



NAVY NEWS

OCTOBER 2015

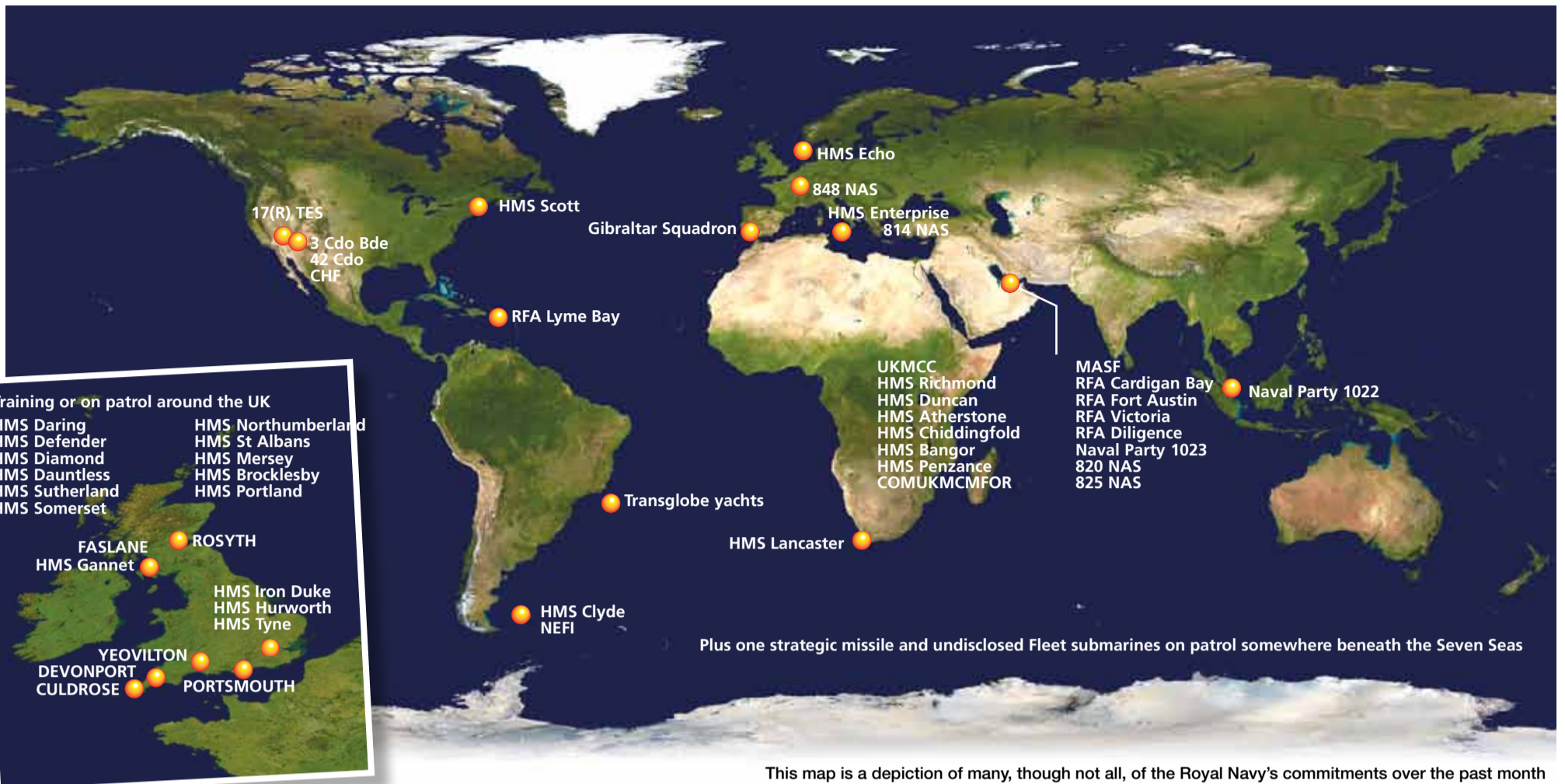
NIGHT RIDERS

● Given a brick-red hue by the brake lights of a vehicle in front, a Viking of the Royal Marines' Armoured Support Group parks for the night during the opening stages of Black Alligator 2015, six action-packed weeks of training with Dutch and US marines in the Mojave Desert. See pages 20 and 25

Picture: LA(Phot) Joel Rouse, 42 Commando



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This map is a depiction of many, though not all, of the Royal Navy's commitments over the past month



LOVAT Green dominates this month's *Navy News* as we focus on a number of Royal Marines' exercises.

Around 1,000 regulars and RM reservists descended on California's Mojave Desert to hone their war-fighting skills at Exercise Black Alligator (see pages 20 and 25). Personnel from **42 Cdo**, who next year take over as the nation's high-readiness Lead Commando Group, were joined by **845 NAS CHF** and men from **29 Cdo Royal Artillery** and **24 Cdo Royal Engineers**.

Earlier this summer Commando Gunners from **148 Meiktila Forward Observation Battery** deployed to the USA for Exercise Burmese Chase (see opposite page), while members of **3 Cdo Bde** took part in Large Scale Exercise 15 (see page 6) involving some 25,000 military personnel at Marine Corps Air Ground Combat Centre in Twentynine Palms, California.

Back from the USA is jet pilot Lt Col Phil Kelly for the setting up of the **UK Carrier Strike Group** (see pages 14-15). The Royal Marine will be the Strike Warfare Commander aboard **HMS Queen Elizabeth**, from which the UK's Lightning Force will fly. This month's edition includes a pull-out poster of an **F-35B** (see centre pages).

A pair of Junglie Sea Kings from **848 NAS** went to Germany for some Alpine training on Exercise Mountain Eagle (see page 7), the final deployment of the legendary Royal Marines' helicopters.

In much hotter climes was a Wildcat from **825 NAS** (see page 9) as it spent a fortnight in the Middle East for key trials with destroyer **HMS Duncan**.

The future Royal Navy was also the focus at military trade fair **DSEI**, where First Sea Lord Admiral Sir George Zambellas discussed some hi-tech innovations being looked at by the Senior Service (see right).

Some stunning 3D imagery was revealed by **HMS Scott** (see page 4) as the research ship scanned the floor of the Atlantic between the Azores and the Eastern Seaboard of the USA, revealing a canyon, a volcano and an underwater river.

Hi-tech sensors of **HMS Echo** have also been at work, locating the wreck of the German battle-cruiser SMS Lütow, which was scuttled at the Battle of Jutland (see page 4). Echo's sister ship **HMS Enterprise** plucked more than 450 people from the waters of the Mediterranean (see page 4) as she continues her mission in the area.

Into the Caribbean and **RFA Lyme Bay**, which featured prominently in September's *Navy News*, was back in action as she went to the aid of the small Commonwealth island of Dominica, devastated by Tropical Storm Erika (see page 13).

In home waters was Type 23 frigate **HMS Iron Duke**, which carried out air defence and submarine defence exercises with the Indian ship INS Trikand along the South Coast (see page 5).

HMS Portland responded to an appeal for help from two adventurers rowing the North Atlantic and delivered food, including soup and a bottle of champers (see page 5). The frigate then took the place of **RFA Argus** at London International Shipping week (see page 7) after a tall ship damaged her intended berth.

Naval personnel who served in **Argus** for Operation Gritrock were honoured as they received their medals and a few days later marched to parliament for a reception (see page 10).

Around a million people flocked to Dorset for the four-day **Bournemouth Air Festival** (see pages 16-17), which began each day with a display of Royal Navy power at sea, in the air and on land.

This month marks the 210th anniversary of the Battle of Trafalgar and Nelson's flagship **HMS Victory** continues to play a vital role within the Senior Service (see page 11).

A unique record of a sailor's travels in the Royal Navy 100 years ago is revealed (see page 19) after a collector bought 500 postcards amassed by a rating who joined the Navy to see the world.

Navy's weaponry of tomorrow heralded at London defence exhibition

Hit me with your laser beam

...and your new 5in gun

THIS is the gun which will give fire, fury and hot steel to Britain's next generation of warships.

Defence firm BAE has been selected by Whitehall to provide the Type 26 frigates with its 5in Mk 45 Mod 4 gun – a battle-proven weapon used by nearly a dozen navies, as demonstrated here by the *USS Forrest Sherman*.

It can typically pound a target with pinpoint accuracy up to 23 miles – and with specially-adapted extended-range shells hit objectives 57 miles away.

That means, with a Type 26 moored at South Railway Jetty in Portsmouth, its shells could land inside the M25 ring, hitting Heathrow, or the army ranges around Warminster.

And from 'frigate alley' in Devonport, shells could crash down on Culdrose, Ilfracombe and Honiton.

The Mk 45 can pump out up to 20 standard shells – nearly 10kg heavier than those fired by the RN's trusty 4.5in 'Kryten' on Type 23 frigates and Type 45 destroyers – a minute, each one leaving the barrel at more than twice the speed of sound.



It spews out the extended range shells at a slower rate (about ten a minute), but they hurtle through the air at speeds in excess of Mach 3.

In various forms and models, nearly 250 Mk 45 guns are in service with the world's navies, most notably the US, which has the weapon fitted to its Arleigh-Burke destroyers and Ticonderoga-class cruisers.

Earlier this year BAE, the US

and Royal Navies took part in technical briefings on the Mk 45 gun aboard the *USS Winston Churchill* – which is equipped with the weapon – when the destroyer visited Portsmouth.

As preferred bidder for the Type 26's gun, BAE will be expected to deliver the weapon plus its automated handling system, fire control system and ammunition.

He has no doubt the calibre of young men and women joining today's RN are up to the tech challenge.

"They are excited about our technological future – their enthusiasm is infectious. I challenge you to speak to them and not be bowled over," he said.

WELL, a directed energy weapon to be accurate – which will be tested by the Royal Navy before this decade is out as it harnesses space-age technology to support front-line operations.

Britain's most senior sailor used the biggest military trade fair – DSEI, attended by HM Ships Iron Duke, Tyne and Hurworth – to underline the need for providing the Fleet with the latest weapons, systems and sensors to remain ahead of any foe.

First Sea Lord Admiral Sir George Zambellas outlined a series of hi-tech innovations the Royal Navy is researching, testing, investing in or, in some cases, already using above, on, and below the waves.

The admiral told his audience at London's ExCeL that the RN was working with the government's military laboratories DSTL on a 'directed energy weapon' with the goal of demonstrating it at sea before the end of the decade.

The Navy also has exchange officers working on the US Navy's railgun system – the electromagnetic cannon which can hurl shells at targets at five, and potentially, ten times the speed of sound.

Both weapons demand tremendous amounts of energy to fire, so once again the Navy is calling on the services of the DSTL experts to make use of electric flywheel technology – as used by the KERS system on Formula 1 cars – to generate and store power.

"Energy weapons don't require conventional ammunition," said Admiral Zambellas. "With a cost-per-shot potentially measured in pence rather than pounds, they offer a route to address the spiralling cost of missile development and production – as well as reducing supply chain demands."

The admiral is at the forefront of championing making use of the 'white heat' of 21st Century technology – as he puts it: "Think

Navy, think technology. Think Navy, think ideas" – automation especially.

"Technology is our ticket to being the best – operationally and strategically," he stressed.

"It will give us the advantage, hold the Royal Navy's place in the premier league of navies in a dangerous and uncertain world."

The admiral is determined to make increasing use of automation across the RN.

The fire detection system on the Queen Elizabeth-class aircraft carriers is so sensitive it's alerted when coating on a wire or fibre overheats.

ScanEagle 'eye in the sky' drones have more than 2,000

hours under their belt monitoring shipping in the Gulf and Indian Ocean since they were first trialled there last year.

The Senior Service is working hand-in-hand with the French Navy on unmanned systems to deal with mines and, in the future, will look at sensors to detect – and trail – enemy submarines from the moment they put to sea.

And in October next year the RN will host its first 'robot wars', Unmanned Warrior, for industry to show what its unmanned systems can do for naval warfare.

While increasing automation, sensors, computer systems and the like can free sailors for other



'Chuting starts

Commando Gunners leap into action in USA

THEY look like Paras.
They jump like Paras.
But they aren't Paras
Still an elite unit, mind you.

Personnel from a Commando unit jump out of a helicopter as they are put through their paces in California.

Fast roping, abseiling and hand-to-hand combat were just some of the skills put to the test by Commando Gunners from 148 (Meiktila) Forward Observation Battery Royal Artillery.

The unit has been the 'eyes of the Fleet' for more than 70 years, directing the guns of the Royal Navy against targets on land – as well as co-ordinating air and artillery strikes – on operations around the globe.

The specialist unit is part of 29 Commando Regiment Royal Artillery – the Plymouth-based Army gunners permanently attached to the Royal Marines to give them extra firepower.

Personnel from the Dorset-based battery deployed to the USA for Exercise Burmese Chase, which is all about firepower, small arms, big guns, attack helicopters and strike aircraft.

The exercise aims to improve the ability of UK and US forces to work together in a hostile situation.

"This was a great experience for me as I am aspiring to do the All Arms Commando Course to work with Army Commandos and their American counterparts," said AB(Sea) Josh Abbott of 148.

"There was also scope for some down time with days away to the Pacific beaches, San Diego and, of course, a weekend in Vegas."

The exercise was the first overseas deployment with the battery for



CPO(AWW) 'Ste' Derri, who said: "I enjoyed Burmese Chase because it was a good experience operating with the USMC, British Army, Royal Marines and Royal Navy, all integrated with each other in training serials."

Training exercises included working with a mobile air operations team and fire support teams (FST), which consist of six or seven personnel.

148 Battery FSTs are fully integrated with the Surveillance and Reconnaissance Squadron Group, deploying with them as formed FSTs or embedded with the Ground Manned Reconnaissance multifunction teams as fire specialists.

CPO(AWW) Derri added: "The FST challenge consisted of an eight-mile route, with lots of physical training

stances and technical fires stances.

"A highlight for me was the comparison between the fitness levels of 148 Battery and the USMC.

"It showed that the training we do here at 148 does make the difference when it is required."

29 Cdo's Sgt Benedict Koroi, a joint terminal attack controller, said: "The biggest takeaway is pretty much the experience most of the young lads, who have only seen the British way of doing it, get out here.

"There are certain scenarios where we do it the British way or the American way and by doing both you pick up the best way."

The battery comprises both Royal Navy, Royal Marines and Army personnel who have completed the All Arms Commando Course and Basic Parachute Course.

LH Nick Summers said Burmese Chase was the highlight of his first year on deployment with the unit.

"We conducted joint fire engagements with close air support, naval gunfire support and artillery, shot on ranges with their M16/M4s and practiced methods of insertion such as helo abseiling and parachuting," he said.

"My highlight was a day in the Infantry Immersion Trainer, a purpose-built village populated by role players – this year we were operating in a Somali town – working through different scenarios.

"I recently completed the Joint Tactical Air Controller (JTAC) screening course with the intention of becoming qualified to control fast jets.

"It has been a very busy but rewarding two years – I have been pushed physically and mentally but have had a great experience and thoroughly recommend it to anyone who fancies a challenge."

Training in California is becoming a regular feature for the Commando Gunners. This year the battery has also deployed to Malaysia, the Falkland Islands, Norway and Saudi Arabia.

Next stop is Cougar 15 in the Mediterranean and then into the Scottish mountains to prepare for a deployment to Norway next year.

The battery is currently recruiting RN personnel. If you would like more information contact CPO(AWW) Derri by e-mail at 3CDOX-29CDO148BTY BTWO or phone 93884 2342 / 01202 202342.

■ Large Scale Exercise, see page 6
■ Black Alligator, see pages 20-25

Pictures: SSgt Jason Fenton, 29 Cdo



815's Flights recognised

THE work of fliers who support counter terrorism and counter drugs operations around the UK is no longer quite so unsung thanks to an award.

815 Naval Air Squadron's Maritime Interdiction Flight received the Osprey Trophy for their performance both in their 'day job' and broader work in support of the surface fleet.

Throughout, 815's CO Cdr Phil Richardson said, they had "punched above their weight" while their "can-do attitude came to the fore when it was most needed."

The Osprey Trophy is presented to the Lynx flight which has done the most of all 815's many subordinate units to support front-line operations.

It's presented in memory of the crew of 229 Flight killed when their helicopter crashed off the Lizard in December 2004 during a search-and-rescue mission from HMS Portland.

Cdr Richardson also singled out the fliers from HMS Dragon for distinction, presenting a 'green endorsement' – for aviators roughly the equivalent of a commendation – for their skill when flying their Lynx in foul weather in the Bay of Biscay at the end of the destroyer's deployment earlier this year.

