'



THEIR deaths are separated by 25 years, but there is much which links their fates.

A nation struggling to come to terms with a terrible global conflagration. Admiralty complacency. A skilful and determined foe. A dreadful loss of life. A shock to the nation. A shadow cast across the generations. An obligation to all sailors who follow.

Above and below the waves, today's Royal Navy remembered those who went before them 75 and 100 years ago and made the ultimate sacrifice for freedom.

On September 22 1914, the cruisers HMS Hogue, Aboukir and Cressy were sunk in little more than an hour in the North Sea – their captains unaware of the U-boat threat.

Twenty-five years later and the Admiralty was all too aware of the dangers posed by German submarines – but felt its principal base at Scapa Flow was secure. U47 proved it wrong, evading the defences to torpedo battleship HMS Royal Oak.

In all 2,293 men were killed – 1,459 in the triple tragedy in the North Sea, and six in every seven of those hailed from the Chatham Division.

So the Kentish former naval base was the fitting venue for centenary commemorations, culminating in the unveiling of a new memorial to the men of the 7th Cruiser Squadron.

A Guard of Honour was provided, joining patrol boats HMS Smiter and Example, First Sea Lord Admiral Sir George Zambellas, the Duke of Kent, relatives of survivors and the men killed, veterans' groups and historians paying their respects 100 years to the day of the disaster.

Commemorations began with a ceremonial drumhead service led by the Right Reverend Dr Stephen Venner, assisted by Chaplain of the Fleet the Rev Scott Brown, with music from the Band of HM Royal Marines Lympstone.

The service reached its emotional climax when the Duke of Kent unveiled a commemorative plaque, before the *Last Post* was sounded by a Royal Marines bugler and 1,459 poppy petals – one for every life lost – fell on to the crowd.

"It makes me so proud to be an

enduring legacy of what they were striving to achieve during the Great War all those years ago," said LS(EW) Carl Malone from HMS Drake.

He was part of the Guard which had been practising for the ceremony – as well as public duties at the Invictus Games – at HMS Collingwood.

"It was an honour to be part of the commemorative service and plaque dedication for the brave Service personnel of Aboukir, Hogue and Cressy."

An afternoon Beat Retreat performance by the RM Band provided a fitting finale to the day, with the salute being taken by the First Sea Lord.

FIVE hundred and thirty-eight miles to the north-northeast and there are few more evocative stretches of water associated with the Royal Navy than Scapa Flow, 120 square miles of natural anchorage.

A wreath of poppies cast from HMS Bangor drifted across the flow, while beneath the surface a fresh White Ensign 'fluttered' with the current – both tributes to the 834 men and boys lost when Royal Oak was lost.

The tragedy was a tremendous shock just six weeks into World War 2 – compounded by the loss of many boy seamen.

Just 400 of the battleship's sailors survived – and today only three are thought to be still with us; sadly, for the first time in many years, none were able to make the journey to Orkney for the annual memorial.

Many families of survivors and those who lost their lives, however, were there to pay their respects – one couple had flown in from Canada – as were the crew of minehunter HMS Bangor, the Royal Marines Band Scotland, local councillors, Lord Lieutenant of Orkney Bill Spence, Flag Officer Scotland, Northern England and Northern Ireland Rear Admiral John Clink and Naval Regional Commander Scotland and Northern Ireland Captain Chris Smith.

The service at the Royal Oak Memorial on the shore of Scapa Flow (pictured below) was conducted by the Reverend David Dawson and the haunting strains of the *Last Post* from Bugler Chris Bray of Her Majesty's Royal Marines Band Scotland drifted

out to sea before Bangor made her way to the site of the wreck – marked by a buoy – for the final act of remembrance.

Among those present was councillor Dr Stephen Clackson, whose grandfather AB Ronald Clackson, aged just 20 at the time, was killed aboard Royal Oak.

"It's important to keep the memory alive," he said. "My son is only three years younger than my grandfather was when he was killed."

"Being aboard HMS Bangor was fascinating and it gave us a picture of what it would have been like for my grandfather, seeing how enclosed it was and the thought of being trapped down there when the torpedo hit."

Rear Admiral Clink said no-one present could have failed to have been moved by the service which, after three quarters of a century is likely to be the last official commemoration.

"It is entirely my honour to have been able to pay tribute to the 834 men who lost their lives in Scapa Flow 75 years ago," the admiral said.

"And we remember, too, those who survived that tragedy, living with difficult memories of their lost friends from that terrible night throughout their lives."

"The Royal Navy will never forget."

Ahead of the ceremony, PO(D) Alan Dickman – Northern Diving Group's longest-serving member – and AB(D) Alexander Briggs – at 22, the unit's youngest – replaced the White Ensign, diving the few feet to the capsized battleship; the standard was later presented to Henry Blyth, whose uncle perished on the ship.

The Northern Diving Group return each year to the Royal Oak to both replace the Ensign and survey the state of the wreck to assess any potential environmental impact – when she sank her magazines were full and she carried substantial quantities of fuel.



Scapa Flow pictures courtesy of Frank Bradford/
www.frankbradfordpix.com; Chatham pictures:
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Westminster goes to Westminster



● Sailors from HMS Westminster march through Westminster in London
Picture: LA(Phot) Rhys O'Leary

A ROYAL Navy warship spent nearly a week in London – celebrating her Freedom of the City of Westminster.

London's affiliated warship, HMS Westminster, spent six days in the nation's capital where the ship's company visited the Tower of London, took part in a Freedom of the City parade, and opened her gangway to members of the public and dignitaries.

Shortly after arriving members of the frigate's company visited the Tower of London's *Blood Swept Lands and Seas of Red* poppy installation.

There they helped volunteers assemble the next batch of poppies before planting them.

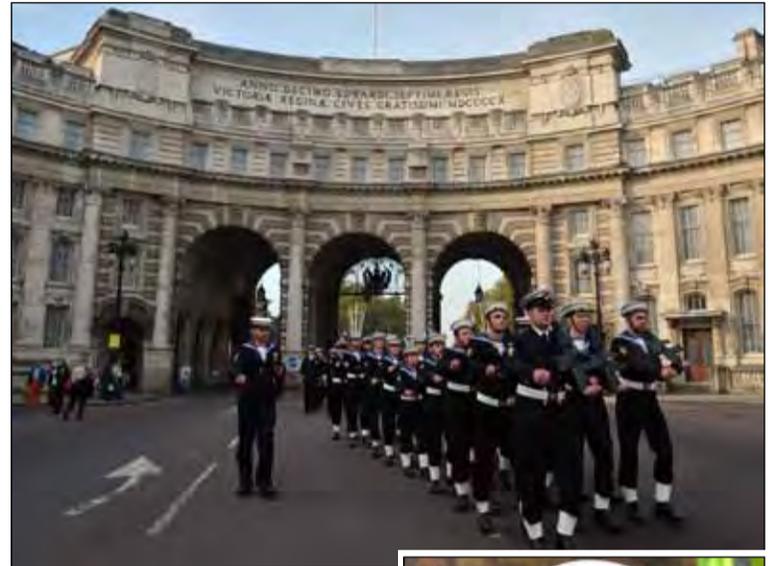
The art installation marks the centenary anniversary of the start of World War 1 and by Armistice Day, 888,246 will have been planted.

LPT Regaina Cawley, 34, from Upper Norwood, London, said: "It was a great honour to represent HMS Westminster and the Royal Navy but the real reason I volunteered was to remember those who lost their lives and in some small way give something back."

On Saturday the ship was open to visitors and then on Sunday the men and women of Westminster took the opportunity to parade through the City of Westminster as the Lord Mayor took the salute.

The parade passed the Naval Division Obelisk at Horseguards Parade, Admiralty Arch, Nelson's Column and the Cenotaph, where marks of respect were paid, before reaching its final destination, Westminster Abbey.

Lt Alex Thompson, Westminster's Deputy Marine Engineering Officer, said: "It was an honour and a privilege to take part in the Freedom Parade and represent the Royal Navy at such a great event in the nation's capital."



● Above: HMS Westminster's sailors march past Admiralty Arch

● Right: Sailors planted ceramic poppies at the Tower of London



The Freedom of the City of Westminster is sparingly granted. The first person to receive the honour was Winston Churchill in 1946.

Prior to the Freedom being granted to HMS Westminster in 2005 only six other Freedoms had been awarded, the previous one in 1990.

A particularly close association has always existed between the City of Westminster and the ship which carries its name with distinction and pride.



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You could invest in 1,200 square metres of land at Sandbanks in Poole. Just the land. Building a house on it would be extra.

Or you could let rip with pretty much every conventional piece of firepower knocking the seven bells of hell out of the Mojave Desert.

Yup. You know which one the men of 45 Commando chose.

There is nowhere – repeat nowhere – on the planet where you can unleash the panoply of weaponry of war like the US Marine Corps' Air-Ground

Combat Center at Twentynine Palms... apart from the battlefield itself.

The ranges offer 932 square miles of desert and mountainous terrain – that's eight times the size of Salisbury Plain – for six weeks of live-fire training in the searing California heat (nudging 40°C, even in October) and the *Semper Fi* guys have been generous hosts for years, inviting fellow marines from around the globe to make use of the vast 'playground'.

This autumn it was the turn of the Arbroath-based green berets to accept the invite (they're taking over as the lead commando group in May).

The six weeks of training, codenamed Black Alligator, at Twentynine Palms – a couple of hours' drive outside Los Angeles – culminates with Combined Arms Live Fire Exercise.

That's live fire from SA80s. 9mm pistols. Machine-guns. 81mm mortars. Grenades. Javelin anti-tank missiles. US M1 Abrams main battle tanks. Viking armour. 105mm field guns. Combat engineers with demolition charges. The only

thing not live were the 500lb bombs hurtling down from US Air Force F16 Falcons (filled with concrete, not high-explosive... but if you're hit by a 500lb slab of concrete, it's still going to ruin your day).

"We focus on doing the basics brilliantly. That is what this training exercise is all about," explains Maj Gill Duncan, 45's second in command.

Brilliance as standard. Not a bad level to aim for.

With tours of Afghanistan a distant memory now and fresh blood pouring into the Corps courtesy of Lympstone, there was a sizeable number of Twentynine Palm virgins in the 45 ranks – and they impressed Sgt Paul McShannon.

"It is good to see the young marines stepping up to these challenges and performing and adapting the skills that they learned in basic training into a real life scenario," he said.

If the bullets and bombs don't get you, well the creepy crawlies – snakes, spiders, scorpions (but no alligators, despite the



pictures: la(phot) paul halliwell, 45 cdo



THE BAD GUYS

exercise's title) – and unforgiving desert environment probably will (the flip side of the blistering day temperatures are potentially sub-zero ones after dark).

"Marines are hardy souls but out here at 40 degrees the humidity, altitude, the sheer volcanic nature underfoot, is testing everybody. We have had people on the edge and it has pushed us to the limit," says Lt Col Dan Cheesman, 45's Commanding Officer.

"Some of the men drank 12, 13, 14 litres of water a day just to keep going."

And keep going the Royal Marines did. For 12 hours. In constant action.

Black Alligator reached its climax in a 1,000-building replica town – a multi-hundred million dollar 'urban operations range', featuring a complex tunnel system, buildings from one to five storeys high, groceries (complete with plastic fruit), bookstores, a pharmacy, hotels, hospitals and parliament buildings.

For the assault on the urban sprawl, six companies – four

Royal Marines, one Dutch, one US Marine Corps – yomped overnight to reach the town, before an intense 12 hours of unbroken urban assault through the outskirts and into the tightly-packed old town.

Having secured the east side of the town, patrols were sent in to seize high-value targets, escort the mayor safely back in and move essential blood supplies to the hospital using blanks and 'simunition' – simulated ammunition, which possesses most of the characteristics of the real thing, minus the blood.

The final push saw the commandos carry out a complex river obstacle crossing – whilst in contact with the enemy – for a further six hours of the most intense urban combat through the intimidating terrain of the more modern, western-looking heart of the western half of the town.

By the time the battle was done, the marines had cleared 470 buildings.

And after the 'war' there was peace – the hosts laid on three days of sporting competition: swimming, endurance events

and the obligatory obstacle course.

Nothing too strenuous, of course. And as we're dealing with marines, none of the sports were just plain sports.

Just a 25-yard sprint, kneeling medicine-ball throw, standing jump and a 'strength gauntlet' – tyre flips, sled push, farmer's carry, running with a medicine-ball, and deadlifts.

The swimming contest saw the marines take to the pool... in combat kit. There was that Olympic crowdpleaser, the grenade-into-bunker-throw, and for teams, the four-man 'lift the 90lb weight ten times then grab the ammo and rifle'.

"We tried to keep the events even for all the different countries, because some countries might favour some events more than others," said Cpl Stephen Griffiths, one of 45's PTIs.

If all this sounds far too strenuous (and frankly it does to the middle-aged *Navy News* team...) the base's regular Texas Hold 'em Poker night drew some new players (no gambling was involved, we hasten to add).

The cherry on the cake as reward for the six weeks of intense training was a chance for 45 to enjoy the delights of California for a few days before returning to an autumnal Scotland – fully ready for whatever comes next according to Lt Col Cheesman.

"Twentynine Palms is eight times larger than Salisbury Plain and the Commando Group has squeezed every ounce of training juice from it," he said.

"Every person got the chance at 'field time', reminding themselves they are commando first.

"The exercise has also reinforced the real operational strength of having a real Tri-Marine Corps brotherhood and ensured that we are ready to conduct high-intensity operations if called.

"It has exposed us to facilities that are simply not on offer anywhere else in the world and enabled 45 Commando to conduct engaging and challenging training at reach.

"The boys have been tested, validated their commando status and not been found wanting."



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The aircraft ca



● (Above) A Tornado is held up by a strap from a crane while JARTS engineers work on its undercarriage

Engineering jobs in the modern Royal Navy come in many different forms, writes Mike Gray.

Prising a 48-tonne jet aircraft out of a boggy patch of ground is perhaps one of the more unusual ones.

Particularly if you are using just air and old carrier bags...

Which is just the sort of challenge relished by the engineers of the Joint Aircraft Recovery and Transportation Squadron (JARTS).

In this case 'joint' means Royal Navy and RAF, JARTS – motto 'Swift to Recover' – having been formed in 2007 from two single-service parents.

The RAF's Aircraft Recovery & Transportation Flight dealt with fixed-wing aircraft while the RN's Mobile Aircraft Support Unit (Transport & Salvage) section – MASU(T&S) – handled rotary.

JARTS now does both, but has two distinct purposes – recovery and transportation – which dovetail to keep the squadron busy and on top of their game.

For while their prime purpose is to recover crashed aircraft – for repair, investigation or disposal – the bulk of their work is taken up with routine movement of aircraft.

That might mean shipping helicopters back from Afghanistan or out to Canada for an exercise, mounting a 'gate guardian' on a plinth outside an RAF station or carrying out road transport trials for the Wildcat.

The skills used in one area reinforce those in the other – but there is always room for a major exercise to give JARTS a thorough work-out.

A majority of the 79-strong unit – around one in five is Royal Navy – relocated to the Defence Fire Training and Development Centre (DFTDC) at Manston in Kent for an annual aircraft recovery exercise.

And aircraft there are aplenty scattered around the site – a clutch of Tornados, a Wessex or two, Harrier, Nimrod, Dominic, Gazelle – in various states of decay.

"Here we can work with large aircraft, rotary-wing, jets and so on in an environment that is as benign as possible, while still being realistic," said Commanding Officer Sqn Ldr Mark Sapsford.

"Manston is here primarily for fire training, but they are very welcoming and allow us to have

free rein for the week."

At the heart of the exercise is the CASBA – Crash And Salvage Basic Accommodation.

The CASBA is a truck-mounted accommodation and office unit containing basic IT and domestic equipment, including a washing machine.

Inflatable shelters increase the CASBA's capacity, allowing the creation of dirty and clean zones, or a controlled entrance to a crash site.

At a genuine incident, the first person on site from JARTS would be the Aircraft Recovery Officer, who would decide what equipment is needed.

He or she manages the site, and only when initial investigations are complete does the recovery phase begin – although that timeframe remains flexible, as a downed aircraft still on the runway of a busy airfield would normally need to be dealt with rather more quickly than one which skidded off into the long grass.

A crash truck, loaded with recovery equipment together with awnings, matting (for traction on soft ground) and a small crane, is brought in, along with the CASBA in order to provide a range of ready-use equipment, fit for dealing with all but the most complex of crash sites.

Which brings us to the Manston exercise...

Five stances were set up to test the skills of not only JARTS, but also 19 Servicemen and women from across Europe.

Under the banner of the European Air Transport Command (EATC), personnel from France, Germany, the Netherlands, Belgium, Luxembourg, Italy and Spain worked alongside their British counterparts – in previous years they have only observed.

The first, and most spectacular, task required teams to extract a Nimrod maritime patrol aircraft from a metre-deep hole into which the main undercarriage had sunk.

This relic of the 'Kipper Fleet' was too big for a crane, but JARTS has a few tricks up its sleeve.

"It gives teams a chance to use low-pressure air bags – they build structures under both wings to support the bags.

"This gives the bags a raised surface from which to inflate and slowly raise the aircraft until the undercarriage is clear of the ground," said Lt Harry Martin RN, OC Support Flight.

"The teams then fill in the ground under the wheels before lowering the aircraft back down.

"It is a complicated procedure. One of the key considerations is the aircraft's centre of gravity – its location will be influenced by the aircraft's configuration, load state and so on.

"We can influence these to move the centre of gravity to help us.

"For example, if only one side was sunk in, we could move things inside the aircraft, perhaps by pumping the fuel into the opposite wing, thereby shifting the centre of gravity away from the sunken side, reducing the load needed to be lifted.

"It can help make the task easier.

"Winches can also be used while we lift, to steady the aircraft or control its orientation.

"We also need to think of the undercarriage. At the moment it is fully compressed, and we need to keep it compressed as the aircraft comes up, otherwise the undercarriage will extend and make our task more difficult.

"We need to put a structure under the airbags to raise them as close to the aircraft surface as possible, thereby maximising their lifting potential.

"And we have to think of wing

flex – if you place lifting bags at the end of a wing it will flex more. We need to put them as close to the wing root as possible.

"We also need to make sure the bags are lined up with the profile of the wing surface – on the Nimrod, for example, the wing is at an angle.

"These bags can give 1.8m of lift.

"They take in the region of three hours to inflate – they are low pressure, and have multiple cells.

"We use a cribbing of plastic poles for the structure here – they are made out of recycled carrier bags and obtained from Holland. We build a lattice tower and put the bags on top.

"Here they are using two sets of bags on both sides of the aircraft.

"We also have to think about wind speed – a transport aircraft with a big tail fin would move around whilst being lifted as the bags are like jelly.

"In that case we would have to tether the aircraft using winches and strapping.

"This technique can only be used on low-wing aircraft – it is not much use with high-wing aircraft like the C-130.

"This is traditional equipment, and it is pretty effective in most cases, but if you are talking about C-17s or the new A400M Atlas, it becomes more difficult."

Next door, at Stance 3, is a more manageable proposition – a Tornado with a collapsed main undercarriage.

Using a similar technique to the Nimrod, this time employing towers of wooden 'egg boxes' (small hollow weight-bearing structures), jacks and high-pressure airbags, up to 60 tonnes can be lifted half a metre in just minutes.

"We are also using a crane here, though we do not hold cranes in-house, other than the small ones fitted to our off-road trucks," said Lt Martin.

"We look to source cranes from an external provider, because each scenario generally requires a different capability; it would be impractical to have them all in-house.

"When we are recovering an aircraft which is potentially serviceable we have to be careful what secondary damage we could cause.

"We always keep within the skin load and pressure ratings for that specific aircraft.

"Obviously we have varying experience with different aircraft

types. If we need specialist knowledge, we would bring in the aircraft Project Team as experts."

Safety is a key element in all this.

"We put the aircraft in a situation which is as realistic as you could expect, to give teams the opportunity to think about how they might tackle the situations and then give them the equipment to do so," said Lt Martin.

"Here there are no contaminants or fuel. We do not have to worry about personal protective equipment [PPE] other than what

we are wearing – hard hats, hi-vis vests, ear protectors and so on.

"However, on a genuine crash site, there may be any number of hazardous substances around, so we deploy with a comprehensive range of additional PPE including overalls, gloves and face masks."

Stance 2 requires teams to use portable manually-operated Tirfor winches to lower an old Wessex helicopter onto its side, then return it to the upright.

Although a relatively simple procedure, it reinforces teamwork, and engineers have to consider the possibility of the aircraft's wheels slipping sideways – chocks or additional restraints may be needed.

Stance 4 sees teams recover another Tornado – this one the victim of a birdstrike earlier this year – where the nosewheel has collapsed.

This aircraft, once part of II(AC) Squadron, has to be jacked up and the nose placed on a trolley, taking care not to inflict further damage.

This stance uses a REME crane – although there is no Army representation on the squadron, JARTS does not traditionally deploy equipment to forward areas, so this represents a situation where they would work alongside Army engineers, offering advice and expertise.

A fifth stance – 'ad hoc lifting' – provides a more tricky scenario.

Teams are given a range of shackles, straps and other lifting gear (some of which are red herrings) and must lift two random pieces of Canberra wreckage, starting with an educated guess and refining the procedure.

"We may not understand an item of wreckage's centre of gravity, its weight, its material state or integrity," said Lt Martin.

"It is very important to think about how to lift it, how it will rise.



Pictures: LA(Phot) Si Ethell

● (Below) JARTS instructors look on as a team attempts to lift a Nimrod maritime patrol aircraft out of the hole into which its undercarriage has been placed



carriers

“One bit of wreckage has a piece of undercarriage, the other is a part of the fuselage from the rear section, which is very different – probably quite a light weight for its size.”

They then move on to lift the fuselage of a former RAF Dominic training jet.

“As well as wreckage, we can use these techniques for gate guardians which are often placed in difficult poses as if in flight on a plinth, and we use these skills to lift the aircraft into an odd position,” said Lt Martin.

“The teams must always think about safe, controlled and level lifting.”

JARTS does not just provide engineering challenges – there are other valuable opportunities as well.

Apart from learning specific skills such as operating a disc cutter, most members of the squadron arrive with HGV qualifications (Navy personnel are trained at Culdrose), and leadership of small teams is common for relatively junior sailors.

Lynx engineer LAET Mark ‘Broadie’ Broad has been on the unit for two years, and is a Deputy Team Leader.

“This is a part of aviation not many people get to see. It’s a really good squadron, with a wide spectrum of people and backgrounds – different aircraft, different services, everyone has different experiences.”

“Everyone brings their own little bit to the table.”

“I would recommend it. I am going on a PO promotion course afterwards, and I think JARTS has been good for promotion.”

“As a killick it’s not often you would be solely responsible for a group of people and an aircraft.”

“I am always doing air moves. I was in Afghanistan about three weeks ago.”

“I have been about a dozen times in the past year – though the longest I have been out there with JARTS was eight days. The shortest was just three hours.”

Lt Martin agreed JARTS was not the most obvious unit on the Royal Navy’s radar.

“It is not really well known amongst the lads and lasses in the FAA world,” he said.

“Most people go to their appointer saying they want something different. AETs tend to join for two years, seniors for three.”

“At AET level it is broadening their opportunities – they are not first tourists. They have all done time on a squadron and expressed an interest.”

“We will quite often get them

promoted out of here. They do something different and prove themselves.

“When they go to recover a smaller aircraft, maybe a Lynx or a Gazelle, it could be a Leading Hand and two AETs – just a small team.

“It’s a really good opportunity for them to be put into a situation where they are generally in control.

“We always have an office manned up for support and guidance, but our people are out on the road dealing with the issues.”

That could go as far as liaising with police and local authorities over more complex moves, such as Chinooks, which are wide loads requiring a multi-vehicle convoy.

“Luckily, crash recovery elements do not take up all our time on their own,” said Lt Martin.

“We spend most of our time moving aircraft, either by road, using a fleet of HGVs and trailers, or by air or sea; everything other than large transport aircraft.

“We do in the region of five moves a week, everything from moving aircraft in and out of theatre (using C-17s or chartered Antonovs) to taking them out to exercises.”

On the JARTS to-do list at the time of the Manston exercise were the road-move of a new Chinook from Brize Norton to Odiham as well as planning the Sea Fury move from Culdrose (see right).

CPO Trevor MacArthur, of the JARTS planning cell, specialises in ad hoc moves, and took charge of the Sea Fury project, but was keen to test his hands-on skills at Manston.

“This exercise gives me a chance to practise using the equipment available, and to understand how to employ it,” said Trevor, who spent most of his career working on Sea Harriers and Sea Kings.

“It also allows me to pass these skills on to the squadron’s newest recruits.”

“As a Team Leader it’s easy to stand by and watch, but here I can get involved and appreciate the problems first-hand – you have to make slight adjustments to every plan.

“It is good fun – very good fun.”

AET Andy Morrey, who also has a Lynx background, is back at JARTS for a second tour.



● A Wessex helicopter is brought upright using Tirtor manual winches

“I liked it here the first time, and rejoined in January. I worked in the RN accident investigation centre before, so I went from assisting investigators to recovery – it ties in, it’s the next step really.”

“From my point of view this has got to be one of the best drafts in the Navy. It is enjoyable and it is an unusual draft. We are out of the normal work environment.”

Sqn Ldr Sapsford believes his squadron is a classic example of jointery.

“It’s a pleasure to work with the Royal Navy. We do not have one weak link in our team at the moment,” said the Tornado engineering specialist.

“I have enjoyed working with the Navy a few times in the past, but as a jointery template this is as good as you can get.”

“The light blue and dark blue have always got on very well – we are very similar in our outlook and the way we operate.”

“That is particularly so on JARTS. I have never seen such a contented working environment within the military.”

“You just do not know who you are working with – the lines are there but you just would not know, and the banter is great.”

“For the youngest guys and girls to get the chance to lead a team in a practical environment is almost unheard of, but such leadership is actively encouraged here.”



● The Sea Fury is prepared for transportation from Culdrose by JARTS Picture: PO(Phot) Paul A'Barrow

Sea Fury leaves Culdrose

THE historic Sea Fury which crash-landed during the Culdrose Air Day has been moved from Cornwall to Essex to undergo repairs.

The aircraft suffered engine failure during a manoeuvre on July 31, forcing pilot Lt Cdr Chris Götke to carry out an emergency landing.

As it came to earth, the undercarriage collapsed and the Sea Fury skidded off the runway and on to the grass – sustaining relatively minor damage thanks to the pilot’s airmanship.

The Bristol Centaurus engine and propeller were removed shortly after the incident to undergo investigation at Weald Aviation Services in Epping, and now the rest of the airframe has followed for full assessment and repair.

The move was carried out by JARTS, who worked with air engineering teams from Culdrose and Weald Aviation to partially strip down the large fighter in order to reduce the width of the load for the journey through the narrow Cornish lanes.

The fuselage, centre wing section and the two outer wings travelled as three separate loads to ensure that the rare aircraft – an iconic carrier-based fighter from the 1950s – was well protected.

Capt Mike Nixon, Chief Executive of the Fly Navy Heritage Trust, said: “The co-operation and support we have received from RNAS Culdrose, Weald Aviation, JARTS, 814 Naval Air Squadron and the scientists, naval engineers and civilian specialists in 1710 Naval Air Squadron has been absolutely outstanding.”

There was particular praise for Lt Cdr Dale Collins, Senior Aircraft Engineer (Fixed Wing) Aviation Force HQ, and for the expertise and professionalism displayed by the members of the JARTS team.

Fran Renouf, Weald Aviation’s Deputy Chief Engineer, said “People have loaned equipment and others have made bespoke trestles and bolts to support the airframe – nothing has been too much trouble.”

He continued: “The blacksmith at RNAS Culdrose, Ian Mack, made special brackets to secure the fuselage to one of the low loaders.

“As this sort of equipment is no longer made anymore they found a drawing in an old aviation publication and made something to fit.”

“It was old engineering skills at its best.”



● (Left) A piece of wreckage from an old Canberra aircraft is winched up using a crane, allowing teams to gain experience in lifting unusually-shaped items

● (Above and right) Airbags and jacks are used to lift a Tornado off its collapsed main undercarriage, with a crane taking the strain





● AET Amy Humphries

Wildcat AETs qualify

YOUNG AETs have celebrated completing their training – with the first Wildcat engineers among them.

During the course at RNAS Yeovilton the trainees underwent eight weeks of classroom instruction.

The remaining time was spent on a training squadron where they were introduced to helicopter operations and maintenance practices.

History was made as the ceremony saw the first six AETs qualify as trained engineers on the Wildcat helicopter.

A new trophy has been introduced by AgustaWestland for the Wildcat trainee who has achieved the best all-round academic results throughout the training.

This was presented to AET Robert Challinor, 25, who said: "It is hugely rewarding in the air engineering department and I am very proud to receive the AgustaWestland award."

"Hopefully I can now look forward to becoming part of a ship's company and gets lots of detachments under my belt. I joined the Navy as I've always had an interest in engineering and it sounded like the best job ever. I look forward to my future."

AET Amy Humphries, 24, was the only female in the group.

She said: "I've always wanted to join the Royal Navy and work with aircraft, especially rotary. In the future I would like to be a qualified LH. I look forward to working on the F35 or on the Wildcat."



● AET Robert Challinor

Lesson with a maestro

ONE of the UK's leading voice coaches and renowned choir director has led a workshop with the Culdrose Military Wives Choir in Helston.

Mark De-Lisser is Musical Director of the ACM and Singology Gospel Choirs and has worked with artists including Jessie J, Olly Murs and Benedict Cork.

The workshop was the first that De-Lisser has delivered with a Military Wives Choir and it covered vocal technique and stagecraft.

Sixty singers took part in the workshop; the Culdrose Military Wives Choir, known as The Culdroses were joined by students from Mullion School and Helston Community College.

Fighting Clan ready to return to fold

HMS SUTHERLAND has emerged from the refit sheds after nearly a year inside.

The Type 23 frigate, known as the Fighting Clan, entered the huge Frigate Refit Complex in Devonport Naval Base back in October 2013.

After a significant amount of work on her hull and upper deck, she is now on view again outside – ready for the next stage of her revamp.

ET Raj Mehon, 30, from West London, said: "Sutherland is my first ship since completing Phase Two

training, so I've been very eager to move into the newly-furnished messes and settle into life onboard."

He added: "She's currently being fitted with some new cutting-edge technologies, such as the Artisan radar. It's a fantastic opportunity to gain hands-on experience and knowledge of this new equipment, as the Navy will be looking to us as future maintainers over the next few decades."

The steel works completed during the refit will effectively double Sutherland's life from the 18 years she

is now to 36 years – taking her beyond 2030.

CO Cdr Stephen Anderson, from Kilmarnock, said: "Leaving the shed marks a major milestone in Sutherland's regeneration. It's the culmination of many months of hard work involving Babcock, numerous contractors and my ship's company. We can now look forward to the final preparations for moving back on board, whilst focussing our combined efforts on returning to sea and back to the Fleet in early 2015."

Her sister ship Montrose has now moved into the shed.

£3.2bn base deals secures 7,000 jobs

THE MOD has awarded £3.2bn of contracts to manage the UK's Naval Bases and maintain the Royal Navy's warships, directly sustaining more than 7,000 jobs.

Babcock, which manages HMNB Clyde and Devonport, has been awarded a £2.6bn contract, while BAE Systems, which manages HMNB Portsmouth has been awarded a £600m contract.

The deal, which brings five existing contracts into one, will save the MOD – and UK taxpayer – more than £350m.

"The contract ensures continued support to the vital defence capabilities delivered from HM Naval Base Clyde at the best value for money," said the base's CO Cdre Keith Beckett.

"Over the remainder of this decade, the contract with Babcock Marine will support the growth in activity at the site as we transition to the single integrated submarine operating base, and will continue to support the other base-ported units such as 43 Commando RM and the seven Sandown-class mine counter-measures vessels."

The contract will sustain around 1,500 jobs at Clyde, more than 4,000 jobs at Devonport and more than 2,000 jobs at Portsmouth.

Student in sea rescue

OFFICERS from the MOD Police Marine Unit at Devonport rescued a 20-year-old woman in the water more than 50 metres from shore at nearly midnight at Tinside, Plymouth Sound.

The marine police, aboard one of the rigid inflatables that patrol the Devonport Naval Base area, were answering a call for assistance from Devon & Cornwall Police.

The young swimmer, who is a student, was taken ashore and received medical attention.

Battle staff prepare for NATO command

EVERYONE loves a challenge – and the Royal Navy's Maritime Battle Staff (MBS) is faced with just that.

After a busy few years conducting operations and exercises around the world MBS, under the command of Commander United Kingdom Maritime Force (COMUKMARFOR) Rear Admiral Bob Tarrant is undergoing a renaissance as it prepares to take command of the Maritime High Readiness element of the NATO Response Force (NRF) – a multi-national unit able to react at 48 hours' notice – in 2016.

In addition to preparation for NATO duties, in September of this year the Maritime Battlestaff became the Royal Navy's high readiness force, ready to deploy as a 2* headquarters anywhere around the world at five days notice.

Five NATO nations take command of the Alliance's response force on a rolling programme, with the RN last in command in 2012.

The UK's force will be put to the test at a flagship exercise in the western Mediterranean next autumn, which is likely to include up to 25,000 participants from NATO countries.

To help the staff prepare for a year-long programme of training and exercises leading up to NRF in 2016 and to support the ongoing RN high readiness requirement, a two-day symposium was held at HMS Excellent.

The event was opened by the Fleet Commander Vice Admiral Philip Jones, who said: "This event marks a watershed in battle staff tasking. NATO is at the centre of UK defence policy and the Royal Navy has long played a major role in NATO's maritime capability and holds



● Battle Staff question panel members, from left, Cdr Jim Lowther, Italian Navy Rear Admiral Giorgio Lazio, Capt Steve Holt, Joanne Hamer and Stephen Prince
Picture: LA (Phot) Rhys O'Leary

key leadership positions in the maritime command structure."

Rear Admiral Tarrant said: "After an extended period dispersed on numerous operations around the world, the 2* Maritime Battle Staff has reassembled and assumed the very-high-readiness role for national contingency operations, whilst preparing to assume command of the NATO High Readiness Force (Maritime)."

"This symposium offers the Battle Staff a vital insight into the context and challenges of how we would operate as a 2* maritime component command, both nationally and within a coalition, and the opportunity to discuss the new capabilities that we need to master in the near future.

"Not only does this help us be better prepared to respond to crises, but it also clearly sets out the important role that maritime has to play in the joint environment."

The aim of the symposium was to give an understanding of the Command and Control (C2) requirements for a 2* Maritime Component Commander and what was expected by higher commands.

Personnel heard from a range of speakers, including Stephen Prince, head of the Naval Historical Branch, who provided a potted history of the UK's involvement in NATO, and Joanne Hamer from the Foreign Office outlined the UK's policy on NATO.