The helicopter launched from the Type 45 in challenging, but manageable, conditions until pilot Lt Rob Dixon and observer Lt Amy Gilmore realised that some of their instrumentation was waterlogged – and the airspeed indicator was giving a false reading.

When the Lynx tried to return to Dragon it found it was flying too fast and had to abort its first attempt at a landing.

On the second occasion, as visibility worsened, the helicopter lost all communications with the ship. They nevertheless succeeded in bringing the Lynx safely down on Dragon's flight deck.

Faslane's ten-year revamp

A £500m ten-year revamp of Faslane to support the submarines of today and tomorrow will begin in 2017.

The cash will be pumped into the infrastructure at the RN's Scottish base as the home of all seven Astute-class hunter killers (three are already there) plus the four 'Successor' submarines carrying the nation's nuclear deterrent.

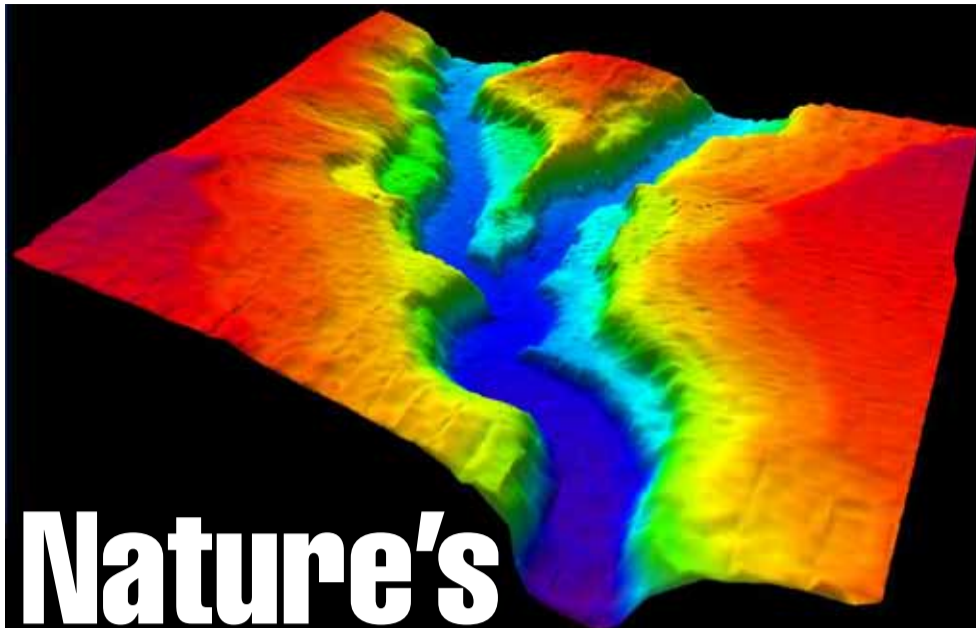
The work on ship lifts, sea walls, jetties and other major projects will be the first stage of a 50-year plan for Faslane as it becomes the RN's 'Submarine Centre of Specialisation' (aka home of the Silent Service...) from 2020 until at least 2067 – that's 99 years after the first R boat, HMS Resolution, began deterrent patrols from the Clyde.

The investment was announced by Chancellor George Osborne on a visit to the base. He said that the civilian-military workforce at Faslane – currently 6,700 strong – would rise to around 8,200 by 2022, not counting the thousands of people required to work on the site's infrastructure.

From brushers with love...

THE crew of HMS Penzance took a break from minehunting to spruce up Bahrain's Anglican cathedral.

Sailors volunteered to paint three community rooms in the compound of St Christopher's in Manama, the small kingdom's capital – just in time for the ordination of curate Jon Lavelle.



Nature's deepest secrets

A CHASM almost as deep as the Grand Canyon, mountains higher than Ben Nevis and rivers carving their way through the Atlantic sea bed have been revealed for the first time by one of the Royal Navy's specialist scientific ships.

HMS Scott has shed light on the wonders of the deep as she surveyed the mid-Atlantic – her first mission in nearly two years.

The Devonport-based research ship has been out of action since the autumn of 2013, undergoing the most extensive revamp in her 17-year career.

Since putting back to sea in April she's undergone extensive training before striking out into the open sea to begin gathering information about the depths of the ocean.

Scott – which is the largest of the five vessels in the Royal Navy's hydrographic squadron – typically spends the summer in the Atlantic before shifting to waters east of Suez in the winter as her suite of sonars scan the deep ocean in high resolution.

Those sensors can survey 150 square kilometres of sea bed every hour – that's the size of Bristol.

Scanning the floor of the Atlantic between the Azores and the Eastern Seaboard of the United States, the hydrographic team on board found a canyon one kilometre deep, a volcano towering 800 metres, an underwater river (pictured inset) and a peak rising 2,000 metres from the sea bed.

It took Scott 36 hours to gather the readings from the canyon area alone – then another 36 hours for Scott's suite of powerful computers to turn those reams of data into stunning 3D imagery.

"It's always exciting to see something that no one else has ever seen before, especially for many of the newly-qualified sailors onboard who are conducting their first survey," said Lt Paul 'Shady' Lane, the ship's operations officer.

"It's exhilarating to know that with all the satellites, GPS and modern technology there is still so much undiscovered."

Scott is expected to conduct surveys for up to 300 days a year, normally spending a month at a time ploughing up and down the oceans.

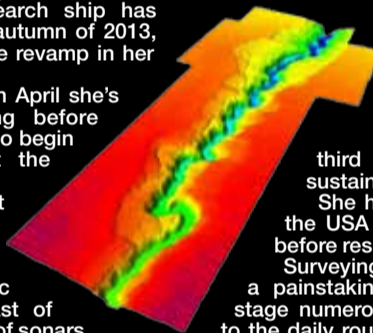
She regularly rotates one third of her 56-strong crew to sustain her on operations.

She has just arrived in Boston in the USA for the latest crew change before resuming her scientific mission. Surveying operations are generally a painstaking business so the sailors stage numerous activities to add variety to the daily routine, from the fundamentals of life at sea – gunnery, fire-fighting training and rescuing a man overboard – to fun such as a dip in the crystal-blue waters of the mid-Atlantic and a charity beard grow.

The latter activity on behalf of the MS Society has been encouraged by the senior rates' mess as CPO(ET) Jim Stevenson's daughter suffers from the disease.

"It's always fun to get a ship's company working towards a common goal and help take our minds off being away," said weapon engineer CPO Ian Smith.

"Charity beard growing – and especially bad charity beard growing – is a great way to do that and raise money for some really worthy causes."



Another Echo of Jutland

EIGHT miles from her supposed last position, this is the wreck of the only German capital ship sunk in the greatest naval battle in European waters.

This is the battle-cruiser SMS Lützow, not seen since the small hours of June 1 1916 when she was scuttled after the terrible pounding she suffered at the hands of the guns of the Grand Fleet.

Ninety-nine years after her loss, the wreck was finally located by the hi-tech sensors of HMS Echo which has been scouring the North Sea for the ships lost in the Battle of Jutland.

Echo visited 21 of the 25 sites where wrecks were thought to lie back in the spring, positively identifying nine ships on the seabed.

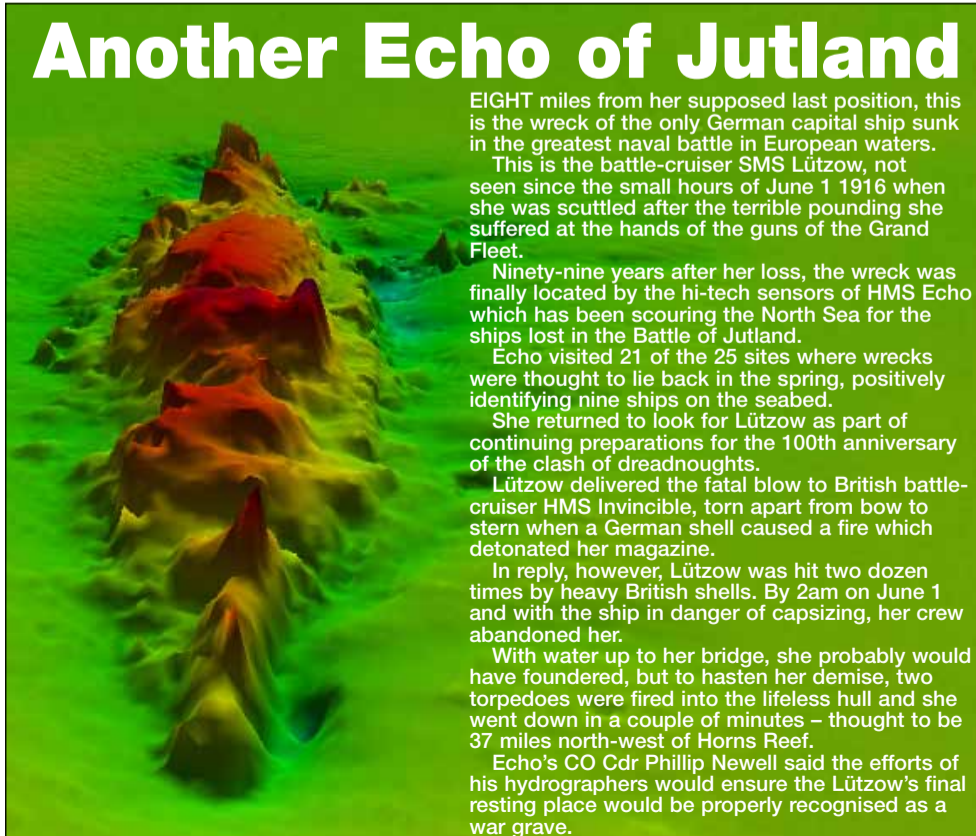
She returned to look for Lützow as part of continuing preparations for the 100th anniversary of the clash of dreadnoughts.

Lützow delivered the fatal blow to British battle-cruiser HMS Invincible, torn apart from bow to stern when a German shell caused a fire which detonated her magazine.

In reply, however, Lützow was hit two dozen times by heavy British shells. By 2am on June 1 and with the ship in danger of capsizing, her crew abandoned her.

With water up to her bridge, she probably would have foundered, but to hasten her demise, two torpedoes were fired into the lifeless hull and she went down in a couple of minutes – thought to be 37 miles north-west of Horns Reef.

Echo's CO Cdr Phillip Newell said the efforts of his hydrographers would ensure the Lützow's final resting place would be properly recognised as a war grave.



The 'prise of humanity

THIS is baby Sophia, barely 24 hours old, born after her mother was saved in the middle of the Mediterranean by the men and women of HMS Enterprise.

More than 450 other people owe their lives to the crew of the survey ship who plucked them from four small craft – part of a massive day of rescues off the Libyan coast by the navies of Europe.

Around 4,400 people were saved on one day as ships committed to the European Union's lifesaving mission between the shores of North Africa and Italy responded to distress signals from more than 20 vessels – the largest operation the international force has carried out in a single day.

Enterprise, which has been attached to the force since early July, has devoted her time hitherto to helping to build up a picture of migrant and smuggling activity in the region.

The four-dozen-strong ship's company switched roles when she came across the four small craft and brought every person on them – including 83 women and 24 children – safely aboard the Devonport-based hydrographic vessel.

The migrants were subsequently transferred to the German frigate Schleswig-Holstein.

While the German ship was heading for Taranto in southern Italy, 33-year-old Rahma from Mogadishu – who had spent five months trekking across eastern and central Africa to reach the Mediterranean shore – went into labour. The German ship's medical team assisted with the birth of Sophia – weighing 6lb 10oz and 19 inches long – the first baby born on a Bundeswehr vessel.

This was the first of two rescues Enterprise was called upon to make; four weeks later, during 20 lifesaving operations from numerous vessels involving the EU ships, the survey ship saved 377 migrants.

Enterprise then resumed her intelligence-gathering mission, feeding information back to the Italian authorities, building a picture of how the operation will go on to seize and disrupt the smugglers' assets... Which HMS Richmond could well be involved in after Whitehall offered the frigate for the next stage of the EU operation – tackling the criminal gangs behind the people trafficking operation.

The Portsmouth-based frigate has spent the bulk of her six months away from home patrolling the Indian Ocean, but has been placed at the disposal of the EU to help put an end to the illegal transports, as well as providing additional surveillance and reconnaissance, and conduct search-and-rescue operations if required.

Shoreham's stint over

HOME on the Clyde after more than three years away is HMS Shoreham, which completed a marathon tour of duty – and a marathon journey back to the UK – at the end of August.

Although the ship has been away since the year of the London Olympics, her sailors have not, trading places with shipmates from Faslane every six or so months to sustain constant minehunting operations in the Gulf.

Shoreham's final 'tenants' were 1st Mine Countermeasures Squadron's Crew 1, who spent eight months aboard the Sandown-class vessel, including guiding her more than 7,600 miles from Bahrain to Faslane – over double the 'as the crow flies' distance.

Those 34 men and women were greeted by family members and friends, among them (very) young Theodore-James Routliff, born to LS(MW) Matthew Routliff and his partner Vicky during those eight months (the sailor flew back for the birth, but commitments on Shoreham meant he missed the first four months of his son's life).

And at the other end of the RN career spectrum, it was the final tour of duty in a 26-year Naval career for Shoreham's weapon engineer officer, CPO James Morgan. After a spell as a prison officer he decided to



● Shoreham's CO Lt Cdr Mark Redmayne hugs his dad Derek

follow the family tradition and join the RN, like his father. A good deal of his career was spent in Type 42 destroyers Edinburgh, Gloucester and Exeter before 'downsizing' to minehunters.

"As my time comes to a close I've been left with some fantastic memories and have visited places many don't get the chance to see," said the senior rate from Airdrie.

"I will miss the Royal Navy, but it's now time to be with my family. My wife, Gail, and my daughter, Laura, have sacrificed a lot to allow me to have a career that I've thoroughly enjoyed."

QE looks a long way

THE crew of HMS Queen Elizabeth have flashed up the new carrier's 'invisible eyes' for the first time.

The S1850M radar – the same as those fitted to Type 45 destroyers – is the large black slab sitting on top of the carrier's forward island.

It was lifted into place in late 2013, since when the ever-growing ship's company and engineers from the Aircraft Carrier Alliance have been toiling on the 'setting to work' phase of the 65,000-tonne warship's construction, preparing the complex systems for use.

The radar has not been switched to full power – with hundreds of people working on her daily there are power and safety limitations to consider.

But even on 'restricted duties' the radar immediately began compiling an air picture, tracking aircraft on approach to Glasgow airport (40 miles to the west of Rosyth) as well as transatlantic traffic to and from the rest of the UK. (When the radar is turned all the way up to 11, it can track up to 1,000 aircraft simultaneously as far as 250 miles away from the ship.)

Central to getting the LRR – as it's commonly abbreviated – going were weapon engineers PO Ian 'Mac' McDonald and LET Colleen Dunne.

"Having been a part of the long-range radar programme since it was delivered to Rosyth, it's very satisfying to see it 'turning and burning' – a milestone nearly two years in the making," said PO McDonald.

"It shows both the progress of the ship's radar section in conjunction with mission systems, and that Queen Elizabeth is another step closer to becoming an operational warship."



Picture: LA(Phot) Caroline Davies, FRPU West

Curry and ships

THE Indian frigate Trikan breaks away from tanker RFA Wave Ruler and frigate HMS Iron Duke off Plymouth as two weeks of joint training come to an end.

This is the conclusion to Konkan, a regular RN-Indian Navy combined exercise designed to maintain bonds between the two Commonwealth navies and nations.

Given the frequency with which RN vessels patrol the Indian Ocean, Konkan typically takes place off the coast of the same name (which includes Goa).

But every few years when the Indian Navy dispatches a warship to the Atlantic, the RN returns the hospitality of the sub-continent by hosting the exercise in UK waters.

In the 2015 variant – the eighth Konkan since the exercises began in 2004 – Trikan was given a taste of the RN's ultimate test: a Thursday War.

Our Indian guests were treated to all out air and submarine attack directed by the Flag Officer Sea Training team as the three-ship task force moved through the Plymouth exercise area.

During the anti-air phase, sailors from the two ships were able to trade places.

"It is always interesting to see how different navies operate compared to how we do our business," said POET(WE) Brian 'Nobby' Clark.

"I was particularly impressed how they managed to close up to action stations so quickly, and of course the curry at lunchtime was another highlight."

As a final serial, the Trikan's Alouette helicopter carried out deck-landing training on the Type 23 – and made a special delivery (takeaway curry) for the frigate's CO Cdr Ben Aldous.

"The first time of working with a different ship can be tricky as we have to get used to how they operate and make sure we work together," said LS (AWT) Rob 'Sally' Gunnell, who works

in Iron Duke's ops room.

"But with the experience Iron Duke built up in the Baltic recently, I was confident the exercises would go well."

The forging of relationships between the two crews began with an afternoon of inter-ship sports.

Squash, cricket and football matches were played with the teams battling it out for the Konkan Cup, which went to INS Trikan, whose crew won both the squash and the cricket.

Trikan's Commanding Officer Capt Vinay Kalia said the 2015 Konkan had laid "a good foundation" for future co-operation between the two navies.

Iron Duke's Executive Officer Lt Cdr Rich Chambers added: "Operating with foreign navies is part of our core role and exercises such as Konkan enable us to realise a much greater capability and wider influence around the globe."

The two ships remained in company as they sailed up the Channel, then up the Thames to attend the DSEI defence exhibition at London's ExCel centre.

Black is back

THE Black Duke is formally back in the Fleet having passed her final inspection – the end of a 20-month journey out of a massive refit.

HMS Monmouth has been out of the fray since the beginning of last year, as she was overhauled from tip to toe (17 tonnes of new steel, over a kilometre of new cabling, new radar, upgraded weapons systems and sensors) in her native Devonport.

Her CO Cdr Philip Tilden said the new-look Black Duke was "materially world class" and now set for duties well into the next decade, once his ship's company had completed extensive post-refit training.

Valiant effort by Vigilant

SUBMARINERS who bear the nation's heaviest burden earned one of the Silent Service's most coveted awards.

The starboard crew of HMS Vigilant collected the Valiant Trophy for the dedication and professionalism they demonstrated in preparing their boat for a deterrence patrol.

For the past seven years, crews of the Silent Service's 11 Astute, Trafalgar and Vanguard-class boats have contended for the trophy with the submarine which performs best during Operational Sea Training – several exacting weeks of assessment determining whether a crew are ready to take their state-of-the-art vessel on deployment.

The trophy is sponsored by Rolls-Royce, who provide the RN's entire fleet of submarines with their nuclear powerplants. Their chief nuclear engineer Andy Fairhurst handed over the trophy – previously held by the hunter killers of HMS Triumph – to Valiant Starboard CO Cdr Dan Martyn.

Capt Bob Anstey, FOST Captain Training (North), praised the Vigilant crew for a year of fine performances across all sea training and underlined the superb attitude to training shown by Cdr Martyn's team, which was the key to their success.

As well as some shiny silverware, the winning crew took possession of a citation and £1,000 cheque for the crew's welfare fund, which will be put to good use in supporting a barbecue for families – weather permitting.

Do you deliver?

TWO transatlantic rowers are all smiles – unsurprisingly, for they've just received their first food in 20 days thanks to the crew of HMS Portland.

The frigate responded to a plea for help from adventurers Pete Fletcher and Tom Hudson 30 miles off the Scilly Isles when they could bear their hunger no longer.

The Australian duo left New York back in mid-May, aiming to be the first people to row the North Atlantic unassisted, all the way up the Channel and Thames Estuary into London.

They hoped to reach our capital by the end of July but the less-than-fantastic summer (you may have noticed it...) rather scuppered those plans.

After 96 days, 23 hours and 50 minutes in the ocean – and having officially achieved their goal (Bishop Rock in the Scillies is regarded as the finishing point of a west-east crossing, something which goes back to the days of the Blue Riband liner races) – the rowers sent a call to Falmouth coastguard from their small MACPAC Challenger rowing boat.

Portland, which was on patrol nearby, responded – in style. Crew packed the frigate's sea boat with three days of grub, 18 litres of water, chocolate for morale and a bottle of champers to

celebrate with when they finally reach land.

The warship's chefs also provided a hot meal of soup, pasta and a thermos flask of tea to the pair given the cold, wet weather currently being experienced in the UK.

Pete and Tom told their saviours they'd not eaten for 20 days and that they were extremely grateful for the supplies.

"It's absolutely incredible what these guys are doing to raise money for charity," said CH Emma Lloyd-Williams, who rode in the Pacific 24 to deliver the food – and a couple of HMS Portland baseball caps.

"It was humbling to be the first people the guys have seen for 97 days."

Pete and Tom had been surviving on minimal food – such as fish washed into their small craft, which were promptly cooked – so were delighted by the arrival of the RN.

"It was an absolutely breath-taking experience and we're so happy to have had a good meal and receive a few supplies to get us to Falmouth! Huge shout out to the crew of HMS Portland for all their support," the pair said.

"How incredibly amazing and definitely the best way to celebrate the accomplishment."

■ Portland to the rescue (again), page 7



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EAT MY DUST



Crisis? Call in the Royal Marines

AN amphibious assault vehicle carrying US Marines whips up the sand as it powers its way through the Mojave Desert during a major exercise involving UK marines.

Close-combat scenarios formed part of the unimaginatively named Large Scale Exercise 15 (LSE 15) involving some 25,000 military personnel at Marine Corps Air Ground Combat Centre in Twentynine Palms, California.

More than 100 members of 3 Commando Brigade were joined by personnel from 30 Commando Information Exploitation Group, along with elements of 40 and 45 Commando, 24 Commando Royal Engineers, 29 Commando Royal Artillery, Commando Logistics Regiment and Joint Helicopter Force for the exercise.

LSE 15 provided a big test for the United States Marine Corps' primary war-fighting and crisis-response unit, the 2nd Marine Expeditionary Brigade, and also involved 1 Canadian Mechanised Brigade Group and around 5,000 US troops.

Personnel from 3 Cdo used the exercise to develop their working relationships with the USMC and to demonstrate the brigade's skills at deploying as part of a multi-national force.

"I feel confident in saying that we achieved all of these aims through this excellent training opportunity, something only available at Twentynine Palms due to the scale

and set-up of the vast training area," said the CO of 3 Cdo Brig Charlie Stickland, *pictured left at a briefing.*

"The nuances and difficulties of working with allied partners were well replicated and we learned an enormous amount working through them."

"The Royal Marines have a long shared history with the USMC, and undoubtedly a common future."

LSE 15 assesses brigade responses to how nations work together during a number of live exercises, which included encountering enemy forces, dealing with casualties and questioning villagers about possible enemy movements.

"It provides a unique capability for the Marine Corps and its operating area," said Capt Benjamin Zumstein, operations planner with 2nd MEB.

"The challenge with most crisis response units is a great deal of experience and knowledge goes away but 2nd MEB provides continuity because of its experience."

Brig Stickland added: "I think it's quite important than even as close partners and close friends who have operated in the past together, there's a common understanding of what you're trying to achieve."

Preparations for the exercise began a year ago and included a week-long crisis planning event and a 'warm-up' exercise called Atlantic Response 15.4 at Camp Lejeune in North Carolina.

LSE 15 allowed all three nations to plan how they would react to a

range of scenarios, including regional conflicts, and identify any areas needing further work.

Senior officers, who flew over the combat area in USMC UH-1Y helicopters, were able to call on lessons learned from previous crises and combat operations in order to prepare troops for future operations.

Capt Zumstein added: "This exercise allowed 2nd MEB to cultivate, nurture and maintain relationships. Having trained like we'll fight, I know that if we need to accomplish a mission, the person we call, having worked with them previously, knows how we can work together."

"We are all crisis-response forces," said Brig Gen Robert Castellvi, CO of 2nd MEB.

"This is a mission rehearsal for us being able to come together for crisis response in support of an event where we're called to as a coalition or partners."

"We get to learn the lessons here in training before we actually have to execute them. The opportunity is just incredible for us."

Capt B Adams, liaison officer for 2nd MEB, said: "I personally feel very privileged to have worked so closely with 3 Commando Brigade during LSE 15."

"Partnering with one another in various exercises reinforces the positive relationship the Royal Marines and the United States Marine Corps share with one another and better prepares us to work together in future operations."

■ **Black Alligator**, see centre pages



● Above: Brig Charlie Stickland, left, with USMC Col Sean M Salene; Below: Royal Marines join the exercise planners

Pictures: POA(Phot) Dave Gallagher, Cpl Michael Dye and L/Cpl Samantha Barajas, USMC



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Portland steps in (once again)

WHEN RFA Argus was unable to fly the flag for maritime trade at London International Shipping Week (a tall ship damaged her intended berth), HMS Portland stepped in to fill the void.

The Devonport frigate berthed alongside wartime cruiser HMS Belfast for the short visit to the Big Smoke.

Portland hosted a reception for 240 guests (that's about 50 more people than her usual complement), including Secretary of State for Transport Patrick McLoughlin and First Sea Lord Admiral Sir George Zambellas, concluding with a Ceremonial Sunset with Tower Bridge as the backdrop and supported by Portland's Guard and the Royal Marines Band of HMS Collingwood.

The guard were also called upon to provide a general salute to a river pageant on the Thames on the day the Queen became the longest-reigning monarch in British history.

Three of Portland's wardroom – principal warfare officer Lt Simon Preece, navigator Lt James Myhill and young officer Sub Lt Daniel Stack – took advantage of the frigate's historic berth to look around HMS Belfast; relatives of all three served aboard the Town-class cruiser during her illustrious career.

And 23 members of the ship's company seized the rare opportunity to tour 10 Downing Street – “one of the highlights of my career,” in the words of CPO Dan Broome.

The Earl of Portland, Lord Tim Bentinck, caught up with recent goings-on on the T23 when he popped aboard to chat to sailors.

Before heading to the capital, Portland hosted affiliates and families for a day at sea off her native Plymouth.

Beyond the usual fare of life at sea, guests were treated to a flying display by the ship's Merlin helicopter from 829 Naval Air Squadron, an air-defence exercise and a demonstration of machine-gun firing.

Ben Cartwright, chairman of Portland Royal Naval Association, presented the branch's annual outstanding achievement award to PO 'Bernie' Manning for ensuring Portland remained at the leading edge of anti-submarine warfare – the Type 23 is the RN's senior submarine-hunting ship – and for selflessly taking on secondary duties including president of the POs' mess, organising entertainment on board and managing the raising of £2,500 for the welfare fund.

Visitors included Portland Town Mayor Cllr Robert Hughes, soldiers from the Royal Wessex Yeomanry, 1st Battalion Irish Guards, Sea Cadets from across Dorset and Somerset, and members of the Royal Dorset Yacht Club.

Proceedings closed with Barry Theobald-Hicks of the Worshipful Company of Scriveners laying a wreath to commemorate all sailors of the Royal and Merchant Navy who have given their lives in the service of their country.

Blink and you'll miss it

SPEWING out 25mm rounds at three times the speed of sound, the Gatling gun which will be fitted to the Fleet Air Arm's new stealth fighter was put through its paces.

The four-barrel gun – which will be used to strafe targets on the ground or in aerial dogfights – let rip with 181 rounds on the harmonising range at Edwards Air Force Base in California.

The gun was tested on the F-35A, the model being bought by the US Air Force; the weapon is hidden until it's needed – it pops up *Thunderbirds*-style on the left side of the fuselage when the pilot presses the trigger.

On the jump jet version of the Anglo-American aircraft which is being bought by the UK, the same gun is being installed – but it is fitted in an external pod on the centreline, and with 220 rounds, not 181.

Either way, the cannon can loose 3,000 rounds of high-explosive or armour-piercing ammunition a minute, each shell leaving the barrel at 3,400 feet per second – 2,318 mp – so you'd run out in under four-and-a-half seconds in a continuous burst.

The ground tests were designed using software to replicate being in flight and the aircraft fired practice rounds which do not explode on impact. This autumn the gunnery tests shifts to the skies of California.

Experts from the F-35 Joint Strike Fighter Integrated Test Force will study the results of the firings – how it affects the jet's handling, muzzle flash, recoil, aerodynamics and other factors.

The gun is due to be declared ready for action in 2017 – a year before the F-35 begins trials with HMS Queen Elizabeth.



Frigates' flare for firepower

WITH a flash of fire a *Seawolf* missile bursts out of its silo aboard HMS Iron Duke as the frigate carries out missile testing in the English Channel.

The firings prove the Portsmouth-based Type 23's ability to track and destroy a sea-skimming target the size of a cricket ball travelling at supersonic speeds.

Of the Royal Navy's missiles defending the Fleet against air attack, *Seawolf* is the smallest and has the shortest range – up to 10 kilometres (six miles).

If the system were placed in the middle of London, it could track its target over the M25 and knock it out of the sky over the North Circular – and the whole action would last under 20 seconds.

The missile fired above was one of several launched by the Iron Duke during extensive *Seawolf* tests as *Navy News* went to press.

At the other end of the country, Cape Wrath to be exact, HMS Somerset became the first ship to fire new special 'dark light' illumination rounds designed to light up the battlefield without the enemy knowing.

The Plymouth-based Type 23 was operating off the north west tip of Scotland working with spotters from 148 (Meiktila) Battery Royal Artillery whose job was to direct the ship's fire accurately and safely on to a target at distances over 25 kilometres (15 miles).



● An illumination round is fired from HMS Iron Duke

“It's an exciting and highly valuable opportunity to not only work closely with the Navy but to try a new capability for the first time,” said Maj Jonathan Gray, a liaison officer from 148 Battery.

“The new ammunition shows a commitment to delivering the best.”

Over two days and nights the ship fired in excess of 100 rounds of 4.5in ammunition – each shell weighing over 40kg.

Somerset's captain Cdr Michael Wood said: “These firings have pushed forward our capability to support marines and other land forces ashore.”

“Delivering devastating naval gunfire from ships like Somerset is just one facet of our contribution to the nation's defences.”

148 Battery is part of the Royal Marines' 3 Commando Brigade,

drawing personnel from the RN, RM and Army.

Their role is to accurately direct fire from the units of all three Armed Forces on to enemy targets and all members of the battery have to pass the rigorous all-arms commando course.

The firing was watched by Keith Mayo from the MOD's Defence Equipment and Support organisation.

He said: “This marks a significant milestone for the team who have worked tirelessly to bring the new ammunition into service, providing value and a capability that will make our troops more effective and ultimately save lives.”

On completion of the firings with the smell of cordite fading, the ship slipped away to continue her patrols around the UK.



Junglies' fairytale ending

WHAT a magnificent view of man's ingenuity, invention and creativity.

Plus the fairytale Bavarian castle of Neuschwanstein. And you'll never see it again. No, not Ludwig II's Romanesque palace; it's lasted 130 years and will certain stand as long again.

But you won't see a Jungle Sea King flying past it once more. In fact, you won't see a Jungle Sea King beyond the shores of this sceptered isle ever again.

This is the final deployment of the legendary flying battlewagon before it bows out of service in March.

A pair of the Royal Marines' airborne transporters, plus groundcrew, from 848 NAS hopped the 650 miles from home in Yeovilton to the Luftwaffe base at Kaufbeuren – roughly half-way between Munich and Lake Constance – for some Alpine training on Exercise Mountain Eagle.

The mountains and valleys of the Alps are little more than a dozen miles from Kaufbeuren, typically home to Luftwaffe training for Tornado and Eurofighter crews.

With great weather and good aircraft serviceability, the Sea King crews managed to get in around eight hours flying every day, 'canyoning' through valleys, landing on dry riverbeds and perching on mountain peaks.

Which is exactly what the doctor ordered. The detachment

to Kaufbeuren was designed to give newly-qualified Junglies the experience of operating in and flying around mountainous terrain – and its often challenging weather conditions – so they can drop off troops if needed, and allow veteran pilots and aircrewmembers to brush up on their Alpine skills.

“Learning and practising the art of safely flying in a challenging and unfamiliar environment is vital for the pilots and aircrewmembers of the Commando Helicopter Force,” explained Lt Alex Craig, one of the squadron's qualified helicopter instructors who was overseeing Mountain Eagle.

For those of you unfamiliar with the Swabian district of Bavaria, as well as being handy for mountain peaks Kaufbeuren is only 30 miles from the RN's outdoor activity centre which, er, organises outdoor activities.

Like rock climbing, kayaking and klettersteigen – clambering up rockfaces courtesy of metal paths.

“Learning to kayak down the white-water rivers was a great challenge and I thoroughly enjoyed it. It was a great opportunity to do something different, I'd recommend it to anyone and definitely want to come back again,” said Wtr Daniel Wade.

Not quite so close, but equally memorable, if not enjoyable, was the former Nazi concentration camp at Dachau, now a memorial to the victims of Fascism.