Military speakers included

Italian Navy Rear Admiral Giorgio Lazio, who is currently Chief of Staff of NATO Maritime Command (MARCOM) in Northwood, and Rear Admiral Tim Lowe.

The conference also looked at new developments such as cyber warfare and countering the ballistic missile threat.

Throughout the next few years, MBS will be working with its French counterpart (FRMARFOR) in developing a UK/FR Joint Expeditionary Force, centred on an aircraft carrier strike group. The recent launch of the Queen Elizabeth-class aircraft carrier will also see MBS developing the format for the UK's own command and delivery of Carrier Enabled Power Projection.

£25m RASing rig opened

RALEIGH'S new RAS complex is teaching today's and tomorrow's sailors how to carry out the tricky – and crucial – art of replenishing a ship at sea with fuel and supplies.

Flag Officer Sea Training Rear Admiral Ben Key performed the honours as the £25m complex, close to the old, dated RAS trainer, was formally declared ready for business.

The facility was built both to test the concept of 'heavy RAS' – moving five tonnes of supplies between ships 55 metres apart – for next-generation support ships for the RN, and carry out traditional RASing (shifting two-tonne pallets).

As well as the impressive RAS rig and receiving area which now tower over the southwest side of the Raleigh site, the contract with Rolls-Royce has also provided Raleigh with brand-new classrooms to teach men and women going through the RN School of Seamanship the mechanics and physics of a RAS.

The building has been named after WO1 Dave Deakin, one of the school's trainers who has 27 years of RASing under his belt and has been heavily involved in creating the new facility.

"To have the building named after me is an absolute honour," the senior rate said. "It's not very often you get your name etched onto brass and wall-mounted."

"More importantly, RAS training has now been taken to the next dimension with representative platforms and training equipment; enabling the staff at the RNSoS to deliver realistic individual and collective professional training in a controlled environment. This facility will stand the 'test of time' and mature respectively. As I approach the end of my Naval career, it has been encouraging to note that we are embracing change."

THE Royal Marines went in two by two...

But no, that's most definitely not an ark.

It's the US Marine Corps' unique battlewagon, half plane, half helicopter, touching down on the flight deck of HMS Bulwark for the first time.

This warbird, the MV-22 Osprey, joined the British flagship during Anglo-American-Kuwaiti exercises in the northern Gulf, the latest workout for the RN's Response Force Task Group.

Ospreys have paid infrequent visits to Royal Navy aircraft carriers over the past decade – but not to Bulwark, so its arrival drew a lot of attention from the ship's company.

"It is an amazing aircraft and to be able to see it land on our flight deck for the first time was fantastic," said NA(AH) Brent Richardson.

"The downwash from a Merlin helicopter is pretty strong but this was off the scale!"

The Osprey flew in from the USS Makin

Island, flagship of Amphibious Squadron 5 and the 11th Marine Expeditionary Unit.

Three times the size of HMS Bulwark, the 42,000-tonne Wasp-class assault ship is the home to a dozen Ospreys – the world's first tilt-rotor aircraft, it can land, take off and hover like a helicopter, then can fly like a traditional propeller-driven aircraft at speeds over 300mph and heights above 25,000ft once airborne.

The aircraft's visit to Bulwark came in the middle of the week-long ground, air and amphibious Cougar Voyage exercise, US Marines joined their green beret counterparts from the Royal Marines aboard support ship RFA Lyme Bay for combined training.

"Cougar Voyage has been an ideal opportunity to demonstrate and practise the ability of our forces to work together and deliver training between ourselves and our partners involved in the exercise," said Lt Col Martin Collin, a Royal Marine deployed with HMS Bulwark as part of

the staff of Commander UK Task Group.

"Operating with unusual aircraft like the Osprey also enhances the capabilities of our task group."

Mid-exercise, Bulwark hosted some 150 students from Kuwait's Mubarak al-Abdullah Joint Command and Staff College whilst at anchor off Kuwait City.

Arriving by landing craft, the staff and students were able to witness a variety of amphibious demonstrations and listen to a series of briefings during their visit.

"There is a traditionally strong relationship between the British and Kuwaiti Armed Forces so it is a real privilege for me to welcome our Kuwaiti colleagues onboard HMS Bulwark," said the flagship's Commanding Officer Capt Dean Bassett.

"By exercising together and sharing our knowledge and experience afloat, our ability to work together in the future can only benefit as a result."

Picture: LA(Phot) Des Wade, HMS Bulwark



Diamond days in Coventry

TWO thirds of the crew of HMS Diamond were delighted to be sent to Coventry – for they were treated like VIPs by their adopted city.

The crew of the destroyer were invited to the West Midlands to receive the Freedom of the City, the highlight of several days in the city.

Its citizens voted to bestow their highest honour on the third Type 45 18 months ago, but Diamond's demanding operational programme – not least six months in the Med earlier this year helping to rid Syria of chemical weapons – prevented the sailors heading north to receive the Freedom Scroll.

Duly collected, the 120 sailors celebrated by marching through the heart of Coventry, stopping at the steps of the city's symbolic cathedral, where the Dean, the Very Rev John Witcombe, blessed the ship's company.

Away from the public gaze, a number of sailors hosted a children's party in support of babies on the affiliated neonatal ward at University Hospital, and presented £350 to the ward – money raised during a series of fun events held aboard while deployed.

Stories of that deployment were shared when the sailors attended Coventry Royal Naval Association for an evening of ditting and camaraderie.

Six dozen Diamonds toured the Jaguar Land Rover works, another affiliate, while 20 other crew members visited the Lord Leicester Hospital, a retirement home for ex-Servicemen and, at the special request of Coventry Cathedral, ten sailors attended Holy Trinity Church to lay a wreath at the Falklands memorial; the fifth HMS Coventry was sunk in 1982 after a gallant fight with the Argentinians.

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● HMS Diamond's LC Martin Northact and Chef Edward Cornish compete in the open cook and serve



● Chef Grace O'Leary prepares her dish in the live theatre



● AB Georgina Towler of HMS St Albans prepares her chocolate puds in the open cook and serve



● Sous chef Mne Antony Saunders, of 30 Cdo, prepares pears in the field competition

Kings of the kitchen



● Mne James Blair of CTC cooking in the field kitchen

Pictures: LA(Phot) Rhys O'Leary



● Left: The victorious NSCAT team with their trophies

Picture: Andrew Linnett, DE&S

PERFECTION on a plate was the aim as Naval chefs took part in the annual tri-Service competition Exercise Joint Caterer.

And they proved to have the perfect recipe as they picked up the trophy for the first time in 14 years.

The three-day event, held at the Defence Academy, Shrivenham, aims to provide caterers, chefs and stewards with a contest which develops their culinary skills for the benefit of the Armed Forces.

The Naval Services Culinary Arts Team (NSCAT), which consists of personnel from the Royal Navy, Royal Marines and Royal Fleet Auxiliary, prepared everything from a simple Caesar salad to three-course fine dining – all against the clock.

Team manager WO1 Chaz Talbot said: It's absolutely amazing to win overall, it was so unexpected.

"The last time we won the competition was in 2000, we've not really come close since so to win and have so many people there was overwhelming."

The 55-strong team also picked up seven golds, 15 silver, 28 bronze, ten certificates of merit and nine best-in-class awards.

WO1 Talbot, Logistics Training Officer for the Catering Services Squadron at the Defence Maritime Logistics School based at HMS Raleigh, added: "For the first time for as long as I can remember everyone in the team came away with something. Our team spirit and cohesion seems to have eclipsed the other two Services."

The prestigious *Parade de Chefs* saw personnel slave over hot stoves for several hours to prepare a three-course meal for 80 VIPs, seated at ten tables, at ten-minute intervals.

Guests, including Second Sea Lord Vice Admiral David Steel, enjoyed a starter of seared scallop, slow-cooked pressed pork belly and crab bonbon served on cream cauliflower with apple and fennel salad.

The main course consisted of pan-roasted lamb with a savoy cabbage parcel of potato, lamb shank and black pudding, accompanied by beetroot, mushrooms and shallots.

Dessert was spiced chocolate pudding with poached pear, ginger ice cream and caramelised pear purée.

As well as cooking at the contest, several classes saw pre-prepared food on display, including cakes, a buffet and towering table centerpieces made of lard, including a dragon, pictured right.

Royal Marines Col Sgt Stuart 'Nutt' Edwards, of Commando Training Centre, won best in



● Col Sgt Stuart Edwards's winning sugar-paste decorations

class at the open celebration cake event for his sugar-paste skills. He decorated a hat-box-style cake with roses, a stiletto shoe and pearls.

"It took me about two weeks. I had trouble with getting the icing to stick to the box but covered up the imperfections with some more decoration," he said.

"I wanted to do something different. The shoe on top was an after-thought to be honest."

The main hall saw chefs and stewards prepare and serve meals in timed competitions with the added pressure of a large audience watching from the stand – as well as the odd hiccup such as a power cut or the gas going out.

Exercise Joint Caterer also saw a team from Commando Logistics Regiment take best in class in the field catering competition – producing a chicken dish and a pear pudding from ration packs in a tent in the car park.

Navy Sous Chef AB Robert McCabe said: "To win best in class is just fantastic, to win overall – words cannot begin to explain the euphoria we are feeling."

"I was here in 2000 albeit as a baby chef and to be part of the team winning today is brilliant."

WO1 Danny Taylor, one of the judges, said: "The standard we have been seeing here is first class."

"The chefs are given skeleton ingredients and equipment, exactly the same as they would take with them if they were deployed and they are producing first-class food."

"Chefs are using skills that can be taken out onto the field."

NSCAT team director RFA First Officer Pat Prunty said: "I am delighted that the team, including five chefs from the US Navy, have demonstrated the very best skills and have excelled to a wide audience during a challenging week."

Points are awarded for all of the classes and the Service with the most points at the end of the three days is the winner.

NSCAT finished with seven points with the Army and RAF both ended up with six points each.



Argyll to the aid of battered Bermuda

SAILORS from HMS Argyll have completed a four-day clear-up operation in Bermuda to help the island recover from the destruction wrought by Hurricane Gonzalo.

They left the tiny British territory with praise ringing in their ears for their efforts to clear roads, restore power supplies, and search the island for remote and inaccessible sites affected by the storm.

Those efforts, alongside the soldiers of the Bermuda Regiment and local authorities, mean the island is 'open for business' again.

"I thank you for your work here as a Bermudian," the island's Junior Minister for National Security and Legal Affairs Senator Jeffrey Baron told the ship's company.

"Bermuda has shown remarkable resilience and the Royal Navy's presence has enhanced what we have done to recover from Hurricane Gonzalo in every way."

HMS Argyll arrived in Bermuda hot on the heels of the hurricane, braving rough seas to arrive as soon as possible after the storm had passed.

On the island she provided a range of assistance including aerial reconnaissance, engineering support, specialist teams for working at height and a surge of manpower to clear vital transport links.

Flight commander Lt Adam Prevett said: "It was really satisfying to put our training into practice in a way that really helps the local population."

LWtr Judson Cupid, who worked to clear the island's transport links alongside the Bermuda Regiment, said: "I am really pleased that the work we have done here has made a real difference to help the people of Bermuda."

Before the Bermuda mission, HMS Argyll visited Belize, where some of the lucky crew got up close to some Maya architecture.

While they were getting a good look at the historic temples, which date from 2000BC to 900AD, fellow crew members were working to improve the playground of a local orphanage.

Earlier HMS Argyll visited Mexico, where a military band and dancing girls welcomed the Devonport-based ship as she arrived in Veracruz.

Crew members also joined the captain Cdr Paul Hammond in an act of remembrance to mark the centenary of the Great War.

On departure HMS Argyll operated with Mexican Navy Vessel Baja California, conducting manoeuvres and helicopter transfers.

During the visit to Mexico the ship's company were able to take the opportunity to play some friendly fixtures in football, rugby and basketball.

There was also the chance to go white-water rafting and to visit the local naval museum.

Argyll's final port of call was the Cayman Islands, where 25 crew members went to help maintain a prison, including painting and some heavy-lifting work on the structure.

At the same time the Cayman Marine Unit received boarding training from HMS Argyll's Royal Navy Boarding Team.



● Above: The hurricane tore down power lines and upended post boxes
 Pictures: Pte Aaron Mattis-Robinson, Bermuda Regiment
 ● Below: The view from Argyll's Lynx of Maya ruins during the ship's earlier visit to Belize



● Above and below: Crew from Argyll helped with the clear up
 Main picture: LStd Jim Millmore, HMS Argyll



● Above: Personnel working at the orphanage in Belize;
 ● Left: Crew members get up close to the sharks in Belize
 ● Below: The ship's Lynx dropped in to allow some lucky crew members the chance to look over some Maya architecture

Pictures: LA(Phot) Steve Johncock





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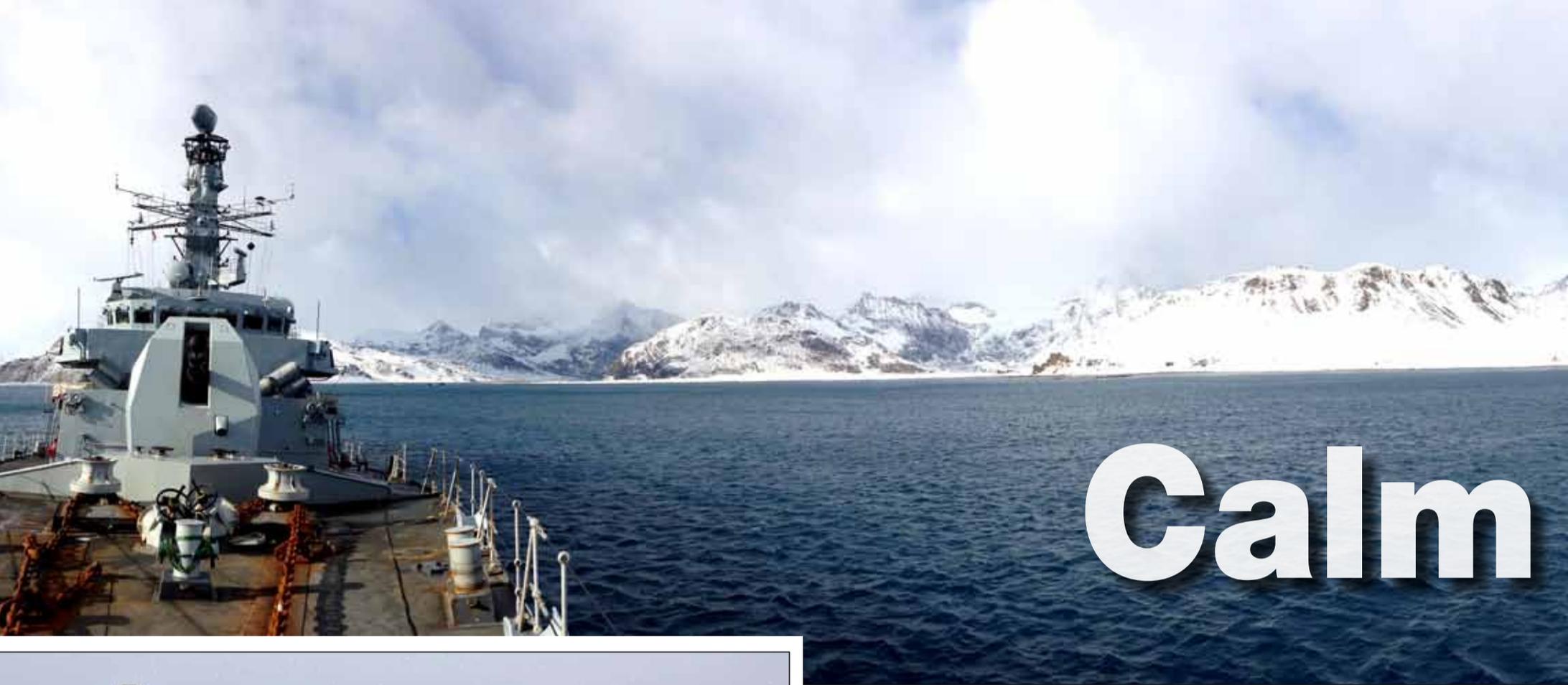



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Calm



● Nice to seal you Max ... ET(ME) Daniel Maxwell, from HMS Protector ran into his brother AB(UW) James Maxwell, from HMS Iron Duke (below) as both vessels called in at South Georgia



● Left: Lt Dominic Black's whisky tribute to Shackleton
 ● Below: The Maxwell brothers meet up
 ● Right: HMS Protector in South Georgia



HMS IRON Duke arrives in a snowy but calm South Georgia following a stormy journey in the South Atlantic.

The Type 23 met up with HMS Protector, which also endured nearly a week of mountainous seas (pass the sick bag) to return to the ice for the Austral Summer.

Both ships felt the full force of the Roaring Forties and Furious Fifties – battling hurricane-force winds and waves up to 24 metres high (yes, that's right, 24 metres).

Lt Tom Hastings, who joined the ice patrol ship straight from his navigation course, said: "In my first month as navigator I have sailed across the roughest ocean on the planet."

"I have also seen my first iceberg and can't wait to see the rest of Antarctica."

During her visit to the South Atlantic island, members of Iron Duke's crew and Protector's crew visited the British Antarctic Survey base at King Edward Point.

HMS Iron Duke anchored off Grytviken, South Georgia, after carefully sailing through a stretch of water littered with drifting icebergs.

On arrival members of the British Antarctic Survey went onboard to explain the sensitive ecological environment on South Georgia and also set up a makeshift gift store to allow the crew to purchase postcards and other 'gizzits'.

This was of course also an opportunity to get that all-important passport stamp.

The crew made the most of their time on the island,

proceeding ashore to see the wildlife, museum, abandoned whale processing factory and the final resting place of the legendary explorer Sir Ernest Shackleton.

Prior to departing the UK Lt Dominic Black, the deputy Logistics Officer onboard, came across a rare bottle of whisky – Mackinlay's Rare Old Highland Malt – which was a replica of a 1907 whisky that Shackleton used to fortify his Nimrod expedition.

The original whisky was discovered buried under the floorboards of Shackleton's hut established at Cape Royds, Antarctica.

Having been frozen in time it was discovered 100 years later and meticulously recreated. Knowing that he was due to visit the resting place of the intrepid explorer he could not resist the opportunity to purchase the bottle and bring it to South Georgia with him.

"With an interest in Shackleton's history the opportunity to bring this one-of-a-kind whisky to the island where he rests and share a wee dram to his immortal memory was a moment I will never forget," said Lt Black, who hiked through deep snow to visit Shackleton's grave.

"I'm fortunate to have visited such a unique place while serving on deployment with the Royal Navy."

South Georgia also saw Max meet up with his brother Max.

ET(ME) Daniel Maxwell,

25, is currently serving onboard HMS Protector while AB(War) James Maxwell, 21, is serving in HMS Iron Duke. The brothers, who are from Wigan, both go by the nickname Max.

Max (James) said: "It was really good to catch up with my brother, which is not something we get to do as often as we would like."

"It was strange to think that we are meeting up nearly 8,000 miles away from home and both serving on different units."

"What made it even better was meeting on South Georgia, I have never been before and with the snow, wildlife and history all around, it was great to experience it with Danny."

The rough journey south made cold-weather training scenarios aboard Protector scarce so the crew were happy to see the snow-capped mountains and icy waters of South Georgia, where the average annual temperature is below freezing.

The ice patrol ship put her boats into the water and endorsed the new navigator and one of the officers of the watch in Dynamic Positioning – maintaining Protector's position with pinpoint accuracy in up to winds of 80kts.

During her stay in South Georgia, the crew also received briefings from the government and British Antarctic Survey on what tasks they would like Protector to undertake over the Austral Summer and loaded





after the storm

equipment to allow marine samples to be preserved once collected by the ship's team of divers.

Protector, which spent the European summer in the Northern Hemisphere conducting maritime security, humanitarian aid and disaster-relief work, as well as survey and regional engagement duties, is facing a busy Antarctic tour.

The work she will undertake is extremely varied, ranging from hydrographic surveying and logistic support to assistance with scientific research.

This year the ice patrol ship's diving team will collect marine specimens and seabed samples throughout the Antarctic Peninsula in support of British Antarctic Survey environmental research.

AB Diver Daniel McLaughlin, who is at the start of his first season onboard, said: "Collecting scientific samples is a far cry from explosive ordnance disposal."

"I hope that our efforts will make a real contribution in BAS's research, plus I get to dive in the ice in some of the most stunning locations on the planet."

During the journey south, Iron Duke's crew enjoyed a chilly movie night on the flight deck, watching the film *300 - Rise of an Empire*.

While that was going on, down in the galley, the Logistics team - eagerly assisted by Royal Marines - were running a 'made to order' pizza delivery service

around the ship.

As the event was to raise charity funds it would not have been complete without fancy dress and the delivery man turned up at mess doors as the friendly 'Delivery Chilli.'

Back on the flight deck the blight from the film screen combined with the eerie glow of the green helicopter approach lights added to the atmosphere.

And despite warm weather being the normal use of folding chairs, they were brought out of storage for the bracing night's entertainment.

As the organiser of film night AB Michael Nelson, said: "It was a great opportunity to watch a big-screen film on the flight deck and it was really enjoyed by everyone, even if it was a bit on the cold side. I certainly enjoyed it and hope we get to do it again soon."

LCh Shaun Willis was the organiser of the pizza delivery service, which was so popular that he even had a pizza named after him.

Lt Cdr Lyndsey Netherwood, the ship's Executive Officer, added: "When we are at sea you quickly forget about the simple luxuries you have at home, like calling out for a pizza or going out to the cinema. That's why we host events like this as they bring a bit of home to the ship and a break from the work routine."

"It was a great evening and those who took part really enjoyed the opportunity to get stuck in, whether it was making

pizzas or sitting in the brisk evening air to watch the film."

And for those of you following the progress of HMS Protector's PEG (Polar Explorer Gorilla), she was recently spotted atop Table Mountain, Cape Town, taking in the view before heading south to the frozen Antarctic.

PEG joined the ship in October 2013 and will return home to Paignton Zoo, Devon, in 18 months' time.

South Georgia is part of the same British Overseas Territory as the South Sandwich Islands, named after the Earl who, as well as being fond of food between two slices of bread, was First Lord of the Admiralty in the mid-18th Century when Capt Cook discovered the archipelago. Historically used as a base for sealers and whalers, South Georgia used to be home to seven whaling stations.

Since whaling stopped in the region in the 1960s it has become home to an array of wildlife including elephant seals, fur seals and king penguins. It is now also home to a small survey team that are based at the site of the old Grytviken whaling station on the eastern side of the island.

After leaving South Georgia, Iron Duke continued her South Atlantic patrol and will return to Portsmouth in time for Christmas.

Protector will visit all areas of the British Antarctic Territory and conduct wider regional engagement visits around South America. She is due to return to her new home base Devonport in May 2015.



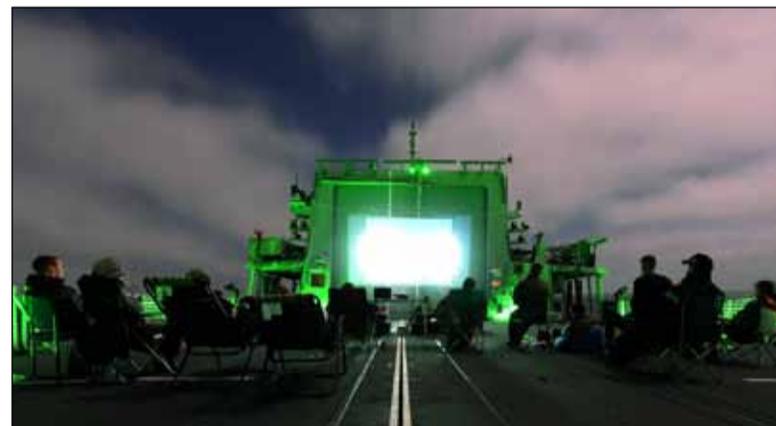
● Main image: HMS Iron Duke arrives in South Georgia

● Above left: A seal keeps an eye on a member of Protector's crew during a visit to King Edward Cove, South Georgia

● Above right: Mountainous seas smash into HMS Protector on her journey to South Georgia

● Right AB Keith Simon, SC Matthew Crofts and LSC Omar Gilchrist prepare pizzas aboard HMS Iron Duke's charity pizza night

HMS Protector pictures: LA(Phot) Jay Allen



● Above: Iron Duke's crew enjoyed a movie and pizza night on the rather chilly flight deck

● Left: Protector battled high seas on her way to South Georgia

● Below: PEG was spotted in Cape Town



Wrecked warship 'resurrected'

IT HAD not been a good day for Admiral Torrington.

The British peer had reluctantly led an outgunned combined British and Dutch fleet into battle against the French – and ended the day on the receiving end of a heavy defeat.

The day in question was July 10 1690, and the Battle of Beachy Head marked the end of Torrington's Naval career.

It also marked the end of the career of the 70-gun third-rate British warship the Anne, which took a particularly beating during the Channel encounter with the Comte de Tourville.

The 12-year-old ship, which had been built at Chatham, limped away from the battle in a poor state of repair.

And her commanding officer, John Tyrrell – who was said to have taken on the might of the

French almost single-handedly – was ordered to beach his stricken ship and burn her to prevent her becoming a French prize.

Anne duly ran aground off Pett Level, near Hastings, and was torched.

Today, her scant remains are visible on the long, sandy beach at very low tides – but her graceful lines live on thanks to the imagination and ingenuity of the Human Interface Technologies (HIT) team of the University of Birmingham.

Led by Professor Bob Stone, the HIT team which specialises in cutting-edge simulation technology, which has been used by defence, health and heritage organisations.

Prof Stone and his team were behind the virtual recreation of the submarine A7, lost with all hands off Devon 100 years ago, and has worked with the MOD

and defence contractors to create computer-driven training programmes and simulations, amongst other applications.

The Birmingham team conducted a survey of the wreck site in March this year, and built on that work to develop a highly-detailed virtual reality model of the Anne.

The Shipwreck Museum at Hastings collaborated on the project, which also drew on historical book references and paintings.

On this occasion the result was what the team claims is a world-first 'resurrection' of an historic vessel using augmented reality (AR) techniques, viewed from an unmanned drone helicopter in flight.

Augmented reality is a technique where computer-generated images can be superimposed on real-world scenes in real time, and then viewed or interacted with using – for example – smartphones, tablets or head-mounted displays.

The three-dimensional model of the Anne was developed by Cécile Thevenin and Emilien Bonhomme, accomplished students visiting the HIT team from Arts et Métiers ParisTech, one of the most prestigious engineering and research graduate schools in France.

This resurrection exercise used ground-based and aerial techniques, the latter using a small hexacopter – a six-rotor drone – to capture images up to 20m above the wreck.

The site was marked out and by blending the beach scene with the 3D model it became possible to see the ship, in all her glory (and undamaged by battle in this instance), appear over her final resting place on the beach.



● A computer-generated model of the 1678 Chatham third-rate warship Anne as she would have looked in her prime
Pictures: University of Birmingham Human Interface Technology team

The hexacopter was then able to fly over the model *in situ*, and other AR trials at ground level used the wreck as a template, making it possible for the team to step inside the hull and experience the layout of the ship around them.

The project will be presented at a number of workshops through this year and next, and will form the backbone for a new two-day specialist workshop for the Nautical Research Society, introducing delegates to the possibilities offered by VR, AR and other computer technologies in the field of maritime heritage.

www.birmingham.ac.uk/stone



● The Human Interface Technology team's quadcopter working over the remains of the Anne in March this year – the wreck can only be seen at very low tides on the beach near Hastings



● The Anne as she might have looked being run ashore at Pett Level – the third rate would have been scarred by battle damage but this has not been reproduced here

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Picture: LA (Phot) Dean Nixon

TV's star pupils graduate

THE stars of a TV series have completed their course at Commando Training Centre. The men of 180 Troop featured in the first two episodes of the Channel Four series: *Royal Marines Commando School*, which aired over the summer.

The actual filming of the TV series took place in January and February this year and involved more than 50 closed circuit cameras spread around the recruit accommodation and offices along with hand-held camera teams.

"Initially you were massively aware of the CCTV cameras being there," said Cpl Rob Hill one of the 180 Troop instructors, "but the cameras

faded into the background by the end.

"The series showed how talented the instructors are but also how we are there for the duty of care of the recruits," he added.

Among the new Marines passing out was Callum Bond, 19, who was one of the 24 original members of the 56 ranks who started with 180 Troop in mid-January.

"At one point there was just a change which helped me. It all clicked and I realised I could do it. The progression through training and the Corporals help you through it," said Mne Bond.

Royal Marines training is all about being taken beyond the limits of what people would

consider possible and more recruits now than ever before successfully overcome hurdles to complete commando training.

Evidence of this at the 180 Troop pass-out was Mne Adam Greene, 24, whose struggle to pass the assault course featured in episode five.

He later had to spend time in the world class-Parker Hall remedial facility to overcome injury and pass criteria tests.

"What was really good was the relationship we built up with Twofour," said Maj Simon Tucker, referring to Twofour Broadcast, a Plymouth-based production company that made the series.

"It was a leap into the unknown in that it was

over 1,200 hours of footage recorded over a six-week period, and even they didn't know what the final programmes would look like until they went through their footage. The programmes were not made in the traditional way. Most documentaries focus on the training and the physical side of it but this series focused on the human side," said Maj Tucker.

"It showed you need to be the right sort of person to come here and if you're not 100 per cent committed you're not going to get through the course. You saw by the last few episodes how much the guys had changed, but also how important it was to them to be part of the Royal Marines."



Secrets revealed

ROYAL Marines wives and girlfriends (RM WAGS) have charity fundraising firmly in their sights with the launch of a new calendar, *pictured left*.

The WAGS produced a 2015 calendar to raise funds for the Royal Marines Charitable Trust Fund (RMCTF).

Organised by Becci Parriss and Jenny Robey, the women have taken the endorsement of the charity seriously and are aiming to raise more money than ever before for the RMCTF.

This year's calendar girls have been challenged with individual fundraising targets and to date have already raised £3,900.

Becci and Jenny took a break from organising the calendar last year to focus on the RM WAGs Calendar Support Network, a Facebook group which provides a secure and friendly place for women whose partners are either serving or are veteran Royal Marines.

The network has gone from strength to strength and has brought together women who would otherwise feel very alone, particularly when their partners are away.

Since 2013 the support network has collectively raised more than £36,000 through various events and group and individual challenges.

Jenny said: "We're really proud that the calendar has grown into something so big where we get to help our fellow wives and girlfriends cope with the very unique situation of being the partner of a member of the Armed Forces. With the endorsement of the RMCTF, we're able to provide support in areas where they don't necessarily have the resources, at times this means no more than lending a listening ear."

The 2015 calendar is available from <http://royalmarinesshop.com/> for £10.



● Frank Cramp with his new green beret

Picture:LA(Phot) Joel Rouse

Second green beret for D-Day veteran

A 94-year-old ex-Royal Marine who landed on Sword Beach during the D Day landings has been re-presented with the famous green beret.

Frank Cramp, who retired from Service in 1952 at the rank of Corporal, was delighted to be reunited with the distinguished headgear on Dartmoor.

Travelling from Edmonton, Canada, where he emigrated in 1957, the presentation marked the end of an emotional tour of the Normandy beaches where Frank went ashore during World War 2 with 45 Commando.

Frank gave current Royal Marines an insight into his war experiences as he recounted how he found himself alone on Sword Beach when the landing craft he had been on had to retreat after hitting an obstacle, taking everyone else with it. Meeting up with a Naval officer on the beach

he was sent on a one-man mission to silence a German machine-gun position.

Surviving this, and the war, with barely a scratch Frank gave back all his kit when he retired including his green beret. So when he came to England for a visit the Royal Marines Association and his daughters arranged for him to meet 42 Commando who are in situ at Bickleigh Barracks, where Frank used to be based as an instructor.

Commanding Officer of 42 Commando Lt Col Richard Cantrill said: "I am so pleased that Frank, with great support from the Royal Marines Association, has remained a close member of the Royal Marines family – once a Marine, always a Marine."

Frank said: "I was surprised and overwhelmed with the recognition and respect I received."



Royal Marines 350
1664 - 2014
Timeless Distinction

Jiu Jitsu challenge

A GROUP of Royal Marines completed a Brazilian Jiu Jitsu (BJJ) marathon event to raise money for the Royal Marines Charitable Trust Fund.

The Marines spent 350 hours – one for every year of the Corps – of non-stop BJJ at Commando Training Centre, Lymington, Devon.

Every major unit in the Royal Marines was represented in the challenge.

C/Sgt Sam Sheriff, 35, who works in Parker Hall, the physical rehabilitation centre at the Marines training base, said: "Brazilian Jiu Jitsu is a combat sport. You start standing up and the idea is to take your opponent down, but unlike judo where at that stage the competition is over, in BJJ the idea is to get your opponent to submit by either a joint hold or lock or a choke or strangle."

The Marines were also treated to a lesson from BJJ multiple World Champion Bráulio Estima, who concluded his lesson by defeating a succession of opponents in back-to-back bouts.

Surviving yomp

ROYAL Navy officer Lt Cdr Sam Truelove joined a team of women to take part in Surviving the Yomp.

The Royal Marines endurance test consists of a 30-mile march in the Highlands of Scotland.

Part of the Commando Spirit Series of fundraising challenge events to raise £1m for The Royal Marines Charitable Trust Fund, the training exercise is normally only experienced by Royal Marines Commandos.

The 30 miler took place in and around Spear Bridge, home to the iconic Commando Memorial, and Achnacarry Castle.

Lt Cdr Truelove joined the RMWAGS team and aimed to break the eight-hour mark. While not all the women broke the time – they did all complete the course.

Sally-Anne Hunter, Commando Spirit Founder and Director, said: "This challenge is not for everyone, but Sam proved she was not going to be beaten by the gruelling 30 mile trek."

Follow the Royal Marines during their anniversary year at www.Royalnavy.mod.uk/RM350

Tribute to the fallen

MORE than 625 schools and over 185,000 students across the country showed their patriotism by wearing red, white and blue to mark the centenary of WW1, honouring the service of military personnel and raising awareness of the difficulties faced by Service families.

Red, White and Blue Day (RWB Day) is a national fundraising campaign for schools, run annually by the three official Service charities: The Royal Navy and Royal Marines Charity (RNRMC), ABF The Soldiers' Charity and the Royal Air Force Benevolent Fund.

Several RNRMC staff members visited Crofton Hammond Infant School in Stubbington, Fareham, where more than 180 children got stuck into a range of activities, including poppy making, tackling indoor assault courses and meeting members of HMS Collingwood's field gun team.

Headteacher Jacky Halton, said: "We could not have planned a better day. These activities have been made possible by the hard work and dedication of our parents' group, especially those whose partners are in the Services."



● Service children from Crofton Hammond Infant School with a field of poppies for Red, White and Blue Day

News in brief

■ AN online auction for an original decommissioning painting of HMS Illustrious has netted the charity £256. The painting by CPO 'Bungy' Edwards, of HMS Excellent, was sold on eBay and features special glass that prevents colour fade over the years.

■ THREE Rotary Clubs in Bath – Bathavon, Bath West and the Rotary Club of Bath – are hosting a Christmas charity concert featuring HM Band Collingwood on November 28 at The Forum. Tickets from £15. Visit: bathforum.co.uk

■ Seven determined staff from the Royal Navy operational IT support unit, MSCU, based at Portsdown Hill in Hampshire, have cycled more than 500K and climbed 1,085 metres as part of their Mount Snowdon Challenge. They have raised more than £2,000 in donations.

■ Servicemen and women will remember those that fell during conflict as part of the World War 1 and D-Day anniversaries at a remembrance service and charity concert at HMS Collingwood's Millennium Hall, on November 14. Tickets from £12.50. Email: weillremberconcert@yahoo.com

Celebrating the return of 825

SPIRITS are sky-high at RNAS Yeovilton following the commissioning of the new frontline Wildcat helicopter for 825 Naval Air Squadron, which received £1,500 from The Royal Navy and Royal Marines Charity to help get their celebrations started.

The grant from the charity was used to supplement the buffet and drinks reception at the historic event, which was held on-site at RNAS Yeovilton, and led by guest of honour and Admiral of the Fleet, The Lord Boyce.

Other parts of the grant helped fund the refurbishment of the 825 NAS Battle Honour board, including the addition of a Falklands 1982 honour, and to purchase new Squadron Crests to celebrate 825 NAS's reinstatement.

Explaining the significance of the commissioning, Cdr Glyn Owen, the Commanding Officer of 825 NAS said: "A new, state-of-the-art helicopter, the Wildcat offers the Royal Navy and the Fleet Air Arm enormous potential over the coming years."

"As a squadron we will be focused on developing that full range of capabilities, and ultimately the deployment of these



● The 825 NAS commissioning ceremony at Yeovilton Picture: LA(Phot) IGGY Roberts

aircraft to front-line operations in early 2015."

Former First Sea Lord and Chief of the Defence Staff The Lord Boyce attended the ceremony as patron of the Channel Dash Association which commemorates 825 NAS's role 70 years ago when its Swordfish attempted to stop German battleships escaping through the Dover Strait, and paid a fearful price for the attempt.

"This is a really exciting time for the

Royal Navy and right at the sharp end is the Fleet Air Arm, 825 and Wildcat has such an important part to play," he said.

It wasn't just 825 NAS that had all the glory in October however.

A separate RNRMC grant of more than £2,000 saw the Lynx Wildcat Maritime Force – comprised of both the 815 NAS (Lynx) and 825 NAS (Wildcat) squadrons – also host an on-site families day, complete with bouncy castles and refreshments later the same month.

Service season Grant application deadline looms

THIS year's Admiralty Service is being held in St Martin in the Fields – the Admiralty Church – on December 1.

It is the first of the season's military services and will comprise of a traditional *Nine Lessons* and carols, followed by a drinks reception in the Crypt of St Martin's (pictured right).

The event has become a traditional meeting point for the Naval staff and their foreign counterparts, and this year the Royal Navy and Royal Marines Charity is working closely with the First Sea Lord's team, and event sponsors Esri UK and Thales, to open the event to others in the Naval Service family.

For information on tickets, please visit: rnrmc.org.uk/fundraising/events



THE Royal Navy and Royal Marines Charity – through its benevolence grants – supports Naval and military charities to help Service personnel and veterans, and their families too. This is a particularly important area of focus for the RNRMC as the numbers of people needing support, often long after they have left the Navy or Marines, vastly outnumbers the serving population.

The RNRMC takes grant applications for benevolence once a year. The deadline for the first stage of the application

process is November 30.

Anne Carr, Head of Grants said: "In order to fund high-quality projects we undertake a rigorous two-stage assessment process. This sees all submissions undergo a detailed internal evaluation and assessment by a Committee of Trustees and external members."

Organisations interested in applying for a benevolence grant should email mygrant@rnrmc.org.uk for guidance notes and an application. Further information can be found at: bit.ly/nsbfapp

FUNDRAISER OF THE MONTH

MARK BATTEN

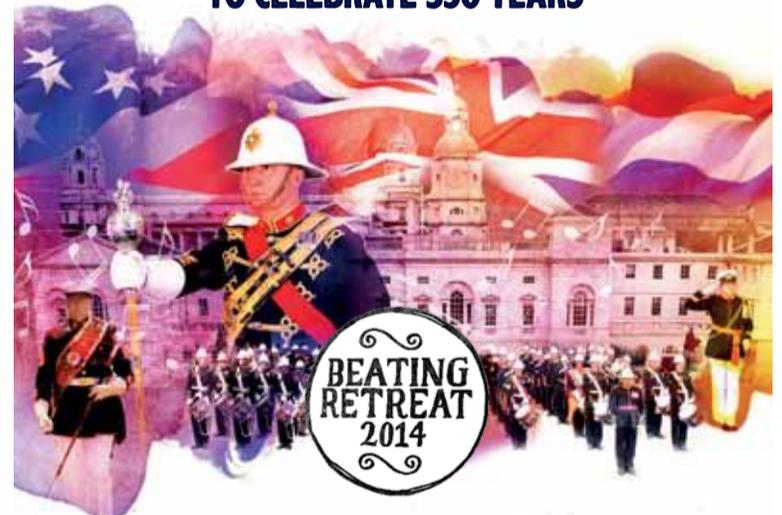


CONGRATULATIONS to Mark Batten, an ex-matelot and member of the Royal Naval Association (RNA), who raised £674 running the Severn Bridge Half Marathon, which spans borders across both England and Wales.

With plenty of support from fellow RNA members (most notably a £200 donation from his local Newport branch), Mark, a former CPO AEA(M) from 1710 Squadron in HMS Nelson, traversed the 'old' Severn Bridge unfazed by the elements on the closed section of the M48 carriageway.

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Charity Snippets

■ A trainee submariner from Clyde Naval Base tackled two open-water swimming events even though he couldn't swim before joining the Royal Navy 18 months ago.

ET Chris Bowns, 29, took part in the Great Scottish Swim in Loch Lomond before heading south for the Great London Swim in the Thames.

The charity offers pilgrimage holidays to Lourdes for disabled and disadvantaged people.

To sponsor Chris visit <http://www.justgiving.com/teams/HCPPT-RN-Gp-186>.

■ HMS Victory provided the backdrop for an exclusive Royal Navy charity auction and dinner in aid of the Royal Navy's Diving, Mine Warfare and Bomb Disposal operations, from the Great War to the present day.

Hosted by former First Sea Lord Admiral Sir Jonathan Band, with guest of honour Admiral of the Fleet, Lord Boyce, and guest speaker Sir John Scarlett, former Head of MI6, the event raised £100,000 for Naval charities and to fund an enduring monument to the Royal Navy's Mine Warfare and Clearance Diving Branch.

■ A team of military medical personnel completed a three-day, 200-mile cycle challenge across Wales to raise money for blind military veterans.

The eight-strong team, comprised of radiographers and radiologists from the Royal Centre for Defence Medicine in Birmingham, cycled the length of Wales to raise funds for Blind Veterans UK.

To support the team visit www.justgiving.com/teamxray2014. For information about Blind Veterans UK visit www.blindveterans.org.uk.

■ A PTI from HMS Collingwood is planning to cycle 600,000 metres – one metre for each epilepsy sufferer in the UK.

LPT Ian Cole's effort, which translates into 372.82 miles, starts in Dover and finishes in Falmouth this month.

"The reason for the bike ride is to raise awareness of epilepsy in the UK and also to give something back to the charities that have supported me and my family when I suddenly lost my five-year-old son because of his epilepsy," said Ian.

The charities to benefit are the Royal Navy and Royal Marines Charity, the Royal Navy and Royal Marines Children's Fund, the RNBT and SUDEP Action.

■ Sailors from HMS Collingwood, Fareham, and Portsmouth Naval Base hosted an event in support of Combat Stress; the veterans' mental health charity.

CPO Paul Day and a number of volunteers, organised an evening of entertainment at the Royal Maritime Club in Portsmouth in support of Combat Stress.

■ HAMPSHIRE'S festival of remembrance to mark the centenary of the start of the Great War takes place at Southampton Guildhall on November 7. Organised by the Royal British Legion, tickets are available on 02380 632601 or www.02guildhallsouthampton.co.uk

Dream day on course

A GOLF day in memory of a sailor's son raised more than £2,500 for charity.

WO1 Darby Allen and Dominic Valente have organised the Leo Allen Memorial Golf event since Darby's son Leo died in 2007.

The event raises funds for many children's charities, including Naomi House Hospice and Great Ormond Street Children's Hospital.

The event has gone from strength to strength, the first year hosting 24 players to this year's capacity field of 76 competing for the title at the Meon Valley Marriott Hotel.

The Make a Wish foundation was this year's chosen charity, a charity very close to Darby and wife Kellie's heart as their youngest son Jude suffers from severe intestinal failure and is awaiting a four-organ transplantation; he was recently granted a wish with a trip to Euro Disney.

Blessed with sunshine, the day was a massive success and, with a raffle and charity auction, raised £2,722.42 for Make a Wish and respite charity Sam's Haven.

Many prizes were up for grabs and the overall Memorial Stableford winner on his debut was Steve Batten, hitting a solid 36 points off the handicap of three, with Jim Tatum (HMS Bristol) stealing the Gross prize from Darby by one shot.



● Darby Allen and co-organiser Dominic Valente

● Right: The trophy named in memory of Leo Allen

Darby said: "The Leo memorial is a very special day for my family and all who attend.

"The support we receive during planning is amazing, Meon Valley do an amazing deal for a full day.

"So many people go above and beyond and it would not be possible without all the generous support and sponsorship from

many companies and individuals, including main sponsors Pusser's Rum, Hendy Ford, Dulux and Range Rover.

"It feels great to be able to have a fantastic day of remembrance, whilst being able to give something back to this perfect charity after what they have done for us and many other children."



No soggy bottoms at charity bake-off

A PETTY Officer's idea for a charity bake-off had sailors and civilians from Royal Naval Air Station Culdrose scrambling for their aprons and muffin trays as part of the World's Biggest Coffee Morning – Macmillan Cancer Support's annual charity fundraising event.

PO Lorraine 'Lorry' Osman set the challenge for her fellow bakers after last year's event proved so popular.

"It was a bigger success than I anticipated," said Lorry.

"The rivalry last year between everyone on the Force to bake the best cakes was really tense, so when asked to run the event again... how could I refuse?"

To add a twist to the competition Lorry enrolled the help of two independent adjudicators in the shape of Commander Air Engineering, Cdr Steve Jose, as the Paul Hollywood judge and Sea King Force Logistic Officer Lt Sophie Beacham, as the Mary Berry of Culdrose. Their job was to select the top three entries and ultimately a winner.

Civilian staff from Sodexo and Serco on the base as well as Service personnel from the Force



● AET Lisa Bennett hands over some of the cakes to LAET Thomas LeClerc

donated cakes and fancies free of charge to help raise money, which amounted to £225.90 for charity.

Lorry continued: "We had some brilliant entries this year and the judges really had their work cut out.

"But like in all competitions there could be only one winner

and first prize went to the Deputy Air Engineering Officer Lt Helen Dobbs, for her Rocky Road cake, which proved particularly popular with the engineers on 771 NAS."

Second prize was won by CPO Dev 'Bondy' Bond with his boozy lemon and Pimms drizzle cake and third place went to



● PO Lorry Osman, ably assisted by AET Hollie Hill at the charity bake-off

Mike the Cleaner with his rather large and gooey carrot cake.

Special mention was also given to the Sea King Force Air Engineering Officer, Lt Cdr Steve Fuller's imaginative 'scoobie snack' creation, which was made of several layers of wafers, fruit and oodles of Cornish clotted cream.

Aviators home in on litter

TRAINEE aircrew from Royal Naval Air Station Culdrose spent their weekend taking part in the annual Beachwatch survey at their neighbouring Hendra Beach near Porthleven, Cornwall.

Thirteen trainee aviators from 824 NAS took time off from learning how to hunt submarines, and instead hunted their local beach for litter and waste.

They joined 14 locals and members of the Marine Conservation Society (MCS) who have been running the Beachwatch campaign on Hendra beach for the past 16 years.

"It's all part of an ongoing survey" said Sub Lt Luke Wraith, 24, from York, a pilot trainee on the new Merlin Mk2 helicopter and the Navy team's organiser for the day.

"We had to look at what rubbish had been washed up here and tally it all up. It's done quite scientifically, with the same portions of beach surveyed on the same day every year all along the UK coastline."

In total, the 27 volunteers collected 3,125 items of litter weighing 40kg on 140 metres of beach.

"The most common items were plastic pieces, polystyrene pieces and plastic line/cord/rope," said organiser Steve Houghton from Culdrose.

"We can all do something to help," said PO Ian 'Grizzly' Adams, a trainee aircrewman at 824 NAS.

"Much of the litter was clearly the result of careless dog walkers or from people leaving empty food containers, packaging and disposable BBQs. People should take care to leave nothing on the beach when they go home."

Trainees drenched

ROYAL Navy officers undergoing their specialist training at HMS Raleigh completed their ice-bucket challenge.

The group of ten, who are undergoing their initial logistics officer training at the Defence Maritime Logistics School (DMLS), roped in their course manager, Lt Ellen Laird, for the drenching. They nominated Cdr Rich Harris, Commandant of the DMLS, as next up to complete the challenge.

Sub Lt Ritchie Perfect said: "About five or six of us had been nominated by various people during our recent leave period and for a number of reasons hadn't had the opportunity to take the challenge, so we decided on a joint effort as a course."

The challenge was organised by Sub Lt Lindsey Gascoigne.

On completion each member of the class made a donation to the ALS Association, an organisation dedicated to raising money for research and patient services and promoting awareness of amyotrophic lateral sclerosis, a progressive neurodegenerative disease that affects nerve cells in the brain and the spinal cord.

Driving deed will be annual event

A DRIVING dream became reality when 14 cars were sent on their way across Europe for the inaugural Race for Freedom.

Cheering crowds waved off the drivers – all former or serving Royal Marines, Wrens and Royal Navy – as they left Dover for a 3,000-mile charity rally through France.

Once off the ferry it was down to business as the team made their way to Le Mans. Next stop was Bordeaux where the drivers met up with four ex-pats.

The following day the drivers headed into the

mountains and a stopover in Bagnères. The next day was one of the longest days with nine hours driving over some difficult roads.

After the Pyrenees the drivers returned via Bordeaux to lay a wreath at the Cockleshell Heroes Memorial.

On their return to the UK the drivers went to HMS Excellent at Whale Island to hand over a cheque to the RMCTF and the Royal Navy and Royal Marines Children's Fund for nearly £15,500.

The endurance drive was the brainchild of

L/Cpl Paul Newland, from Commando Logistics Regiment and former Petty Officer Fiona Laing, herself a seasoned track and endurance rally driver.

The rally has been such a success that it is to be repeated on an annual basis for the RMCTF. If you would like to take part in the 2015 Race for Freedom Rally, contact the organisers via their Facebook page <https://www.facebook.com/pages/Race-for-Freedom/199125986941566>

Entry is £50 and each team is required to raise a minimum of £750.



● Drivers at the Cockleshell Heroes Memorial, Bordeaux

Charity yomp no problem for David

A ROYAL Navy officer repeated his 30-mile Commando test 25 years on for charity in between chemotherapy cycles – and has so far raised more than £20,000. David Birt, 49, completed the All Arms Commando Course as an RN doctor nearly 25 years ago. He was diagnosed with aggressive pancreatic cancer in November 2013 and decided to re-run the final 30-mile yomp on Dartmoor with three supporters. He aimed to complete the task in 12 hours and raise at least £5,000 for the Pancreatic Cancer Research Fund – in the end they finished together in 8h 20m and the total, as *Navy News* went to press, stood at over £20,400.

David, a consultant anaesthetist in Derriford Hospital, Plymouth, was joined by son Harry, 20, and three friends, Andy Burgess (anaesthetist, RN), Tony Cramp (ex-Fleet Air Arm) and Martin Allison (Sgt, RM). David, who has accompanied the Royal Marines to Norway, the Balkans, Iraq, Afghanistan and Aden, said: "Military life has helped me to deal with the situation I now face.

"I'm now being treated and looked after by colleagues at the hospital where I've worked for 15 years. I know I'm in good hands. "I've been in several situations on active service where I have had to face the real possibility of death.

"Once you come to terms with that, you're less afraid. "Anxiety makes no difference to the outcome, it will just ruin the time remaining – it's the same situation with this disease.

"I intend to make the most of every day left to me."

To sponsor David visit <https://www.justgiving.com/Birtie> For information about the Pancreatic Cancer Research Fund visit www.pcrf.org.uk

Tandem fun

A FORMER sailor is now promoting a charity which enables people with disabilities to have fun on tandem bikes.

Gordon Potter, a former POWEA, is working with Charlotte's Tandems.

The charity has a fleet of tandems available for free loan, usually for two months. The tandems are available for serving or retired RN and RM personnel.

Mr Potter said: "If they like the experience (and hopefully they will), the disabled person can request another loan period as many times as they wish.

"How quickly the bike can be returned will vary depending on how busy we are and what the availability/demand for the tandem is at that time."

Visit www.charlottetandems.co.uk for more details.

Making a difference to veterans' lives

EXAMPLES of how a Naval charity has changed veterans' lives for the better dominated the annual Royal Naval Benevolent Trust's annual presentation.

The audience, consisting of current and former Naval personnel and charities that support the RNBT, saw videos of how veterans and their widows/widowers had benefitted from the charity.

Former submariner Jimmy Fox, who was invalided out of the Navy in 1966, applied for a grant from the RNBT.

"Not only did the RNBT give me a grant for a stairlift, which is brilliant, but I also have a new shower room. The RNBT was well worth applying to for me they have made me the happiest guy going."

WO1 Dai Charles, second in command at Hasler Company, Devonport, spoke about the work of the rehabilitation unit and how 62 per cent of those needing support are now back in employment or education.

"The Benevolent Trust does an awful lot for our veterans," he said.

The audience at HMS Collingwood were also shown a film about life at Pembroke House for former Naval personnel and their wives or widows.

A number of the residents from the home in Gillingham, Kent, attended the annual presentation.

Chief Executive Stephen Farrington said: "Our objectives, put quite simply, are helping sailors and Marines who are serving or have served and their families who find themselves in a tough spot or are no longer able to look after themselves in old age.

"We don't sit in judgement on any cases but we are here to help swiftly and without prejudice because that's our job.

"It is the true meaning of charity, helping those who are less well off than ourselves."

Chairman Rear Admiral Tony Rix revealed that last year the charity helped nearly 3,500 people to the tune of £2.4m and that the charity's grants committee received an average of 65 applications for assistance each week.

Help given by the charity ranges from providing clothing, education, help with legal expenses mostly associated with bankruptcy costs, and helping with mortgage arrears.

"Where there is a need we help where we can to frequently make a life-changing difference to someone's life," he said.



● Above: Capt Steve Dainton, Commanding Officer of HMS Collingwood, talks to veteran Bill Wowden, who lives at Pembroke House in Kent



● Left: Rear Admiral Tony Rix, chairman of the RNBT, receives a painting of HMS Iron Duke from Roger Jones

Pictures: Keith Woodland

Guest of honour Second Sea Lord Vice Admiral David Steel outlined the tasks the Navy has carried out during the last year before paying tribute to the RNBT.

"You play such an important part in looking after the welfare of our current sailors, our veterans and their families," he said.

"You provide the security to allow our people to go to sea and the comfort of knowing that their

families are well looked after. "As an organisation the Royal Navy is immensely proud of the RNBT. The help you give to the wider Naval family is highly praised.

"I'm immensely grateful to you all for the support you provide to the Navy. I can tell you, without the charity's help, my life as Second Sea Lord would be that much more difficult."

A number of presentations were also made, including a cheque

to the charity for £1,042.75 from the Collingwood Spartans, a cheque for £100 from PO Amanda Cook, who held a cake bake aboard HMS Diamond, and a cheque for £913.46 from Victory Squadron, who held a number of fundraising activities.

Roger Jones, who was helped by the RNBT, handed over a painting he completed of HMS Iron Duke, the flagship of the charity's founder Admiral Jellicoe.

RM tryst in the Trossachs

THIRTY family members got together over a weekend to have a break at the Trossachs Tryst Bunkhouse near Callander.

The group who came from 43 Cdo at HMNB Clyde and 45 Cdo at RM Condor in Arbroath, enjoyed the opportunity of meeting with other families who share similar experiences.

The break was funded by Aggies under the Aggies Breakaway scheme.

Aggies recognises that it can be hard living as a single parent when your other half is away on deployment and by taking families away it can be just the boost they need to help get them through a deployment.

Trossachs Tryst is set amongst beautiful countryside and the families enjoyed being together with their children, who had great fun running around in the safety of the gardens.

It was a team effort between Gary and Jan Alpin of Braeholm and RNRM Welfare Community Workers Sophia McArdle and Tammie Graham.

The team hosted the group, cooking meals and ensuring that the children were entertained.

On Saturday the group spent the day in Aberfoyle. The children enjoyed watching a sheep dog trial and then it was off to the visitors' centre in the Queen Elizabeth Forrest Park for a treasure hunt.

As one of the mums later wrote in an e-mail: "A fantastic weekend.

"What a lovely spot and thank you for all the effort entertaining the kids and cooking/making food for us and washing up etc.

"It was much appreciated and a nice break from doing it all ourselves! My boys haven't stopped talking about the weekend and can't wait to take their dad back some time."

Pop in to see RBL

THE Royal British Legion has opened its latest Pop-In Centre in Southampton.

The Pop-In is at 104 Above Bar Street and will be a focal point for the Armed Forces community and members of the public who would like to know more about the charity.

Open from 10am to 4pm, Monday to Friday, it will be manned by qualified welfare staff and trained volunteers who will be able to provide information on every aspect of the Legion's work. The staff will also provide practical help and advice to any member or former member of the Armed Forces on a wide range of issues.

The centre is one of 16 that will be opening around the country. Visit www.britishlegion.org.uk or call freephone number 0808 802 8080.

Ride helps ex-sailor

FOUR cyclists rode 260 miles from Land's End to Portsmouth to help raise funds for a former sailor.

Howard 'Joe' Cocker, 50, suffers from the rare muscle-wasting disorder myotonic dystrophy and needs adaptations to his Portsmouth home.

The four riders completed their two-day trek at a fun day in Portsmouth, and the events raised the £13,500 needed for the modifications, including a stairlift and wet room.

"As Joe deteriorates, simple daily tasks we take for granted he finds exhausting, and he now needs modifications to his home to help him maintain a quality of life and remain as independent as possible," said WO2 Steve Lewis, who used to serve with Joe and was one of the cyclists.

During his 15-year career in the Royal Navy, Joe, who reached the rank of PO, served on HMS Illustrious and four Type 42 destroyers, seeing service in Iraq, the Gulf War and Bosnia.



● The four cyclists at the start of their ride

Setting swim record

A FORMER submariner is part of the first all-amputee team to successfully swim the English Channel.

Craig Howorth, 46, who served in the Royal Navy from 1988 to 1993, is a right leg below-the-knee amputee after a road accident in 2006.

He, along with Stephen White, James Gillespie and Conrad Thorpe, completed the Channel swim in 12 hours and 14 minutes.

Craig, who works as a trail leader for Military Mountain Bikers, currently lives in Bacup, Lancashire.

The four military veterans swam in relay in far-from-ideal conditions. They adhered to the Official Channel Swimming Association (CSA) rules which include not wearing wetsuits in water temperatures that average 18°C for September. They did not wear their prosthetic legs out of choice.

The team have so far raised almost £3,000 which will go towards Blesma's work of helping other injured Service personnel live with limb loss.



● From left, Conrad Thorpe, Stephen White, James Gillespie and Craig Howorth

Recalling beach mission

AGED 93 years young, my eyes are on the blink, but I am still able to enjoy *Navy News*.

Oh so many happy memories come rolling back of when I was a Boy Second Class in 1936.

Much water has gone under the bridge as I think of the two Hunt-class destroyers, one Bangor minesweeper, three Algerine minesweepers plus a tank landing craft as a medical hospital to bring the wounded back from France.

We also brought the German wounded back, I am pleased to say. The only difference between us was the uniform.

I look back and thank all those I had the pleasure of knowing and the tears we shared. There will never be peace until we learn to trust and help one another. My officers and instructors made me what I am today.

George Drewett
Ex-President 1st Destroyer
Flotilla Association
Middlesex

Salvage can be justified

I VERY much enjoyed your feature about HMS *Repulse* in July.

HMS *Repulse* is a war grave and unauthorised salvage from it is illegal.

But should all salvage from those sites be unlawful? Mankind has littered the ocean floors with the wreckage of his conflicts. I honestly believe that some salvage from the sea is moral.

The bell from the Japanese battleship *Yamato* has been brought from the depths, rather than be left to decay. I think that is right. It would not be immoral to remove the scattered ammunition from around the hull of *Repulse*.

Peter Cardwell
Keighley, W Yorkshire

Royal review

IN your September edition you published two letters about destroyers in Sliema Creek, Malta.

Readers may like to know that the photograph provided by Don Ligertwood dates from March 1956 and shows destroyers and frigates of the Home and Mediterranean Fleets.

The fleets assembled at Malta for Exercise Sea Lance when the Duke of Edinburgh visited the fleets aboard HM *Y Britannia*.

Congratulations on producing a very readable paper.

George Swaine
East Sussex

Animal magic

I HAVE various photos taken during my time on HMS *Lynx*, my first commission in 1957-58 on the SA Station.

One picture shows a monkey on my shoulder in the mess deck. I also recall at least one cat on board. Presumably this is not nowadays permitted.

It should be said that the monkey was never offered sippers or gulpers.

Dave Ralston
Leicester



Bucket of laughs in Gibraltar boat race

THE scene is Gibraltar Harbour in 1968. The Dartmouth Training Squadron, HMS Eastbourne, Scarborough, Torquay and Tenby have entered. There will be a squadron regatta on Saturday among the cadets and midshipmen.

These were always popular and the ships carried an extra boat, a Montague whaler, just for pulling.

I was a young PO Electrician in Eastbourne's forward PO's mess.

On the Sunday morning someone had a rush of blood and challenged the wardroom to a pulling race along the harbour. The boats were still alongside.

The wardroom of course readily accepted the challenge (1st Lt in charge).

We were a very mixed crew and the only seaman was our coxswain, Wally Wheeler, who was also the boat's PO.

He decided, with our blessing, to give us an edge. He got a diver to tie a bucket to the keel. None of us had any idea of the effect that would have.

We all mustered at the boats and the SD Boats Officer inspected the vessels because he did not trust us (can you believe that?).

We held our breath but all was well and then we were offered the choice of boat, very sporting. Guess which one we chose?

So, one of the motor whalers towed both boats out to the start.

The engine seemed to be labouring a bit. At the signal we shot off as instructed and were very soon way ahead.

Of course we were facing the right way to see the wardroom's struggle.

Their oars were bending, as were their backs. It was



Each month Pusser's Rum are offering to courier a bottle of their finest tippie to the writer of our top letter. This month's winner is Paul Fitzgerald.

incredible, they were hardly moving but move they did.

We finished the course easily, way in front, although we did have some difficulty because of the hysterical laughter.

Amazingly the wardroom finished the course, which was fantastic.

But now came the inquest on the jetty.

The 1st Lt and the Boats Officer were livid. They knew we had nobbled the boat but did not know how.

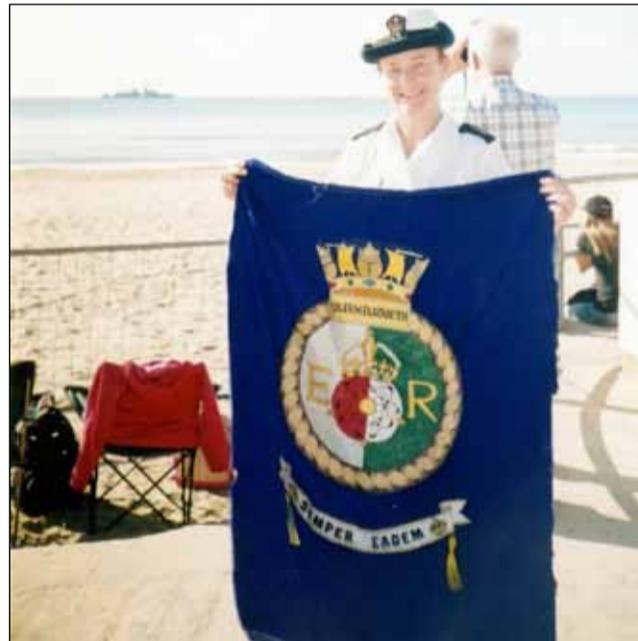
Our secret came out and, after lots of recriminations, we invited them all up the mess for a beer.

The 1st Lt refused to drink with such bad sportsmen but he did come up later because of course it wasn't just one beer.

I wrote to my wife and told her about this escapade.

She wrote back and said she did not understand, asking "Was the bucket full or empty?" You couldn't make it up.

Paul Fitzgerald
Ex WOMEM(L)
Brixham



● PO Trish Wilkinson holds Pamela Roberts' QE Crest

Supporting the Navy

MANY thanks to *Navy News* for publishing my photographs and sending me the July edition, my late father and grandfather would have been so proud.

I had a super time at the Bournemouth Air Show. I was out every day (four of them), supporting all the Services.

Sadly though, although I obtained a ticket to visit HMS Westminster in the bay, the weather was a problem. It made for a rough sea and the liberty boat could not put out.

On the Sunday the Royal Marines did a splendid beach

assault. I took my crest of HMS Queen Elizabeth and I took this photograph with HMS Westminster behind, with an empty beach, waiting for the landing craft and helicopters to arrive.

The library in Bournemouth put on a display for the WW1 anniversary. They didn't have any Navy items so I put up a display of my grandfather's medals, photos and my crest of HMS Southampton (she was at the Battle of Jutland).

Pamela Roberts
Branksome, Dorset

Village tribute to war victim

THANK YOU for the very informative account in *Navy News* on the loss of the three Cressy-class armoured cruisers.

Of the 1,459 seamen who lost their lives on that fateful day - September 22 100 years ago - was PO Stoker John Sims from Titchfield in Hampshire.

He was in HMS *Cressy* and was the first Serviceman from Titchfield to lose his life in the Great War.

Sims was born on February 14 1870 in Meon Lane, the third son of seven children born to Julia and Stephan Sims, an agricultural labourer.

John joined the RN in 1889 and his Service record states that he had light hair, blue eyes and a fair complexion.

He signed up initially for 12 years but continued in the Service and was awarded his Long Service and Good Conduct Medal in April 1904.

PO Sims is commemorated at St Peter's Church Titchfield and the Portsmouth Naval Memorial

Richard Boden
Titchfield

Falklands radio plea

I was in the French Navy in 1981-82, during the Falklands Conflict and I was a radio operator in the transmission station in Martinique.

During this time the Royal Navy couldn't transmit its operational messages because they were not under the cover of a satellite device.

I caught a cipher from a Navy ship. It took several attempts over two days as the sea was very rough.

I'd love to know who the radio operator was. I'd like to meet him and congratulate him, like the Navy congratulated me in a special message.

Eddy Lieca
eddy.lieca974@orange.fr

Ex-sailor's novel move

I HAVE released my first novel - *Judas* - and some of my former MOB oppos may be interested in hearing about it.

Roy Bright
Ex-LOMAWW
Burnley

Great to hear about St George

I WAS delighted to read WB Traynor's letter in September's *Navy News* regarding HMS *St George*. I am the chairman of the Isle of Man branch of the RNA.

We recently have had the brass plaque (which has remained on the Belvedere, which was *St George's* saluting base but is now a supermarket car park)

registered as a war memorial.

There are some lovely pictures which I can send to Mr Traynor. We have three ex-boys on the Island, John Galt, Bob Gait and Paul Stevens.

He can email me or telephone 076 2441 9956.
Tom Quirk
Isle of Man



LETTERS to the editor should always be accompanied by the correspondent's name and full address, not necessarily for publication.

E-mail correspondents are also requested to provide this information. Letters cannot be submitted over the telephone.

If you submit a photograph which you did not take yourself, please make sure that you have the permission for us to publish it. Given the volume of letters, we cannot publish all of your correspondence in *Navy News*, nor can we reply to every one.

We do, however, publish many on our website, www.navynews.co.uk, accompanied by images.

We look particularly for correspondence which stimulates debate, makes us laugh or raises important issues. The editor reserves the right to edit your submissions.

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Scary transfer for Gulf raid

WHILE serving aboard HMS Newfoundland during my 1952-1955 commission, it was decided to send a landing party ashore at Sharjah in the Persian Gulf.

The powers that be said that we should be transferred to a frigate because with a shallower draft, she could take us closer to the shore.

The photograph shows the transfer taking place.

The instructions were: "Stick your foot in the loop and hang on."

It looks as though I was enjoying it!

The object of the landing was to carry out an early-morning raid on an RAF base, which meant a stroll through the desert.

I cannot remember the name of the frigate but the PO pulling us in was a townie of mine. PO Ginger Gillard from Bridgwater in Somerset.

Perhaps health and safety might like to see the photo!

Mr AF Case
Barton on Sea



● Mr Case transferring from HMS Northumberland

Poignant visit to see bell



LAST year I wrote to *Navy News* seeking the help of your readers in locating the HMS Lincoln bell.

I had long believed it to be in the city's cathedral, as did some of the respondents. However, it is in fact in the city's Guildhall, as a number of other respondents correctly informed me.

I contacted the council and was referred to Kate Fenn, the council's CEO chief assistant. She put me in touch with the Mayor's officer, Joe Cooke, who is also custodian of the city's silver and artefacts.

I met Joe and he took me to see the bell. It was a poignant moment to walk into the room and see, for the first time in more than 40 years, the bell upon which my daughter's name is engraved, following her christening on board the ship in Portsmouth in 1971.

This was made even more poignant by the fact that my daughter died in 2012. Joe gave me as much time as I needed before showing me the rest of the silver collection, along with a silver model of HMS Lincoln, which is still used as a table centrepiece at Trafalgar Day dinners.

I would like to thank all those readers who responded to my letter for help.

Another little girl was christened on the same day as my daughter and her name – Andrea Wilson – is also engraved on the bell. Her father was an MEMN1 and a messmate of mine. So if Tug reads this I hope it will move him to visit Lincoln and view the bell, if he has not already done so.

Richard Broniman
New South Wales, Australia

Help remember him

EARLY in 1950, when I was 1st Lt of HMS Whitesand Bay, we were in Sibul, situated some 60 miles up the Rajang river, in Sarawak, Malaysia, showing the flag following the December 1949 assassination of the Governor.

Commander-in-Chief Far East ordered us to check on the grave of a sailor who had drowned on returning to his ship which, also, had been in Sibul.

He had been an Engine Room rating (a Stoker as I recall) from a ship which had visited there sometime in 1949, I believe, but I have no record of either his or his ship's name.