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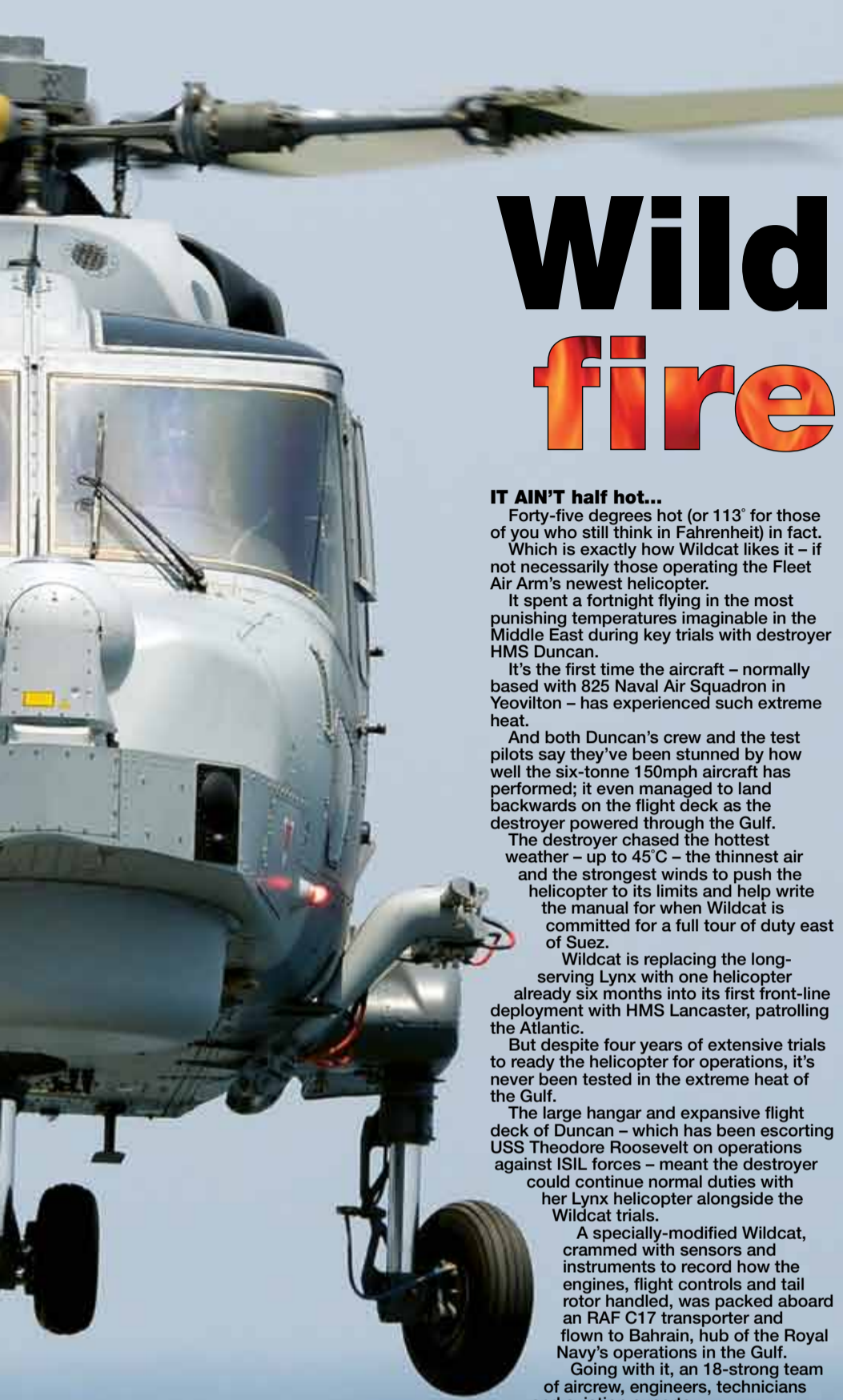
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Wild fire

IT AIN'T half hot...

Forty-five degrees hot (or 113° for those of you who still think in Fahrenheit) in fact. Which is exactly how Wildcat likes it – if not necessarily those operating the Fleet Air Arm's newest helicopter.

It spent a fortnight flying in the most punishing temperatures imaginable in the Middle East during key trials with destroyer HMS Duncan.

It's the first time the aircraft – normally based with 825 Naval Air Squadron in Yeovilton – has experienced such extreme heat.

And both Duncan's crew and the test pilots say they've been stunned by how well the six-tonne 150mph aircraft has performed; it even managed to land backwards on the flight deck as the destroyer powered through the Gulf.

The destroyer chased the hottest weather – up to 45°C – the thinnest air and the strongest winds to push the helicopter to its limits and help write the manual for when Wildcat is committed for a full tour of duty east of Suez.

Wildcat is replacing the long-serving Lynx with one helicopter already six months into its first front-line deployment with HMS Lancaster, patrolling the Atlantic.

But despite four years of extensive trials to ready the helicopter for operations, it's never been tested in the extreme heat of the Gulf.

The large hangar and expansive flight deck of Duncan – which has been escorting USS Theodore Roosevelt on operations against ISIL forces – meant the destroyer could continue normal duties with her Lynx helicopter alongside the Wildcat trials.

A specially-modified Wildcat, crammed with sensors and instruments to record how the engines, flight controls and tail rotor handled, was packed aboard an RAF C17 transporter and flown to Bahrain, hub of the Royal Navy's operations in the Gulf.

Going with it, an 18-strong team of aircrew, engineers, technicians and aviation experts.

They carried out 30 hours of flying and 140 landings/take-off, collecting terabytes of data for aviation experts from Boscombe Down to pore over.

They'll be able to determine the extremes of weather in which Wildcat can operate carrying a full load of fuel and weapons – information which will be used by Fleet Air Arm aircrews for decades to come.

Lead test pilot Lt Cdr Stuart Irwin singled out his engineers for doing "an outstanding job in the punishing midday and afternoon heat of the Gulf."

They not only looked after the Wildcat's engines, avionics and sensors, but donned protective suits to repeatedly refuel the helicopter on the flight deck and load dummy torpedoes "maintaining their impeccable professionalism and sense of humour throughout."

Duncan's CO Cdr Richard Atkinson said the Wildcat trials had "surpassed expectations – all the more impressive when set against the extreme climatic conditions of the Gulf."

"Working hand in hand with the trials team, HMS Duncan has helped push Wildcat to the very limits of its operating envelope. I am delighted that we've contributed to the development of this potent new helicopter."

Lt Gus Munro, one of the destroyer's Principal Warfare Officers, added: "It's quite an aircraft. The capability it will bring to the war-fighter will be a real game-changer. The fact that you can land it facing astern is particularly impressive. Now we know how it flies, I'm looking forward to testing the weapons and sensors to see how it fights."

Duncan deployed from Portsmouth in March and is due to continue her security patrol in the Middle until the end of the year.

Pictures: LA(Phot) Luron Wright, HMS Duncan



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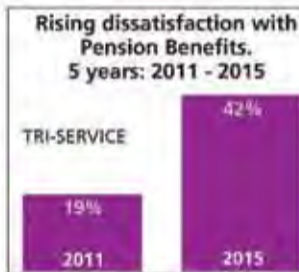
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WE'LL HELP YOU GET MORE FROM YOUR PENSION

Capital honours Ebola warriors



● A sailor from one of the MOD's Hospital Units at Derriford took part in the parade, top

Pictures: POA(Phot) Owen Cooban

NAVAL personnel who deployed to Sierra Leone to assist with the Ebola crisis marched to parliament for a reception in their honour.

The parade for Operation Gritrock saw sailors and soldiers, joined by volunteers and government workers from the Department for International Development (DFID), NHS England and Public Health England, march in torrential rain from Horse Guards Parade down Whitehall to the Houses of Parliament.

A few days earlier Naval personnel were presented with their operational medals in Portsmouth.

RFA Argus deployed in October last year as the UK government's response to the Ebola outbreak with 350 Tri-Service personnel on board – including 80 Royal Navy medical personnel, three Merlin helicopters from 820 NAS and a detachment of Royal Marines from 1 Assault Group Royal Marines.

The ship spent six months off the coast of Sierra Leone

with many medics and logistical personnel joining their Army colleagues on the ground to offer frontline support.

During her time away the ship ensured 16,000 people received a month's worth of food, more than 400 patients were treated and the three Merlins flew 294 missions from her deck.



The chefs served 50,000 hot meals a month, and provided 80 packed lunches a day for personnel operating in the field.

First Sea Lord Admiral Sir George Zambellas presented medals commemorating their efforts at a ceremony in Portsmouth Naval Base.

CPONN Anne Evans was deployed for nearly three months with 34 Field Hospital as an Infection Control Nurse.

"I am very proud and honoured to have been recognised for the work we did in Sierra Leone," she said.

"I worked at the Kerry Town Treatment Centre which cared for healthcare workers who were suspected to have been infected with Ebola.

"We worked extremely closely with the local population and it was extremely rewarding for me to see that the work we were doing had such a positive effect."

In his role as Commodore-in-Chief RFA the Earl of Wessex presented medals onboard Argus in a private ceremony, see right.

He presented Long Service and Good Conduct clasps for 30 years' service to personnel who have shown exemplary behaviour – including one for the Commodore RFA Cdre Rob Dorey.

CO RFA Argus Capt David Eagles accepted the James Coull Memorial Award on behalf of the whole ships' company in recognition of their work in the international Ebola relief effort.

He said: "It is fantastic to see RFA Argus in Portsmouth. It is about recognising the personal contribution Argus personnel gave in support of the UK's response to the Ebola epidemic."

The awards also mark 110 years of the RFA which deploys across the globe in support of Naval operations and is the largest employer of merchant seamen.

It is also the 25th anniversary of the Primary Casualty Receiving Facility on board Argus – which consists of a 100-bed hospital, including a four-bay operating theatre with a ten-bed Critical Care Unit, a 20-bed High Dependency Unit and a CT Scanner.

More than 1,000 Armed Forces personnel were deployed on Operation Gritrock, with 27 still in country supporting the ongoing efforts by government workers and NGOs to get to zero cases of Ebola as quickly as possible.

In total more than 3,000 people from the UK travelled to work in high-risk areas to stop the spread of the disease.

One year ago the number of cases per week was around 200, but is now down to just a handful.



● Prince Edward hands Capt David Eagles the James Coull Memorial Award

Chefs in the spotlight

THE Earl of Wessex made the following presentations:
RFA Chef of the Year – Asst(CK) Marc Reed. Awarded by The Worshipful Company of Cooks, one of the London Livery Companies. They sponsor a number of catering awards in both military and civilian competitions and educational establishments.

To recognise the importance of the RFA Service to military operations, two awards annually are presented to RFA caterers who have produced outstanding performances throughout the year.
Combined Services Culinary Arts Team (CSCAT) Medal – LH(CK) Shane Rixon. Awarded to a new team member who has been selected to represent the UK Armed Forces in world-class international and national culinary events. Its purpose is to raise the profile of catering throughout the UK Armed

Forces and develop individual and team craft skills.

Selection to CSCAT depends on performance at Exercise Joint Caterer. The team comprises a squad of 30 chefs drawn from across the Armed Forces to compete on the international stage.

Courtney Bilkey Memorial Shield – LH(CK) Grant Bishop. This award was set up in memory of CPO(CK) Courtney Bilkey who retired from the RFA in Feb 2005 and passed away after a long illness in November 2006. His memorial shield is presented to the RFA Cookery student achieving the highest results during training at HMS Raleigh.
Long Service and Good Conduct Medal: PO(E) Vincent Richardson; Asst (CK) Alan Ham.

RFA 30-year clasp: 2/O(LS) Dean Gallini, CPO(D) Graham Dyer, LH(D) Christopher Cole and Cdre Rob Dorey.

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Victory role

IF ANYTHING embodies the soul of the Royal Navy it is probably HMS Victory.

And while the Georgian man o'war is now very much a museum ship, she still has a vital role to play within the Senior Service.

Although custodianship of Victory was transferred from the Ministry of Defence to the HMS Victory Preservation Trust, established as part of the National Museum of the Royal Navy, in 2012, she still has a small ship's company (and a commanding officer) of Royal Navy personnel – she is also the flagship of the First Sea Lord, allowing her to fly the White Ensign.

That maintains her proud boast of being the oldest commissioned warship in the world – and means that everyone from junior seamen to the chiefs of allied navies have the chance to climb on board the first-rate ship and experience the palpable sense of history.

Lt Cdr Brian Smith's first contact with the ship he now commands came when the officer was just five or six years old, during a family visit to the Portsmouth Historic Dockyard. "I have loved her ever since," he said.

"Being the Commanding Officer is eventful, it's fun – it is a great job.

"You do not tend to go into a headquarters building with a smile on your face every day – you do here.

"There are a lot of examples of the old and the new where Victory is concerned.

"She is set up to look how she was in 1805 when she fought at Trafalgar, but behind the scenes we have got what has continued ever since.

"We have an area on board for our offices, now with IT equipment and printers, and in my office you still have all the equipment for manning the guns while I sit at my desk working on a computer.

"So you have the old from the Georgian navy alongside the new."

Bracketing the former and current Royal Navy is a regular feature of visits for senior politicians and military figures from home and overseas.

"One week we might have a group from a college touring the ship, organised by the National Museum of the Royal Navy, or a group from the US Coast Guard, or the Pakistan Navy, or the Ukrainians," said Lt Cdr Smith.

"It is all about the face of the Royal Navy, and as such we are often 'shared' with a modern ship.

"So if someone tours HMS Daring or one of the other Type 45s, they would also come here to get the historical as well as the modern side of the Service.

"When you go on a modern ship and then onto Victory you get the same sense of functionality – they are both warships after all."

There are two distinct sides to the 'visitor experience' offered by Victory.



Members of the public wander through the ship between mid-morning and late afternoon, depending on the time of year, and their experience is shaped by the story of Nelson's navy, as interpreted by the museum.

Running parallel are all manner of 'defence diplomacy' and personnel initiatives.

The Great Cabin features prominently in both the RN Commanding Officers Designate courses and Perisher (submarine commander) courses, reinforcing the sense of heritage into which candidates are being inducted, while Meritorious Service Medal and Commendation presentations are often staged on Victory's wooden decks.

Sports teams, film stars and TV shows regularly pitch up for a tour of the flagship, rubbing shoulders with tri-Service trainees from HMS Sultan, maybe, or injured Royal Marines trainees from Hunter Company, or sailors from visiting foreign ships.

But even when the dockyard gates have shut to the public, HMS Victory is still doing valuable work for the Royal Navy, most obviously in the form of functions staged in the Great Cabin, the Lower Gun Deck, or her 'hidden jewel' – the Senior Rates' Mess.

Both the museum and the Royal Navy host events, and there is a delicate balance to be struck between commercial and military needs.

Thus a charity might stage a dinner on the gun deck for anything up to 100 paying guests, while on another occasion a more intimate dinner might be staged in the Great Cabin for visiting royalty, statesmen or dignitaries at which the role and purpose of the Royal Navy today is explained.

"So we go from the grand strategies of defence diplomacy at one end to the fun stuff – children learning to tie knots or building Lego models at the other," said Lt Cdr Smith.

"It is never-ending, and it is a whole world of stuff, and there is a nightlife on board Victory as well as the daytime activities."

A vital element of the night-time is the ship's mess, which sits directly beneath the Great Cabin, and as part of the working area of the ship is not seen by the visiting public.

It is the only mess on board – there are only 17 in the ship's

company, two of who are officers (the other is Executive Officer Lt Steve Clarke) – and doubles as a cabin for the only member of the team who sleeps on board, the Officer of the Day.

The mess is open to senior rates from all three Services, and the RAF and Army have not been slow to take up the opportunity of staging functions in unique surroundings.

"We can lift out the bulkheads and you can get about 35 people in for a sit-down dinner," said Lt Cdr Smith.

"The mess is hugely important for its wider defence output.

"It enthralls Royal Navy ratings who use it, and it reinvigorates their sense of the Navy's ethos.

"It also opens awareness of the Navy to the Army and RAF – they come on board and are blown away by the whole thing.

"They take it away with them and spread the word round their mates – and that way Victory is kept alive."

The mess was once a wardroom, and features the top of the rudder post as well as a TV and a small bar.

Lt Cdr Smith said it is important that it operates as any other mess – there is a weekly meat raffle, for example.

At certain times of the year activity on board Victory hits a peak – Trafalgar Day, for example, and the festive season, when carol services are held on board.

Civic links are also vital – the Navy, the city of Portsmouth and the county of Hampshire all take pride in the presence of the famous ship in No 2 Dock – believed to be the oldest dry dock in the world still in use.

"In many ways we are custodians of Royal Navy ethos and tradition," said Lt Cdr Smith. "Trafalgar has impinged on the Navy and the nation ever since, whether it is Jutland or the Falklands – it is always there. It is in the blood."

Although it is a small ship's company, they get involved in plenty of activity, from supporting charities to various Navy competitions.

There is also the usual stream of administration to deal with, but much of their time is spent meeting and dealing with members of the public.

The Quartermaster and Bosun's Mate – a leading hand and able rate respectively – are usually the first people visitors see on board, occupying a small cabin opposite the entrance.

They do a week of ten-hour days, a week of 14-hour nights then take two weeks off; the watches concentrate on monitoring fire warning panels and hourly patrols of the ship.