Our Engineer Officer (now deceased) and I were taken to the grave site many kilometres outside Sibul to an address designated as "such

and such number." It was overgrown, which we cleared as best we could, without tools, suitable for photographing for the benefit of family and the CinC. I have no copy, unfortunately.

I was reminded of this having read a number of mentions on this subject and on checking with the Commonwealth War Graves Commission discover they have no record of this one, not even from a geographical aspect, and could not do much without a name and Service number.

To that end, maybe someone can throw light on the subject to ensure one of our own is not forgotten.

Robert H Read
Liverpool NY, USA

Why were ships early?

REGARDING September's *Navy News* and the letter entitled: "Ships lined up in Sliema".

This scene was replicated in 1954-55 when NATO held joint Naval exercises requiring participating ships to anchor at Sliema.

The Turkish Navy sent quite a few US Navy warships to these events. It was remarked on how quickly they returned to this anchorage, whether

due to scheduling or obsolete defensive equipment. However, the Turkish crews enjoyed their R&R in Sliema for an extended period.

If anybody worked at NATO HQ in Floriana in 1954-55 perhaps they could now reveal whether their returns were scheduled or early.

Peter Alp
Derby



● Donald Ligertwood beside the statue dedicated to Aggie Weston and Sophia Gertrude Wintz

Home from home for sailors

ASK anyone in today's Armed Forces who was Aggie Weston and Sophia Gertrude Wintz and most would not have a clue who these fine women were.

Dame Aggie (1840-1918) lived in the Portsmouth Sailors' Rest. Several Rests were set up, including one in Singapore.

She was born in London and began hospital visiting and parish work in Bath, before founding (along with Sophia) the Royal Sailors' Rests, or clubs for sailors at Devonport and Portsmouth.

The Devonport Rest opened in 1876. In its first year 127,000 Servicemen visited and 10,488 spent a night there. It was destroyed during the Blitz but the foundations of a new five-storey building in Albert Road were laid in 1958.

For the price of three shillings and sixpence a night, a Serviceman could have a bed-sitting room, with hot and cold running water, an electric shaver socket, a combined wardrobe and dressing table, and a bed with a foam mattress.

For shorter stays he could have a cabin, half the size of a bed-sit, for two shillings and sixpence. Breakfast cost two shillings.

The building was closed at the end of 2001 and was redeveloped to provide flats.

There is a beautiful statue to Aggie and Sophia at their grave in Weston Mill Cemetery in Plymouth. The statue has been cleaned of lichen and moss.

Donald M Ligertwood
Malta



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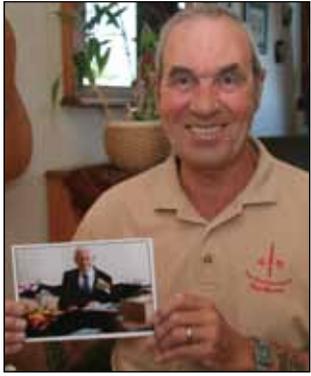
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● George Mechin with a picture of Bernie Jordan and his card

Plaudits to hero Bernie

A FORMER WO2 Sergeant Major with Yankee Company 45 Cdo, George 'Mike' Mechin, was so impressed when he read about the daring exploits of Naval veteran Bernie Jordan that he felt he had to congratulate him.

So much so that on behalf of the East of Scotland Royal Marines Association (RMA) he had made a specially-designed three-dimensional card which RMA branch members signed and George posted off to Mr Jordan.

Mr Jordan was in the Navy during World War 2, and he took part in Operation Overlord, the Allied invasion of Normandy on June 6 1944.

He drove a Landing Craft (Tank) which carried armoured vehicles such as tanks on to the beaches under heavy fire.

Mr Jordan certainly would have seen many British Royal Marines and other branches of the Allied forces during the bloody beach assault.

He was one of the fortunate ones to survive – fast-forward 70 years and Mr Jordan is in a retirement home in Hove.

Approaching the 70th anniversary of Operation Overlord in early June, the staff at the home found that the D-Day veteran was not in his room.

The police were summoned and searched the town, but on further investigation it was discovered that Mr Jordan had put on his uniform jacket, complete with his medals, under his overcoat, and hopped on a coach to Ouistreham in Normandy.

He just had to see his former comrades for one last reunion...

Mr Jordan's 'Great Escape' made the headlines, and George read about the daring trip to Normandy.

George, a Falklands veteran, said he felt a connection with Mr Jordan and admired him for his courage – not only for his part in the D-Day landings in Normandy, but also for having the determination to jump on the bus to Northern France in his senior years.

He added that he believed Mr Jordan would have made a great bootneck – and he intends to send Bernie another birthday card next year.

Dinner marks River Plate battle

THE 75th anniversary of the Battle of the River Plate is to be marked by a lunch at the Royal Beach Hotel in Southsea on Saturday December 13.

Chairman of the HMS Ajax and River Plate Veterans Association S/M Peter Danks said: "Relatives of crew members who served in HMS Ajax, Achilles and Exeter at the Battle, who would like to attend,

are invited to contact Malcolm Collis at Malcolm.collis@gmail.com or telephone 01366 377945 or 07736 929641.

"We are keen to include relatives who may wish to meet other members of the crews.

"Please make contact by November 10."

The Battle of the River Plate – the first such action of the war – saw a Royal Navy squadron of cruisers engage the German pocket

battleship Graf Spee in the South Atlantic.

Although sustaining damage – Exeter severely – the cruisers crippled a vital fuel system on the Graf Spee, which put into neutral Montevideo.

Unable to replenish ammunition, and believing a strong British force awaited his ship, German captain Hans Langsdorff scuttled his ship and committed suicide.

Charity marks its 275th anniversary

THE oldest Naval charity in the UK has celebrated its 275th anniversary with a visit by the Princess Royal at a special reception at Trinity House, London.

The Royal Naval Officers Charity (RNOC) has since 2010 donated almost £1m to veterans, their families, dependants and some serving officers.

The reigning monarch is

historically the patron of the charity, and the organisation's president read a congratulatory message from the Queen.

Founded in 1739 as the Amicable Navy Society in Will's Coffee House – now the Marquess of Anglesey pub in Covent Garden – the charity sought to support the influx of officers to London awaiting assignment (and not being paid) during the war with Spain known

as the War of Jenkins' Ear.

Early members of the Society included Admirals Nelson, Jervis and Rodney.

Cdr Mike Goldthorpe, CEO of the charity, said: "For any charity to reach even 100 years is an achievement, so for us to be celebrating our 275th anniversary is incredibly special.

"It's a privilege that the Princess Royal attended our event at Trinity House, which

also celebrates its 500th year this year, to learn about all the good work the charity does."

The charity quickly evolved to be an organisation supporting the full spectrum of the Naval Service.

Today it supports serving and retired officers of the Royal Navy and Royal Marines, including the RFA and the RNR, their families and dependants.

"It's working with the RNOC that we can get to people in real need and provide them with the assistance they need," said Rosalind Murray, a case worker with the charity.

"Sometimes you think how on earth can people cope, but with help from the RNOC their lives become manageable again."

The RNOC has recently come to the fore helping families of Royal Marines who lost their lives in the Afghanistan and Iraq campaigns, and still supports World War 2 veterans and widows, the oldest being 103.

"Most people have periods in their lives when they need help," said Admiral Sir James Perowne, president of the charity.

"It is a testament to the RNOC that we have managed to remain self-sustaining for all these years while helping such a spectrum of people in need."

Today the RNOC has beneficiaries in the UK, Europe, South Africa and Australasia.

Some are battling to make the transition from Service to civilian life, some have found themselves facing radical changes in circumstances and some are struggling with the costs of caring for a loved one.

What they have in common is they are member of the Royal Navy officer family.



● Cedric Munn at HMS Raleigh with trainee sailors Kerry Whittaker and Niall Seddon

Cedric returns to Raleigh

A Royal Navy veteran made a return trip to HMS Raleigh almost 72 years to the day after he first walked through the gates.

Cedric Munn was welcomed back to the Royal Navy training base in Torpoint to celebrate his 90th birthday.

As an 18-year-old he first arrived at Raleigh on September 10 1942 to undergo 12 weeks of basic training, having been called up for the war.

During his trip down memory lane Mr Munn was given a tour of the establishment to see the facilities now used to teach a range of specialist skills and met some of today's recruits.

He was also presented with a birthday cake made for him by Paul Salvage, Senior Craft Training Manager at the Defence Maritime Logistics School.

Mr Munn, whose visit was arranged by his daughter Jayne, said: "I was absolutely overwhelmed. "I was treated as a VIP. There was so much to take in.

"The training I received was nothing like it is today. Because it was for the war we were basically

just pushed through.

"The whole day was perfect and I will take pleasure in thinking about everything till the end of my days."

After completing his training at Raleigh, Mr Munn initially transferred to HMS Drake and then moved to Scotland where he boarded a troop ship to Alexandria in March 1943.

Later he joined depot ship HMS Woolwich and found himself sailing down the Suez Canal on New Year's Day in 1944 en route to Ceylon.

Serving in the Far East, Mr Munn remembers Japanese prisoners-of-war coming on board from time to time and being served frozen rabbit from Australia for Christmas dinner.

He suffered a leg injury and was sent ashore for recuperation on a tea plantation. With the war coming to an end Mr Munn returned to Liverpool on board HMS Suffolk. He was initially sent back to HMS Drake and then joined HMS Goldcrest for a while before being discharged from the Royal Navy in August 1946.

First casualty recalled

BRIDLINGTON branch held a service of commemoration 100 years and one day after the first casualty from the town was lost in HMS Pathfinder.

J R Charlton is buried in Bridlington's Sewerby Road Cemetery as his body was washed ashore on the Firth of Forth.

Four shipmates from HMS Vanguard, led by Lt Chris Briggs, were invited to commemorate Stoker 1st Class Tom Turnpenny, killed on July 7 1917 when HMS Vanguard blew up at Scapa Flow, killing 804 men.

The research was carried out by S/M Andy Pare, ex LMEM(M) and Falklands veteran, who has turned the research into a book that lists the 28 S/Ms commemorated in Sewerby Road Cemetery.

A service at the town's Priory Church was attended by shipmates from Bridlington, the 8th Destroyer Association, Bridlington RBL and a relative of one of the fallen.

A poppy was laid on a White Ensign at the altar as each of the 28 names was called out.

True Colours

MEMBERS of Brentwood branch attended the presentation of new Colours to all three battalions of the Royal Anglian Regiment.

The presentation, by Colonel-in-Chief the Duke of Gloucester, took place at the Imperial War Museum at Duxford.

The regiment was formed out of old county regiments in 1964 – exactly 50 years ago.

The day was primarily a day for the regimental family, but guests were invited and the bands of the Queen's Division and the regiment played for the parade and throughout the day.

Nepal support

EARLIER this year Llanelli branch held a function which raised £1,500 for a school in Nepal, providing six computers, a printer and other 'bits and pieces'.

The school and village has only recently had an electricity supply, and now gets four hours of power each day.

It takes three days to get from Kathmandu to the village, with the last day being made on foot with the help of porters.

Llanelli branch has 22 former Gurkhas as associate members, and the village is an ex-Gurkha village.

New research project for military veterans

ANGLIA Ruskin University's Veterans and Families Institute (VFI) has been awarded £160,000 to set up a comprehensive online resource for research into all aspects of military veterans and their families.

The proposed Veterans Research Hub (VRH) will bring together UK and international literature and research resources on military veterans and their families.

The information will be readily accessible and will be aimed at stimulating research, influencing policy and improving the delivery of services.

VFI was set up in April 2014 to influence national policy on military veterans and their families and to develop a network of like-minded academics and institutions. It is the only UK-based institute with a focus on the holistic needs of veterans and their families.

VFI's two partners in the scheme are Forces in Mind

Trust (FiMT), which seeks to promote the successful transition of Armed Forces personnel and their families into civilian life, and Lord Ashcroft.

The grant, which comes from FiMT and Lord Ashcroft, will be spread over an initial two-year period, and will be used to fund the recruitment of a project director who will lead the initiative and develop the concept.

Once the scheme is up and running, it will enable users to search for research and evidence by subject area, identify research funding and build links in areas of common interest, and will be designed to be sustainable beyond the initial two years.

Lord Ashcroft is the Prime Minister's Special Advisor on Veterans' Transition and conducted a review into every aspect of the process that was handed to the government in February.

The review can be found at www.veteranstransition.co.uk



Jimmy takes up the reins

COLCHESTER branch hosted five members of the HMS Relentless Association in preparation for a ceremony honouring Colchester man and RNA HQ member S/M Derek (Jimmy) Bolt, aged 89, as the Relentless Association's Honorary President.

Jimmy attended this event with his wife Anne, daughter Linda Kingstone and son-in-law Gerry Kingstone.

With a good turn-out from shipmates, the celebration started with a normal branch meeting and when matters were complete, chairman S/M Ron Carr handed over to the Relentless Association's padre, S/M Revd John Mills, who is also padre of RNA Cromer branch.

The Padre outlined a history of the R-class destroyer from the start of World War 2 to the period when Jimmy served on her, in 1944.

This information, and further reading about Relentless, can be found on the Association's website, www.hmsrelentless.co.uk

Revd Mills then outlined Jimmy's RN service, which started as a Boy Seaman at the age of 17 in September 1942.

Following this introduction, Jimmy was welcomed and appointed as Honorary President of the association and awarded a framed certificate of appointment by chairman Bob Blackburn.

The association's secretary, Steve Newton, presented Jimmy with a framed painting of the destroyer leaving Malta in 1942.

There then followed Up Spirits and an excellent meal provided by the Colchester Conservative Club.

Royals celebrate at their alma mater

THOUSANDS of veterans descended on the Commando Training Centre Royal Marines near Exmouth to celebrate their association's annual reunion.

The reunion event was especially poignant this year as it is the Corps' 350th birthday.

It was also the 100th anniversary of the start of World War 1 and the 25th anniversary of the IRA bombing of the RM Barracks at Deal.

During the weekend Royal Marines Association (RMA) members gathered from around the country to reunite with old comrades, remember fallen comrades and see displays of modern equipment.

The event on Saturday included the RMA AGM, a Royal Marines Band concert and a fireworks display.

The veterans also had the opportunity to fire modern assault rifles and have demonstrations from staff at the training base.

On Sunday the main event was a parade (above right) where more than 400 veterans along with recruits and young officers paraded before the Commandant General RM, Maj Gen Martin Smith, and RMA President Maj Gen David Wilson.

The parade included a drumhead service and featured a number of serving ranks dressed in historical marines uniforms



Picture: LA (Phot) Dean Nixon

dating back to the inception of the Corps in 1664.

The RMA are highly relevant in today's Royal Marines. Each recruit troop that enters training has RMA mentors who join recruits at key stages and can provide fatherly or grandfatherly advice to the recruits.

Two old comrades who met up were Bob Legg, from Cullompton in Devon, and John Robinson, from Portsmouth, who joined up together with 822 Squad in 1965.

"We look forward to coming every year and we have a squad

reunion every other year," said John.

"It means a lot to me to be in the association because every time I go to a reunion I meet up with people I haven't seen in a long time, because the message gets around how good the reunions are," added John.

Talking about modern recruit training Bob said: "Now they're turning out even better guys than they did before. You look at these guys and they're tall and fit – but not quite as good looking as us."

"We didn't have the kit they

have today then," said John.

"Most of the deployments we went on in the 60s were to the Far East and the Middle East," said Bob. "Plus we did plenty of tours in Northern Ireland in the 1970s."

The Royal Marines and their association are very much family organisations, who subscribe to the ethos "once a Marine, always a Marine." Family members can also join the RMA and take part in their events – some of the ladies who produce the RM WAGS Calendar are also RMA members.

Deeps remember comrades

THE Submariners' Annual Memorial Service will take place on the Victoria Embankment in central London on Sunday November 2.

The muster point for members of the Submariners Association, as in previous years, will be HMS President (1918), and members are asked to be there between 9am and 9.30am to enable the parade marshal to note numbers and organise platoons.

The official parade will fall in at 10am and step off at 10.10am, led by the Royal Marines Band.

The service itself starts at the National Submarine War Memorial, near Temple tube station, at 10.30am.

Whilst wreaths are laid, the names of all submarines lost will be read out.

Those who have ordered wreaths can pick them up from committee members either at the gangway (dry weather) on onboard (wet weather).

The Silent Service lends considerable support to the memorial weekend, with serving deeps attending ceremonies and talks around the capital.

Bruce carries on

FORMER boy seamen from the HMS Bruce training establishment held a reunion in Scarborough following the decommissioning of their old association in 2011.

Former members have already made bookings for next autumn's reunion – an indication, say some members, that there is life yet in the old organisation.

An official dinner was followed by "first-class entertainment", according to S/M R Maycock, who added that a raffle during the evening raised £50 which was donated to Help for Heroes.

If anyone is keen to keep the memory of HMS Bruce alive they should contact S/M Maycock at 38 Kirkfield Avenue, Thorner, Leeds LS14 3EL.

Medal returned

A FORMER sailor has been reunited with his General Service Medal thanks to an ebay customer.

Paul Lomas sold his GSM in the 1970s because of financial hardship, but around a decade later his late wife bought him a copy to replace it.

"The other day I had an e-mail from someone saying he had bought a GSM medal off ebay (a house clearance) and asked if it was mine – from the info he provided I knew it was," said Paul.

"Net result, he is selling it back to me for the price he paid for it, plus postage.

"I think from his email he was as pleased as I was."

Fleets action

DESPITE diminishing in numbers, the British Pacific and East Indies Fleets Association held yet another nostalgic and enjoyable reunion.

Veterans of the so-called Forgotten Fleets met at the Britannia Hotel in Coventry during Heritage Week, and the reunion included a service at Coventry Cathedral and a visit to the National Memorial Arboretum in Staffordshire.

Pirates join Wildfire parade

THIS year's HMS Wildfire III parade had a twist in the tail – a group of pirates bringing up the rear, to be precise.

The parade marks the Naval attachment to Sheerness and Chatham dating back to the torpedo school, commissioned in 1905, which was later moved to Chatham Dockyard.

For the past 30 years the RNA and the people of Queensborough and Sheerness have held an annual parade to remember those men and women who gave the ultimate sacrifice.

It is attended by members of the Armed Forces, and supported by the local Sea Cadets and reserve units like HMS President Chatham branch Royal Navy Reserve.

Amongst members of the local community who support the event are the Sheppey Pirates – but this year the Pirates, led by Captain Cutlass, actually joined



● Association standards are lowered during the HMS Wildfire III parade in Kent

the back of the return parade.

The Sheppey Pirates started 20 years ago as a joint venture between the local council and Round Table to re-invent the Sheppey Show.

The non-profit group collects wherever they go for the RNLI, including an annual two-day event on the island in early August.

This includes a pirate landing where they row ashore, armed with water bombs; the shoreline is lined with youngsters, also armed with water bombs – you can guess what happens next...

After the Wildfire parade the Pirates let it slip that they were doing the Ice Bucket Challenge, so Service personnel and veterans did the honours with the buckets.

Tribute paid to victims of Pegasus

A DELEGATION including retired Service personnel have paid tribute to the men of an obsolete cruiser which was the victim of a surprise attack in the early days of World War 1 in East Africa.

The 2,700-ton Pelorus-class cruiser HMS Pegasus was in Stonetown Harbour in Zanzibar, repairing her troublesome boilers when she was caught by the German light cruiser Königsberg.

With no power, and outgunned and outgunned by the German ship, Pegasus was badly damaged and started to sink – her captain tried to beach her but she sank with just her masts above the surface.

Casualty numbers amongst the ship's company of 234 are unclear, with figures ranging from 31 dead and 55 wounded up to 59 dead.

The wreck was scrapped in the mid-1950s, though wreckage remains in the harbour.

Although some victims were buried in Zanzibar, others were interred in the Commonwealth War Grave Commission's cemetery in Dar es Salaam, Tanzania.

And it was there that the multinational delegation gathered to pay their respects – the group included defence attachés and representatives of the Irish Society of Tanzania and the Royal Society of St George.

Former Para Paul Fuller said: "It was a privilege to honour the memory of HMS Pegasus and to recite the names of all those who perished 100 years ago."

The Königsberg continued to be a threat to British interests in East Africa until she was destroyed by monitors HMS Severn and Mersey in July 1915 in the Battle of Rufiji Delta.

£50 PRIZE PUZZLE



THE mystery ship in our September edition (right) was HMS Jupiter, and the mythical consort was (HMS) Juno. The winning answers were provided by Mr M Powell of Wokingham.

This month's ship (above) was launched by Harland and Wolff in August 1940 and served through the war, including Arctic convoys.

The 'fleet attendant oiler' was sold to a Greek commercial group in July 1973, and broken up in Piraeus in the summer of 1983.

(1) What was her RFA name, and (2) what was her commercial name during the 1970s?

We have removed the pennant number and name from the image.

Complete the coupon and send it to Mystery Picture, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY. Coupons giving the correct answers will go into a prize draw



to establish a winner. Please note the early closing date for entries – December 5 – because of our Christmas production schedule.

More than one entry can be submitted but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our January edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 237

Name

Address

My answers: (1)

(2)

 RNA HQ, Room 209, Semaphore Tower (PP70), HM Naval Base, Portsmouth PO1 3LT.
 admin@royalnavalassoc.com
 023 9272 3747
 www.royal-naval-association.co.uk

Collection set to be auctioned

AN EXTENSIVE collection of Naval memorabilia is to be auctioned later this year.

Bert Dunn, of Coventry, who died last year aged 92, had built up a collection since becoming interested in the RN in 1934.

"He started collecting newspaper cuttings in scrapbooks," said his daughter Judy Poole.

His activities were interrupted by World War 2 when, ironically, he spent six years in the Army.

Upon his return he hunted down items of interest and the collection began to take shape.

"It eventually covered a wide range of items, including ship crests, cap tallies, vintage photographs, books and model ships," said Mrs Poole.

"As he frequently corresponded with ships he was often invited to visit them and built up an impressive collection of commissioning books."

She added: "Apart from his family, the Royal Navy was dad's all-consuming interest. Perhaps because his own father had stopped him joining the Navy, his interest was focused on memorabilia.

"We were all impressed by his diligence in collecting, although we were sometimes worried there might not be enough house room for everything."

Many *Navy News* readers will have visited the Naval Room, which displayed part of his collection.

Because Bert amassed a large collection of high-quality items, his family had to consider carefully what to do next.

Mrs Poole said: "It was clear that no specialist museum could hope to display more than a small fraction of dad's collection."

"Also, we know there is considerable interest amongst collectors in many of his items. We decided therefore the best way forward was to put the whole collection to auction."

The collection is currently being evaluated by an auction house before a date for the sale is set.

Tribute to Shaun

A NEW training division at HMS Raleigh has been named after a young sailor who died during the Falklands conflict.

Hanson Division, which forms a base for new recruits while they undergo their initial Naval training, bears the name of Acting Steward Shaun Hanson, from Sheffield.

The 20-year-old was one of 22 sailors who died when the Plymouth-based Type 21 frigate HMS Ardent was bombed in San Carlos Water while supporting the landings in 1982.

Shaun's parents, Peter and Renee Hanson, were invited to Raleigh to formally open the division by cutting the ribbon, accompanied by 11 members of the family, including Shaun's sisters Carol and Lisa.

Mr Hanson said: "We're very proud that the division is named after Shaun," adding that "Shaun, to put it bluntly as a Yorkshireman, would have been gobsmacked."

He continued: "We'd like to wish all the new recruits passing through Hanson Division the



● A/Std Shaun Hanson

very best for their future careers."

Sheffield-born Shaun joined Raleigh for initial training in March 1981, and less than a year later joined his first ship, HMS Ardent, which became part of the task group sent to the Falklands after the Argentine invasion.

On May 21, Ardent was in the thick of the action, protecting the troop landings from aerial attack,

when she was hit by bombs.

After the first bomb hit Shaun was seen fighting a fire in the helicopter hangar.

He was then rendering first aid to an injured shipmate when the second attack came. Both men were killed instantly.

The CO of Raleigh, Capt Rob Bellfield, said: "With recruit numbers set to increase we needed to add an extra division to our initial Naval training school."

"Each one is named after an inspirational Naval figure such as Cornwall Division, which bears the name of Jack Cornwall, a 16-year-old boy sailor who was awarded the Victoria Cross posthumously following his actions during the Battle of Jutland.

"For our new division we were looking for a person who the trainees could relate to and who demonstrated the core values of courage, commitment, integrity, discipline, loyalty and respect, which we instil into the recruits during training."

"Acting Steward Shaun Hanson was the ideal candidate." Steve Palmer, a member of the

Royal Naval Association, who has just volunteered to join the team of mentors that give up their time to support the new recruits, served alongside Shaun on board Ardent.

He was a young PO at the time and was present for the opening of the new Division.

Steve said: "At the time of the action, with all the other weapons engineers, I was in the weapons section base."

"The only other person in that weapons section base, who wasn't a weapons engineer, was Shaun Hanson, who was our communications number, a young steward, who was up there all day with us."

"Towards the end of the day, it all got very hectic and Shaun was sent away on a task and sadly we never ever saw him again. I think it's marvellous that Raleigh have chosen to name the division after Shaun."

The opening coincided with the first passing-out-parade for the recruits of Hanson Division to mark the end of their ten-week initial Naval course.

Volunteer wins plaudits

A NAVAL volunteer who has worked at the RN Outdoor Leadership Centre (OLTC) in Talybont for the past 18 years or so has been voted the Powys Volunteer of the Year.

Colin Huntley was presented with the award by the High Sheriff of Powys, Philip Bowen, at the Metropole Hotel, Llandrindod.

Colin, who spent six years in the RN as a chef, became involved in the OLTC in 1996, volunteering his time and service as a general handyman.

Almost 18 years later, Colin is an essential cog in the wheel at the centre, enthusiastically undertaking an enormous range of tasks whilst assisting in the general upkeep of the building and surrounding areas.

He actively recycles unused items and materials at the centre, making sure very little goes to waste, and offers guidance and shares his knowledge on fieldcraft, cooking outdoors and general awareness in a challenging environment to the trainees.

Colin was nominated by WO1 Paul Willetts of the OLTC, who said: "Held in high esteem by all instructors, visitors and students that attend the centre, as well as in the local community, he can be relied upon for his can do attitude towards all tasks, and his infectious enthusiasm is a shining example of the Royal Navy core values."

Plaque honour

AN ENGLISH Heritage Blue Plaque has been unveiled on the former home of Sir Fabian Ware, the man who ensured fallen World War 1 soldiers were honoured with a dignified final resting place.

Sir Fabian Ware (1869-1949) was the founder of the Commonwealth War Graves Commission, and his granddaughter, Gillian Ware, unveiled the plaque to her grandfather at 14 Wyndham Place in Marylebone, his home between 1911 and 1919.

Prow moment for plastic surgeons

PLASTIC surgeons from across the Armed Forces gather on the prow of HMS Bristol during their annual conference.

Some 60 or so members of the Combined Services Plastic Surgeons Society met on board the harbour training ship to share ideas and update each other on the latest developments and issues within their field.

The personnel represented the gamut of military plastic and reconstructive surgery, and amongst the issues covered were a range of recent operations including Op Herrick and Typhoon Haiyan in the Philippines.

The conference, organised by each of the three Services in rotation, was deemed a success – Surg Cdr Jason Smith said: "The combination of accommodation and conference facilities within such a unique setting on board Bristol worked really well, and was particularly enjoyed by our Army and RAF colleagues."

The society held their dinner in the Wardroom of HMS Excellent.

Picture: AB(WS) Chris Oldland



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Warship had Sikh ethos

A JUNIOR officer has been delving into the annals of the Royal Navy to investigate the presence of Sikhs through the past century or so.

Lt Sukhdev Singh Cheema said: "Sikhs have served in the British Armed Forces long before World War 1, but their bravery and courage has predominately been linked to the Army, and quite a number of them won Victoria Crosses during the two World Wars.

"I decided to investigate if any Sikhs had served in the Royal Navy during the wars and, after a lengthy dive through the pages of history and the internet, I concluded that no Sikh had done so."

Instead, the officer turned his attention to two Tribal-class destroyers, one of which carried the name Sikh, the other Punjabi.

"The casualty pack from the sinking of HMS Sikh in 1942 confirms that no Sikh Singhs served on board, but the Sikh ethos of honour, courage and bravery would have been apparent to all those 190 personnel who served in her," said Lt Cheema.

Sikh witnessed the destruction of the Bismarck in May 1941, but just over a year later, while supporting operations around Tobruk in North Africa in September 1942, she was crippled by shore batteries.

An attempt to tow her away failed and she was scuttled, with most of those who survived being taken prisoner.

"HMS Sikh's motto was *Sicut Leonis* or 'be like lions', which would have been engrained into the mindset of her crew, and like the lion she was, she didn't stop firing her guns until her ammunition was depleted," said Lt Cheema.

HMS Punjabi also saw plenty of action before she too was sunk – though in her case it was a Royal Navy ship that ended her life.

On May 1 1942 the destroyer was screening American and British capital ships on Convoy PQ15 on its way to Russia.

In the late afternoon, in thick fog, Punjabi changed course to avoid a mine and was sliced in half by the battleship HMS King George V.

The majority of the crew – 206 men – survived, though 49 of their shipmates died.

Lt Cheema said records show there are 14 Sikhs serving in the Royal Navy and Royal Marines today, while the Beckenham and Penge Sea Cadet unit – thought to be the second oldest in the country – proudly bears the name TS Sikh.

(Captain's) Table Mountain



● LCH Nathan Garrett (right) is called in front of Capt Rhett Hatcher to request his Long Service and Good Conduct Medal on Table Mountain

A ROYAL Navy captain has delivered a presentation on a different kind of table – Table Mountain.

When ice patrol ship HMS Protector visited Cape Town ahead of her long journey south to Antarctica, Capt Rhett Hatcher took the opportunity to make a special presentation.

LCH Nathan 'Pat' Garrett has completed 15 years of service and earned his Long Service Good Conduct Medal (LSGC).

While normally conducted at Captain's Requestmen – the 'Captain's Table' – on this occasion everyone headed to the top of the iconic Table Mountain.

Hundreds of tourists watched as LCH Garrett was called forward to request his LSGC.

Capt Hatcher, who also served with LCH Garrett in HMS Bulwark in 2008, said:

"Presenting medals is one of the best parts of this job and I'm particularly pleased to be able to thank LCH Garrett personally for all his service in both Bulwark and Protector and on behalf of the Royal Navy for all his service since joining."

LCH Garrett, from Cwmbran, said: "After 15 years' service I never expected to get my LSGC in such a stunning location."

"The Royal Navy never ceases to surprise me even after all these years."

While at the top of the mountain, the team met three retired members of the RN and several tourists who were fascinated by the ceremony and the ship's recent programme in the Caribbean and West Africa, as well as what lay ahead.

■ Calm after the storm – centre pages



● Lt Cdr Mick Gardner

Ashore, and far from home

A DARK blue uniform in a land-based exercise is not an uncommon sight.

But a dark blue uniform in a land-based exercise on the other side of the world is pretty unusual.

That is the position in which Lt Cdr Mick Gardner found himself when he joined 4th Battalion The Rifles in the Antipodes as part of an international exercise.

Exercise Suman Warrior 2014 was a command planning exercise based at Linton Army Camp in New Zealand.

As host nation the New Zealand Defence Force commanded a battle group, supported by multinational planning cells, in a scenario that incorporated conventional warfighting and counterinsurgency.

Working within this HQ, Lt Cdr Gardner headed a Maritime Liaison Team whilst a fictional multinational task group patrolled an exclusion zone as part of the scenario.

The exercise brought together the nations of the Five Powers Defence Arrangement (FPDA).

Working alongside other military personnel from Singapore, UK, Malaysia, Australia and New Zealand (hence 'SUMAN'), Mick said that the exercise provided the opportunity to build good working relationships and gain a mutual understanding.

"Working with the armies, navies and air forces of four other nations has provided me with invaluable insights and exposure to different military capabilities and ways of doing business," he said.

"The sporting and social activities conducted alongside the exercise have also allowed us to establish firm friendships and improve each other's cultural awareness."

Having previously served as the Executive Officer of HMS Diamond, Lt Cdr Gardner is currently based at the Maritime Operations Centre in Northwood, where he produces the long-term programme for the Royal Navy's frigates and destroyers.

Whilst in New Zealand, Mick took the opportunity during some exercise downtime to join his FPDA colleagues in exploring some of New Zealand's fantastic scenery, visiting Auckland and Wellington, and joining in a sports challenge – in which the host nation took the honours.

French visitors

THE Royal Navy's Maritime Warfare School, HMS Collingwood, has welcomed officers from the French Navy as they paid a three-day return visit from the French equivalent of the base, the Centre D'Instruction Navale (CIN) St Mandrier to see what the Fareham establishment has to offer.

The two establishments have a twinning arrangement and this year the exchange programme has been developed providing French Navy officers the opportunity to attend UK Advanced Warfare Courses and for RN personnel to attend equivalent CIN courses.

Family is reunited during Kuwait visit

THE Kuwaiti Joint Command and Staff College hosted a family reunion for two Royal Navy officers as two warships visited the country in an illustration of the importance that the UK puts on its relationship with one of its oldest allies in the Gulf.

As minehunters HMS Shoreham and HMS Penzance visited the state, Lt Pete Thompson, from Portsmouth, used the opportunity to catch up with his family – his father, Cdr Burnie Thompson, is currently deployed to Kuwait as a lecturer at the Kuwaiti Mubarak Al Abdullah Joint Command and Staff College.

Lt Thompson, Shoreham's Operations Officer, said: "It was fantastic to get an opportunity to see my family, who are here as part of the British Military Mission in Kuwait."

"HMS Shoreham is based in Bahrain, and although they are coming to visit me in Bahrain later this year, it's great to be able to come see them at home."

The Commanding Officer of HMS Penzance, Lt Cdr Nicholas Unwin, can also trace a family connection to Kuwait.

His grandfather, Tim Hallows, was a senior diplomat in the

Indian Civil Service more than 80 years ago – in its day that organisation also covered the Gulf region.

Lt Cdr Unwin said: "Life must have been incredibly different for my grandfather and his generation, who lived and worked in Kuwait and Bahrain for ten years in the 1930s."

"However, the fact that we are here 75 years later demonstrates the continued importance of the United Kingdom's relationship with our Kuwaiti partners."

The first day provided an

opportunity for the British Ambassador to Kuwait, Matthew Lodge, and members of the British Embassy staff to tour the ships and gain an understanding of their Seafox underwater remote-operated mine clearance vehicles.

The Ambassador and his wife, Alexia, hosted the crews of both vessels for lunch at the Embassy, providing a chance to relax and spend time with members of the local British community.

The following day, officers from both ships were invited to visit the college, where they were

welcomed by the Director of Studies, Brig Abdullah Dashti.

Lt Cdr Unwin added: "We are very grateful to our hosts from the Kuwaiti Navy and the Joint Staff College for their time, hospitality and for making the visit so interesting."

"I was particularly struck by the numerous similarities between the Staff College here and the United Kingdom's Joint Command and Staff College at Shrivenham."

The ships departed Kuwait to take part in exercises with the Kuwaiti Navy.



● The newly-unveiled nameplates on the side of D6515, with (from left) Chris Lewis (Jenny's father), Brian Denton (71A Locomotive Group Chairman), Cdre Jock Alexander and Capt Kevin Fleming RN

Picture: Richard Kirwin / 71A Locomotive Group

Engine named after Jenny

AN historic diesel locomotive now bears Jenny's name and an explanatory plaque.

The locomotive, which is based on the Swanage Railway in Dorset, is owned by the 71A Locomotive Group, in which Jenny's father Chris is a major shareholder.

He helped pay for renovation work on D6515, allowing it to be returned to main line operating condition.

The engine, painted British Rail green, was named at a ceremony at Swanage station 12 years to the day after the accident which cost Jenny her life, and a Lynx from RN Air Station Yeovilton made a flypast in tribute to the Naval aviator.

The loco then pulled a two-coach special train carrying dignitaries and guests past Corfe Castle to Norden station and back.

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Appeal over wartime wedding dresses

THE hunt is on for wedding dresses borrowed by brides at the height of wartime austerity.

Joanna Gamester, the House Steward at National Trust property Nuffield Place, is trying to find out more information about an example of Lord Nuffield's generosity.

Nuffield Place, in Henley-on-Thames, is the former home of motor magnate and famed philanthropist William Morris (1877-1963), who became Lord Nuffield.

During World War 2 the peer had around 200 wedding dresses made in the United States for the use of women in the British Armed Forces.

He knew that because they were issued with uniforms they had no clothing rations, and

would therefore be unable to buy by a special dress in which to be married.

The 200 dresses were stored in a London warehouse, and with 24 hours' notice, a woman could borrow one to wear at their wedding.

Joanna said they have a photograph of one of the dresses being worn, and letters referring to it, but she does not know what happened to the dresses, and would like to trace their whereabouts – if any of them still exist – and to gather any more information available.

She would also like to see any other images of them and stories about them.

Joanna can be contacted on Joanna.gamester@nationaltrust.org.uk

Sports Lottery Deaths

August 30: £5,000 – PO B Hayne; £1,800 – AB L Vitai; £800 – Surg Lt Cdr M Bamber; £600 – AB1 J Neil; £500 – Lt M Yerm; £400 – AB1 R Peck.
 Sept 6: £5,000 – WO2 P Cheese; £1,800 – AB1 M Stevens; £800 – AB1 G Clarke; £600 – CPO R Davies; £500 – Lt Cdr R Bradley; £400 – LH D Hardy.
 Sept 13: £5,000 – Lt P Buriton; £1,800 – LH K J Scott; £800 – CPO S J Hall; £600 – Lt A Moore; £500 – AB2 W Edwards; £400 – PO R Santana.
 Sept 20: £5,000 – Lt P Buriton; £1,800 – PO K Barnes; £800 – AB A Smart; £600 – WO2 T Lever; £500 – L/Cpl S Murlin; £400 – AB S Dobson.
 Sept 27: £5,000 – Cpl P Hayward; £1,800 – AB1 J Jackson; £800 – Lt Cdr A Morris; £600 – LH P S Mitchell; £500 – Lt R W Hill; £400 – Lt S Holbrook.
 Oct 4: £5,000 – Sgt R Bray; £1,800 – LH N Chambers; £800 – Mne R Davey; £600 – AB K Collins; £500 – AB P Roscoe-Keenan; £400 – AB L Coward.

Vice Admiral Sir Edward R Anson KCB. HMS Merlin, Glory, Peregrine, Bulwark, Fulmar, Victory, Eskimo, Eagle, Ark Royal, Juno, Daedalus, SA Tokyo & Seoul also JSSC, VCNS, FONAC and CoFS to CinC Fleet. October 2.

Capt Tommy Catlow. After Britannia Royal Naval College Dartmouth he qualified as a submariner before the outbreak of war and joined the 4th Submarine Flotilla in Hong Kong as the junior officer in HMS Rover. He started the war in HMS Trident and undertook two patrols before becoming First Lieutenant in HMS Salmon, Sterlet and Sealion. After completing the submarine COs' course in 1941 he took command of training submarine L23. Whilst travelling to Gibraltar by submarine he was ordered to complete his journey to Malta by air, but the Wellington bomber that took him was shot down by German fighters and crashed on Sicily; he managed to destroy a secret letter before he was captured. He spent ten weeks in solitary confinement undergoing repeated interrogation before being sent to prison camps at Sandbostel and Westertimke, where he formed a six-man team which began digging a tunnel. He escaped and crossed the border into Denmark, but when he sought help at a farm he found it was being worked by a German family who turned him over to the Danish police, who in turn passed him on to the Gestapo. After spending six more weeks in solitary he was sent to Colditz, arriving in 1942, and for the next two-and-a-half years constantly worked on escape projects. Following his release he didn't return to the Submarine Service but remained in the Navy. In 1949 he was First Lieutenant in

HMS London during the Yangtze Incident and was responsible for damage control. As third-in-command, when he heard that the bridge had been hit he rushed on deck to find that the captain and navigator had been wounded and several of the crew had been killed and wounded; he decided that the ship could take no more damage and she returned to Shanghai; he counted 48 shell holes. During the Korean War 1952-53 he was second-in-command of the carrier Ocean, and whilst refuelling in Kure, Japan, a fire broke out, but Catlow's actions saved the ship without affecting her patrol programme. He was CO of the Royal Navy's Leadership School; captain of HMS Loch Insh in the Persian Gulf and Naval Attaché in Rome. His autobiography, *A Sailor's Survival*, published in 1997, has been reprinted three times. August 23. Aged 99.

Capt Michael Forrest. Pilot with 804, 814, 737 Hampshire and Britannia Flts; Lt Cdr (F) HMS Albion and CO of 829 NAS. August 3.

Capt Noel C H 'Jimmy' James. Pilot 848, 845 and 829 NAS Arethusa Flight (CO) also HMS Bulwark, Osprey, Rothesay (CO), RNAS Culdrose (CO), Dryad, Seahawk, RN College Greenwich, FONAC/FONA Staff and DNAW. August 12. Aged 74.

Capt Kenneth H Mills. HMS Renown, Neptune, Devonshire, Dolphin, Forth, Sealion, Finwhale, Battleaxe, Taciturn, Trenchant and Tabard; also DNR and DGS. September 17.

Capt John R Wadman. HMS Drake, Neptune, Terror, Repulse, Dolphin, XE8, Maidstone, Stalker, Finwhale, Excalibur, Adamant, Montclare, Aurochs and Andrew.

September 17.
Cdr Randal von Tempsky Bernau Kettle. Suez Operations 1956 aboard HMS Bulwark and Mentioned in Despatches at Lt Cdr Pilot 804 (Seahawks) CO, commanded HMS St Brides Bay and Commander (Air) HMS Centaur 1962. July.

Cdr Richard D D Bamford. HMS Albion, Tamar, NATO, ACR and DNR. September 20. Aged 85.

Cdr Alan M B Taylor. HMS Drake, Terror, Berwick, Eagle, Hornet, Daedalus, Kenya, Royal Arthur, Illustrious, HM Dockyards Devonport and Rosyth. September 11.

Cdr Tobin R Weston DSO, DSC. HMS Sea Eagle, Kenya, Saker, Maidstone, Dolphin and Aeneas. September 28. Aged 95.

Lt Cdr Peter Davis DSC. An outstanding sportsman, he volunteered for the Navy before reaching Sixth Form and following a year serving in a destroyer in the Atlantic he joined HMS King Alfred as a midshipman. He served in Motor Torpedo Boats during the war; in 1944, as First Lieutenant of MTB 444, his flotilla ambushed a German convoy as it attempted to enter harbour, sinking or damaging all the enemy ships. As the flotilla circled to press home the attack it was ambushed by German E-boats. Within seconds MTB 444 had been badly damaged; he took command as the CO was dying and the only other officer was seriously wounded. MTB 444 became detached from the rest of the flotilla and was wallowing alone close to the enemy coast. He managed to restart the engines and nursed the boat through the darkness and entered harbour four hours later. The wooden hull was still smouldering and as the risk of fire and explosion fed by fumes from the boat's high-octane fuel was so great the dead and wounded were taken off and she was scuttled in the harbour; he was awarded a DSC. After the victory in Europe he was briefly lent to the Royal Indian Navy, based in Bombay. On demobilisation he became a plantation manager in Nigeria, managing over 3,000 acres. August 21. Aged 91.

Lt Cdr Leonard Alan Thomas Observer/ATC. Served 815, 824, 751, SATCO, Hermes, Culdrose and Portland. July 18. Aged 91.
Lt Cdr Donald 'Don' Briggs Currie. Both a pilot and ATC. Flew Sea Venoms of 831 NAS as a pilot and was SATCO at RNAS Yeovilton. August 5.
Lt Cdr Con Thode RNVR. New Zealand's first and only submarine commander during World War 2. October 9. Aged 103.
Lt Cdr John R Hone. HMS Goldcrest, Seahawk, Curlew, Vulture, Gannet and Ocean. July. Aged 92.
Lt Cdr William Thorniley. HMS Osprey, Warrior, Vernon, Plover, Maryton, Undaunted, Messina, Flamingo, Brearley and Annet. October 8. Aged 85.
Surg Lt (D) Humphrey K Burgess RNVR. HMS Braganza. September 11.
Lt Joseph Henry Cross. Joined the RNVR before signing up for the FAA where he became safety equipment specialist, qualifying in 1953 as a Naval Airman 2 Safety Equipment 3. He learned his trade at HMS Gannet, where he was volunteered to take part in a sea trial testing a prototype downed aircraft location beacon. The beacon worked perfectly but whilst waiting for a search aircraft the weather deteriorated and he found that the crucial bailer in the raft's survival kit was missing. He was rescued but he observed that good, reliable and available kit was of paramount importance. 1960 he gained the top qualification in safety equipment and the rank of leading airman and five years later promoted to Sub Lt special duties aviation and appointed to HMS Victorious as assistant Flight Deck Officer/Project Sight Officer. The following year he became a FAA combat survival and Arctic cell officer for the annual Northern Flank of NATO deployment in Norway; in 1970 he was promoted to lieutenant. As a result of having a heart attack at the age of just 34 he was invalided out in 1973. After spending a season running his own sailing school he became a lecturer in offshore survival at the RGIT school of navigation in 1974 and was appointed managing director the following year. He served on the Defence Services Lifesaving Committee, was made an OBE in 1986, received an honorary MSc from the Council for National Academic Awards 1991 and was made an honorary Doctor of Technology by Robert Gordon University in 1995 the year before he retired. Died August 5.

Lt (A) Charles Frederick Gough RNVR. Pilot with 811, 835, 836 and 758 NAS. Whilst flying Swordfish V4504 of 768 NAS in 1944 the aircraft ditched over the port side of HMS Argus. August 13.

Lt (A) John Cannell Harrison RNVR. Observer with 826, 784 and 1790 NAS. August 6.

Lt (A) William F Griffith RNVR. HMS Spurwing and 801 NAS.

Lt Kenneth G Leach RNVR. HMS Attack and Elissa. September 15. Aged 94.
Sub Lt (A) James Traill Lyon RNVR. Pilot. July 15.

Sub Lt (A) David Roy 'Bim' Wells RNVR. Pilot 828 NAS aboard HMS Implacable where, in 1945, the holdback broke early on catapulting and his Avenger went into the sea over the starboard 4.5 inch guns. July 19.

Sub Lt (A) David Beerling RNVR. 771 NAS and RNAS Donibristle. March.

Sub Lt (A) Peter E Blow RNVR. HMS Battler. August 23. Aged 91.

Sub Lt (A) William M C Foster DSC RNVR. 1844 NAS and HMS Rajajilya. September 14. Aged 91.

John William Scott Lithgo, CPO Writer. Served 1951-73 in Montclare, Centaur, Hermes, Ark Royal, Messina, Naval Party 2512 (Christmas Island) and Tamar (Chinese drafting officer). HMS Hermes Association and British Nuclear Test Veterans. September 9. Aged 80.

William 'Bill' Braley CHM(E) Submariner. Served 1946-70 in A-, S- and T-boats, also HMS Sirius and Keppel. RN Engineerin Association. September 14. Aged 86.

Joseph 'Joe' H Clements CPO/Elec. Served 1940-79 HMS St George, Victory, Queen Elizabeth, Jervis, Vernon, Eaglet, Perseus, Golden Hind, Tamar, Theseus, Sea Eagle, Collingwood, Adamant, Vanguard, Duchess, Diligence, Eagle, Undine, Rocket and RN Careers Office in the West Midlands. August 26. Aged 90.

Kenneth 'Ken' Egerton Harris. Specialised in high-pressure welding and boiler repairs. Served in HMS Montclare and HMS Wren in the Middle East and South Pacific, including Bahrain, Hong Kong and Singapore. Lived for a long time in Southern Ontario and died in the Tony Stacey Centre for Veterans September 12. Aged 88.

Alan Donovan PO(Cook). Served 1967-85 HMS Pembroke, Collingwood (1967-68), Decoy, Tenby, Scarborough, Ark Royal, Norfolk, Sultan, Dryad and Rooke, also HMS Vernon and RNH Gibraltar. September 8. Aged 63.

John 'Sharky' Ward LSBA. Trained at RNAH Barrow Gurney. Served 1945-69 at HMS St Vincent, RN Hospitals Bighi (Malta) and Haslar and HMS Liverpool, Undaunted, Jufair and Protector. Life member and former president of the Royal Naval Medical Branch Ratings & Sick Berth Staff Association. September. Aged 87.

Stuart Lawson POMA. Served 1961-70 at RNH Haslar, Stonehouse and Bighi, HMS Ganges, Tartar, Mercury and RNH Victory. Royal Naval Medical Branch Ratings & Sick Berth Staff Association. October 12. Aged 71.

Geoff Hayhoe AB. Served in Providence. Former president and chairman of the Algerines Association. October 6. Aged 88.

ROYAL NAVAL ASSOCIATION

Brian Williams, Sto/Mech. Served in HMS Redpole and Sheffield. Life Member and Assistant Secretary Runcorn Branch. Aged 79.

Thomas 'Tom' Harrison Stwd. Served 1950-62/1964-74 HMS Nelson. Chairman of Littlehampton branch from early 90s. August 22.

Alan Pitcher L/Seaman. Served 1964-75 HMS Triumph, Resolution and Troubridge. Norwich branch. October 23. Aged 66.

Arthur Robert King Stoker 1st Class. Served 1944-47 HMS Serapis (Arctic Convoy escorts and Normandy landings), HMS Hotham (Far East) and various establishments including HMS Pembroke. Member of Arctic Convoy Association, Founder member Deeside RNA and member of Llandudno RNA. September. Aged 87.

William 'Bill' Henry Gorst EM(1). Served 1954-62 in HMS Eagle (Suez Crisis), Diamond and Collingwood. St Helens RNA. Aged 76.

John Henry Reinhold Engine Room. Served 1962-71 in HMS Torquay, Eastbourne and Ark Royal (1964-66 and 1969-71). St Helens branch. September 4. Aged 74.

Robert William 'Bob' Macey Fleet Chief Ordnance Electric. Served 1953-79 HMS Collingwood, Glory, Surprise, Diligence, Cossack, Burnaston, Repton, Bastion, Decoy, Bulwark and 2JSJSTU. Undertook a charity row from the Isle of Wight to Gosport in a bath with Chief Wren Dee Watkinson, and post-Service he canoed the River Trent from end-to-end

in one year before emigrating to Australia where he circumnavigated the continent by car. Returning to the UK he settled in Staffordshire. Member of Stone RNA. September 4. Aged 77.

Charles 'Tim' Caldecott Fleet Chief MEM. Served 1954-82 in HMS Bulwark, Victorious, Hermes, Blake, Grenville and Torquay. Ships Diver and Bomb & Mine Disposal. Member of HMS Victorious, HMS Bulwark and Aden Veterans Associations, also HQ Member of the RNA. September 23. Aged 77.

John Gillanders Stoker. Served 1952-57 in HMS Illustrious and Ark Royal. Treasurer and committee man Belfast RNA. September 29. Aged 79.

Donald 'Don' Arnold ERA 4th class. Served HMS Woolwich, Providence and Liverpool. Lincoln branch. August 16. Aged 86.

ASSOCIATION OF RN OFFICERS

Cdr Peter J Fowler. HMS Lochinvar, Canystort, Caprice, Cleopatra, Centaur, Cochrane, Rooke, Sultan, Pembroke, Nelson and CFS. August 29. Aged 85.

Cdr Frank E Rann. HMS Euryalus, Rhyll, Liverpool, Glory, Indomitable, President. DG Ships and Engineer in Chief Dept at RN College Greenwich. September 3. Aged 87.

Cdr Kenneth Wollan. HMS Pembroke, Kent, Fife, Bulwark, Warrior, Cavendish, Mercury, NATO Naples, RCN Ottawa, RN College Greenwich and ASWE. October 7. Aged 85.

Lt Cdr Peter J E Lloyd. HMS Dryad, Terror, Fulmar, Harrier, Birmingham, Labrador, Newcastle, Boxer, Triumph, Roxborough and Kempenfelt. September 25. Aged 85.

Lt Cdr Brian Newton. HMS Bulwark, Tamar, Terror, Victory and Pembroke. October 2. Aged 84.

Lt Cdr Alexander Wylie. HMS Afrikander, Excelent, Orion, St Angelo, Cleopatra, Pembroke, Dryad and President. September 11. Aged 95.

Lt S A 'Sally' Lenton. HMS Osprey, Concor, Fulmar, Ariel, Goldcrest and 803 NAS. September 14. Aged 90.

FLEET AIR ARM ASSOCIATION

John Constable, AMech(L). Served 1944-46. RNAS Risley (Gosling), RAF Henlow, RAF Melksham, RNAS Ludham (Flycatcher), RAF Stradishall, HMS Golden Hind (Australia), HMS Glory, RNAS Arbroath (Concor). Squadrons 837 and 1831. FAAA Essex branch. September 5. Aged 88.

Terry Taylor AM1(E). Served 1945-47. Welfare Officer and Life Member (almost 20 years) of Telford and Wrekin branch. September. Aged 86.

SUBMARINERS ASSOCIATION

J 'Jim' Cordy AB UW. Submarine Service 1942-45 in Trident and Strongbow. Dolphin branch. Aged 93.

R J 'Ron' McKenzie ERA1. Submarine Service 1954-61 in Telemachus, Andrew and Terebo. Australia branch.

HMS ILLUSTRIOUS ASSOCIATION

Owen Davies. Served on board 1952-53 in the engine room. 2013.

Ernie Ringwood. Served with the FAA on board 1943. January 2014.

William Kelly. Served 1949-59 and later served the RAF. June 12.

IN MEMORIAM
Boyle James 'Jim'. Passed away on 31st October 2011. Loved and missed every day. The laughter and the memories of the good times keeps you close to us. All the family x.

Competition

WINNERS of the Commando: On the Front Line, The Director's Cut DVDs competition that appeared in our September edition: P Cooter, Camberley, Surrey; Mrs L J Ferrer-Knight, Warrington, Cheshire; H Brayford, Beeston, Nottingham; D Mullan, Plymouth; F Lee, Beckenham; P Neville, Market Drayton, Shropshire; G Lovegrove, Westbury, Wiltshire; E Robertson, Colchester, Essex; D Cunningham, Birkenhead, Merseyside; J. Hughes, Prestwood, Bucks; M Oldham, Exmouth; Sqn Ldr S Roxburgh RAF, Bahrain; B Felton, Colchester, Essex; J Field, Rhyll; M Tuckey, Glasgow; M Yates, Wednesfield, Wolverhampton; V Hooton, Bicester, Oxon; J Lamb (via email); J Comben (via email) and L Wharton (via email).

Ask Jack

HMS Girdle Ness: Can anyone help me replace some photographs? In particular there was one of HMS Girdle Ness entering Grand Harbour, Malta, for the first time in 1958, and another shows some of the ship's company at a private audience with His Holiness Pope Pius XII in the Vatican. I am appealing to anyone who has these photographs – would it be possible for them to provide me with a copy of each? Contact David Tolson at dmtolson37@aol.com or tel 01944 758611.

Promotions & Assignments

Rear Admiral A D Radakin assumed the role of Rear Admiral Surface Ships from September 18.

Cdre R Stokes to be promoted Rear Admiral and to be Assistant Chief of Naval Staff (Support) March 2015.

Cdre K E Blount to be promoted Rear Admiral and to be Assistant Chief of Naval Staff (Aviation and Carriers) May 2015.

Cdre C R S Gardner to be Assistant Chief of Staff Ships and Submarines within Navy Command Headquarters from October 6.

Cdre I Shipperley to be Naval Base Commander Devonport from January 12.

Cdre G T Little to be Assistant Chief of Staff Equipment and Support within Navy Command Headquarters from January 6.

Surg Cdre P J Buxton to be Assistant Chief of Staff Medical within Navy Command Headquarters from September 9.

Brig P G D Taylor to be Defence Attaché Oman from October 12.

Capt A M Adams to be promoted Cdre and to be Naval Base Commander Clyde from October 20.

Capt J D Morley to be promoted Cdre and to be Assistant Chief of Staff Maritime Capability within Navy Command Headquarters from October 13.

Capt M J Connell to be promoted Cdre and to be Commander Amphibious Task Group from February.

Capt W J Warrender to be promoted Cdre and to be UK Maritime Component Commander Bahrain from March.

Col G Jenkins to be promoted A/Brigadier and to attend the Higher Command and Staff Course from January 5.

Capt M J D Beardall to be promoted A/Cdre and to be Head Operations Communications within the Directorate of Media and Communications from September 22.

Col K B Oliver to be CO Commando Training Centre RM from December 12.

Capt D C Morrill to be a Member of the Royal College of Defence Studies from

September 15.
Capt N H C Tindal to be UK Liaison Officer within the US Navy Pacific Fleet from November.

Capt W Q F Evans to be Waterfront Coherence and Assurance within Naval Base Portsmouth from October 6.

Capt K McTear to be Defence Attaché Kiev from August 16.

Capt D A Basset to be Assistant Head UK Counter Terrorism Resilience within Operations Directorate from January 26.

Col J Marok RMR to be Colonel Royal Marine Reserves from December 15.

Cdr P J Douglas to be promoted Captain and to be Assistant Head Operations Capability from October.

Cdr N Cooke-Priest to be promoted Captain and to attend the CO Designate Course from October 6 and then to be CO of HMS Bulwark from January 20.

Cdr J R Dean to be promoted Captain and to be Deputy Cdr Joint Force Logistics Organisation from November.

A/Capt P C Carroll to be promoted Captain and to be Deputy Assistant Chief of Staff Maritime Capability within Navy Command Headquarters from October.

Cdr D C Follington to be promoted Captain and to be Assistant Head Force Health Protection ACDS (Health) from October 6.

Surg Cdr (D) C D J Redman to be promoted Surgeon Captain (D) and to be Principal Dental Officer Scotland from November 3.

Surg Cdr P S Turnbull to be promoted Surgeon Captain and to be Deputy Assistant Chief of Staff Clinical Personnel Policy within Navy Command HQ from July 15.

Cdr R J L Bryan to be promoted Captain and to attend the Commanding Officers Designate Course from September 8 and then to be CO of HMS Protector from December.

Cdr P J Hally to be promoted Captain and to be Assistant Head Capability Joint Logistics Enablers within Assistant Chief of Defence Staff Logistic Operations from September 2.

Cdr R C Bowbrick to be promoted Captain and to be Deputy Assistant Chief of Staff Operations and Plans within Navy Command Headquarters from August 26.

Cdr N J Hibberd to be promoted Captain and to be Secretariat Submarines within the Cabinet Office from September 12.

Cdr S D Roberts to be promoted Captain and to be Deputy Head Maritime Combat Systems within Defence Equipment and Support from August 11.

Cdr A K I Parry to be promoted Captain and to be Assistant Head Overseas Support within Military Strategic Planning from November 11.

Cdr A S Jackson to be promoted Captain and to be Programme Deputy Head In-Service Submarines within Defence Equipment and Support from September 29.

Cdr S M Hopper to be promoted Captain and to be Deputy Assistant Chief of Staff Above Water from September 29.

Cdr T D Curass to be promoted Captain and to be Surface Ships Support Team Leader within Defence Equipment and Support from September 30.

Cdr D J Reed to be promoted A/Captain and to be Head Iraq Historic Allegations Prosecution Team within Service Prosecuting Authority from September 30.

Cdr A S Cowan RNR to be promoted Captain and to be Captain OC1 from September 26.

Cdr D A Teasdale RNR to be promoted Captain and to be Captain Training from December 8.

Cdr P Gracey RNR to be CO of HMS Forward from September 2.

A/Cdr Lesley Stephen RNR to be CO of HMS Dalriada from September 1.

Lt Cdr S Hoyle RNR to be CO of HMS Eaglet from September 1.

Lt Cdr Anita M Murray RNR to be CO of HMS Vivid from September 1.

Lt Jacqueline N Preston to be CO Northumbria URNU from October 7.

Lt Caila Barnett to be CO of Southampton URNU from November 18.

Entries for the Deaths and Reunions columns, and for Swap Drafts, in November's Noticeboard must be received by **November 12**

NOTICEBOARD ENTRIES

■ Notices for this page should be brief, clearly written or typed and addressed to – The Editor, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY, or email: edit@navynews.co.uk. If you are sending your notice via email, please include your full address and telephone number.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.

■ Please send in Reunions at least two months (preferably three) before the month of the event.

■ There may be a delay before items appear, due to the volume of requests.

■ Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.

■ The Editor reserves the right to edit or refuse publication of submitted notices.

■ Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

NAVY NEWS

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EYES FRONT Subject to availability

JUST ASK

Carve their names with pride...

DEEDS of today and yesteryear are now carved in gold on wooden boards as two reservist units celebrated sailors in the line of fire.

HMS Flying Fox unveiled an 'operational deployments' board to give an idea of the commitment the Bristol unit has made to the RN's front-line missions since 2003 in Iraq, Afghanistan and the Middle East.

Meanwhile in Northwood, HMS Wildfire's contributions to the bitter fighting on the fledgling Western Front in the autumn of 1914 were belatedly recognised with a battle honour finally awarded to the ship: Belgian Coast, 1914.

Before the front on land solidified and descended into four years of trench warfare, the Allied and German armies fought a series of battles between Paris and the Channel Coast – after the two sides' original plans had failed to deliver victory.

The ensuing 'race to the sea' led to the opposing forces trying to outflank each other. By mid to late October 1914, they were fighting in Flanders.

The Germans had already captured the port of Ostend, but to hinder their movement westwards, the Royal Navy was ordered to intervene and pummel the enemy to aid Allied soldiers ashore – in modern parlance, naval gunfire support.

An assortment of aged battleships, cruisers, monitors and other vessels were committed, including sloop HMS Wildfire, nearly 30 years old.

She ran a gauntlet of unsuccessful attacks from U-boats before she was severely damaged as the German guns focused their attention on the warships bombarding their troops.

As with other ships involved in the actions in the Channel, Wildfire was listed in the *London Gazette* in 1915 with the honour 'Belgian Coast 1914'... but due to an administrative error the ship never received the award officially.

That omission was discovered when one of the officers of today's Wildfire, Lt Cdr Stephen Smith, was researching the unit's Great War history.

The RN's Battle Honours Committee recognised – and duly corrected – the oversight, authorising HMS Wildfire to display the honour.

The board was formally dedicated at an all-ranks dinner in Northwood Officers' Mess – also attended by French, Belgian and German naval officers serving at the HQ – which, in addition,



● That's me, that is... LS(CIS) Sam Kimberley points to her name on the new Flying Fox board

remembered the wider actions of the Royal Naval Division during the 1914-1918 conflict.

"It is a great honour to finally display our battle honour 100 years after it was awarded," said Cdr Stephanie Shiner, Wildfire's CO.

"This evening gave us an opportunity to commemorate the brave actions of our predecessors both in HMS Wildfire and the Royal Naval Division. Their legacy continues with vibrant, enthusiastic, dedicated reservists serving on operational tours. They maintain Wildfire's proud fighting spirit grounded in an understanding of the traditions and actions of our ancestors.

"We salute them and all others, past and present, who have served their nation with commitment and compassion."

In Bristol, family members, employers and VIPs were invited to join the sailors at the unveiling of the new deployment board.

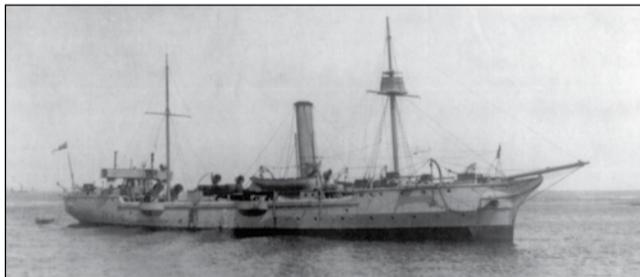
The RN's operational tempo over the past 11 years has been extremely high – as evidenced by the fact that more than 60 Flying Fox reservists have been mobilised to serve on the front-line alongside their full-time comrades, some of them on more than one occasion.

The board – funded by the RNRMC – enjoys pride of place in Flying Fox's drill hall and is, says unit warrant officer WO1 Wayne Moore, "a great tribute to all our sailors who have deployed. Watching their faces as they saw their names on the board was a perfect reward."

The board was unveiled by



● Belated honours for Wildfire as the unit's new battle board is unveiled and (below) the ship which earned those honours in 1914



Bristol's Lord Lieutenant Mary Prior after she and numerous local employers, including Atkins Defence, Babcock International, EDF Energy, DE&S and Southern Communications, watched a demonstration from sailors on what they can do.

And just for good measure, all present were invited to splice the mainbrace – a reward from the

Queen to the entire Naval Service following the naming of the new carrier HMS Queen Elizabeth in the summer.



Crowborough shines light on reservists

I'M a reservist, get me out of here...

Here being a river in Sussex, one of the obstacles faced by nearly 300 sailors and green berets from across the Maritime Reserves attending the largest combined training event of the year.

Held in Crowborough, the weekend tests reservists in a variety of challenging scenarios ranging from logistics through to casualty evacuations.

"I've loved every minute of my training here," said AB Kevin Wray, a manager with BT who was mobilised in support of the 2012 Olympics.

"The people are great fun and I've had loads of opportunities to travel around the country and get paid for it."

As well as reservists being put through their paces, the exercise at Crowborough allowed employers to see what the reservists on their books get up to.

"Today has been fantastic," said Barbara Dashwood-Hall who works for Wealden District Council.

Picture: LA(Phot) Keith Morgan, FRPU East

Buzz around Firefly

MORE than 100 highly-skilled Service leavers have transferred to the Maritime Reserves as part of the Project Firefly initiative highlighted in our July edition – talent the RN might otherwise have lost.

Under the project – aimed at meeting the Government's targets for the Reserves by 2020 – anyone serving in the Regular Service can transfer to their equivalent branch – warfare, engineering, logistics, medical or Royal Marines – or even choose something entirely different.

The project has also identified the need to engage better with those leaving the Service, whether currently serving – or up to three years post terminal date to highlight the opportunities and benefits of continued service in the Reserves.

WO1 Paul Jones has joined the team to take Firefly forward and will look at ways of communicating with the wider Naval community.

For those considering joining the Maritime Reserves, benefits include:

- continuing to receive your Service Pension (if applicable) and any salary/benefits while accruing an additional Reserve pension, attendance pay and a respectable annual tax-free bounty (currently up to £1,708);
- there are opportunities for further personal development and employment;
- value placed on specialist skills and skill sets that you have worked hard to cultivate;
- an opportunity to remain part of the 'Naval family'.

More information is available in 2014DIN01-130 or you can speak to WO1 Jones on 023 9262 8784 (navypers-resffengwo@mod.uk) or PO(Wtr) 'Buster' Brown on 023 9262 8677 (navypers-restpa@mod.uk).



Tyne team welcome VIPs on board

EMPLOYERS and local 'movers and shakers' were invited to HMS Calliope to learn about the big plans for the Gateshead unit and how the RN relies on the skills of reservists around the globe.

CO Cdr Ian White outlined plans to transform the appearance of the unit's riverside building with a new façade and additional space to house the Royal Marines Reserve. That work, which will take almost a year to complete, is due to begin shortly.

The revamp is all part of the reinvigoration of Reserve Forces across the board by 2020.

That investment in the part-time RN/RM will require the support of the private sector, so companies and organisations such as Gateshead engineering firm Clarke Chapman were invited into Calliope.

"Although we don't have any reservists

working as part of our team at present, we are practically neighbours of Calliope and we value the long-term relationship we have with them," said MD Stephen Plant.

"We've been manufacturing equipment for the Royal Navy for decades and take a keen interest in the work done by our local reservists here in the North East."

Among the reservists present sharing their experiences, AB David Tarren, a social worker in Middlesbrough by day, an RNR logistician in his spare time.

"In our working role we rely on team work and supporting others," said his manager Emma Wright. "David has the necessary skills to do this and his RNR training really shines through. We would encourage other businesses to do the same as the benefits are tangible."

PASS IT ON! WE NEED YOUR EXPERIENCE IN RECRUITING

CAREERS ADVISERS

Flag Officer Regional Forces is currently seeking RN and RM WOs, Senior Rates and SNCO Service leavers and ex-regulars, (those that left service under 2 years), to work in Armed Forces Career Offices around the UK.

- Enlist on Full Time Reserve Service (FTRS) Limited Commitment employment in a specific location.
- Salary from £29K with promotion opportunities to rise to £41K (rates effective from 1st April 2014).
- FTRS rates of pay apply (reviewed annually and pensionable).

FOR MORE INFORMATION AND ADVICE ON CURRENT CAREER ADVISER VACANCIES PLEASE CALL
Pstn: 01929 403172 Mii: 94374 3172 e-mail: navycnr-rncrtlc@mod.uk



Faraday

How you can help training

DURING October the planned WE CIS integration road shows took place.

The debate and feedback was constructive and in many cases passionate. The team will spend the next few weeks analysing the information to ensure that the integration continues to move ahead and meet the April 2015 deadline.

The RNTM for WE and CIS 'cross training' has been issued. This RNTM outlines the policy for WE and CIS personnel from ET/AB to PO and when this training will occur during an individual's career.

Following the issue of the PE for EGS CPO to WO1, the Faraday Team have started to work on the remaining PEs (LET, POET & CPOET).

Units have been asked to generate the questions that will make up the syllabus for the individual PEs. More information can be obtained from either WO1 Duery (navy-pers-faraday-WO1c) or CPO Taylorson (navy-pers-faraday-SO3).

The training redesign work on the ET, LET and POET career courses is progressing and on target. There are currently over 30 RN, BFL and support contractors working on this work stream. Regular meetings and workshops are ensuring that the planned start date for courses of April 2015 are met.