Chief Quartermaster PO Dave Skelcher is another man who was smitten by the ship from an early age.

"Ever since I joined up 16 years ago I had an eye for working here – every time I went past her I looked over and thought it would be fantastic to work on her.

"It is a very special ship. You are dealing with high-ranking officials and dignitaries.

"Second Sea Lord strolls on board occasionally and talks to us – on a destroyer or frigate, if Second Sea Lord came on board

unannounced there would be panic...

"This is one of the highlights of my career. It can be hard work – it is out-of-the-box work, totally different to what we would normally do.

"I am doing my rank, not my branch – you have got to absorb what the ship is all about and what she represents.

"We represent the best of the Navy and the best of Britain.

"In the next few days we have a group of people coming on board who have paid to meet us and have a cup of tea, and the same day there is a group from the Bangladeshi Navy and a Chinese naval delegation.

"Admirals on board are ten a penny – they are always coming on here."

One of the most frequent questions asked of staff – ship's company or the museum's guides – is whether the ship is haunted.

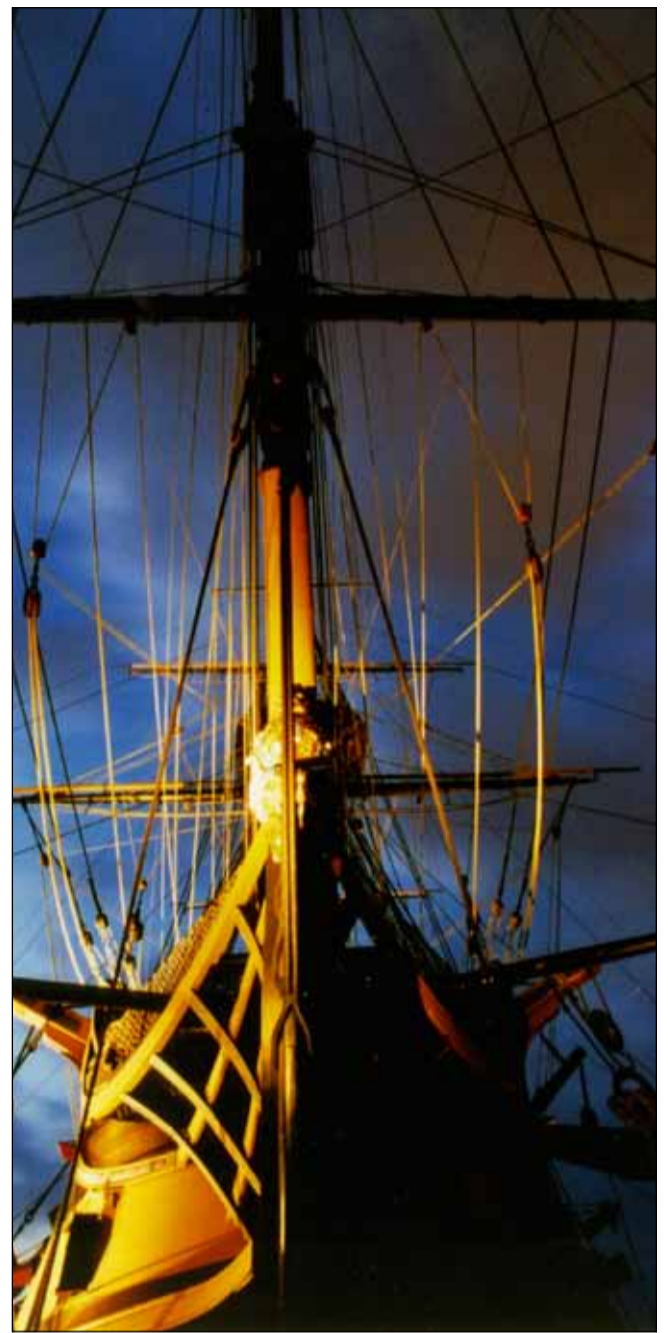
"You hear all the rumours of odd noises in the night, about cannonballs rolling across the deck and footsteps," said PO Skelcher.

"But for a ship this old, if you believe in that sort of thing there will be ghosts – this is an old girl; 56 men died at Trafalgar, and a lot more would have died of injuries or natural causes over the years.

"There are noises and creaks, but she is a ship – you will find odd noises on a pusser's grey alongside, it is just the mind that works overtime here.

"I think it is something you just get used to. You have to appreciate her for what she is – there is no other job in the world like this one.

"As a matelot you have got to be proud of what she did. You turn up to work with a smile. Just working around her is amazing."



● Old and new – visitors often see examples of the modern RN (such as a Type 45 destroyer) and then sample the heritage of HMS Victory
Picture: PO(Phot) Simmo Simpson



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Small boats, huge task

Pictures: CPO(Phot) Tam McDonald



ISLAND-CLASS patrol boats Mull and Rona are operated by 43 Commando Fleet Protection Group Royal Marines.

The vessels are former Ministry of Defence Police boats that underwent extensive refitting before being handed over in 2013.

As well as major reworking of their upper decks, the patrol boats are fitted with three weapon mount positions, enhanced protection for coxswains and crew, as well as an enhanced communications package.

Royal Marines take to the vessels for vital protection and patrolling duties on the Gare Loch, Loch Long and on the Clyde, particularly when nuclear-powered submarines from Faslane are in the area.

43 Cdo also use offshore raiding craft, which are primarily employed for strategic raiding where speed and covertness is required.

The craft are equally as capable when

conducting amphibious operations alongside the larger and more traditional Landing Craft Air Cushion (LCAC), Landing Craft Utility (LCU) and Landing Craft Vehicle Personnel (LCVP).

The offshore raiders are fitted with several general-purpose machine guns as well as protection against enemy fire for troops inside.

The craft can be under-slung from a helicopter or deployed from ships of various sizes.

Royal Marines also operate raiding craft – rigid raiders and the smaller inflatable raiding craft. The former can operate in amphibious and river operations around the globe, in environments ranging from the Arctic to the tropics.

Such craft are also carried aboard Royal Navy ships for use on patrols, such as anti-piracy duties.

Builders: Holyhead Marine Services
Type: Patrol boat
Displacement: 19.9 tonnes
Length: 14.90m
Beam: 4.58m
Draught: 0.9m (full load)
Propulsion: Twin Caterpillar C18 at 715bhp
Speed: 33kts at full load
Endurance: In excess of 275nm
Armaments: Weapons mounts for GPMGs, GMGs and HMGs

Facts and figures

IWM PHOTOGRAPHIC MEMORIES

A SAILOR scans Turkish positions at Suvla Bay, trying to locate the battery which has fired the shell crashing into the sea just off the wreck of the destroyer HMS Louis.

October 1915 and the deadlock – and death – on the Gallipoli peninsula now encompasses a third beachhead.

With Allied troops still hemmed in at the foot of the Dardanelles and around Anzac Cove after four months of fighting, troops had been put ashore at Suvla, a crescent moon bay just five miles north of Anzac.

From there, they could link up with the Australians and New Zealanders, creating a substantial beachhead, allowing for a massive build-up of forces so the victorious drive on Constantinople could take place.

So much for grand plans. The men were landed on the night of August 6... while the general commanding them, Frederick Stopford, went to bed.

When he awoke on the 7th, his troops had a foothold ashore...

...but the beachhead was in chaos – and remained that way throughout the day.

There was skirmishing with Turkish outposts, but no substantial fighting, yet little effort made by the invasion force to thrust inland and seize the high ground overlooking the bay.

The landed troops were short of water, short of artillery (none was put ashore) and even shorter of leadership; Frederick Stopford never set foot on dry land on August 7... and when he did go ashore he was more concerned about his headquarters being suitably fortified than any advance into the heartland of the peninsula. The Turks and Germans were



rather less lethargic, reinforcing the defenders, holding the high ground and keeping the Commonwealth troops penned in.

Which they did rather well. A concerted effort – under new leadership after the inept Stopford was sacked – was made to break out on August 21. It failed, at a cost of a third

of the men committed.

That was the last Allied attack at Suvla, but it was not the last act on the front there, for the troops remained entrenched throughout September and October as the leaders of the Empire mulled over the fate of the entire peninsula.

By now, Suvla – like Helles and Anzac – had become a

bustling enterprise. There were piers and jetties jutting out into the bay, workshops, ammunition dumps, even tramways to run supplies inland.

And there was a substantial flotilla mustered off Suvla supporting the effort ashore.

Like the Louis. The small destroyer was among the last

ships to join the Grand Fleet before war broke out and was sent to the Mediterranean in early 1915.

She arrived off Suvla late on the afternoon of October 31 and dropped anchor, taking her place among the other ships waiting offshore.

As dusk turned to night, winds which had been fresh

increased to gale force. By 8.15pm the 300-ton destroyer's anchor was dragging, causing her skipper to drop the port anchor and start his engines – and promptly collide with a tug. In little more than 15 minutes Louis was drifting towards shore, despite the efforts of her crew, until she hit rocks – and nothing could force her off.

When she began taking on water in her engine room, the game was up.

Over the next few nights – daylight hours were avoided to prevent the Turks noticing – the destroyer was emptied of her stores and ammunition. She was even repainted to 'resemble' rocks.

It worked for a few days. Turkish gunners finally woke up when the ship was a wreck; Louis' back was broken by the combined strain of salvage efforts and the pounding from the weather.

The same storm which wrecked the Louis also put an end to the agonising death of the battleship Majestic. Sunk in May by a German submarine, the upturned hull continued to protrude from the shallow waters off Cape Helles.

The bad weather of October 31 caused the Majestic's foremast to break and the waters of the Dardanelles closed over the dead beast for good.

Ominously the Halloween storm heralded the end of the good weather on the Gallipoli peninsula – compounding the misery of the men in the trenches in the coming weeks.

■ This photograph (IWM Q 13605) is one of more than ten million held by the Imperial War Museum. They can be viewed or purchased at www.iwmcollections.org.uk, by emailing photos@iwm.org.uk, or by phoning 0207 416 5333.



TROPICAL STORM

RFA LYME BAY SENT IN TO HELP CUT-OFF REMOTE COMMUNITIES AFTER STORM CAUSES MUDSLIDES

navynews.co.uk

PEOPLE CONFIRMED DEAD

BREAKING NEWS

CARIBBEAN ISLAND HIT BY WORST STORM SINCE 1979

Hope out of despair

HOUSES swept down valleys. Bridges washed away. Telephone posts snapped like twigs. Homes, schools, vehicles swallowed by several feet of mud. More than 30 people buried alive by a torrent of earth.

And yet the devastation caused by Tropical Storm Erika barely registered on the news agenda here in Europe, where the media was focused almost exclusively on the migrant crisis. *Just another natural disaster in a far-flung part of the world.*

But to the people of Dominica, Erika was a life-changing event.

Not since the summer of '79 (Mrs T and Jimmy Carter were at the helm in No.10 and the White House respectively, while the dour Leonid Brezhnev ruled over a still-all-powerful Soviet Union) and Hurricane David has the small Commonwealth island of 70,000 souls been so badly affected by Nature's wrath.

In some parts of Dominica, two feet – 616mm – of rain fell as the storm passed

over the island, as many as eight inches in an hour.

The precipitation precipitated flash floods – and with them mudslides, especially along the island's west coast. The walls of mud and rock carried away homes, roadways, even entire communities.

Erika was 'only' a tropical storm (that's the category below hurricane) with gusts reaching up to 50mph (hurricanes can reach up to 140mph), but caused £175m damage across the Caribbean – nearly £160m in Dominica alone.

Its passage over Dominica lasted just a few hours. The devastation it caused set the island back two decades, according to its president.

Its people were still stunned and struggling to restore basic services when RFA Lyme Bay dropped anchor just off the mouth of the River Bioche, from where she could ferry vital aid and military muscle ashore to the devastated communities of Coulibistre and Dublanc.

And from there she could – and did

– launch her Lynx helicopter first on reconnaissance missions, then lifesaving ones.

Carried ashore by Mexeflote powered rafts, the ship's Humanitarian Aid and Disaster Relief troop set up shop in Dublanc, while Royal Naval medics went ashore offering treatment to any injured. Soldiers, sailors and Royal Marines helped to clear up properties, digging out the mud and clearing away debris.

Over the six days the men and women were on the ground, they were "able to achieve a lot", said disaster relief troop commander, Royal Engineers Capt Chris Swanwick, "clearing roads and buildings, many of which had been buried under several feet of mud."

"We made regular water drops to several nearby communities and delivered over 20 tonnes of drinking water."

Chefs cooked and distributed more than 1,000 hot meals a day during their time in Dominica, while the 'mudshifters' cleared Coulibistre's church, school and communal washhouse of sludge so locals could begin to use them again.

Meanwhile, Lyme Bay's Lynx was called upon to scout the island for

damage – reaching places ground-based rescuers could not.

"We knew before we arrived that there had been widespread damage cause by Erika, but the flight confirmed the scale of the devastation," said Lynx Flight Commander Lt Cdr Rob Kenchington.

They found the community of Campbell, just a couple of miles inland, and surrounding hamlets cut off from the world – roads and bridges had been torn away by the floods.

Returning to the amphibious support ship, the fliers loaded bottled water, baby formula and grain bars, before completing three resupply missions delivering more than 900kg of aid, using Campbell's football pitch as their landing pad.

In all, the 815 Naval Air Squadron helicopter completed more than two dozen sorties in support of the relief effort, delivering around two tonnes of emergency supplies in the process.

"It was impressive to see how much had been done to clear roads and open up access to the communities in the time

we have spent on Dominica," said Lynx observer Lt Max Cosby.

"Although there are recovery projects which will take many months to complete the island's disaster relief managers were clearly able to use what we had aboard Lyme Bay to make a difference."

When not on hurricane watch (the season runs until the end of November), Lyme Bay is providing assurance to British and Commonwealth territories in the region, and supporting the ongoing war on the illegal drugs trade.

Her board-and-search team were called upon to inspect one contact of interest – a small boat thought to be smuggling narcotics.

The auxiliary tracked the vessel before sending teams to search for any illegal cargo – a US Coastguard Law Enforcement Detachment by boat, Royal Marines snipers in the back of the Lynx.

The cargo was deemed legitimate and the boat continued its journey... while Lyme Bay resumed her counter-drugs patrol before visiting Barbados to resupply.



ROYAL STRIKE

Formation of UK Carrier Strike Group signals major step in programme to bring HMS Queen Elizabeth into service

FATHER. Commando. Pilot. Trailblazer. Meet one of the indispensable members of the newly-formed UK Carrier Strike Group.

Royal Marine Lt Col Phil Kelly is the Strike Warfare Commander in the UK's Carrier Strike Group battle staff which will be based in HMS Queen Elizabeth – his seventh aircraft carrier.

During the past few years the 44-year-old Irishman has spent time on the USS Ronald Reagan, Harry S Truman and George HW Bush as part of the long-lead specialist skills programme preparing the Royal Navy for the biggest warship it has ever had.

The former Harrier pilot, who served in HMS Ark Royal, Invincible and Illustrious, has been flying F/A-18 Hornets and learning all about carrier strike.

"It was a brilliant experience. The US Navy provided incredible support to us. I also learned to drive the ship under Capt Andrew Loiselle," he said.

Lt Col Kelly flew F/A-18E (single-seater) and F/A-18F (two-seater) Super Hornet fighter aircraft, as part of US Navy squadrons VFA-31, nicknamed the Tomcatters and VFA-213, the Blacklions.

His role as Strike Warfare Commander is to advise the Commander of the Carrier Strike Group on how to best fight the full range of aircraft and other strike assets in the task group – to both strike targets ashore and defend the ships at sea.

The Carrier Strike Group is a powerful operational formation, comprising an aircraft carrier, air wing, destroyers and frigates and likely a submarine ready and able to conduct a range of missions around the globe.

"I define how we are going to use the aircraft as part of a layered defence system with the aircraft and

'Unsurpassed combat leadership'



LT Col Kelly last month received the USA Meritorious Service Medal for his work with the US Navy in support of combat operations in Afghanistan and Iraq.

His citation praises his "unsurpassed combat leadership ability, superb managerial skills and a complete understanding of tactical operations."

The award was made by Second Sea Lord Vice Admiral Jonathan Woodcock at a ceremony in Portsmouth Naval Base.

The citation goes on to say how his leadership and tactical expertise were instrumental in Carrier Air Wing Eight's success.

"His dedicated efforts resulted in the flawless execution of 4,900 sorties and 13,200 flight hours which concentrated on close air support for coalition ground forces engaged in Afghanistan and Iraq.

"Lt Col Kelly reflected great credit upon himself and upheld the highest traditions of the Naval Service."

ships and how we project power as carrier strike," said Lt Col Kelly, who joined the Royal Marines 21 years ago.