Following the success of the SM Rapid Improvement event held at Devonport in July, the SIP team held another RIE at NCHQ in October to reinvigorate the concept of Continuous Engineering Support. The event was attended by a large mixed delegation of RN, DE&S and industry engineering support representatives, and recommendations were briefed to Cdre Ian Shipperley in his new role as ACOS Engineering Support.

Two contracts are being placed this month. The first is for the development of the CPO and WOQCs. This will see these courses being reviewed and redesigned to meet the requirements of the ICF. The intention is for both these new courses to be available by the end of 2015.

The second contract is for the creation of an electronic Career Development Journal to support you in your competence recording and use of the ICF. The range of issues and requirements make this work challenging; as it develops, the team will keep you updated on progress.

A more detailed article on the progress made by Faraday and SIP will be published in the autumn edition of *The Naval Engineer* (TNE).

Our Faraday JIVE community continues to grow with over 100 members. Details of how to get involved are available from the Faraday DI site in 'Quick Start Guide'.

The Faraday team will let you know what has been happening during November in next month's article, so please look out for this regular feature. If you have any questions on Programme Faraday then contact WO1 Sharky Ward on 93832 7441 or e-mail navy-pers-faraday-WO1a.

The Programme Faraday Intranet site can be found via the A-Z.

Careers advice for engineering rates

Drafty's corner



THE Senior Rates' Engineering Career Managers (CMs) are restructuring as a team to support Project Faraday and improve the Career Management output.

The CMs work closely with the relevant Career Management Cells (CMCs) at each waterfront and air station to assist technical training, fast track and career progression from ET to Senior Rate.

Career Management for all Engineering Ratings is now supervised by a single SO1, Cdr Mark Hewitt (NAVY-PERS-CM-OR-ENG-SO1 / 93832 8943).

CMs and the Branch Managers (BMs) work closely together and liaise on a daily basis on wide-ranging branch and policy issues. The BMs' remit includes shaping the liability and ensuring branch structural sustainability, managing the strength through development and delivery of personnel management policies and advising on recruiting, transfer, CW extraction, EC and promotion.

What are the Engineering Career Management desks doing for you?

Engineering manpower remains a delicate resource and the challenge remains to deliver a rewarding career whilst meeting the demands of the Service; considerable effort is constantly expended to balance these often conflicting demands.

The AE team are part of the wider Engineering Career Management effort in addressing the Fleet-wide manpower challenge.

AE manpower has recently assumed Phalanx and RNLA roles in addition to carefully selected divisional and instructional roles.

These temporary initiatives are being embraced to support the growth of the other branches and provide opportunities for Extensions of Service for all AE Cadres.

Lt Cdr Steve Mitchell (NAVY-PERS-CM-OR-ENG-SMSO2) and the SM Career Management team have regular 'termly' CM visits to both Devonport and Clyde areas; manpower co-ordinators and individuals are strongly encouraged to arrange a 'meeting slot' via DEVFLOT/FASFLOT visit coordinators.

Alongside managing your careers, we are also supporting and influencing the many initiatives that are currently in place, more details of which are available from the Chain of Command and CMs.

What can you do for us?

Communication with individual CMs is important either by e-mail/telephone or JPA preferences. The information provided is individual, therefore personnel are encouraged to engage with the CMs early to ensure their assignments/career path is tailored to you and the RN meets your requirements.

Personnel need to regularly update their personal details on JPA, eg address, preferences, mobile/home telephone number. Failure to do this is leading to the Career Management desks experiencing difficulties in contacting individuals and matching people to positions.

Personnel are to check their

promotion criteria IAW BR Ch 67 to ensure they have all the relevant competencies on JPA; if you do not have the competencies you will not be presented to the selection board.

Engineering Streaming Selection: With respect to your next assignment, personnel that have not been assigned to their preference stream can contact the relevant Career Manager to discuss their career progression; being assigned to a position in an alternative stream will not affect your stream selection or future assignments.

With the implementation of the Revised Engineering Manning Structures and the technical role LET's fulfil, an Engineering SR support position is now in Devonport and Portsmouth CMCs to assist the training and career progression of JR ETs.

CPO Bertie Bassett is located in Devonport and PO Amy Barker in Portsmouth. CPOET(WE) Killpartrick (NAVY-PERS-CM-OR-ENG-WEGS2) is the PO WE Career Manager, please contact him for any aspects of how the Revised WE Manning Structure will improve your career progression.

The DV process currently has a nine-month lead time, when the application process commences, individuals are advised to action immediately to reduce unnecessary delays.

Volunteers for MCM1 Small Ship WEOs should contact CPOWEM(O) Steve Sinclair (NAVY-PERS-CM-OR-ENG-WEGS1 / 93832 8805). Any early out-of-turn sea volunteers, in particular A Class volunteers, should contact WO1ET (MESM) Matt Hunt (NAVY-PERS-CM-OR-ENG-MESM1 / 93832 8793).

We look to provide stability to all personnel, maintain minimum time ashore and try to ensure assignment notice is protected all within the constraints of a challenging engineering manpower plot - your help, patience and continuing support are appreciated as we look to grow our way forward alongside the Faraday initiatives.

Where to look

GALAXIES
28-2014: Navy Command security culture improvement programme.
27-2014: Lifetime Allowance - individual protection 14 (IP14).
26-2014: First Sea Lord's Security Pledge

RNTMs
RNTM 218/14: Warrant Officer Conference 2014
RNTM 222/14: Royal Navy Effectiveness Trophies
RNTM 224/14: Naval Service - Adventurous Training Ski Continuation Training (NSATSCT)
RNTM 227/14: Poppy Appeal (2014) - Military Volunteers
RNTM 228/14: Programme FARADAY - Update on the integration of the WE and CIS GS and SM sub branches
RNTM 233/14: Funeral Officer (FO) Training
RNTM 235/14: Policy for Wearing Royal Navy Personal Clothing System (RNPCS)
RNTM 236/14: HM Forces BFPO Christmas Families Free Mail Service (CFFMS)
RNTM 238/14: Interim Guidance on the Awarding of Diving Competencies

DIBS
54/14: Six months to go until launch of Armed Forces Pension Scheme 2015

DINS
DIN 2014DIN01-189: JSP 764 - The Armed Forces Pension Scheme 2005 (AFPS 05) AMDT 6

DIN 2014DIN05-031: Establishing the Defence Strategic Fuels Authority (DSFA)
DIN 2014DIN07-145: The Ulysses Trust This DIN supersedes DIN 2012DIN07
DIN 2014DIN07-147: Accreditation of Submarine Qualification (SMQ) - Nuclear Submarine Engineering Systems Qualification and Credit Framework (QCF) Level 3 Diploma

DIN 2014DIN07-152: Mountaineering in Canada: AMA Bugaboo Expedition 2015
DIN 2014DIN07-155: 2014/2015 Defence Cyber Security Education and Training
DIN 2014DIN10-053: Royal Navy Alpine Championships 2015

DIN 2014DIN10-059: Royal Military School Of Music Kneller Hall - Twickenham rugby event vehicle parking

CHRISTMAS POSTING DATES

- The last posting date for Christmas cards and letters for personnel on ships at sea is Friday November 28.
- The Christmas Families Free Mail Service to operations and ships in support runs from November 1 to November 28. Relatives and friends in the UK and at BFPO addresses worldwide may send letters and packets up to 2kg in weight to named Service personnel or entitled MOD deployed civilians at authorised locations.
- For full details visit: <https://www.gov.uk/government/publications/british-forces-post-office-last-dates-of-posting>

NAVAL FAMILIES FEDERATION



Solving queries on wide range of topics

WE continue to receive some really interesting questions from across the board, and to assist in keeping readers up to speed we have precised a selection for this issue of *Navy News*.

Q I am moving from Service Families Accommodation (SFA) to private rental and the letting agent has asked for a letter from our current landlord. Who do we contact to get a letter?

A In order to get a letter from your current landlord, DIO, you need to send an e-mail to the generic e-mail address of the team relating to the area you live in.

You will find the addresses at: www.gov.uk/defence-infrastructure-organisation-service-family-accommodation#applying-for-and-allocation-of-sfa.

Q The letting agents are also asking for a letter from my spouses' (Service person) employer. Who do we need to write to?

A You need to write to the Service Person's current unit Commanding Officer.

Q Is there a service available for ashes to be committed at sea in

Portsmouth?

A The Chaplaincy in Portsmouth Naval Base provides a committal of ashes ceremony every Wednesday afternoon, weather permitting.

A Naval Chaplain or retired Naval Chaplain conducts the Service and all of this is at no cost to those who have served in the RN.

The contact number for the chaplaincy is: 023 9272 4815.

This service is also available at HMNB Clyde and HMS Devenport.

Further information can be found by contacting the Chaplaincies - Clyde: 01436 674 321 ext 8266 and Devonport: 01752 555 931.

Q I have been trying to claim Get Your Home Pay (GYHP), but the Unit Personnel Office will not accept a bill from Sky as proof of my address but will accept a BT bill! Why?

A To claim GYHP serving personnel need to provide proof of address



from two groups: Council Tax Bill, mortgage documents, tenancy agreement, utility bill (dated within four months), building/contents insurance, direct debit bank evidence or electoral register. A Sky bill is acceptable provided the phone line, address and home number are listed. Provision of satellite TV is not enough and the serving person should be the named person on

the bill.

Q My partner and I are engaged and live in a private rental flat. We are due to marry soon, however I have just found out that I am expecting twins. Can we move into Service Families Accommodation as our flat is too small?

A Under current rules serving personnel are not entitled to live together in SFA until married. Comment from Kim, NFF Chair: Access to SFA for couples in partnership with

children is something the NFF feels that both the RN and MOD should look at more closely.

Work on the 'Modern Family' and access to SFA is being looked at under the New Employment Model. Whatever changes are considered will attract a cost so at this point we are not hopeful that radical changes will be made.

We will keep making the point though, so this question is an important one to keep asking.

Q My five-year old son has special needs and we have been told that the support he receives at school is due to be cut. I have heard about the Education Support Fund, what is that?

A The MOD Education Support Fund was launched to assist maintained schools with children whose parents are in the Armed Forces or the Reserved Forces, as part of the Armed Forces Covenant: Today and Tomorrow.

The fund will help mitigate the impact on these schools of increased mobility or the effects of Armed Forces deployments.

The fund, which is separate and additional to the Service Pupil Premium,

is being provided by the Ministry of Defence (MOD).

A total of £6 million is available for allocation each year until 2017. Bids can either be from single schools/academies, groups of schools/academies or local authorities, or similar organisations on behalf of named schools.

Further information can be found on: www.gov.uk.

The Children's Education Advisory Service can advise on support available for all children whose parents are in the Armed Forces. The Royal Navy and Royal Marines Children's fund: www.rnmchildrensfund.org.uk may also be able to assist with funding individual additional resources.

The NFF represents Royal Naval and Royal Marines families to the Chain of Command, Government and service providers.

Your experiences form the basis of our discussions. Contact the NFF: 023 9265 4374/admin@nff.org.uk/ Castaway House, 311 Twyford Avenue, Portsmouth, PO2 8RN.

Visit our website: www.nff.org.uk for news and information, and to sign up for our free, quarterly *Homeport* magazine and monthly e-update.

Courting success on new surface

A TENNIS court is for life, not just for Wimbledon fortnight.

It certainly is on Whale Island where an all-weather surface has replaced the old asphalt on the heavily-used courts outside Naval HQ in Portsmouth.

New nets and posts were also installed on the facility, which was given a makeover courtesy of funding from RN Sports Lottery.

The investment in the new-look courts is part of a rebirth of the sport on Whale Island thanks to the RN Lawn Tennis Association who introduced basic level coaching sessions last year, while two HMS Excellent teams have joined a local area league, with Excellent (Port) taking the title thanks to an unbeaten run of five games.

"Tennis is one of the best-supported sports clubs at HMS Excellent, comprised of Navy Command HQ staff and the wider Whale Island community; the two courts are heavily used all year round – not just during Wimbledon fortnight – and I am delighted that the long-planned refurbishment has now been completed," said Excellent's CO Cdr Martin Evans, who inaugurated the refurbished courts.

"The grass-roots coaching sessions which started in 2013 are really catching on; it is great to see 20 or more beginners receiving professional coaching and then start to play with the more experienced players at lunchtimes and in the evenings."



● Above: Cdr Martin Evans reopens the tennis courts at HMS Excellent

● Left: Players take to the new all-weather courts



● Mums walking through Portsmouth Naval Base

Picture: LA(Phot) Rhys O'Leary

Walking in memory of baby Sydney

NEW and expectant mums from the Royal Navy Bumps and Babies group in Portsmouth Naval Base have been pounding the streets in memory of a very special little girl.

More than 30 Servicewomen pulled together in support of fellow Bumps and Babies member Chief Petty Officer Naval Nurse Robyn Bennett who set up the charity 'Sydney's Fighting Journey' with her husband Darrell in honour of their daughter Sydney.

Sydney was diagnosed with Group B Streptococcal Meningitis in April this year and lost her life at 22 days old. She was cared for at Southampton Pediatric Intensive Care Unit (PICU) and the eight-mile walk raised funds towards a specialist scanner for the unit costing £25,000.

Robyn and husband Darrell are also raising awareness of Group B Streptococcus (GBS) and to get screening for pregnant women on the NHS in the hope that other children and parents

never have to go through the same ordeal.

CPONN Bennett has found great support from the staff and friends she has made through the Bumps and Babies group.

The maternity support group was set up by the Royal Navy in Portsmouth to provide structured support for Servicewomen during pregnancy, maternity leave and on return to work.

CPONN Bennett said: "The past year has been a roller coaster of emotions.

"With the nerves of pregnancy, the excitement and joy of parenthood once our daughter Sydney was born and the grief and devastation of losing our Sydney.

"Throughout all, the staff at HMS Nelson Maternity Cell have been involved and supportive."

Make a donation online at www.justgiving.com/Sydney-Bennett For information on the Group B Streptococcal infection see the website www.gbbs.org.uk

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Applications can be made at any time. Those seeking assistance can contact the office direct for an application form:-

Monique Bateman
or Laurene Smith
RN & RM Children's Fund
311 Twyford Avenue
Portsmouth
PO2 8RN
Telephone: 023 9263 9534
Fax: 023 9267 7574
Email: rnchildren@btconnect.com

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CHRISTMAS IDEAS

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Beauty in sadness

BEAUTY and tranquillity – not words one would normally associate with the Great War.



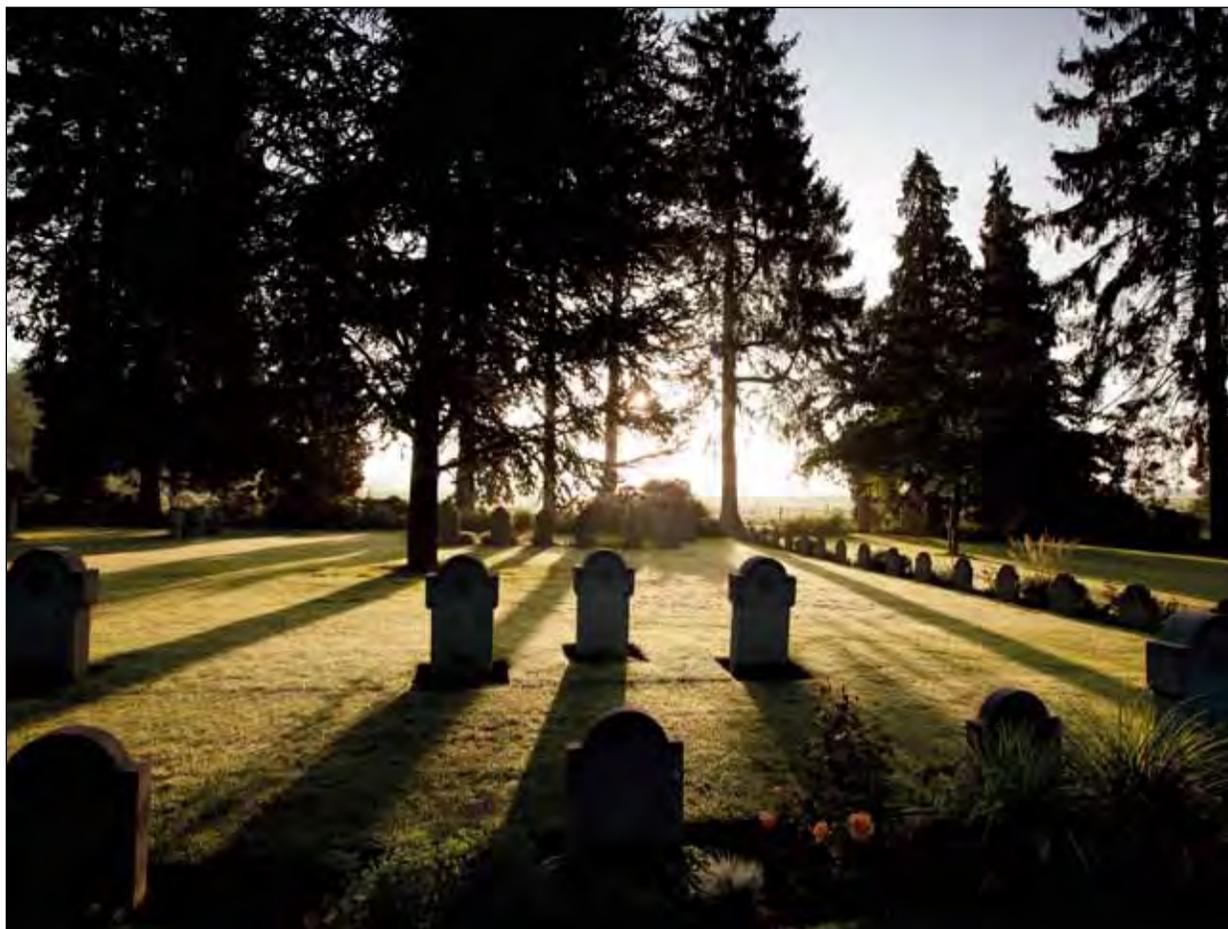
But when the dust has settled breathtaking monuments, idyllic settings and dedicated care can combine to produce extraordinary images which ensure the fallen are not

forgotten.

Photographer Michael St Maur Sheil has been photographing World War 1 sites for almost a decade, from the heart of London to the dusty wastes of the Namib Desert in Africa, and his superb shots are combined with the narrative of Peter Francis in *For the Fallen* (AA Publishing, £25, ISBN 978-0-7495-7647-9), a paean to the work of the Commonwealth War Graves Commission.

Among the examples in this beautifully-crafted book is the military cemetery at St Symphorien near Mons in Belgium (pictured right).

Not only does it contain the graves of the first British soldier killed in action on the Western Front (Pte John Parr) and what are believed to be the last Commonwealth combat casualties of the war (two men who died just before 11am on November 11 1918) but also the grave George Insley, a private in the Royal Marines Light Infantry, who died at the age of 26 on October 26 1918.



Tanks for the memories

T34s, Panthers and Tigers to be precise – because some of our readers are interested in war on land as well as the sea.

Sequel to its successful predecessor, critically-acclaimed war game *Battle Academy 2* brings the bloody Eastern Front to life.

The turn-based game has been given a gritty new look, new features – including smoke, infantry dash, fighter cover, and trenches – along with a detailed combat model and random mission generation for the reboot.

You can play as Red Army or Wehrmacht in more than 30 missions across four single-player campaigns – as partisan, Tiger, T34 and dozens of other vehicles and aircraft, modelled in 3D. There are also plenty of multiplayer scenarios.

Battle Academy 2 is available for download from www.slitherine.com/games/ba2_pc (£26.99 – or £33.99 if you prefer it on disc).

But thanks to the developers you can win one of eight copies if you're able to tell us the codename for the German invasion of Russia in June 1941.

Send your name, address and answer to us by December 5 2014 at battleacademy@navynews.co.uk or Battle Academy 2 Competition, Navy News, Mail Point 1-4, Navy Command, Leach Building, Portsmouth PO2 8BY.

More pax please, we're British

LAST month, I reviewed a rather flawed estimate of the supposed limitations on British naval power in the era of the *Pax Britannica*.

This month, writes Prof Eric Grove of Liverpool Hope University, I am looking at another new study that takes a different approach. *Pax Britannica: Ruling the Waves and Keeping the Peace Before Armageddon* (Palgrave Macmillan, £25 ISBN 978-02303-54302) is by Dr Barry Gough who is lucky enough to call himself 'independent scholar, Canada.' He has a glowing reputation with both a PhD and a DLitt in Imperial and Commonwealth History from London University and an emeritus chair at Wilfrid Laurier University in Ontario, Canada.

The virtue of this book is that he can put the Royal Navy's role into the relevant wider contexts of politics, diplomacy, strategy and culture. He takes a self-consciously-positive line, being aware as he puts it in his preface, that "the thrust of this work runs counter to the image of Empire and British imperialism that is so widely accepted these days. I do not see that experience as one great mistake for which apologies must necessarily be made." His intention "is to reposition and recentre the Navy and sea power in imperial and indeed world history."

The author attempts this task through a preface and 16 chapters over 285 pages. These are thematic: the nature of *Pax Britannica*; the Royal Navy of the period, its bases (with a welcome emphasis on Bermuda); surveying; informal and formal empires in the Americas; the Russian challenge in the Mediterranean and Black Sea; the Indian Ocean, Singapore and China Seas, the 'imperial web' in the South Pacific, gunboat diplomacy, anti-slavery operations; and treaty-making and dhow-chasing in the Indian Ocean. The last four chapters cover the end of the Pax with the changing balance of global power, the appeasement of the USA (although Gough does not use that term), the Navy of the pre-1914 period and a final chapter called 'Recessional: The End of *Pax Britannica* and the

THE GROVE REVIEW

American Inheritance'.

Perhaps unusually for a Canadian, Gough takes a very pro-American approach, seeing the *Pax Americana* of recent years as a natural progression of *Pax Britannica*. As such, he tends to neglect the elements of Anglo-American rivalry that remained a feature of their naval relationship until the mid-1930s.

It is worth noting that Plan Red – war against the British Empire – was still being exercised at the Naval War College at Newport until the mid 1930s; the records can still be found in its archives. It is gratifying from a British perspective to find that they thought we would win!

There are other problems too. The author's grasp of the technical side of his story is flawed. He cannot quite forsake the traditionally-critical legend of the Royal Navy's supposed lack of enthusiasm for steam. Rather than ignoring steamers, or at least not giving them sufficient priority, as Gough suggests, the Navy built a large number of early steamers which it kept in commission at the expense of sailing warships.

Paddle propulsion prevented proper broadside armament until the coming of the screw propeller in mid-century. Until then, steamers and sailing ships were combined in innovative ways. The picture he draws of an obsolescent early 19th-Century Fleet thus bears little relationship with reality.

His description of British strategy against Russia also has a fundamental gap. The main deterrent threat that contained Russia from 1854 to the mid-1880s was the threat to St Petersburg posed by a 'Great Armament' or 'Particular Service Squadron' destined for the Baltic to hold the Russian capital to ransom. The author's assertion that British ships did not operate in 'fleets' is equally open to serious question. The Royal Navy's capacity for an aggressive

maritime strategy against enemy coasts was at the heart of the British strategic position for most of this period.

Another rather strange problem is the author's coverage of the operations in the Levant in 1840. These were of key importance in the assertion of the as-yet unnamed *Pax Britannica*, when it provided the context for Palmerston's famous statement about nations with assets close to the sea having to worry about British action if they had differences with us.

As anyone who has visited the Dartmouth gunroom would know, Admiral Stopford was still in command during the bombardment of Acre in 1840, the last engagement worthy of mention. The author is also in error to say that the College kept the name Britannia when it was opened. It was HMS *Espiegle* and then *Pomone* before the Britannia name was restored after WW1; in the meantime it had belonged to a battleship – one of the last casualties of the naval war in 1918.

The author's discussion of the pre-Great War period is also partial to say the least. The author has read Nicholas Lambert's book on proposed economic warfare against Germany, but does not appear to have understood its argument; it is simplistic to say battle-cruisers were primarily to counter armed liners; and the story of the Home Fleet pre-1914 is not quite as recounted here.

I read a proof copy of the book and I hope at least some of the small errors have been corrected. This is because the book is basically very sound.

Its argument that British naval power was at the heart of a basically beneficent *Pax Britannica* and, indeed British Empire, is a point well worth making. I wish I had read this account before I (unsuccessfully) defended the Empire at the Oxford Union a year or two ago. I would have been able to make a

much stronger case.

The author's transatlantic perspective and knowledge of operations in the western hemisphere also add most useful new perspectives to the story. *Pax Britannica* is also very good value

at only £25 (print) and £16.25 (ebook).

Attractively written it is an absorbing, accessible, interesting and enlightening work and deserves a wide readership despite the mistakes and gaps.





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A week at sea in Ocean

MEMBERS of Teign Valley unit took part in a week-long training offshore voyage in assault ship HMS Ocean at the end of September.

During their time on the helicopter carrier they got stuck in all aspects of the ship, including shadowing air support crew on the flight deck and hangar, landing craft launching and a boat drill away from the ship.

They also took part in small arms live fire exercises, attended training presentations, learnt about the use of equipment and roles in beach landings.

Sea Cadet Edward, aged 17, thoroughly enjoyed his time on board.

"The trip was the most fantastic thing I have done in or out of cadets," said Edward.

"Being treated as a member of the crew on the UK's biggest warship and flying in the new Merlin helicopters has made me determined to finish my A-levels and join the Royal Navy as aircrew."

Sea Cadet James, also aged 17, said: "When you're sitting at the helm of the Royal Navy's largest warship at night in the Atlantic and you're steering or 'driving' the ship, when you're sitting in a Merlin helicopter watching HMS Ocean getting smaller and smaller flying at about 100 feet above the water, you realise how fantastic the Sea Cadets are."

"This has topped my experiences as a cadet, but we do so much more - I'm really proud to be able to wear the uniform alongside serving men and women of the Royal Navy, and will be joining up as soon as I finish college."

Another burgee

BRADFORD unit have maintained burgee status following their biennial Royal Naval Parade inspection by Area Officer Cdr Charles Bagot-Jewitt (Rtd), also attended by their Patron, Lord Mayor Cllr Mike Gibbons, and President, Sir James Hill.

The evening began with a full ceremonial display and an inspection of all divisions by Cdr Bagot-Jewitt and ended with a short awards ceremony, including the presentation of the Ganges Shield, which went to OC Rebecca Taylor for consistent high achievement over the past year.

CO Lt (SCC) Lynn Bullock RNR said the unit had worked hard to maintain the burgee and she was immensely proud of the cadets.



● *Draken Harald Harfagre on the Mersey*
Picture: PCI John Williams, Wallasey unit

Cadets escort Viking longship

IT IS not often that a Viking ship sails into the heart of Merseyside, but Wallasey unit were ready when it happened.

The Birkenhead-based unit provided their RIB to meet the longboat Draken Harald Harfagre at the Mersey Bar beacon and escort it the 18 miles back into the port.

The RIB also ferried the pilot out to the longship, at 115ft the world's largest reconstructed Viking warship, which was on a two-week visit to Wirral.

The Norse boat and crew were guests of Liverpool Victoria Rowing Club, which is based next door to the Sea Cadets' boathouse.

As the unit and club have an excellent relationship, the rowers asked if the TS Astute RIB could provide cover for the longship entering and leaving Alfred

Dock Birkenhead and the Port of Liverpool, recovering the pilot off the Crosby Channel on the longship's departure for the Isle of Man.

Wallasey Sea Cadets and staff also provided safety cover while the new crew of the longship trained by rowing up and down Alfred Dock.

On the way across the North Sea the longship - which was on her first foray out of Norwegian waters, having been launched in Haugesund in the summer of 2012 - snapped her mast, which was washed overboard during severe weather off Shetland.

A new mast was shaped and made by shipwrights while she was in Alfred Dock.

The longship's captain, Björn Ahlander, thanked the Wallasey cadets for their help during their visit to the Wirral Peninsula.

Success! #LaurenMetOlly

LAUREN Powell, a Sea Cadet from South Wales District, finally met her idol Olly Murs in London after a successful social media campaign by her friends.

Lauren was diagnosed with an inoperable brain tumour just days after being part of an unarmed guard with four other Sea Cadets at the NATO Summit in South Wales, meeting US President Barack Obama and Prime Minister David Cameron.

Friends of Lauren launched a campaign to encourage Olly Murs to meet her when they learnt about her diagnosis - the singer was runner-up in *The X Factor* in 2009.

#OllyMeetLauren led to Lauren and her parents meeting Olly in London, arranged by the Rays of Sunshine charity.

Her mum said "We had a one-on-one talk with him about what she is going through and he just wished her good luck."

"He recorded a message on her phone and said she should listen to it whenever she feels sad."

"He even invited her to go backstage with him next time he tours in Cardiff."

"It was just amazing and meant so much to Lauren."

Dartmouth hosts the CCF

ONCE again Britannia Royal Naval College generously played host to the CCF RN summer camp based in the college.

Over the period, cadets were joined by Sea Cadets and Sea Scouts from around the country.

With over 170 cadets on parade both the Captain of the College, Capt Henry Duffy, and Maj Gen John Crackett - as ACDS (R&C) he is the highest ranking reservist in the Armed Forces and has responsibility for all policies relating to cadet forces - had plenty to talk about during their inspection of the cadets on their final Divisions (right).

During their week cadets completed courses for RYA sailing and power boating qualifications, lifeguarding certification, diving and canoeing as well as the CCF Senior Leadership course.

The highlight of their time at Dartmouth for many was the



Picture: Nigel Huxtable

Mess dinner, held in the Senior gun room. Music during the week was provided by a CCF Band, which meets and works together at the College providing music and entertainment at the Mess dinner as well as during

Divisions and ceremonial sunset. Both Major General Crackett and Capt Duffy paid tribute to the achievements of all the cadets and complimented them on how they conducted themselves about the college.



Juniors go green

JUNIOR Cadets from North Wales went for green at a fun-filled camping weekend.

More than 20 youngsters aged between ten and 12 from Holyhead, Connah's Quay and Conwy County took part in the camp (above).

Sleeping out in tents wasn't a problem as they were there to learn campcraft skills, map-reading, knots, first aid, weather, cooking, cake decorating and fun games to gain their Green outdoor badges - part of their progression in the Corps.

Cadets were awarded 24 modules over the weekend.

Cadets were split up into small divisions and rotated around a number of activities to cover the requirements of the syllabus, giving them a great insight into Adventure Training.

Sub Lt (SCC) Crowther RNR, the camp organiser, said "I was impressed by the superb facilities at the Llysfaen Scout Camp which ensured that all cadets enjoyed the outdoors to the max and many badges were awarded at the end of the camp."

Coining it...

TWO Sea Cadets from Newport unit took a tour of the Royal Mint at Llantrisant, north of Cardiff, to see the production of a bronze coin specially created to mark the NATO summit in South Wales.

Part of a civic group that included Wales Office minister Baroness Randerson and the deputy mayor of Newport, Cllr David Atwell, as well as air and army cadets, the cadets from TS Resolute watched as coins were pressed and sent off for finishing - a process that involves sand-blasting and the application of lacquer.

The coins were produced to be handed out to schoolchildren in Newport, host city for the NATO summit, as well as to world leaders who attended the high-profile event in early September.

Pair strike gold

TWO Reading unit cadets who each won two gold medals at the National Combined Regatta, at ExCel in London, have been praised by their CO.

Almost 400 cadets from units around the UK and Channel Islands attended the event - around 140 of whom took part in paddlesports competitions.

LC Connor Macnab and OC Simon Tilbury-Clarke, of Reading, representing Southern Area, won gold medals in the Open Boys 2km Double Time Trial - beating their previous best time by a minute - and the Open Boys 500m Double Sprint.

Sub Lt (SCC) Stephen Gyi RNR, Commanding Officer of Reading unit, said: "These two cadets should be extremely proud of their achievements at the National Regatta, as indeed all those associated with TS Jervis Bay are of them."

"To say you are the best in the land at what you do is a huge accomplishment that very few people realise in their lifetime."

"My thanks go to them for putting Reading on the map within the Sea Cadet Corps, and for the superb support of our adult volunteers, parents and guardians who give up their time to help our young adults attain such high rewards."



● PO(SCC) Pat Francis receives the Dawson Trophy from Frances Dawson

Trophy presented

A TROPHY has been presented to Guildford unit commemorating a World War 1 veteran who became one of the unit's founders.

Born in 1881, Francis Dawson was a gunner in the Naval Brigade which moved guns ashore to support the relief of Ladysmith during the Boer War in 1899 - the action which was the inspiration for the RN Field Gun competition.

He served through the Great War, retiring in the 1930s, and although he volunteered for service in World War 2 he was

considered too old as he was in his late 50s.

CPO Dawson helped found the Sea Cadet unit in 1942.

His daughter, Frances, gave the trophy to the unit's CO, PO(SCC) Pat Francis, at a parade of cadets and staff.

PO Francis thanked Miss Dawson for her generosity and told the cadets of CPO Dawson's long service.

The Dawson Trophy will be presented to the group of cadets who achieve the highest standards of smartness and attendance each month.

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Air base CO visits 800 NAS

KETTERING unit continued to strengthen their affiliations with the Fleet Air Arm by hosting Capt Mark Garratt, the CO of RN Air Station Culdrose, at their burgee efficiency award day.

The unit – formally known as 800 NAS – proudly bears the name of the Fleet Air Arm's last fixed-wing fighter squadron, decommissioned in 2011.

"We remain extremely proud of our strong links with the Fleet Air Arm," said Lt (SCC) Marc Pether RMR, CO of 800 NAS.

"It's a great honour to be able to host the CO of HMS Seahawk."

Kettering cadets are distinctive as they belong to the only unit with a Fleet Air Arm cap tally, and in addition to strong traditional ties with Naval Bases in Portsmouth and Plymouth can boast links to RN air stations at Yeovilton and Culdrose.

Amongst the usual Sea Cadet waterborne activities, they also take on airborne pursuits and even look at air engineering aspects as well.

There is also a new affiliation – 14 cadets visited 736 NAS following their return from Cougar 14, speaking to pilots and looking at the Hawk T1 flown by the squadron.

Presenting the unit with a prestigious Sea Cadet Burgee for the year in recognition of continued development of the unit and cadets, Capt Garratt said he was impressed by the facilities and friendly atmosphere at the unit.

Thanks to Lady Gass

AROUND 100 members and guests of the Somerset and Dorset branch of the Marine Society and Sea Cadets (MSSC) attended the AGM at the Fleet Air Arm Museum.

They were treated to a talk entitled *World War 1 – Myths, Lies and Personal Prejudices* by Lt General Sir Robert Fry, a past Commandant General Royal Marines and Deputy Commander of Coalition Forces in Iraq in 2007.

Following his talk, Gen Fry met Sea Cadets and Royal Marines Cadets from TS Mantle, who had earlier entertained the distinguished audience with an overview of their activities during the last twelve months.

The evening was also a chance for the Sea Cadets to thank the Lord Lieutenant of Somerset, Lady Gass, who is standing down this year as the President of the MSSC Somerset and Dorset Branch.

Chairman, Cdre Tim Hare thanked her for her support to all Sea Cadets in Somerset, and presented her with a Sea Cadet crest and a plant for her garden as a reminder of her close association and outstanding efforts for cadets over many years.

The evening is a major fundraising event for the Sea Cadets of Somerset and Dorset, and this year the branch were most grateful to Thales, who very generously provided some sponsorship for the evening.

Joint winners at Southport regatta

TOP sailors and windsurfers from across the Corps gathered in Southport to find the best of the best at the annual regatta.

More than 100 winners of district and area-level competitions battled it out on the Marine Lake, one of the largest such leisure facilities in the country.

The competition was run from the Waterside Lodge, Southport, the Southport District Scout HQ on the shore of the

Marine Lake, while competitors were accommodated at the NW Reserve Forces and Cadets Association Altcar training camp at Hightown, eight miles south of the main venue.

The winners were:

☑ Joint overall winners of the Regatta (the Navy League Cup): London and North West Areas;

☑ Joint winners of the Open Bosun (the

Wilson and Kyle Cup): Eastern and London Areas;

☑ Junior Topper (the Dawson Cup): South West Area;

☑ Open Pico (the Sporting Record): London Area;

☑ Open PY (the TS Narvik Cup): Eastern Area;

☑ Open Windsurfing (the Dauntless Shield): South West Area.



● SHE may be in the twilight of her career, but TS Royalist can still cut the mustard when it comes to a stunning seascape. And on hand to capture the training ship as she lay at anchor off Broadstairs in Kent in late September was Mark Stanford, who was returning to Ramsgate in his pilot launch

Order... order!

SOUTHWARK Sea Cadets PO Ben Wood, Harry Tutt and Ronnie Francis joined forces with Kingston unit to help with the Totally Thames Festival 'Source to Sea River Relay', from the source of the Thames in the Gloucester hills to Sea Reach at the mouth of the estuary.

Walkers, swimmers, rowers, and more came together in a unique 200-mile plus relay, passing a bottle filled with water from the Thames' source, through the capital, and out to sea.

For this leg of the relay cadets were required to meet at Portcullis House, escort the bottle in and pass it on to John Berkow, the Speaker of the House of Commons.

This was followed by a tour of Parliament, including Westminster Hall and the House of Commons (pictured right).

Although a schoolday, logistics were not too difficult as all three Southwark cadets are pupils at London Nautical School, barely five minutes' walk from the Palace of Westminster.



Ruislip out raising funds CVQO awards

RUISLIP unit cadets spent a busy couple of months in the community earlier this year.

First, cadets, staff and supporters raised £3,500 from collections in local neighbourhoods during the Unit's Flag Week.

They followed this up with a stand at the Open Day at RAF Northolt, attended by some 8,000 people, at which the cadets were able to enjoy a good view of the Queen's Birthday Fly-past just after midday.

Then, on Armed Forces Day, the cadets joined up with Uxbridge Royal Navy Association in the

Pavilions shopping mall in Uxbridge town centre, while a week later they participated in a fun day in Ruislip Manor.

Community activities were rounded off by the cadets undertaking a sponsored walk across eight bridges in London – starting and finishing at Tower Bridge, they also crossed London, Southwark, Millennium, Blackfriars, Waterloo, Hungerford and Westminster Bridges.

Money collected at the various events will go towards unit refurbishment, including a new engineering classroom.

CVQO awards

TWO adult volunteers from Southern Area Sea Cadets – C/Sgt Lou Sartorel from Windsor and Eton unit and Sub Lt (SCC) Lee Reynolds RNR from Ramsgate and Broadstairs unit, received their CVQO Awards at a graduation ceremony held at the Royal Military Academy Sandhurst.

C/Sgt Sartorel was presented with the City & Guilds Graduateship in Youth Management and Training, while Sub Lt Reynolds was presented with the Institute of Leadership and Management Level 3 Award in Leadership and Management.

Both of these awards, along with others, can be completed through the Cadet Forces.

For more information on educational charity CVQO see their website <http://www.cvqo.org/adult-awards>

Dover and Deal pay respects

CADETS from Dover and Deal unit had the honour of taking part in Western Front Association (WFA) Great War commemorations which marked the centenary of the deployment of the British Expeditionary Force.

The WFA were transporting 85 wreaths, representing military formations which deployed to France, to a service of remembrance at the Faubourg d'Amiens Cemetery in Arras.

The Sea Cadets worked with Dover Town Council to arrange a short service of remembrance at Dover War Memorial, led by unit chaplain Michael Bowditch.

The 85 wreaths were blessed and placed on public display for the evening.

After the service Dover Town Council hosted a reception for members of the association.

During the service wreaths representing the people of Dover, the Royal Navy and Merchant Navy were handed to association members to be taken to France along with the 85 wreaths.

Two days later Dover and Deal cadets were at another service, this time organised by the WFA's Kent branch at the Royal Flying Corps Memorial in Dover.

Sea and Air Cadets paraded their standards and laid wreaths on behalf of their organisations.

The following day Dover and Deal Sea Cadets left for Arras, where they took part in a parade from the Citadel to the entrance of Faubourg d'Amiens Cemetery.

AC Natasha Miles carried a replica broken-tipped propeller, a memorial to all aircrew who took part in the war, and placed it on the altar of remembrance.

After the ceremony cadets laid a wreath in memory of the East Kent 'Buffs', a regiment which deployed in 1914.

The trip was made possible with the help of event organiser Joanne Legg of the WFA, Channel Travel Deal, based in St Margarets, and Dover Town Council.

Captain's seal of approval

SITTINGBOURNE unit received a massive stamp of approval when Captain Sea Cadets Capt Jonathan Holloway visited the unit in recognition of the progress it has made in the past two years.

Capt Holloway heard of the progress made at TS Wyvern, from struggling unit to pennant standard, and asked if he might visit to see for himself.

As well as formal ceremonials for guests and supporters, the cadets laid on demonstrations and talks.

Capt Holloway said: "I had heard Sittingbourne was a unit on the way up and after this evening I am convinced that is right."

"The volunteers and cadets are to be commended for an excellent show and I look forward to hearing much more about TS Wyvern in the future."

Boat named Mr C

CLYDEBANK unit have held a naming/blessing service for their new boat.

The cadets decided that the name of the boat should be Mr C, in memory of their instructor John Carrington, who crossed the bar earlier in the year.

Lt Cdr George Troup handed over the boat to the unit commander Rena Carrington after the service of blessing, conducted by unit padre Lt David Eynon.

Members of the City of Glasgow RNA branch also attended, as well as local dignitaries.



● LH Michael Kaja

Cup joy for sailor

A HELENSBURGH Royal Navy sailor has told of his pride after he was selected to lower one of the flags, officially drawing the Ryder Cup to a close.

LH Michael Kaja, 35, is part of the engineering team for the weapons handling systems on board HMS Queen Elizabeth, and was part of a small military contingent involved in ceremonial aspects of the world-famous event.

Taking place at Gleneagles, the former Colgrain Primary School and Hermitage Academy student joined colleagues from both the Army and RAF to undertake the important official duties.

Michael said: "What an amazing experience this was. I was very happy to be chosen to go to the Ryder Cup to be part of our ceremonial team.

"And as a keen, but rubbish, golfer I couldn't wait to see just how bad I was compared to the pros.

"The atmosphere was fantastic and being allowed to actually hold the trophy was quite amazing. A really unforgettable experience."



● The BRNC team prepare to challenge for a kick against HMS Triumph

Cadets off to flying start

BRITANNIA Royal Naval College (BRNC) made an impressive start to their Navy Rugby Cup campaign with a 39-13 win against HMS Triumph.

It was the first time in three years that BRNC had taken part in the competition and the college showed a strong intent to dominate the play from the start.

The pressure led to the first points with a penalty conceded during the break down, allowing Mid Dane Smallbone to kick three points for BRNC.

From the restart Triumph maintained a high line and camped in the BRNC half, which paid off when, after 17 minutes, they were awarded a penalty that was converted by ET Michael Caverner to bring the score back to 3-3.

BRNC responded with a superb interception by Mid Connor Osborne, just inside the Triumph half, which led to him scoring a try, which was converted by Mid Smallbone to take the score to 10-3 after 21 minutes.

Much of the rest of the first half was then characterised by further periods of good pressure from BRNC. The first half ended with a penalty being awarded to BRNC that was successfully kicked by Smallbone to take the score to 13-3.

After the break BRNC showed better discipline and good link play between the forwards and backs, which led to a BRNC scrum on the Triumph five-metre line.

From this the home team put Mid Will Murray into the perfect position to pick

the ball from his feet and score a try.

With the try converted by Mid Smallbone the score after 47 minutes had the hosts leading 20-3. Just five minutes later Mid Steve Carr scored another try for BRNC which was converted by Smallbone, to put the home team 24 points in front.

From the restart Triumph began to turn the pressure on. In the 54th minute ET Ellis Lacey's side-step put him in for a try directly under the posts which was not converted.

Further good forward play by Triumph led to a try from LH Simon Greensmith in the 62nd minute, which again remained unconverted, but took the score to 27-13. Shortly after the restart BRNC managed

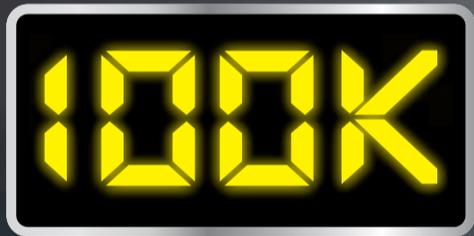
to widen the gap with a break by LPT Ozzy Osborne, which allowed Mid Daz Pounder to score a try in the 64th minute.

Mid Smallbone once again made the conversion and took the score to 34-13.

As the final whistle approached Mid Murray managed to reach for the line and scored his second try of the day. With Mid Smallbone by then off the field the try was left unconverted.

CO of BRNC Capt Henry Duffy said: "This match comes as competitive sport is firmly back in the training programme, and is a key element of Initial Naval Training for our officer cadets."

BRNC's next match is against the Submarine Qualification (South) based at HMS Drake.



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Victory for RN boxers

BOXERS from the Royal Navy and Royal Marines won 11 of their 20 bouts at the Limassol Boxing Cup in Cyprus.

As well as fighters from the host country, the three-day competition included boxers from Israel, Moldova and the Ukraine.

Mne Lewis Earls (CLR) secured the first win for the RN against M Neofytou of Cyprus. Unfortunately Earls fractured one of his hands in round one.

Mne's Lewis Dugan and Tal Veksler (42 Cdo) both lost on points against Cypriot C Antoniou and Moldovan C Sojocar.

The RN finished the first day on a high as AB Callum Lynn (HMS Daring) and AB Ian McCondichie (HMS Ocean) both won their matches. There was also a victory for Mne Chris Godridge (42 Cdo).

Day two was opened by debutant Mne Nathan Greenaway (43 Cdo) against Moldovan C Sojocar, who proved too strong.

AB Fisher (HMS Nelson), another young debutant recorded a points victory over Cypriot P Ploutis.

Mne Abadom (CLR) & Mne Larsen (45 Cdo), both faced tough boxers in Israeli, E Martenenko and Cypriot K Spanos and both lost on points.

Returning to the ring after an 18-month absence was Mne Graham (42 Co). He chalked up yet another success for the Royal Navy against Ukraine's I Kozik.

The final bout of day two saw Mne Radley (CLR) beat Cypriot S Manoli.

Several boxers picked up injuries and several matches were cancelled on the final day of the competition.

CSBA champion, AB Matthews (HMS Ledbury) conducted a spar off against Mne Metcalfe (CTCRM).

Mne Griffin (42 Cdo) saw his corner end his bout against Cypriot F Kazakos after the Marine had been caught with a hard rear hand and received a count of eight.

For his second fight of the competition LPT Short (HMNB Clyde) was up against another well-prepared strong fighter from Cyprus in A Philippidis, Short boxed a very clever fight and went on to a clear victory.

Mne Godridge (42 Cdo) produced another sterling performance against Israeli E Martenenko in his second fight of the tournament.

The competition finished on a high for the Navy as Mne Graham (42 Cdo) beat his Israeli opponent in the first round and Lynn and McCondichie both recorded points victories in their respective matches.

Team appeal for festival

RUGBY players from the Royal Navy and Royal Marines are being urged to put teams into an international competition.

RAF Akrotiri's 31st International Festival of Rugby 10-a-side contest takes place at the Cyprus base from May 18-23 next year.

Entry will be by invitation only and the competitions will be open to male and women's teams.

It is proposed to invite a maximum of 16 male teams and six women's teams to this season's competition.

To register an interest to enter please contact Steve Williams on 07961 891449. Email theoldgoat@ntlworld.com



● Competitors at the start of the annual two-day Lymstone to Poole race. This year saw 120 runners from Royal Marines units compete in the event, which sees pairs of athletes run for 22 miles each day carrying a daysack. The race takes place between Commando Training Centre Royal Marines near Exmouth and Royal Marines Poole in Dorset

Pilots swoop in to take gliding title

ROYAL Navy glider pilots retained their title as the Inter Services Gliding champions at the 2014 competition – and won the Sports Class into the bargain despite stiff opposition from the RAF and Army.

This year's event was held at RAF Cosford near Wolverhampton and hosted by the RAF and Wrekin Gliding Club.

The event included teams from all three Services and a number of civilian pilots as part of a concurrent British Gliding Association regional competition.

In total 37 pilots competed in both the Open and Sports Classes.

"We came here to retain our 2013 title," said Lt Will Ellis, Royal Navy team captain.

"It's been a difficult week due to the challenging weather conditions but the team took an early lead and held on throughout a tough competition."

This year there was no Navy glider in the Open Class, however Will Ellis won the Sports Class in his Hornet, Lt Cdr Chris



● Three of the Royal Navy gliding team with their trophy, from left, Capt Paul Jessop, Lt Will Ellis and WO2 Andy Farr

Bryning finished fifth, Capt Paul Jessop seventh and WO2 Andy Farr eighth.

Their combined total points were more than enough to win the Team Trophy and beat off a particularly strong challenge from the Army.

The Goodhart Trophy for best performance at the

Championships by a Navy glider pilot also went to Will Ellis.

"Once again it has been a real team effort," said Capt Jessop, chairman of the RINGSA.

"It's such an excellent result right across the board, from ground crew supporting the team on the ground to the pilots competing up in the sky.

"I'm already looking forward to next year's competition so we can make it a hat-trick of wins."

AB Bobby Ball from the Seahawk Gliding Club said: "I recently went solo for the first time and can't wait to be able to compete with the big boys."

WO Farr of Heron GC, RNAS Yeovilton hopes this triumph will encourage others to come along and have a go at one of the three Royal Naval gliding clubs – Seahawk GC at RNAS Culdrose, Portsmouth GC based on the old HMS Daedalus airfield and Heron Club at RNAS Yeovilton.

"Gliding in the Navy is looking good at all levels," he said.

"We run annual expeditions, which over the past couple of years have included Germany, France and South Africa, and are open to novices and experts.

"We're getting very competitive at the top end of competitions and even at grass roots for Adventurous Training (AT) there are plenty of opportunities, giving us a greater selection of people to choose from."

Cycling with a road legend

NINE members of the Royal Navy Cycling team flanked legendary cyclist Mark Cavendish during his 50-mile challenge ride as part of the Friends Life Tour Ride 100.

A number of other Naval personnel acted as marshalls along the route.

The Tour Ride 100 gives members of the public the chance to ride alongside the former British and World Champion.

Circular routes for both the 100-mile Pro Ride and 50-mile Challenge Ride began and finished at Staffordshire University's Leek Road campus.

The Navy team was captained by Sgt Mark Hill, who, along with 27 other Marines took part in the cycling stage of the 1664 Challenge.

Sgt Hill said: "I was asked to organise the Royal Navy support for this event and I knew this opportunity could not be missed. I am a huge fan of Mark and also the work that he and his wife have done for Help for Heroes."

AB Gabrielle Saunderson, the only female rider in the team, has been identified as a strong contender for the 2020 Olympics.

Gabrielle, from Hull, said: "I know I have a lot of sacrifices ahead of me before I can realise my ambition of representing my country at the highest level, but I am fully supported by both the RNRMCA and the wider Royal Navy."

"I wanted to take part because Mark Cavendish is my superhero and an inspiration to me."

Success for hosts

SPORTSMEN and women from across the Navy gathered at HMS Collingwood to compete in the Eastern Region Indoor Hockey Championships.

The event, which marks the beginning of the hockey season, saw teams from HMS Nelson, Sultan, Collingwood, Daring and Dragon take part.

The championships, which always takes place at HMS Collingwood, were overseen and judged by Steve Lemon, Secretary for the Hockey Association.

POPT Ian 'Robbo' Robinson said: "It was a fun-filled afternoon. A lot of people came to see the fast-paced games which hopefully encouraged them to take part in future hockey events."

One of the two teams entered by HMS Collingwood took first place with HMS Daring's team finishing runners up.

42 Cdo victors in recovery contest



● 42 Cdo, left, beat 40 Cdo to take the title
Picture: LA(Phot) Joel Rouse

WOUNDED, injured and sick Servicemen and women from Naval rehabilitation units showed their team spirit when they took part in an inter-recovery troop sitting volleyball tournament.

The competition was organised by Help for Heroes as part of their sports recovery programme and held in the state-of-the-art gym at the £23m Plymouth Recovery Centre, funded by the charity, within Devonport Naval Base. The sitting volleyball court is one of the country's only permanent courts.

Teams included home sides Hasler Company and the Primary Care Rehabilitation Facility (PCRF), both based at Devonport, alongside 42 Cdo's Kangaw Troop from Bickleigh Barracks in Plymouth and 40 Cdo's Termoli Troop from Norton Manor Camp in Taunton.

After four hours of hard-fought competition – and a lot of laughs – 42 Cdo Team A came out victorious over 40 Cdo Team B in the final, finishing 26-17 on top. Devonport's Hasler Company took third place in

their play-off against PCRF.

Levi-Ray Hyde from 42 Cdo, who has played sitting volleyball before through the MOD's Help for Heroes-funded Battle Back programme, said: "The tournament was good. It makes you look at things in other perspectives."

Mne Shane Abley of 40 Cdo said: "It was a good crack, good fun. It's great to have a friendly competition with all the units. It breaks up the rigmarole of normal rehab."

AB Hazel Smith, serving with Hasler Company, said: "I really enjoyed it. It was good to get everyone together laughing and joking regardless of the injuries. I've never played sitting volleyball before. It was painful for me as I have fibromyalgia but I enjoyed it and would happily play it again."

The tournament – the first inter-recovery troop competition to be held at Help for Heroes' Plymouth Naval Service Recovery Centre – has paved the way for future events with requests from those taking part.

Mountain too far for Rob

A ROYAL Navy Reservist finished fourth in his veterans' category during his first – and last – 24-hour mountain-biking championship.

PO Rob Smith, from HMS Vivid in Devonport, had previously completed 12-hour races and just missed out on a podium place in his category at the World Solo 24-hour championship in Scotland.

PO Smith was joined by Mne Will Duguid of 43 Cdo and Flt Sgt BJ Doherty of RAF Waddington.

As a member of the Logistic specialisation and a planner in his civilian job, PO Smith had a plan and stuck to it.

"I'd made sure everything around the event was as good as it could be, making me the weakest element," he said. "The three of us had loads of support and I'd made sure my bikes were in top condition."

PO Smith completed 20 laps in 23:47, covering more than 260km and climbing over 9,000 metres (the height of Everest)

to fourth in his age category (40-44) and 41st overall in a strong field of 166 riders from 26 countries.

As night fell PO Smith was in fourth place in his category but sometime during the night the second-placed rider disappeared from the timing screens, promoting him to a podium position.

This also combined with his lowest moment during the event.

"I was on a lap maybe a bit after midnight, I'd not had anything hot to eat for a while and I had a kind of sense of humour failure.

"One climb early on I just couldn't be bothered to ride so I just walked up, that lap I dropped from hour laps to one hour 15 minutes.

"Being told that I was in third made no difference but a hot cup of coffee and some homemade flapjack did and I went out and rode a lap closer to the hour."

As the laps ticked by and night gave way to dawn, lap times for most dropped

as legs began to tire and the low mist made the going slippery in places.

Unfortunately for PO Smith, Jason Hynd, the rider who had disappeared from the time screens returned to the race and began lapping in times that PO Smith could only dream of.

Reigning champion Jason English (confusingly from Australia) took the title with a storming ride of 26 laps.

"It was a really good experience, and I'm grateful to the RNRMCA and the RNR for their support and help in getting to the event but I have no intention of doing another one," said PO Smith.

"I learnt a lot, which is a shame as I won't be doing another one. Riding round in circles again for 24 hours doesn't appeal but some kind of point-to-point or stage racing does."

PO Smith is now taking a well-earned break before the winter season starts.

For more information on the RNRMCA visit navycycling.org.uk

Picture: SPORTOGRAF.COM



Picture: SBS Photography

Trophy victory for Navy side

ROYAL Navy Rugby League team skipper LAET Mark Robinson holds the Senior Inter-Services Rugby League Trophy.

The Navy took the title – for the first time in six years – with a 28-8 victory over the RAF at Burnaby Road.

The win followed a 28-26 victory against the Army the previous week.

The final saw the RAF take an 8-2 lead at the break. The second half was a different story with the home side playing some of the best rugby seen at Burnaby Road for some years, running in 26 unanswered points.

The scoring began with Fijian Logs (SC) Ratu Kurasasa coming in from the wing to touch down and a conversion for Darren Bamford evened up the scores.

A succession of points followed over the next few minutes with Bamford bagging two tries which he converted himself. The

final try of the night went to LPT Gareth Cadmore, which Bamford converted to stretch his team's lead to 28-8.

In his first season as RN head coach POPT Steve Lockton was delighted with his players efforts, congratulating LAET Robinson for leading a strong, skilful and disciplined side to the title.

In the other competitions the RNRL Ladies the Wrenegades returned to winning ways beating the RAF 20-10 but then lost out to an Army Ladies side.

The men's Academy team lost out on the IS Academy title on points difference despite a 32-0 victory over the RAF.

For the men there was little time to celebrate as under the leadership of Tour I/C Lt Cdr Mark Hertzberg a 24-strong squad headed out to Australia to compete in the second Maritime Tri-Nations tournament against the RAN and RNZN.

Tribute to dedicated followers of boxing

SAILORS have been recognised for their outstanding and exemplary support to boxing.

LAET Luke 'Animal' Thomas and PO Dave 'Harry' Hull have been presented with custom-made boxing colours in recognition of their tireless contribution to RNAS Yeovilton Boxing Club

LAET Thomas, an avionics supervisor on 815 NAS and honorary member of the station's PT department has been a leading figure with the ever-growing station boxing club.

As a qualified AIBA Boxing Coach, LAET Thomas has spent much of his spare time, up to five nights a week, putting the station boxers, both Army and Navy, through their paces.

His dedication and devotion to the sport has been central to the success of the club this season, with several boxers reaching the finals of the RN Cup.

LAET Thomas said: "Each boxer will have spent many hours in the gymnasium to achieve high levels of fitness and to develop their technical skills.

"It is my job to prepare them for the ring and ensure that nothing is ever left to chance."

LPT James Arnold said: "When it comes to boxing fitness training, there is no one better



● From left, PO Dave 'Harry' Hull, Cdr Alastair Haigh, LAET Luke 'Animal' Thomas, Lt Graham Blick and Lt Cpl Stephanie Wroe, RNAS Yeovilton's female boxing champion

than Luke. He is like a man possessed and a real animal in the gym; everything you need in a coach and performance manager.

"He ensures that every boxer is in peak physical condition, both mentally and physically, prior to entering the ring."

CO of 815 NAS Cdr Alastair Haigh said: "LAET Thomas epitomises all of the Royal

Navy core values: courage, commitment, discipline, respect for others, integrity and loyalty."

PO Hull, a newly-qualified jungle-survival expert has also been recognised for his exemplary service to RNAS Yeovilton sports.

After retiring from competitive boxing, he has dedicated himself to coaching Yeovilton personnel in the sport and hopefully

providing the next generation of boxing champions.

Having qualified as an AIBA boxing coach three years ago, PO Hull can be found in Yeovilton's boxing gym four nights a week, coaching, mentoring, providing fitness regimes and technical advice to his stable of boxers, who range in various standards and abilities.

He also runs two training sessions a week for personnel who just want to get fit.

Lt Graham Blick, Yeovilton's boxing officer and newly-qualified England Grade A major panel boxing official said: "I was Harry's training instructor and boxing coach when he first joined the RN, so it has been very pleasing to see him win various boxing titles, and now watch him move into the coaching arena.

"Harry is a fantastic coach and a real ambassador for Navy boxing."

Having taken on the mantle as the Fleet Air Arm boxing coach, PO Hull added: "With the arrival of the Army and Wildcat, Yeovilton Boxing Club is increasing membership by the week.

"Boxing requires courage, discipline, dedication and a genuine strength of mind and body to step into the ring. I'm only here to help boxers facilitate and conquer their fears."

Mapping future

ROYAL Navy Reservist Lt Andy Beverley, from HMS President, took the title at the first RNRMOC Orienteering Championships to be held in many years.

Nineteen runners took part on the fast, hilly course at Tidworth, with second place going to Lt Megan Ashton, from the Ministry of Defence Ceremonial Events and Commemorations Team.

Third place went to Sgt Colin Hodgson from 1AGRM. The results mean the team is able to enter the Combined Service Orienteering Championships in Essex at the end of this month.

The RNRMOC is keen to recruit new competitors. Contact the club Secretary, Lt Ashton at megan.ashton371@mod.uk, or visit the PDev portal site; <https://pdevportal.co.uk/sports/orienteering>

Courting players

HMS Temeraire will host the 2014 Royal Navy Squash Championships on December 5 and 6.

Players of all standards are encouraged to attend and enter one or any number of the following categories: Open, men's (under 25), veterans (over 35), masters (over 45), men's doubles, ladies open.

Electronic application forms can be obtained from the Secretary RNSRA, Lt Cdr David Cooke at Navy.Pers-TemeraireRnso4.mod.uk or David.cooke747@mod.uk. Alternatively he can be contacted on 02392 573027 or 9380 28027. Closing date for entries is November 28.



**PER
MARE
PER
TERRAM**

**CELEBRATING
350 YEARS OF THE
ROYAL MARINES**

Integral part of Britain's defence

THE Royal Marines have been celebrating their 350th birthday this year.

From fighting on the decks and in the mastheads at the Battle of Trafalgar, through WW2, to the modern day, leading the assaults on the Falkland Islands and Iraq and operating in Afghanistan, they are an integral part of Britain's defence; they combine excellence, versatility and value.

Formed in the reign of King Charles II on October 28, 1664 as the Duke of York and Albany's Maritime Regiment of Foot (or Admiral's Regiment), the name Marines first appeared in the records in 1672.

Since then, Marines have taken part in more battles on land and sea around the world than any other branch of the British Armed Forces; so numerous are the Corps' battle honours they are simply represented by the famous Globe and the single honour Gibraltar.

Today, the Royal Marines are the UK's Commando Forces and the Royal Navy's amphibious troops.

An elite force held at very high readiness, they are trained for worldwide rapid response, able to deal with a wide spectrum of threats and security challenges.

Fully integrated with the Royal Navy's amphibious ships, they can deploy globally, gather offshore as part of the Response Force Task Group (RFTG) in order to demonstrate political intent and military capability, and when necessary, jump into action from Navy ships to conduct operations on land, or at sea.

The main deployable force is currently 3 Commando Brigade RM with a Lead Commando Group ready and held at five days' notice to deploy globally, in support of the UK's national interests.

Elsewhere, 43 Commando Fleet Protection Group RM, remains on permanent duty protecting the UK's nuclear deterrent as well as providing boarding parties in support of counter-piracy operations in the Indian Ocean.

Their toughness and resilience is the reason that the Royal Marines provides the greatest single contribution to UK Special Forces, with over 40 per cent of their 'badged' manpower originating from within the Corps.

The Commando Training Centre, also known as CTCRM, is the principal training centre for the Marines.

Based at Lympstone in Devon, CTCRM selects and trains all Royal Marines officers, recruits and reserves.

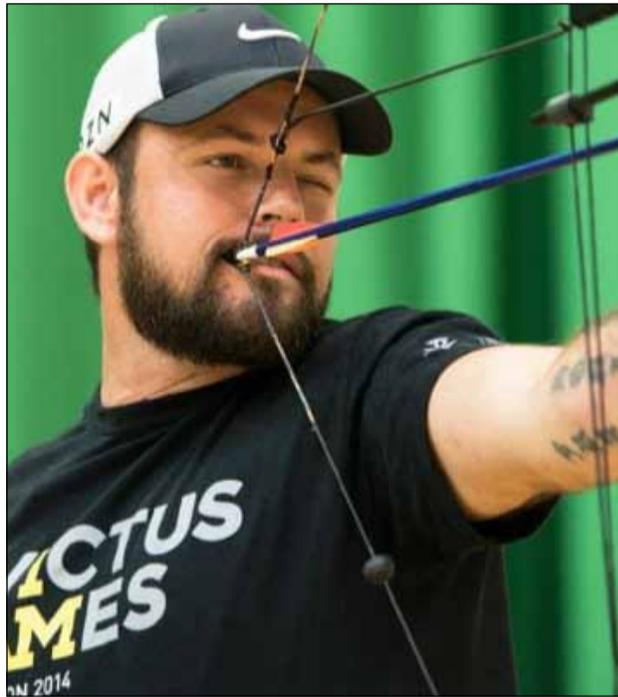
CTCRM is unique in that it also provides all Non-Commissioned Officer (NCO) command training as well as training 70 per cent of all Royal Marines specialists.

On average, 1,300 recruits, 2,000 potential recruits and 400 potential officers attend training courses at CTCRM every year. In addition the Training Wings run upwards of 320 courses a year for a further 2,000 students.

Being a Royal Marine is a state of mind – if you think you have it visit

www.royalnavy.mod.uk/royalmarines

350 years of smiling



● Cpl Paul Vice competed in the archery at the Invictus Games as well as the cycling road race, where he crossed the line with the other two British members of the team.

The games came less than three years after Cpl Vice was badly injured by an IED during his fourth tour of duty in Afghanistan, bottom picture.



YESTERDAY, as I write this, I went to the Invictus Games in London to scream my support for the astounding wounded-warrior athletes.

Today my voice is hoarse from all the shouting and my hands sore from the constant clapping.

My heart, though, is bursting with the pride instilled by all that I witnessed: the heroic resolve, the firmness of purpose, the comradeship and the selfless good humour that have become the trademark of those broken-bodied soldiers, sailors and airmen.

But hold on – do you recognise these familiar sounding principles and values? Determination; loyalty; unselfishness and cheerfulness in the face of adversity.

Yes – it is of course the legendary moral code of Her Majesty's Royal Marines.

This benchmark of character, spirit and willpower, set high from day one of training, is designed to sustain bootnecks through the often terrible privations of war and commando combat and indeed any other challenges that confront them in their military career and beyond.

The central pillar to this collective ethos, for me, has to be cheerfulness in the face of adversity. The extraordinary ability of Royal Marines to keep their spirits up, come what may. Therein lies their strength in war and in the life that follows war.

Perhaps it is no coincidence that, judging by the medal count at the Invictus games, the single most successful group of athletes from any country were our own Royal Marines Commandos.

I cheered everyone who took part in the games and applauded all who won medals but I confess I did so most loudly for the many smiling bootnecks who stood tall on that podium – many of whom (some without arms, some without legs, some with terrible internal injuries to both body and mind) I am proud to call my friends.

Let me tell you a story ...

Eight years ago I turned up at the Commando Training Centre at Lympstone to start filming for an ITV series called *Commando: On The Front Line*. The idea was as simple as it was fresh: To follow a single troop through the 32 weeks of training and then follow those who passed out with a coveted green beret to the front line in Afghanistan.

I work alone, without a film crew, so my method is always to get as close as possible to my subjects in order to establish one-to-one relationships of mutual trust.

Cheerfulness in the face of adversity has long been the Royal Marines' most effective weapon in war, as in life, writes **Chris Terrill**, the anthropologist, author, film-maker, adventurer – and honorary Royal Marine Commando.

I knew immediately that it was not going to be enough to stand on the sidelines and watch these young men rise to the immense challenge in front of them – the longest and toughest basic military training in the world.

I had to get stuck in with them and feel their pain; cry with them and laugh with them.

Encouraged and inspired by the recruits as well as the amazing training team I went through the full 32 weeks myself, if not all the weapons and tactical drills then certainly all the physical training, and then went through the final commando tests to win my own green beret – to this day my most prized possession.

It did not give me the right to bear arms. I remained a civvy and, in Afghanistan, I shot with a camera not an assault rifle, but I did now have an intimate and unique insight into the extraordinary world of the bootneck and crucially, an understanding of what makes a Royal Marines Commando tick.

Being out on the front line in Afghanistan was a life-changing experience for all of us and for some, tragically, a life-ending experience.

I knew two young marines who were killed in action – Tom Curry and Georgie Sparks.

I met Tom – a man mountain – out in Afghanistan the night before a big attack on a Taliban stronghold. It was his 21st birthday and we all drank his health with chicken cup-a-soup from a ration pack.

The attack went well and the enemy were routed but one week later Tom was dead – shot in an ambush.

Georgie was the youngest recruit in the troop I trained with at Lympstone.

Seven months after passing out and working as a sniper in Afghanistan he was killed by a rocket propelled grenade.

I was honoured to read the eulogy at Georgie's funeral, held on the day that would have been his 20th birthday.

And then there were the injuries – so many horrific, life-changing injuries

in addition to the equally debilitating psychological and emotional injuries that war can inflict.

I have remained close to many of those I knew who were injured and never failed to be inspired by the determination of these men to relaunch their lives – some with less than their God-given compliment of limbs and others dealing with the post traumatic demons that still haunt and taunt them.

That underpinning ethos of perennial cheerfulness learned in training has helped to sustain these war-torn warriors and illuminate their lives even at the darkest of times.

They have exhibited a bullet-proof determination not to be beaten; they have exulted in the loyalty felt between them and the unselfishness that meant they would never desert a comrade in need.

Invariably, if a man buckled under the weight of injury and the rigours of slow and painful recovery there was a mate, a comrade, an 'oppo' to help carry the load and share the pain: He ain't heavy – he's my brother-in-arms.

If I had been impressed by the exercise of the Royal Marines ethos in training and in combat I have been flabbergasted and moved to tears by seeing it put into practice after injury.

Earlier this year I returned to Afghanistan with Bertie Kerr, now a civvy like me but formerly a Royal Marines officer I got to know well on the front line in Helmand.

We wanted to revisit old battlegrounds and see for ourselves what state the country was in as British troops prepare to pull out.