"All of the embedded squadrons have a role, supporting all warfare areas. The embarked Lightning Force is there to project air power from the sea, striking targets deep inland identified within the Joint Campaign, while also offering wider utility in the protection of the CSG from air, surface and sub-surface threats.

"Our role will be to bring it all together. We are all looking forward to Queen Elizabeth coming into Portsmouth and I am looking forward to filling the flight deck with squadrons of all types and to instil a carrier strike team ethos that will see every aircraft type used in the most efficient way.

"The US Navy has been good enough to maintain our carrier strike skills and take them to the next level." Lt Col Kelly admits he was delighted

to fly the F-18s.

"It's every little boy's dream, although it was a bit of a busman's holiday for me as I got to understand how the US carrier strike worked."

The pilot also had to get to grips with the cat-and-trap system of launch and recovery used on US carriers.

"Cat-and-traps flying is highly exhilarating but highly dangerous. Going from zero to 180mph in 1.5 seconds from the catapult makes a great fairground ride, but everyone would need a medical! Then you come back, sometimes at night, slowing from 150mph to zero in 177ft, with the significant G-force.

"Landing at night with limited visibility, with cloud and rain, a rolling and pitching deck, is the most challenging thing we do. We really earn our flying pay."

The F-35Bs to be flown by combined Royal Navy and RAF squadrons on the Queen Elizabeth-class carriers,

are STOVL – short take-off, vertical landing – variants, a system which provides higher launch and recovery rates.

"I see this as a real opportunity to bring together my competency as a commando on land with my competency as a strike fighter pilot," said Lt Col Kelly.

"My role as Strike Warfare Commander will provide the UK with a global strategic reach for strike fighter operations for the first time and be able to deal with more difficult threat environments.

"It is our moment to show that the Royal Navy is leading UK defence with the global reach to deliver effective and credible combat power wherever it is needed.

"Our co-operation with the US and France in regenerating carrier strike will allow us to be effective very early in the delivery of the ship."

During his time with the US Navy,

Lt Col Kelly – who made his first visit to HMS Queen Elizabeth last month – was attached to Carrier Air Wing Eight, part of Carrier Strike Group Two, as deputy operations officer and spent time as deputy air wing commander.

"I flew all aspects of the maritime strike fighter mission, all the different roles from defensive counter-air to close-air support. It was a great mission, the guys, especially Capt Dan Cheever, really looked after me."

Also on the carrier, nicknamed Avenger, were five RN aircraft handlers, including CPO Robert Callow, now captain of the flight deck on Queen Elizabeth. All of them qualified as yellow shirts – flight deck directors.

"The generation of sorties was amazing," he said. "To get from watching it to actually being on the deck and experiencing it, the heat and the noise especially is immense.

"Progressing through all the different skills, from the blue shirts, tractors to doing the UI (*under instruction*) training and for myself, to be fully fledged yellow-shirt qualified, and to be undertaking the deck calling is just a massive overload of experiences. Things I can take back and will stay with me forever."

Aircraft handler LA Andy Lloyd said: "I've had loads of experiences out there. As soon as I got there I was up in 'vulture's row' (*observation area on the ship's island*) just seeing how the flight deck operates and then getting down on to the flight deck, chaining the birds and when I became a UI yellow shirt, I was directing jets on to the catapult, recovering jets, and moving them around and parking them, ready for the next event."

Lt Col Kelly, a veteran of several tours of Afghanistan, said: "The UK personnel integrated well and have run through all of their work ups.





● The first members of the UKCSG, from left, Lt Cdr Mark Gilbert, Lt Col Phil Kelly, Capt Ken Houlberg, Cdre Jerry Kyd, Cdr Simon Staley and Lt James Bayliss outside Victory Building in HMNB Portsmouth
Picture: LA(Phot) Guy Pool

"All of it has given them a good sound grounding in large air-wing aircraft carrier deck operations, which is something we will need for the Queen Elizabeth-class."

"It has most definitely been challenging and rewarding for us. For myself it's been new skills – learning to catch the arresting wires on landing and the great fun of catapult shots."

"I think we've all really enjoyed the way we've been welcomed by the US Navy and the hospitality we've received and definitely we're going to be partners for quite some time."

Hundreds of RN personnel are being trained aboard US warships and the French Carrier Strike Group as part of the long lead skills programme.

Royal Navy personnel have been serving with the assault ship USS Kearsarge and numerous US aircraft carriers, including the USS Dwight D Eisenhower and George HW Bush.

Lt Col Kelly is one of only two Royal Marines jet pilots and revealed he was earmarked as a pilot at his selection board.

"I always wanted to be a commando and a pilot so got the difficult one out of the way first. The discipline instilled as a commando allowed me to handle flying training and be effective in combat."

"I am happy to now be in a role that utilises my life's work."

"My role allows me to help anyone who has ambition and aspirations as I know what it is like to do some of these roles. The challenges are not insignificant but they are well worth the effort."

"Our position as a carrier strike team is to let people know we are here and formed up and to articulate how we will work."

"I also look after the equity of the Royal Marines in CSG and how we operate. I hope I am a great example of what you can do in the Services. A Royal Marine can do anything – if you are aiming high join the Royal Marines."

The new UKCSG, under the command of Cdre Jerry Kyd, who will captain Queen Elizabeth, is currently based in HMNB Portsmouth but will move to the carrier in Rosyth next

year. COMUKCSG has stood up and is forming rapidly as experienced officers with the right competencies join the team.

With a target for this new Battle Staff to achieve operational certification at the same time as the White Ensign is hoisted in Queen Elizabeth in 2017, the challenge is tough and the generation timelines racy.

A comprehensive training plan that uses USN support and experience will build the team through an optimal mix of UK and US live and synthetic training, with the end result being the ability for the new staff to be able to command a combined CSG in a high-threat environment.

The task is not small, but with highly qualified experts, such as Lt Col Kelly, confidence that COMUKCSG will succeed is high.

COMUKCSG is recruiting now. If you think you possess applicable skills, are amongst the best in your cadre, like hard work and challenge and want to be part of an exciting team and the heart of the future Navy, then see your Career Manager now.

■ F-35B poster, see centre pages



● Above, from left, LA (AH) Mark Challen, LA (AH) Alex Grant, CPOA (AH) Bob Callow, Lt Col Kelly, LA (AH) Andy Lloyd and LA (AH) Richard Cemm aboard the USS George HW Bush

● Below, Lt Col Kelly with 'Royal' emblazoned on his pilot's helmet



● Above: Lt Col Kelly prepares to land on 'Avenger'

● Below: HMS Queen Elizabeth in Rosyth





Pictures: PO(Phot) Paul A'Barrow and LA(Phot) Keith Morgan



BY LAND. BY AIR. B

ON A blistering late summer's day in Bournemouth, teenagers straddle the groynes running out from the shore into the sea, dangling their feet in the water.

A couple of canoeists paddle furiously between the beach and a Royal Marines landing craft 50 or so yards offshore.

The 4.5in gun of HMS Iron Duke thunders, throwing up a fountain of sand just next to a tented encampment.

HMS Middleton screams along between the landing craft and the three RN vessels arrayed about half a mile from the shoreline: RFA Argus, Iron Duke and HMS Protector. The minehunter deftly negotiates her way through waters crammed with an estimated 1,200 yachts, jetskis, launches, paddle boards and rowing boats.

HMS Dasher grinds to a halt, the 14-tonne craft swarming with commandos.

There's the non-stop rattle of small arms fire, drowned out only by the occasional blast of a ship's horn.

This is an air show, isn't it?

Yes. Yes it is.

But Bournemouth Air Festival

kicked off daily with half an hour of land, sea and air.

And only the RN can deliver that.

Pirates have set up a makeshift camp on the beach (handily close to both the bar and the ice cream stall...) where they're holding several hostages, er, hostage. (Yes, that's the plot of pretty much every one of these demonstrations the RN has run for the past 15 years...)

And, yes, would you believe it? The pirates are defeated. Picked off by RM snipers in the back of Wildcats, steamrollered by Viking armoured vehicles churning up the sand or commandos swarming out of landing craft in full war paint.

It is, of course, scripted. But (minus blood and guts) it's as close as the public will get to seeing what all the fighting arms of the Naval Service can do when they combine their energies and equipment.

"It's public money that we're spending and it's important that the public see how that money is spent and also what we are capable of doing," First Sea Lord Admiral Sir George Zambellas told festivalgoers.

For the first hour of proceedings, the RN 'owned'

Bournemouth Air Festival.

The beach assault was the curtain-raiser to the day's action – swiftly followed by Cdr Simon Hargreaves in the RN Historic Flight's vintage Sea Vixen (by day he's a BAE test pilot on the F-35 at the other end of the fighter spectrum) and the Black Cats of 815 NAS in their Wildcats ("the only helicopter display team in the world who can fly backwards").

At no public event this year will the RN be seen by more people – a good million over the four days (500,000 on the Saturday alone). Tours of the ships anchored half a mile out in the bay were booked up long before proceedings began in earnest at 10am, while kids were clambering over the Vikings (in the rain) long after the orange-yellow glow of the afterburner of the RAF Typhoon had disappeared into the gloom as a squall moved in at the day's end.

"You cannot buy publicity like this," said HMS King Alfred's Lt Martin 'Gunny' Heighway, manning the RNR stand with shipmates. "This year the Navy's thrown the kitchen sink at the event and it's worked."

Bournemouth air show is only in its eighth year, but it's a firm

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BY SEA. BY THE SEASIDE.

fixture in the tourist diary, the air show diary (Red Arrows, Vulcan bomber, RN Wildcats, Battle of Britain Memorial Flight all put in an appearance in 2015) and the RN diary (six ships, landing craft, ORCs, hundreds of sailors and Royal Marines).

It is a fantastic natural setting for an air and sea show.

Although the bulk of the action plays out between Boscombe and Bournemouth piers, anyone along the nine miles of seafront of Poole Bay from Sandbanks all the way round to Hengistbury Head can enjoy proceedings without paying a penny.

It's also an incredibly slick affair. Loudspeakers every few yards – the broadcasts are crystal clear rather than the 'mumble mumble' of old – and giant display screens beaming Festival TV, several hours of live telly providing close-up action of the displays for those who can't see above the throng and a running commentary to fill in the gaps.

Bournemouth is as much a holidaymakers' day out as it is air show.

People go to Culdrose and Yeovilton Air Days to immerse themselves in military aviation for a day.

They head to Dorset to lick a

lolly. Put on an RNA cap tally. Throw down a beach towel and top up their tans. Children ride their parents' shoulders, waving mini Union Jacks furiously. The air show is the icing on the cake.

Only three times during the five hours of daytime displays did the never-ending procession of people filing up and down the seafront grind to a halt: the beach assault was one, the Red Arrows another and the brief, majestic fly-past by the last Vulcan the final occasion.

All were truly showstoppers... and they gave a brief respite to those in the Royal Navy 'village' – 200 or so yards of tents, recruiting trucks and display trailers dedicated to all things Senior Service.

Even submarines. You wouldn't expect them at an air show. But they were here, testing the waters (metaphorically).

Unlike many arms of the full and spare-time RN, there is no formal recruiting tent or vehicle for the Silent Service apparently.

But there are the good men of HMS Talent, who managed to round up all the submarine paraphernalia and gizbits they could find in Devonport and Raleigh to create a makeshift display. Throw in a couple of

firefighter uniforms and hoses from their boat to dress up kids and job's a good 'un.

"Do you have any yellow submarines?" one tourist asks.

"No," CPO Ian Hamblin says. "Just black – although we once painted them pink, cream and sandy in the Gulf War to make them look like the seabed."

Do the deeps sigh when they are asked such questions? Not really. They've come to expect it.

"The public as a whole don't know much about submarines," the chief continues. "They're fascinated by them, but don't understand what we do."

"This is a good event. There's a lot of interest. And it's great fun grabbing kids and putting them in the firefighter's kit."

To prove the point, behind him one of his shipmates is dressing up an eight-year-old who's dwarfed by the fearnought jacket (it's touching the floor). A firehose and nozzle is thrust into the boy's hand. "Now, aim at someone you don't like and open up the jet..." The youngster swivels around and points directly at dad. Luckily, the hose isn't connected to the mains...

The Talent lads were there for the duration of the show, on their feet from before 10am until

gone 6pm every day, their spirits sustained to some degree by the Royal Naval Association in the same tent who handed out a tot at 11am (and maybe another in the afternoon if morale needed a little pep).

For them, the festival is about raising the profile of the Service they love (they were a bit miffed that the preamble to the hostage rescue didn't mention the intelligence gathering conducted by boats).

For others, Bournemouth is much more than just a spectacle – the Royal Marines storming on to the Dorset sand hailed from RMR Bristol and Merseyside; it's part of their annual training (aka Reserve Forces Western England Exercise), run by regional commander Cdre Jamie Miller and his deputy Cdr Steve Henaghen, who set up shop in Argus to choreograph the actions of 1,100 full and part-time RN personnel and cadets.

All of which explains the response of the First Sea Lord when buttonholed by compère/festival TV presenter Kate Weston.

"Will you be watching the demonstration?"

"Watching?" he answered pointedly. "I'll be marking."



OA Announce Return To Deloitte For 2015 Employment Symposium

The Officers' Association have announced the much anticipated 2015 Employment Symposium will again be held at the Deloitte Headquarters in London on 26th November this year.

Head of Employment at the charity, Liz Stevens, said "When Deloitte offered to host our Employment Symposium again this year we jumped at the chance. Last year's event was a great success with some amazing speakers and gave delegates a taste of the environment they might expect of working in the City."

This year's Symposium will again feature insights into the key topics of Networking and LinkedIn, as well as a number of breakout sessions

Deloitte.

focussing on industries with a track record of recruiting talent from the Services.

A schedule will be announced shortly and there will be limited places available, so those interested should register today to avoid disappointment.

To find out more information and to register visit: www.officersassociation.org.uk/events

One such employer is Asda. They have introduced the Veterans Interview Programme, which has led to the recruitment of almost 200 service leavers, and are now working with the Officers' Association to recruit for more senior roles within the head office in Leeds. Roles within project management and logistics are the first to be targeted.

Zurich Insurance are an employer who demonstrate the breadth of roles and opportunities available to talented service personnel. From risk, project management, security and IT, working with the Officers Association to attract talent into their organisation shows not only a commitment to Armed Forces but an understanding of the benefit they bring to the business.



OA Connecting with Regional Employers

The Officers' Association Employment Department continue to push forward its mission to build a vibrant community for officers and employers by opening offices in Leeds and Bristol to nurture relationships with local business.

Business Development Managers Sophia Koniarska (Bristol) and Peter Liddle (Leeds) have been connecting with a number of businesses in the West and North of the country to help create the OA's Employer Network. This Network aims to help employers attract, recruit and retain the very best officer candidates from the British Armed Forces.

Independent, expert careers advice and services for officers



The Officers' Association (OA) is an independent charity working closely with the Career Transition Partnership (CTP) to help officers find jobs outside of the military.

Whether you are still serving, in transition or a former officer wishing to change career, the OA employment team are able to offer **officer focused**, impartial and practical advice on all aspects of employment.

How we help officers

- Confidential one-to-one consultations
- Executive jobs board
- Weekly webinars
- Networking events

"My experience of the OA has been nothing but positive. The Network Contact list has been a continually helpful resource. I would strongly recommend the OA to any officer looking for their next step in their career."

Job seeker

To register for OA employment services or book a career consultation please visit: www.officersassociation.org.uk/register



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OA
OFFICERS' ASSOCIATION
Life beyond the Services

Raleigh in the round

HMS RALEIGH? Home of the new entry trainees undergoing their basic Royal Navy training, isn't it?

It is a bit like stating Cornwall is the home of the pasty – true, but there is rather more to it than that.

At present some 2,100 recruits pass through the gates at Torpoint each year, a figure that will rise to 2,700 next year.

But even in 2016 that cohort will make up less than 14 per cent of the total number of Service personnel who will undergo training at Raleigh.

There are six separate schools at Torpoint, including initial recruit training.

On a typical day you would find around 2,000 staff and students across the 239-acre site, most of them involved in training provided under Initial Naval Training (Ratings); the Defence Maritime Logistics School; the RN Submarine School; the RN School of Seamanship; the Military Training Unit; the Board and Search School and the School of Maritime Survival.

Others will be attached to or have business with the Band of HM Royal Marines Plymouth.

And Raleigh's estate stretches beyond the town of Torpoint to include Jupiter Point on the River

Lynher, the Gutter Tor refuge on Dartmoor and the Pier Cellars facility near Cawsand, three miles or so to the south.