I first met Bertie at Lympstone when both of us were training and then I joined him in Afghanistan at a place called Kajaki just three short weeks after he passed out.

A troop commander, he was with us when we toasted Tom Curry on his birthday with chicken soup and then, a few hours later, led us in a daring dawn assault on a Taliban position.

Bertie might have been a rookie but he led

● Above: Chris wearing his prized green beret

● Right: Chris wades in to capture the action during training at Lympstone



ing through gritted teeth



● Chris Terrill, centre, with Royal Marines on the frontline in Afghanistan

his troop to victory that day with no men lost. Just a week later though he was to see Tom shot dead in front of him – something I know that hit him extremely hard. Tom might have been his subordinate but he was first and foremost a ‘bootneck brother’.

On our return to Afghanistan we tried to assess the military legacy after 13 years of war. Was it worth the loss of 453 British lives, including 61 Royal Marines?

I confess that we went out with mixed feelings until we visited a school in Kabul. In 2001 this school, Marefat High School, numbered just 37 pupils but now it numbers nearly 3,000 with 43 per cent girls.

In one class a girl stood up to tell Bertie how grateful they all were for what the NATO Forces achieved and also how sorry they were for the blood that was spilt on their behalf. She asked us to thank the families of all those men who had been killed and injured but also to tell them their sacrifice had not been in vain. It was an uplifting moment and one that helped, in part, to put war and loss in perspective.

Sometimes it is necessary to work pretty hard to summon cheerfulness in the face of adversity when grief is involved but here was a welcome balm, I know, to help soothe Bertie’s own sense of deep-felt loss for a comrade in arms.

Royal Marines, like any soldier, know that they may have to go into harm’s way as part of their duty and, furthermore, that they might not come off best.

Another Marine friend of mine is the charismatic Cpl Paul Vice, MC. I met Paul, or Vicky as we all know him, out in Nad e Ali, north

Helmand, in 2011. The place was a hell-hole – riddled with IEDs and squirming with insurgents.

After four tours of Afghanistan Vicky knew that the odds were stacking up against him especially with the IED threat ramping up – but still he led from the front.

A week after he confided his fears in me he was blown up and nearly died. The quick action of one of his mates, Richie Pencott, who stuck his knee in a gaping neck wound, saved Vicky’s life. Nonetheless, he was left with grave injuries – his heart stopped three times on the evacuating helicopter. The doctors and nurses performed a miracle to save him but massive loss of blood led to brain trauma and the partial paralysis of his right arm and left leg.

Three years on Vicky, still larger than life, was one of the athletes in the Invictus Games. He competed as an archer and a cyclist. In the archery he was incapable of pulling the bowstring with his right arm so, adapting to overcome, he pulled the string back with his teeth!

Then in the cycling road race he and the other two British members of the team managed to open up a massive lead against the rest of the field so the final medals depended on a race to the line between them. It did not happen. Comrades in arms to the last they all crossed the line hand in hand. It was the perfect result. Everyone a winner.

The Royal Marines medal tally at the Invictus Games was impressive. So much so that, as a separate group, they would have come third in the overall medal table behind the UK and the USA!

Marines are good at winning

other sorts of medals too. Of all the Conspicuous Gallantry Crosses and Military Crosses won in Afghanistan 25 per cent were awarded to Royal Marines.

“Once a Marine, always a Marine” is the familiar cry of bootnecks past and present and it is precisely that sentiment that we are celebrating this year – the 350th anniversary of the Corps. This magnificent birthday is not so much a time to celebrate battle honours, as impressive as they are, but a time to acknowledge and salute what it is that makes a bootneck a bootneck – something as profound as it is inspiring.

In a couple of weeks Vicky is going to hospital to have his left leg amputated. After three years of dealing with the pain and discomfort he has decided to rid himself of a limb he calls his “half dead fish” because it just “flaps around”.

He will then have the opportunity of having a “Gucci” prosthetic limb with which he can start to reinvent his life all over again.

“My dearest wish”, he says, “is to be able to play football with my kids again.”

He has the support of his lovely wife Tessa and also an army of bootneck brothers who he knows will always be there for him.

It was just before the Invictus Games that I joined Vicky and the other six Marines who were blown up with him on the third anniversary of the explosion that was to change their lives forever. They have vowed to meet every year to celebrate their survival with a beer or two.

They call the day their “Bangiversary”.

Cheerfulness in the face of adversity.



● Above: Chris films the action in Kajaki, Afghanistan, in 2006
● Below, third right: Chris with M Company, 42 Cdo
● Below left: Chris trained alongside recruits in 924 Troop
● Below right: With Royal Marines in Afghanistan



By sea, by land,

During their 350-year history the Royal Marines have been involved in military action all around the world.

From Afghanistan to the island of Walcheren, Royal Marines have served with distinction on all seven continents.

You name it, the Corps has been there (probably) so the map can only offer a snapshot of a few of their famous actions.

From the founding of Australia to the Falklands, from Canada to Korea, the Royal Marines have been in the thick of it.

The Royal Marines can trace their descent from a regiment specially raised and trained for service with the Royal Navy and paid by the Admiralty.

It was at the outbreak of the Second Dutch War in 1664 that a regiment of 1,200 men, commanded by Colonel Sir William Killigrew, was ordered to be formed in the City of London.

The men were recruited for Service to the 'Navy Royall and Admiralty' and the regiment was named after the Lord High Admiral himself, Charles II's brother, James, who was fitting out a fleet to face the Dutch in home waters.

Defined as 'Land Souldjers' the regiment was known as the Duke of York and Albany's Maritime Regiment of Foot and the Order in Council was dated October 28 1664. The rest, as they say, is history... but what a history.

IN 1759, Marines, led by James Wolfe, who had been first commissioned in one of the previous Marine Regiments in 1741, fought at Cape Breton and St John's, thus giving the French good reason to doubt their own future in Canada.

Eventually at Quebec a battalion of Marines, which included Robert Ross, who was later to play a leading role in Australia, created a diversion and allowed Wolfe's force to scale the Heights of Abraham and capture the city, thereby securing Canada for Britain.

THE raid on Zeebrugge took place in 1918. The task was to stop the U-boats that were based on the Bruges canals from putting to sea.

The 4th Battalion Royal Marines quickly reorganised in Deal with a cover story that they were training for a raid in France with the Royal Naval Division.

After a fortnight's training and waiting for the right conditions, the force sailed on the moonlit night of April 22 and attacked the following day. Two Royal Marines were awarded VCs.



THE Royal Marines made their greatest single contribution to World War 2 during Operation Overlord, the invasion of the Continent on June 6 1944. In all some 17,500 Marines took part in the landings. The Corps manned two thirds of the assault landing craft, as well as serving in beach parties.

ON October 21 1805 Admiral Nelson defeated the combined French and Spanish fleets off Cape Trafalgar.

More than one eighth of the Corps were serving in Nelson's fleet, 90 officers and over 3,500 men.

Marines fought in the rigging and on the guns.

THE Capture of Gibraltar in 1704, in the War of the Spanish Succession, was carried out by a brigade of British and Dutch Marines, who after the surrender successfully held the fortress against repeated attacks.

Granted for the capture and defence of the Rock, this is the only battle honour borne on the Colours.

THREE RM battalions, all with an RMA company, fought in the War of 1812 with the USA.

British Marines fought US Marines on the decks of USS Chesapeake off Boston; they were with the force which defeated the Americans at Blaydensburg and were present when Washington (including the White House) was burned.



● Above: Personnel on exercise in Aqaba, Jordan
Picture: PO(Phot) Mez Merrill

● Below: 45 Cdo, CLR and CHF on exercise in Norway
Picture: PO(Phot) Sean Clew, mpoty3



● Royal Marines patrolling through a river in Ghana, Africa
Picture: PO(Phot) Wheelie A'...

THE Falklands Conflict saw Royal Marines (pictured left) engaged in all phases of the 1982 campaign.

More than 50 per cent of the total RM strength of 7,500 were involved and it was the perfect scenario for commandos, with an amphibious assault, a rugged approach march and a tough final battle in adverse conditions of both weather and terrain.

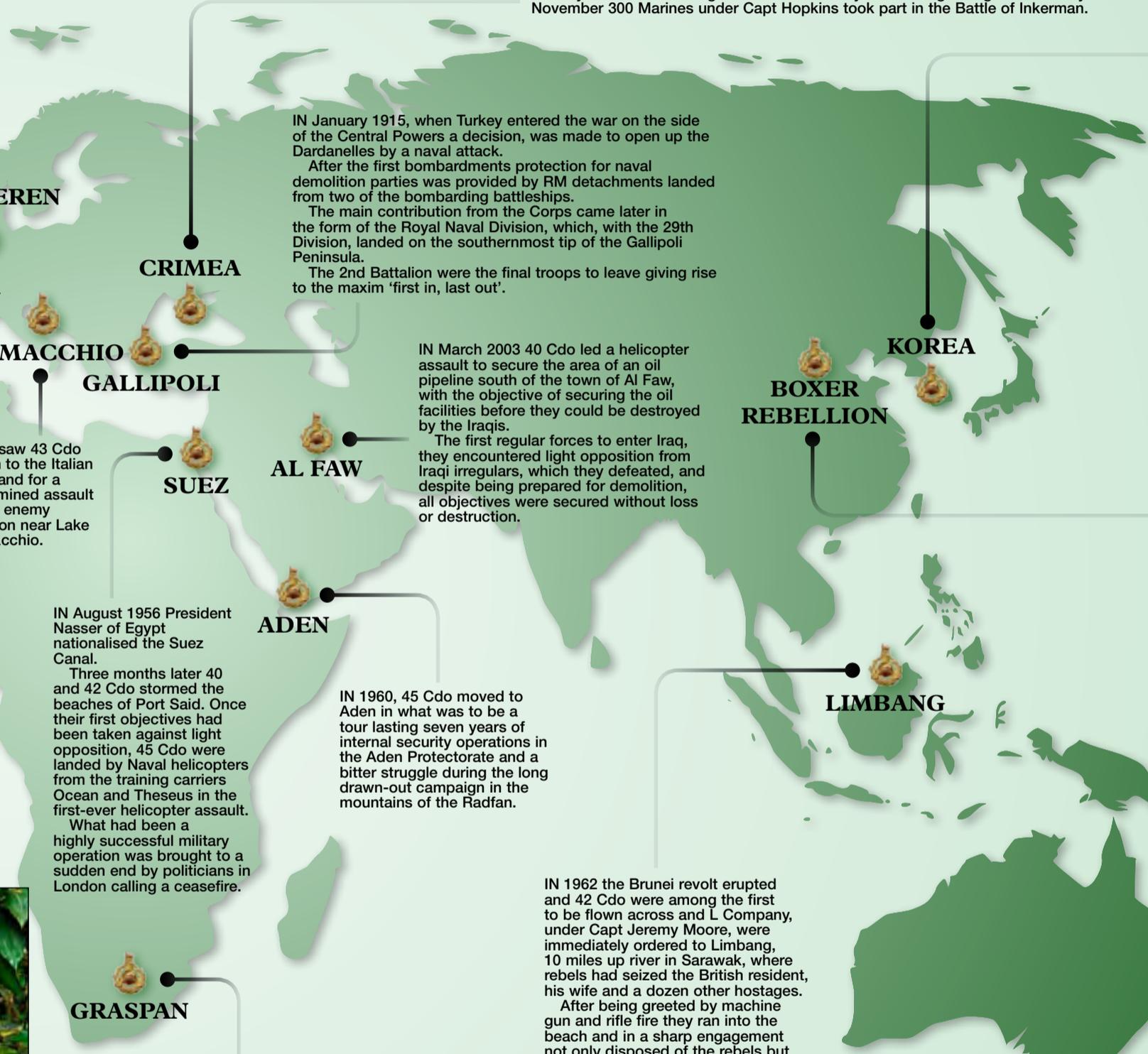
In 1914 Royal Marines Bandsmen were aboard HMS Richmond during the Battle of the Falklands.

to everywhere...

ON November 1 1945, 41, 47 and 48 Cdos landed at Westkapelle on the tip of Walcheren in the drive to secure the Scheldt with minor landing craft crewed by Royal Marines who also manned the guns in the craft of the Support Squadron. The support craft drew the fire of the German shore batteries from the assault craft and consequently suffered very heavy casualties.

IN March 1854 Britain and France, coming to the rescue of the dying Turkish Empire, declared war on Russia. The fleet bombarded Odessa and in September laid siege to Sevastopol. Some 400 Marines from the fleet occupied Eupatoria and covered the flanks of the initial landing and after the armies had marched on the city a further 2,000 Marines, and 2,400 seamen landed with 140 guns. The following month the Russians tried to cut off the army from the main British supply port of Balaclava. Taking up their siege positions, 26 guns of the RM Artillery covered the charges of both the Heavy and the Light Brigades. In early November 300 Marines under Capt Hopkins took part in the Battle of Inkerman.

NORTH Korean troops crossed the 38th parallel into South Korea on June 25 1950 and a United Nations force was raised. In August a small force of volunteers from the British Far East Fleet was placed at the disposal of the US Navy to raid coastal communications sites, and the following month the Commandant General was tasked with raising a special unit for this purpose. In early September, 41 Independent Commando, some 200-strong (later 300), left the UK for Japan. They made three successful raids behind enemy lines, cutting railway lines along the north-eastern coast of Korea. During October the Americans and South Koreans followed up a defeated enemy across the border as far as Hungnam. When the Chinese attacked this force and cut the supply route, 41 Cdo were sent to join the 1st US Marine Division and soon given the task of escorting 100 relief lorries through enemy lines to Hagaru-Ri. During the Korean War Royal Marines detachments at sea were also engaged in many bombardment actions and a number of officers saw action as Fleet Air Arm pilots.



IN January 1915, when Turkey entered the war on the side of the Central Powers a decision, was made to open up the Dardanelles by a naval attack. After the first bombardments protection for naval demolition parties was provided by RM detachments landed from two of the bombarding battleships. The main contribution from the Corps came later in the form of the Royal Naval Division, which, with the 29th Division, landed on the southernmost tip of the Gallipoli Peninsula. The 2nd Battalion were the final troops to leave giving rise to the maxim 'first in, last out'.

IN March 2003 40 Cdo led a helicopter assault to secure the area of an oil pipeline south of the town of Al Faw, with the objective of securing the oil facilities before they could be destroyed by the Iraqis. The first regular forces to enter Iraq, they encountered light opposition from Iraqi irregulars, which they defeated, and despite being prepared for demolition, all objectives were secured without loss or destruction.

AT the end of May 1900 the Boxers were threatening the foreign legations in Peking. Included in the international force that was assembled, the RMLI provided three officers and 76 Marines plus three naval ratings and the US Marine Corps two officers and 43 men, the first time the two Corps had fought alongside each other. The force arrived on the 13th and a week later, the Imperial government ordered the legations to leave but, on his way to discuss evacuation, a German minister was murdered by his Chinese escort, and so the siege began. It was from operating so closely together during the 55-day siege in Peking that today's strong bond between the Royal Marines and the United States Marine Corps was established.

IN August 1956 President Nasser of Egypt nationalised the Suez Canal. Three months later 40 and 42 Cdo stormed the beaches of Port Said. Once their first objectives had been taken against light opposition, 45 Cdo were landed by Naval helicopters from the training carriers Ocean and Theseus in the first-ever helicopter assault. What had been a highly successful military operation was brought to a sudden end by politicians in London calling a ceasefire.

IN 1960, 45 Cdo moved to Aden in what was to be a tour lasting seven years of internal security operations in the Aden Protectorate and a bitter struggle during the long drawn-out campaign in the mountains of the Radfan.

IN 1962 the Brunei revolt erupted and 42 Cdo were among the first to be flown across and L Company, under Capt Jeremy Moore, were immediately ordered to Limbang, 10 miles up river in Sarawak, where rebels had seized the British resident, his wife and a dozen other hostages. After being greeted by machine gun and rifle fire they ran into the beach and in a sharp engagement not only disposed of the rebels but also rescued all the hostages alive. The Indonesian confrontation lasted nearly four years and for much of 1963 3 Cdo Brigade, supported initially by Royal Naval helicopter squadrons and later by the RAF, carried out rotating tours of duty in the jungle fighting Indonesian insurgents.

ROYAL Marines Light Infantry served as an assault force in the Battle of Graspan on November 25 1899, during the second Boer War. After a preliminary bombardment they advanced in extended order across the open veldt under enemy fire. Their losses of eight killed and 83 wounded out of a total force of 190 Marines were severe as they were such an easy target in their tight formation only four paces apart. Over on the east coast of South Africa another naval brigade was formed from ships at Durban and while the naval guns provided artillery support for the advance on Ladysmith the Marines were landed only to provide the infantry defence of the city.



● Royal Marines Commandos from 11 Troop, M Company, 42 Cdo fire 51mm light mortars in to the Afghan village of Chinah

Picture: PO(Phot)Sean Clee, rmpoty3

● **The First Marine Regiments 1664-1748.**
 From left, Grenadier, Duke of York & Albany's Maritime Regiment 1678; Ensign, Duke of York & Albany's Lord High Admiral's Regiment 1664; Prince George of Denmark's Regiment of Foot 1686; Earl of Torrington's Marines 1691; Grenadier, Holt's Regiment of Marines 1702; Centinel, Earl of Donegal's Regiment for Sea Service 1702; Drummer, Fox's Marines 1704; Sgt, Villiers's Marines 1712; Officer, Saunderson's Marines 1710; Ensign, 1st Marines 1740; Drummer, 4th Marines 1742; Sgt, 2nd Marines 1743; Private, 6th Marines 1743; Private, Invalids 1740



● **Marine Corps to Royal Marines 1755-1807:**
 Sgt, The Marine Corps 1755; Drummer, 1758; Officer (with Colour) 1760; Officer (Grenadier Company), 1773; Grenadier, 1775; Sgt (Grenadier Company), 1780; Surg, 1773; Private, 1775; Grenadier, 1789; Sgt, 1790; Officer, 1795; Officer, (in Great Coat) 1798; Sgt, Royal Marines 1805; Drummer, Royal Marines 1807



● **Ops and the Corps Family 1972-2014; C/Sgt Bugler 1972; Sgt 42 Operation Granby 1991; Lt, 45 Cdo, Op Haven Southern Turkey 1991; RMACB; SBS, Cpl 2014; Cadet; Mne, multi terrain pattern uniform,**

Yellow, red,



● **Artillery Companies and Royal Marines 1807-1854: Private, RM Artillery (Blue Undress) 1807; RM Artillery (Full Dress) 1807; RM (Frock Uniform) 1815; RM Artillery (Full Dress), 1817; RM (Full Dress) 1823; RM (Drill Order) 1830; Trumpeter, RM Artillery (Full Dress) 1830; Drummer, RM (Full Dress) 1829; Officer, RM (Undress Frock) 1833; Officer, RM (Serving Afloat) 1838; Bandsman, RM (Full Dress) 1825; Officer, RM Artillery (Full Dress) 1848; Private, RM (Marching Order) 1854; Bombardier, RM Artillery (Undress, Crimea) 1854**

● **Light Infantry and Artillery 1854-1900: Private, RM (Crimea) 1854; Private, RM (China) 1859; Officer, RM Artillery (Mess Dress) 1860; Officer, RM Artillery (Full Dress) 1870; Private, RM Light Infantry (Ashanti War) 1873; Private, RM Light Infantry (Marching Order) 1876; Officer, RM Light Infantry (Service Dress Egypt) 1882; Cpl, RM (Camel Regt Sudan) 1885; Private, RM (Boats Crew) 1890; Gunner, RM Artillery (Drill Order) 1894; Drummer, RM Artillery (Undress) 1896; Private, RM Light Infantry (Greatcoat) 1895; Adjutant, RM Artillery (Undress) 1894; Bugler, RM Artillery (Marching Order) 1900**



● **Towards Amalgamation 1900-1923:**
 Gunner RM Artillery (Working Dress) 1916; Cpl RM Light Infantry, Marching Order 1900; Private RM Light Infantry Khaki Marching Order 1917; Officer RM Light Infantry (Mess Dress) 1900; Officer RM Light Infantry (Review Order) 1908; Musn RM Artillery (Review Order Lap) 1910; Officer RM Artillery (Review Order) 1900; Officer RM Artillery (Undress) 1922; Officer RM Artillery (Mess Dress) 1900; Drummer RM Light Infantry Review Order 1922; Officer RM Light Infantry Drill Order 1904; Field Officer RM Artillery Drill Order 1914; Gunner RM Artillery SW Africa) 1917; SNCO RM Light Infantry Tropical Dress 1900



THIS fascinating series of paintings shows the great changes to Royal Marines uniforms over the past 350 years, writes John Rawlinson, Honorary Secretary of the Royal Marines Historical Society.

Uniforms define how we see ourselves and how others see us. Nowhere is this truer than in the Royal Marines. Courage, Determination, Unselfishness and Cheerfulness – the Commando ethos that is demonstrated by the Green Beret is renowned the world over.

The Royal Marines' cap badge is well known, the globe and laurel surmounted by a lion and crown.

However behind this simple description lies 350 years of history and a great deal of change.

'Battle Dress,' the signs that help distinguish friend from foe are as old as conflict; the earliest distinctions for Marines were the colour of their coats and the flags they carried.

Today the ways to recognise Marines are complex and varied. No longer does uniform and insignia just indicate unit; it also indicates rank, status and experience, skill at arms and proficiency, tasking, specialisation and additional qualifications.

In the earliest days the wealth and status of the senior officers was reflected in the men's uniforms. The yellow coats of the Duke of York and Albany's Maritime Regiment of Foot were said to be yellow because it was the Duke's favourite colour.

The red uniforms of the Georgian period were claimed to be red as it did not show blood. Financial efficiency is not new; they were red because that was the cheapest colour cloth at the time.

'Red' and 'Blue' Marines – the light infantry and artillery were nicknamed because of the colour of their uniforms.

The blue was adopted for the artillery in 1805 because of the 'great injury which the uniform clothing of the companies suffered from the powder when at gun and mortar practice'; it was easier to maintain in the dirty environment of working the ships' guns – the first real step towards a practical working uniform.

However, it was to be almost a century before the dusty khaki of

Comprehensive

Personal Distinctions, 350 Years of Royal Marines Uniforms and Insignia

This is a long-overdue comprehensive catalogue of uniforms and insignia worn by Marines and Royal Marines since 1664 to the present day.

More than 1,000 high-quality photographs and clear descriptions make this a volume that will be sought after by aficionados and collectors of Marine memorabilia.

The book ranges from uniforms worn by the earliest Marine regiments through the Napoleonic era and the period of the RMLI and RMA via the Sea Service and commando uniforms worn in WW2 to those of today.

John Rawlinson is the Honorary Secretary of the Royal Marines Historical Society, a Trustee of the Royal Marines Museum and Project Director for Collections and Relocation at the National Museum of the Royal Navy.

Personal Distinctions, 350 Years of Royal Marines Uniforms and Insignia was

the Victorian age, the camouflage of the day, was introduced.

Its importance was learnt the hard way, campaigning against a modern, well-equipped and well-armed enemy in South Africa.

The mud of World War 1's trenches saw gigantic steps forward in personal load carrying and the Mk1 shrapnel helmet.

Introduced after two years of trench warfare, these first 'tin hats' saved so many lives in the brutal turmoil of that war.

Next came camouflage properly in World War 2, initially the Denison smocks, often associated with the paras but also worn by commandos long into the 1960s.

As the Corps became commandos, so the need for better equipment and new pattern camouflages have changed how a Royal looks.

In 1964, to mark 300 years of the Corps, lovat uniform was introduced, the distinctive semi-formal uniform worn only by Marines.

The recent integration of combat uniforms, load-carrying equipment and personal-



Cdo, Northern Ireland 1972; Mne, UN service 1975; WO1, Lovat uniform 1980; Mne, Falklands 1982; Cpl on Exercise in Belize 1990; Mne, RMPT team, FPGRM, North Arabian Gulf 2003; Maj, RMR; Mountain Leader, on exercise in Norway; Mne, 45 Cdo, Helmand 2009; Mscn, 2013; Mne, Remembrance Sunday 2011
Painting by William Webb, © RMHS/William Webb

Highest honour for ten Royals

TEN Royal Marines are holders of the Victoria Cross, Britain's highest honour for bravery.

The first Royal to be awarded the VC was **Cpl JOHN PRETTYJOHNS RM** at the Battle of Inkerman, November 5 1854. He successfully led a section which dislodged Russian marksmen from some caves. In doing so they used up almost all of their ammunition, and then noticed fresh parties of Russians creeping up the hill in single file. Cpl Prettyjohn gave instructions to his men to collect as many stones as possible which they could use instead.

BDR THOMAS WILKINSON RMA: The Siege of Sevastopol, June 7 1855. Aged 24, BDR Wilkinson used sandbags to repair damage to the advanced battery's revetments under heavy fire.

LT GEORGE DOWELL RMA: The Baltic, July 13 1855. He rescued the crew of the rocket boat HMS Arrogant under intense 'grape and musketry' fire. Having rescued the crew, including the Captain of the Mast (George Ingouville), he then towed the stricken boat out of enemy gun range.

CAPT LEWIS S T HALLIDAY RMLI: The Siege of Peking, June 24 1900. Led the way into some burning Legation buildings under heavy small arms fire. He was shot through the left shoulder, but killed three of his assailants, before telling his men to "carry on and not mind him," as he walked back unaided to the hospital.

L/CPL WALTER R PARKER RMLI: Gallipoli, April 30 1915. Displayed conspicuous bravery in rescuing wounded in daylight under heavy fire. The volunteer stretcher-bearer was the only one in his party to reach the wounded. He treated the injured until they were rescued the following day. He was seriously wounded and was invalided out of the Service the following year.

MAJ FRANCIS J W HARVEY RMLI (Posthumous): The Battle of Jutland, May 31 1916. Mortally wounded, he ordered the flooding of his turret's magazines, thereby saving his ship, the battlecruiser HMS Lion. His dying act is thought to have saved more than 1,000 lives.

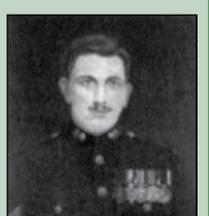
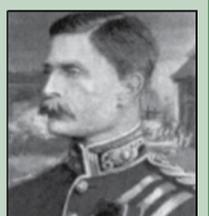
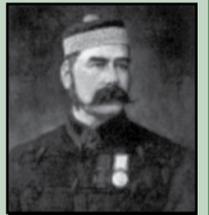
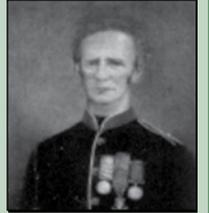
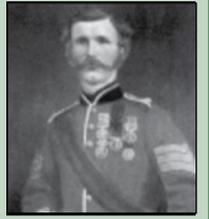
MAJ FREDERICK W LUMSDEN DSO RMA: France, April 3 1917. Led a party to recover six enemy guns under heavy fire. By force of example and inspiring energy he succeeded in sending back two teams with guns, going through the barrage with the teams of the third gun. He then returned to the guns to await further teams, and these he succeeded in attaching to two of the three remaining guns. All of the guns were removed to safety.

CAPT EDWARD BAMFORD DSO RMLI: The Raid on Zeebrugge, April 23 1918. Led his company with initiative and daring in the face of great difficulties. He displayed the greatest initiative in the command of his company, and by his total disregard of danger, showed a magnificent example to his men (by ballot, which means he was selected for the VC by officers).

SGT NORMAN A FINCH RMA: The Raid on Zeebrugge, April 23 1918. Although severely wounded, he maintained continuous covering fire from the exposed foretop of HMS Vindictive (by ballot).

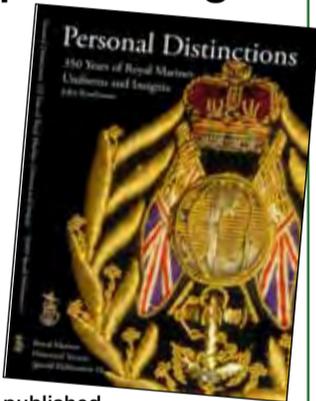
CPL TOM P HUNTER RM (Posthumous): The Battle of Comacchio, April 3 1945. Cpl Hunter, who was in charge of a Bren gun section, offered himself as a target to save his troop. Seizing the gun, he charged alone across 200 yards of open ground under most intense fire. Six enemy gunners surrendered and the remainder fled. Hunter was killed, firing accurately to the last

■ All of the VCs are on display at the RM Museum, Eastney, Portsmouth.



blue and finally green

Corps catalogue



published on October 28. The cover price is £35 plus £5 post and packing, but a special discount is available to Navy News readers. Orders placed before November 30 will be dispatched in time for Christmas and cost £30 including postage. Send a cheque made out to 'Royal Marines Historical Society' to the Royal Marines Historical Society, Royal Marines Museum, Eastney Esplanade, Southsea, Hampshire PO4 9PX.

weapons systems available to the modern Corps has transformed their safety on the battlefield and changed how Marines look.

Although this series of paintings shows how dramatically Marines have changed their appearance over the past 350 years, the competence and camaraderie of the Corps encapsulated in Commando ethos has remained constant.



● The Royal Marines in 1973: Cpl, Barrack Working Dress – Jenev Wool Heavy; Sgt, Lovat Dress – RM Raincoat; Cook, Working Dress; Musn, Ceremonial Blue Dress, with Blue Band Cape; WO, Mess Dress; Despatch Rider, Working Dress; Naval Working Dress; Swimmer Canoeist; Cold Weather Warfare Dress; Sgt, Light Aircraft Pilot; PTI, PT Sweater; Stall PTI, PT Vest; Sniper; Drum Major, Ceremonial Blue Dress
Eight uniform paintings by Charles Stadden. © RM Museum/Charles Stadden



● Royal Marines Commandos 1946-1973: Marine (Malaya) 1951; Cpl (Southern Arabia) 1964; Officer (Service Dress) 1946; RSM (No 1 Dress) 1969; Cpl (Lovat Dress) 1969; C/Sgt (Greatcoat) 1948; SNCO (Tropical Mess Dress) 1959; Musn (Tropical Dress) 1960; Officer (Khaki Drill) 1960; Adjutant (Blue Uniform) 1956; Drummer (Review Order) 1969; Officer (Red Sea Rig) 1959; General Officer (Ceremonial Dress) 1964; Marine (Combat Dress) 1969



● From Sea Soldiers to Commandos 1923-1946: Col Commandant (Review Order) 1928; Field Officer (Mess Dress) 1939; Officer (Fighting Order) 1941; Marine (Embarkation Order) 1938; Cpl Khaki Drill, (Review Order) 1939; C/Sgt (Review Order) 1935; Marine RM Commando (NW Europe) 1944; QMSI First Drill (Drill Order) 1938; Recruit Khaki, Drill Order) 1939; Cpl RM Provost Coy 1943; Marine Blue Battledress 1944; Marine RM Commando Far East 1945; Musn RM Divisional Band Review 1935; General Officer, Review Order 1935



● From left, Royal Marines Mne Tom Barker, 45 Cdo, Cpl Anthony Fairclough, CLR, C/Sgt Richie Hayden, 40 Cdo, Capt Sam Moreton, 42 Cdo, L/Cpl Matt Robb, 45 Cdo and Cpl Tom Rounding, 30 Cdo



Picture: POA(Phot)Mez Merrill

● From left, Tom Rounding, Anthony Fairclough, Tom Barker, Richie Hayden, Sam Moreton and Matt Robb were met by a CHF Sea King at Bardufoss, Norway, during the ski phase of the challenge



Picture: L(Phot) Paul Halliwell

● Anthony Fairclough was joined by brother Chris for the sailing phase of the challenge



● The 1664 team pictured in France on day 13 of the cycle phase

Picture: PO(Phot) Si Ethell

Super six's epic 1664 Challenge

NOTHING sums up the ethos of the Royal Marines more than the 1664 Challenge which saw a core team of six Marines travel roughly 6,849km from the Arctic Circle to Spain, France and around the UK.

The five-month challenge was divided into five phases: A 1,664km ski, 1,664km sail, 1,664km cycle, 193km canoe and finally a 1,664km run.

The six who completed the challenge are: Capt Sam Moreton, 26, based at 42 Cdo, Plymouth; C/Sgt Richie Hayden, 33, based at 40 Cdo, Taunton; Cpl Tom Rounding, 35, based at 30 Cdo, Plymouth; Cpl Anthony Fairclough, 25, based at Commando Logistics Regiment, North Devon; L/Cpl Matt Robb, 27, based at 43 Cdo in Faslane, Scotland and Mne Tom Barker, 19, based at 45 Cdo in Arbroath, Scotland.

The adventure began in February with the ski phase, which saw the six joined by 13 other Royal Marines for the 1,664km journey south across Norway.

Averaging a marathon a day on skis, and carrying their full survival kit, they crossed the Finnmark Plateaux and Lyngen Alps in north Norway, and then traversed the Dovrefjell, Jotunheimen and Hardangervidda in southern Norway before arriving in Stavanger in April.

Royal Navy colleagues from Commando Helicopter Force met up with the skiers near Bardufoss.

A Sea King Mk4 helicopter, from 845 NAS flew out to meet the skiers as they crossed a frozen lake and guided them towards



● The six march at the back of a parade on the final day of 1664, which coincided with the Freedom of the City of London celebrations

the Cold Weather Training Camp at Åsegarden, near Harstad.

Once the team reached Stavanger they went onboard HMSTC Endeavour for the journey to Cadiz in Spain.

Joining the crew was Anthony Fairclough's twin brother Christopher – the first time the two Marines had worked together since joining the Corps.

Chris, a rifleman with 42 Cdo, said: "I'm just really glad we had the opportunity to do this on such a remarkable event."

The challenge continued in Spain with a 1,664km cycle from Cadiz to Port-en-Bessin in

France, from where they paddled canoes across to Portsmouth.

During the cycle phase the team cycled more than 80 miles a day in temperatures above 30°C in order to reach the coast by May 17.

For it is the French town that their predecessors, the men of 47 Commando, stormed and captured from the Germans on June 6 1944.

The team of six were supported on their challenge across the water by 24 other qualified kayakers and Landing Craft crews. The last phase of the RM 1664 Challenge got under way from the Royal Marines Museum in Portsmouth on May 26.

Thousands of Royal Marines took part in running events up and down the country.

The challenge came to an end in London on July 25 with an overnight marathon. The six then joined fellow Royal Marines for the Freedom of the City of London parade.

"The challenge was massively ambitious, but that's what being in the Royal Marines is all about – to go that extra mile, to achieve the extraordinary," said Lt Col Gary Green, the brains behind the RM 1664 Challenge.

Apart from celebrating 350 years of the Royal Marines Corps, the Challenge also raised hundreds of thousands of pounds for the Royal Marines Charitable Trust Fund. The charity supports injured Marines and their families, providing them with an essential lifeline to help them come to terms with life-changing injuries.

To donate to the RMCTF, visit www.1664challenge.co.uk and click on the justgiving link.



● The team during the kayaking phase from France to the UK

Picture: PO(Phot) Si Ethell