So if you added up all the fledgling chefs, submariners, loggies *et al* who visit Raleigh every year, the total would be around 20,000 – not far off two-thirds of the Naval Service.

Returning to the Initial Naval Training role, the average age of new recruits at the base is 21, and around 15 per cent of them are female – training is standard, whatever the gender or age of the recruits.

And while RN officer training is carried out at Britannia Royal Naval College in Dartmouth, 32 per cent of the RN Officer Corps begin their careers as ratings.

Recruits are transformed from civilians to Royal Navy sailors over a ten-week intensive initial training course, with the trainees – up to the age of 37 – working in classes of around 30 people.

By the end of week ten the recruits will have been exposed to the Royal Navy ethos and heritage, as well as to the physical and mental challenges that help shape the modern sailor, ready to undertake further, more specialised, professional training.

At the end of each INT course Raleigh also opens its gates to

family and friends for the passing-out parade – some 300-400 people usually take up the invitation.

The main business of the other schools on site is:

Defence Maritime Logistics School: The training of logisticians in a number of disciplines – logistics officer, supply chain specialist, chef, steward and writer;

Royal Navy Submarine School: This group provides training to officers and ratings specialising in weapon engineering and warfare operations, ranging from

initial professional training to specialised career courses;

Royal Navy School of Seamanship: Career training for seaman specialists and seamanship safety training for all new-entry recruits – the school has a classroom complex, an on-shore replenishment-at-sea training rig and a waterfront training centre;

Military Training Unit: The lead school for all military training in the Royal Navy, providing weapons training for sailors at all levels;

Board and Search Training School: This team stages an

intensive three-week training course, teaching individual skills and the roles and responsibilities of the team, based on realistic scenarios;

School of Maritime Survival: Teaches firefighting, damage control and first aid skills – all sailors undergo this training before taking up a sea appointment.

Beyond the Royal Navy – new recruits and specialists – Raleigh also has courses for members of the Maritime Reserve, Royal Marines and RFA, and also trains personnel from allied nations.

To support the wide range of

courses offered Raleigh has a fleet of seven Pacific 24 RIBs, three Pacific 22s and eight smaller MIBs – military inflatable boats – along with former Sandown-class minehunter HMS Brecon, now Raleigh's training ship.

Raleigh is also home to the National Sea Cadet Training Centre, which provides 19 courses for 6,500 youngsters a year.

All of this training requires an effective support infrastructure such as accommodation and catering – the establishment serves up approximately 2,500 meals on a normal day.

Five ships and a stone frigate

THE first ship named after Elizabethan explorer Sir Walter Raleigh appeared in 1778 when a captured American 32-gun vessel of 677 tons was renamed.

A second, a 382-ton 16-gun brig sloop, was active within 30 years of her forebear, while her successor was a considerable step up – a 50-gun vessel of almost 2,000 tons, launched at Chatham in 1845.

She took part in the second China War in 1857; she struck an uncharted rock entering the harbour at Macao and foundered.

She was followed by a 22-gun iron screw frigate, displacing 4,720 tons, again built at Chatham Dockyard and launched in 1873.

In 1878 the ship took part in the occupation of Cyprus, and in 1894 she was in action off the west coast of Africa. She was sold in 1905.

Her successor did not enjoy such a successful

career – the 9,750-ton light cruiser joined the North America and West Indies station in 1922, but within four months ran aground in the Strait of Belle Isle. A dozen sailors died in the incident, and she was abandoned.

The name Raleigh moved ashore when the establishment at Torpoint came into being for the Naval training of men called up under the Military Training Act of 1938.

Commissioned on January 9, 1940, the new establishment accepted new entries direct from shore at a rate of 300 men per week, for 11-week courses.

In 1944 American forces took over the entire establishment as an embarkation point for the Normandy campaign, but Raleigh was returned to the RN at the end of July 1944, and training of new entry seamen resumed.

In 1958 the Seamen and Marine Engineers

elements were integrated during Part 1 training, and a year later Raleigh became the RN's New Entry/Part 1 training establishment.

The estate was modernised between 1971 and 1978, and in September 1981, following the closure of Dauntless, WRNS Part 1 training also moved to Torpoint.

By then the RN Supply School, previously based at HMS Pembroke, had also been added to the site (September 1983), at the same time as new entry training of Artificer Apprentices, previously at HMS Fisgard.

The decade from 1991 saw more additions to the site – the RN School of Seamanship (April 1991), the RN Cookery School (November 1994), the RN Submarine School (from HMS Dolphin, Gosport, January 2000) and finally the Lead Military Training School (from HMS Cambridge, March 2001).



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Further details can also be found in 2014DIN 01 - 130

THE JOURNEY DOES NOT HAVE TO END!



● From left, electric trams in Hobart, capital of Tasmania, a postcard from Bora Bora, the gun from HMS Challenger was used for a military inspection on Dominion Day in Wellington, New Zealand in 1907

Unique record of sailor who joined the Navy and saw the world Postcards from paradise

A COLLECTION of postcards serves as a unique record of a sailor's travels in the Royal Navy more than 100 years ago.

The collection of more than 500 postcards amassed by AB Drewett in 1906-7 were bought by avid collector Chris Breach at an auction near his home in Lacock, Wiltshire.

"Following a last-minute viewing of the album and, as a keen maritime collector, I decided that this was a lot I did not wish to lose," said Mr Breach.

"I hope to keep the lot intact as it represents a true record of travels, mainly around Australia, New Zealand and Polynesia during the early Edwardian era whilst these countries were being developed by their populations and patrolled by the Royal Navy."

Turning the rather battered front cover, you view an inscription: "HL Drewett, Captain's valet, HMS Challenger, June 1907, Australian Station."

HMS Challenger, a Hermes-class light cruiser, was assigned to the Australian Station with a number of warships, including HMS Powerful and Encounter, to protect and patrol the waters around the continent.

The station was British but became



● A postcard from Tonga featuring the production of Tappa, which comes from the bark of mulberry trees and has many uses, including clothing

Australian after HMS Challenger, commanded by Capt JR Bridson, departed in 1912.

In early January 1907 HMS Challenger was in Freemantle with HMS Encounter and Powerful, then in Singapore before returning to Freemantle.

On June 25 she cruised to Melbourne

before moving on to Port Adelaide and then Sydney. Challenger then left Australia for Auckland, Wellington, Fiji and New Hebrides.

Postcards were collected from these main ports of call, including exotic islands such as Hawaii, New Caledonia, Tonga, Samoa, New Guinea and Fanning.

"The saying: "Join the Navy and see the world" was true for this avid postcard collector," said Mr Breach.

"I have enjoyed looking through the album many times and, with the assistance of an old atlas, am able to locate even the smallest island in the Pacific Ocean which the captain's valet may have visited."



● Above: A postcard featuring HMS Challenger, sending season's greetings from New Zealand; Top right: Fijian Princess Adi Cakobau (1876-1952) in an Edwardian pose; Below right: Maori chief Anehana was photographed in the late 1880s



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To find out more call our team on 0207 808 4175 or visit our website: www.officersassociation.org.uk/how-we-can-help/





42 Cdo prepare for lead role with all-action desert

PALMS D'WA



WITHIN a few minutes of sunrise, the temperature is above 38° Celsius – 100° if you think in Fahrenheit. The mercury will stay there until the sun disappears behind the unremittingly bleak horizon 12 hours hence.

You'll need at least ten litres of water to get you through the day. More if you're exerting yourself.

If the local wildlife populace doesn't kill you – and there's a good chance it will if you upset it – it'll leave you writhing in agony. Not for minutes. For days. Possibly weeks.

The nights are darker than priests' black socks (ordinary black socks are actually only very, very, very, very, very, very dark blue...). So you'll stumble over the rocks and stones, or fall into the gullies carved by the sporadic, but apocalyptic, thunderstorm.

The sandy, rocky terrain is more barren than the Rochdale FC trophy cabinet. Dust. More dust. Trails of dust kicked up by vehicles as they trundle past, caking you in a fine, gritty layer.

So six weeks in Twentynine Palms it is, quite obviously, the highlight of the year.

Because you get to blow things up. A lot of things. Over a very big area. With tanks. With helicopters. With artillery. With combat engineers. With mortars. Anti-tank missiles. Machine-guns. Rifles. Grenades. You get to blow up an entire town. For six weeks.

This is what you join the Corps for.

There is nowhere on the planet where Royal Marines can let rip with most of their arsenal (you can't obviously exercise your amphibious skills in a desert...).

Nine hundred and thirty-five square miles of desolate, sun-seared desert landscape. Twice the size of Greater Manchester. Eight times larger than Salisbury Plain, the premier 'playground' for our military.

Size matters. It allows unparalleled use of firepower in training. Not blanks. Live weapons. First individually. Then troops, platoons, all the way up to full commando battlegroup level. Alongside US Marines (this is their ultimate playground). And Dutch.

Awesome.

It is, says Mne Daniel Stiggles of 42 Commando, "one of the best training areas in the world. The training here is as close as it can be to the real-life situation and you can't really match the level of training with what is available in the UK."

He is one of 1,000 full and spare-time Royal Marines who swapped a damp British summer for the magnificent desolation of Twentynine Palms (despite the name there are not 29 palm trees – not as we know them; there are a lot of Joshua trees... aka yucca palms) on Exercise Black Alligator.

Over the course of several weeks, the

whole gamut of the Corps' armoury – Viking armoured vehicles, 105mm field guns belonging to the green bereted soldiers of 29 Commando Regiment RA, mortars, heavy machine-guns, Javelin anti-tank missiles and combat engineers of the Army's 24 Commando – can be tested.

With them 16 Viking armoured vehicles. Five new Commando Helicopter Force Merlins (enjoying their first trip to California). And more than 40 tonnes of stores and ammo.

The Americans provided more than 300 of their *semper fi* guys for Black Alligator, the Dutch 230 men from their Korps Mariniers. By the time the exercise reaches its climax in the middle of October, there'll be more than 1,500 personnel raising hell.

A small, but significant, contribution will be made by Royal Marines Reservists, drawn from across the country. They've deployed on Black Alligator as part of their annual commitment to the Corps, putting their day jobs on hold for a short while.

"Being fully integrated with the unit, there is a lot you can learn from all the other lads just getting a solid three or seven weeks as a reservist incorporated into a company," said Mne Finlay Shaw, a full-time student at the University of St Andrews.

"There are a lot of skills you can pick up and see into the life of a regular marine."

Finlay continued: "As a reservist there is no distinction between us and the rest of the regulars. We perform the same tasks and complete the same drills and exercises."

FOR the regular Bickleigh boys of 42 Commando, Black Alligator is just one strand of a full package of training to allow them to take over as the lead Royal Marines unit in May next year.

As the on-call commando group they'll be expected to respond to a crisis anywhere in the world... which means they must be prepared for any environment. This winter there's cold weather training in Norway. They're off to Gabon to hone jungle skills. There's working with armoured vehicles. And helicopters. Dealing with the threat of chemical warfare. And some amphibious exercising. All good fun.

"Black Alligator is the highlight of 42's training year – and crucial to our regeneration," said Commanding Officer Lt Col Richard Cantrill, who describes Twentynine Palms as the "best training estate in the world".

He continues: "And crucially it allows us to train alongside our Dutch Marine and US Marine brothers, ensuring we are ready to operate together at a moment's notice."

Some of the bonding takes place off the field of battle. Black Alligator opened not with guns, but games. Warrior Games. A sort of marines' Olympics. Soccer (aka football). Assault courses. Tire (aka tyre) flipping. Huge dumbbell lifting. And a few squats and presses.

"It's another adventure," said Aussie Cpl Steven, a veteran of the Iraqi and Afghan campaigns, he's on loan to 42 Commando from his regular army.

"I've flown from the most eastern point in Australia to the western coast of the USA. I've done nearly a third of the world to learn a few skills, everything is shiny new out here and it's good to see how the rest of the world do it."

"I am having a really good working with the Royal Marines, the boys have been really good, brought me up to speed with the drills. They treat me like I'm their own."

And that includes the Dutch. There's quite a lot of it.

"They like me to say 'Dutch' as well as many other things. Australian accent, but it's good fun and they're out here with them."

Rather less forgiving is the environment at Twentynine Palms. It's harsh, if not hostile. Rugged mountains. Little heat means that dehydration is a large threat to the marine. Large distances in the heat.

The dangers posed by the desert don't end there. The Mojave is home to the Mojave Rattlesnake (the deadliest of snakes on the planet...), black wid spiders (very painful and lethal), and African thorn devils (much more irritable than their counterparts) to name just a few.

The biggest danger to the marine, however, lurks in the 'urban' range. A town. More than 1,000 sprawling multi-million-dollar buildings. Of 1,000 buildings. With one to five storeys tall. A complex network of tunnels, hotels, hospitals, sports centres, parliament and diplomatic buildings.

And you can kick them out of it as much as you like. They have been designed with sound absorbing material, so they don't hear you.

The battle for K-Mountain is the acme of Black Alligator. A night yomp, six companies – four Royal, one Dutch – are expected to slog through the town, eradicating an enemy in a 12-hour fight.

During this final assault, green berets will clear half the buildings in K-Mountain. But that's a story for another day.



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pictures: la(phot) joel rouse, 42 cdo, and It jamie weller, mnt

Rodents quench thirst for crew

DURING the Second World War the British and American fleets were anchored in the bay of a little island in the Pacific called Ulithi.

The Japanese were still on the island so no one was allowed ashore.

Presumably to compensate for this, an American merchant ship would draw alongside every ship in the two fleets and unload crates of bottled beer.

Our crane would hoist them on to the flight deck of Illustrious and a hose would be played on them to keep them relatively cool.

When 'up spirits' was piped, Jack would draw his tot and then file past the sodden mess of cardboard, foraging for a bottle of beer.

When the fleets upped anchor for the invasion of Okinawa, the captain put a notice on his noticeboard: "I have a few bottles of beer left. Any rating who brings me a dead rat can have a bottle of beer."

A few days went by and another notice appeared: "Any rating found breeding rats will be dealt with severely."

Raymond Wadmore
Kent

Service rewards

I WOULD like to make a comment about long service.

I was lucky enough to do my service in the relative peaceful times of 1958 to 1980.

I was doing my final leaving routine at Drake's Barracks, Devonport, when I was informed by the Fleet Chief Writer Pay, Dickie Squires, that I would be going straight onto the Z reserve list until I was 55 years old.

Nobody had told me in 22 years that I would be doing reserve time.

The only people who were told were nine, seven and five-year men who were told they would be doing five years' reserve.

Surely this entitles me to a bar to my Long Service and Good Conduct Medal or the Meritorious Service Medal which was being issued to all 'Fifth Fivers' or the Reservists' Long Service Medal.

JE McCarthy
Fleet Air Arm Armourers'
Association
London

We've solved badge mystery

JUST a quick thank you to Navy News for solving a mystery for HMS Ganges Museum at Shotley Gate, Suffolk.

We had a small bag labelled "sea scout badges" tucked away in the museum storeroom for years thinking they were probably not really relevant to the Royal Navy or HMS Ganges for a museum with limited space.

Turns out that they are actually brass battalion cap badges from the WW1 Naval Division.

We have several Anson, Drake, Hawke, Hood, Howe and Nelson badges which have now been given their rightful place on display, alongside a copy of a Royal Navy Division recruitment poster.

Benbow and Collingwood battalions were virtually destroyed and disbanded before cap badges were issued.

This is all down to Dave Andrews thoroughly reading his Navy News.

So many thanks to your team for your article about the Division.

Sheila Wilson
Treasurer,
HMS Ganges Association Museum

● Above, from left, cap badges for Anson, Drake and Hawke battalions; Below, from left, cap badges for Hood, Howe and Nelson battalions

Help me return medal

MANY years ago, I found a war medal in the grounds of what was then the British Legion Club at Thornhill, Southampton, near where I lived at the time.

The medal is for The Great War for Civilisation 1914 to 1919.

The name on the medal is C Parker OSRN (since found to be Charles Parker).

■ No. of Identity Certificate is 844860.

■ Date of birth: December 13 1887.

■ Place of birth: West End, Southampton.

I am hoping to re-unite this medal with surviving family members.

If anyone can help me to reunite this medal with surviving family members please contact me at Andrew.parker@fourapps.com or telephone 07861 405565.

Andrew Parker
Goring-on-Thames
South Oxfordshire

Honour wars' ends but not the battles

BRIAN Milton suggests that surviving Battle of Britain aviators should be knighted in his letter to *The Telegraph*.

No one denies the Battle of Britain was an important victory, not least because good news was scarce in 1940.

The victory certainly saw off the Luftwaffe, but a German invasion was impossible while the Royal Navy had command of the sea, as it did, in the English Channel and home waters throughout the war.

Not all Battle of Britain aviators were RAF and some 595 were nationals from 14 countries. Fifty six were Naval aviators, seconded to the RAF or flying with the Fleet Air Arm's 804 and 808 Naval Air Squadrons. The sailors and Royal Marines among The Few are seldom acknowledged.

Unlike commemorations of other Second World War battles, the Royal Air Force has very publicly saluted The Few every year, affording significant recognition.

I doubt that these fine nonagenarians would wish for honours now just because they've outlived most of their fellow



● Relaxing between sorties outside their crew room at RAF Fowlmere in Cambridgeshire are, from left, Pilot Officer Wallace 'Jock' Cunningham, Sub Lt Arthur Giles Blake and New Zealander Flying Officer Frank Brinsden (holding Rangy the spaniel). Blake - known by comrades as 'Admiral' - was one of 23 Naval aviators seconded to the RAF in 1940. The 23-year-old had been serving at HMS Daedalus when he was drafted to 19 Sqn. He is one of only around half a dozen credited Naval 'aces' during WW2 - status granted to pilots who downed five or more enemy aircraft.

■ This image (CH1459) can be viewed or purchased at www.iwmcollections.org.uk, email photos@iwm.org.uk, or phone 0207 416 5333.

aviators. The Battle of the Atlantic was fought from the first to the last day of the war and Churchill admitted his principal concern was the U-Boat peril. Largely forgotten since, its 70th anniversary was marked in 2013. The British and Empire

JACKPOT!

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 Lester May

contribution to the Pacific war, 1941-45, was saluted in August - the Forgotten Army and the British Pacific Fleet indeed forgotten for almost seven decades.

Once the 75th anniversaries of the Second World War are over, only the war's end, not battles, should be commemorated - in 2025, 2035 and in the centenary year 2045.

Let's stop, too, campaigning for retrospective awards of medals and honours.

Lester May (Lt Cdr)
London

Great to see the cadets

MIGHT I congratulate the Sea Cadets of the Highlandson their excellent performance during the Achnacarry Speed March.

As it is well known, the Army did not want Bootnecks to join the Commando ranks, but relented.

I was in a group of 30 such poor souls who went to Achnacarry. As such we were sought out to make life a little more miserable.

The intake totalled the usual 100. When the train arrived at Spean Brige the drill was to 'detrain' by leaping on to the track.

We did not carry a 36lb backpack but a full marching order - backpack, small pack, entrenching tool, water bottle, bayonet, ammo pouches and two 100 rounds of ammo for a Bren.

As a group we stayed together, the weaker ones being helped by the stronger. Seventeen failed the speed march.

From then on it was fun. Finally we were presented with the Green Beret by the late Maj Gen John Durnford-Slater.

In my intake only 42 passed out, 30 of them being Bootnecks.

While we were there we changed the name of the place to Acknackery.....

WA George
Midhurst

Rockall mystery

I CAME across this photograph of Royal Marines on Rockall and would love to know the story behind it.

Mick Holdsworth
Cornwall

■ Initial investigating by Navy News reveals the photograph was published in *The Daily Telegraph* in 1985 and was assumed to be a fake. It was described as Royal Marines guarding Rockall

in 1974. However, the website www.Secretscotland.org.uk says the photograph is real.

Rockall is a very small island lying approximately 300km west of St Kilda. The outcrop measures circa 25m (82ft) on its north-south axis and 22m (72ft) on its east-west axis.

Since 1997, the UK has only claimed a 12 nautical mile territorial sea around Rockall.



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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Pair's epic slog

SO GLAD we made it... Reservists AB Dean Martin (left) and Midshipman Antonio Valente pose in front of HMS Eaglet in Liverpool after an epic 200-mile slog on foot for charity.

With 45kg of kit on their back, the duo walked from Buckingham Palace to the port city's cenotaph near St George's Hall.

Averaging 31 miles a day, 34-year-old Antonio from Formby and shipmate Dean, 21, from Moreton on the Wirral, were determined their 'Walk for Life' would help cancer sufferers through the charity Macmillan.

The challenge was physically and mentally demanding and the pair camped out each night, walking cross-country as they visited places of interest en route.

Antonio lost his uncle and two grandparents to the disease, while aged seven Dean was diagnosed with acute lymphoblastic leukaemia – a condition he fought his entire childhood.

Antonio said: "Cancer is a term for over 100 different diseases. Early detection is key. But after that you need all the help you can get. Macmillan were there for my family and I want to give something back."

"We know how challenging this was going to be. We learned a lot about ourselves and completed it for a great cause."

The pair are still taking donations via www.justgiving.com/Antonio-Valente/ to help them towards their target of £3,500.



Wild trek to take shortcut



● OC Sam Swift in the field

GRINNING Officer Cadet Victoria Rogers revels in her training on Dartmoor.

She is one of a number of Officer Cadets being fast-tracked for the Royal Naval Reserve under Project Hermes.

It is the first time that an intensive training exercise such as this has been organised and is aimed at Reservists who can give up extra time over the summer months to complete exercises that may ordinarily take up to two years to finish.

During their time at Britannia Royal Naval College, the cadets are inducted into the military and taught basic skills needed throughout their time in the Service, including the art of ironing.

As well as maritime training on the River Dart, they learn leadership skills and how to live and operate out in the field, in this case Dartmoor.

Cdr Sue Jameson said: "The aim of this project is to give those who have joined the RNR as an officer an opportunity to shorten that overall period, develop their own command, leadership and management skills, join the trained strength and move on to operational support to the Fleet in a much more effective package."

University students, accountants, civil servants and members of the health care profession are among the group from RNR units across the UK taking part in this summer's course.

OC Ian Dorward, 38, a lawyer from Northamptonshire, said: "Project Hermes is an ideal opportunity for me to expedite my officer training. Whilst eight weeks away from my civilian job may seem a big ask, my employer recognises that the training will bring benefits that outstrip the time away. Accordingly I'm fully supported."

"I'm looking forward to applying the principles of leadership and management to my civilian career. I've



● OCs Luke Botting and Rebecca Higgins share a laugh as they take a breather; Right: Cadets are taught the correct way to iron their rig Pictures: L(Phot) Caroline Davies



learned key lessons about myself, my interaction with others and how I can influence the people around me to reach a common aim. Likewise the friendships I have made will last forever and I can't wait for us all to 'Pass Out' from Dartmouth together."

OC Chris Cotterill, 21, from Derby, who joined HMS Sherwood in the East Midlands two years ago, said: "I was keen to take part in this training as it will help me to fast-track my RNR career overall, compressing training that normally takes two years into a single summer."

"I'm always eager to learn new skills and push myself to develop in my career, so to have the opportunity to take part in this pilot training programme is great."

Fellow Sherwood OC Simon Elmore, 28, from Rutland, works as a teacher in his civilian career but

wanted to put his summer holiday to good use.

"I've served at HMS Sherwood for several years and as an Officer Cadet for just under a year, so wanted to take the next step in my Reserve officer career as soon as I could," he said. "As I get an extended holiday working as a teacher, intensive learning is fantastic for me."

The RNR plays a key role on operations providing a range of capabilities, from submarine support through to medical, mine countermeasures, aviation and amphibious warfare. In addition the RNR provides specialist capability through personnel with skills not available in the Regular service such as media operations. In recent years RNR personnel have deployed to Afghanistan, Iraq, Bosnia, Kosovo and Sierra Leone.



● Surg Cdr Richard Graham deployed twice to Afghanistan

Fox trots to 3,000 days

RESERVISTS from HMS Flying Fox have completed 3,000 days of non-stop service to military operations.

The Bristol unit's impressive run began in July 2007 when the current CO, then Lt Cdr David 'Dibs' Bucknell, was mobilised to Baghdad – and ever since the unit has supplied a member of staff to mobilised Service.

In September last year, Bristol's Lord Lieutenant Mrs Mary Prior unveiled the Operational Honours Board which recognised the service of some 68 HMS Flying Fox Reservists who have mobilised.

The unit now has 162 members and Cdr Bucknell said: "The growth in unit strength reflects the command priority of recruiting Reservists and the quality of the people still willing to commit to a Reserve career."

"My officers and sailors have stepped up to the mark, clearly demonstrating how the training and experience gained by the Reservists at HMS Flying

Fox is of real value to the regular service, and defence in general."

Since January 1 2003 HMS Flying Fox has provided over 15,000 mobilised days.

Surg Cdr Richard Graham deployed twice to Afghanistan, providing ground-breaking medical support at Camp Bastion.

This experience is now being used to great effect in the NHS at Bath. Cdr Graham will become the next Commanding Officer of HMS Flying Fox.

Cdr Bucknell added: "A reservist can easily earn upwards of £3,000 per year on top of their day job, and with a £5,000 bounty being paid to young officers, as well as other incentives offered across the board, not only do our Reservists gain complimentary skill sets that their employers value, but they also gain considerable financial reward."

To find out more visit www.royalnavy.mod.uk



● LH Sam Kimberley points to her name



FOR SEAMLESS TRANSFER FROM REGULARS TO RESERVES 023 9262 9677 NAVYPERS-RESTPA@MOD.UK

Water walk wins divers plaudits



● Divers prepare to drop into the water for their underwater walking challenge

FOURTEEN Royal Navy divers are celebrating after completing a charity challenge with a difference.

The mine clearance divers from Fleet Diving Squadron at Horsea Island in Portsmouth took just over 25 hours to walk 26 miles underwater in kit weighing 40kg.

The punishing challenge has already raised £3,500 for the Royal Navy and Royal Marines Charity and they are hoping to top £5,000.

The divers took it in turns – walking in pairs – to complete one kilometre at a time in six metres of water in the giant lake at their base.

Their equipment included lead-lined boots, an air cylinder and a 17kg helmet.

They pulled a rigid inflatable boat which carried three support crew and back-up equipment.

One of the team, Lt Jonny Campbell, said: "It was extremely tough – both mentally and physically, especially the last ten or so hours.

"The worst part was overnight when the temperature dropped, walking in complete darkness and relying on the support crew to guide us along. But it was a great team effort and the constant motivation from all the divers meant there was never a low point."

Hilary Jukes, regional co-ordinator for the RNRMC said: "I was gobsmacked when I heard about their plan. I couldn't walk 26 miles on land – that would be tough enough. So for these guys to do it in weighted boots and full gear while underwater – it's madness."

Donations to the challenge can be made at <http://uk.virginmoneygiving.com/fleetdivingunit1>

Matelots sign up for Bear force

A TEAM of sailors are rising to the ultimate challenge laid down by adventurer Bear Grylls to raise cash for the Navy's senior charity.

Nine sailors, plus one civilian friend, will run, crawl and trudge their way around 30 kilometres of the north London countryside in October in Bear Grylls' Survivor Race.

The adventurer, TV presenter, former SAS reservist and honorary Royal Marine has set various challenges for a series of mud/obstacle runs around Trent Park, between Barnet and Enfield, in early October.

The survivor races increase in difficulty from a cubs event for youngsters, through 5km and 10km runs up to the ultimate 30-kilometre slog.

That means three times around the Trent Park course... plus two 'elite challenges' at the end of each lap.

Entrants aren't told what those challenges are... but the 1,000 competitors expected to attempt the ultimate race are being asked to sign disclaimers against little things such as insect stings, drowning and death... and they have to pay £80 for the privilege of entering.

"You know what sailors are like – we love a challenge. We could have entered the 5km or 10km races, but we'd probably have ended up kicking ourselves for NOT doing the ultimate event. So we entered that," said 36-year-old CPO Michael 'Moz' Morris from Dorset, serving at HMS Excellent in Portsmouth.

"Bear doesn't reckon anyone will finish – but won't say what the challenges are. There's a fear of not knowing what we'll face. But the adrenaline will be pumping.

"We're expecting things like zip wires and sheep dips. And anyway, if it were easy, anyone would enter."

The Navy racers – Team Fan-y-Big (named after a mountain climbed by sailors attending the Senior Service's outdoor training at nearby Tal-y-bont) – will be raising money for the Royal Navy and Royal Marines Charity.

They've set themselves a minimum target of £1,000 and you can donate to the cause via uk.virginmoneygiving.com/team/Fan-Y-Big.



Weighty challenge

THE 16 staff directing the RN's minehunting operations in the Gulf will down keyboards and pens for a week this month and lift HMS Bangor out of the water.

The team of the Commander UK Mine-Countermeasures Force have vowed to bench press the equivalent of a Sandown-class ship's weight – about 615 tonnes – between October 7 and 14.

Which means over the seven-day challenge on behalf of the RNRMC, the Merchant Taylors' School (helping disadvantaged youngsters in the UK and India) and the National Deaf Children's Society, each of the volunteer lifters will have to raise just under six tonnes to hit the collective target.

"We are not marines and vary in age from 25 to 52, boys and girls, so this will not be easy," said Lt Cdr Jason White.

You can support the team via uk.virginmoneygiving.com/fundraiser-web/fundraiser/showFundraiserProfilePage.action?userUrl=COMUKMCMFO R14&isTeam=true

Grants meeting

THE next Naval Service Amenity Fund grants committee meeting will take place on November 2 at HMS Collingwood, which recently received £50,000 in RNRMC funds to refurbish its Wardroom.

If you are interested in asking for an in-Service grant email mygrant@mrmc.org.uk.

Fun at Guildhall

PLYMOUTH Guildhall will host a Grand Variety Show in aid of the RNRMC on October 30, featuring Shep Woolley, The Plymouth Area Police Choir and more. Search eventbrite.co.uk for tickets from £12.

FUNDRAISER OF THE MONTH MOD Corsham Field Gun Crew



THE Ministry of Defence Corsham Field Gun Crew have raised nearly £5,000 over the past three years, with £1,726.90 being generated this year alone.

Royal Naval personnel

based at the joint Service establishment generated the funds through a variety of events, including a horseracing night, public field gun demonstrations and Shaker's Days.



Red, White & Blue Day 2015 commemorates the 75th anniversary of the Battle of Britain

In the summer of 1940, during WWII, nearly two million children were evacuated from their homes as war broke out and British and German airplanes fought overhead in the Battle of Britain.

Red, White & Blue Day (Friday 9th October 2015) will join in the 75th anniversary commemorations with special events and materials to educate children about the Battle of Britain and honour the contributions of the British Armed Forces, service personnel and their families. We encourage students to wear red, white and blue clothing on the day and donate £1 each to support service families. Participating schools will receive a range of educational material.

To register your school visit:

redwhiteblueday.co.uk

To donate £3 text RWB3 to 70030 or to send £10 text RWB10 to 70030. #RWBDay



All money raised will support the three leading military welfare charities.



SUPPORTING EVERY MEMBER OF THE MILITARY FAMILY

Bid to win dangling contest

THE Royal Navy Engineers' Quart Club hosted the annual charity Mangold Dangling event at HMS Collingwood.

The entertaining but a little unorthodox sporting contest was enjoyed by all competitors and raised money for charities.

Mangold Dangling is described as an ancient and honourable sport which is a form of human bar skittles, involving teams of six, who take turns to remove each other from barrels using a Mangold (a large sack). Fancy dress is strongly encouraged and most teams obliged. Mangold Dangling has been organised by Royal Navy engineers for many years.

During the evening cheques for £1,000 were presented to both of the Quart Club's affiliated local charities. The Rainbow Centre and Rowans Hospice welcomed the continued support and recognised the fundraising of the Quart Club.

Event organiser Lt Cdr Paul Maddison, who is based at HMS Collingwood, said: "Mangold Dangling is always a fun social event in the club's calendar and this year it was particularly rewarding to invite our affiliated charities to the event."

There were prizes for the best danglers, won by The Rainbow Centre.

The winning team captain, Yvonne Campbell, said: "Everyone had a good time, it is great to win and we will be back next year to defend our title."



● Cyclists, from left, Ian Rutherford, Duncan MacLennan, Mark Darbyshire, Ian Campbell, Alistair McColl and Thomas Ridsdill with Cdr Scott Johnson and Cdre Mike Walliker

Victorious way to help town school

SIX crew of submarine HMS Victorious hit the tarmac of north-west Scotland for an epic, one-day, bicycle ride to help a Helensburgh school.

The six – WO Duncan MacLennan, Lt Ian Rutherford, WO2 Mark Darbyshire CPOs Ally McColl and Thomas Ridsdill, PO Ian Campbell – pedalled from Loch Ewe all the way down to the bomber's base at Faslane in a single day.

That's a challenging distance: 125 miles as the crow flies – but thanks to the glens and lochs of Scotland, the road journey is 220 miles.

The riders hit the roads of Argyll and Bute

all through the spring and summer, averaging 200 to 300 miles in a week.

But 220 miles in 24 hours tested their stamina to the limit.

The reason for all this physical exertion? Providing outdoor sensory equipment for Parklands School in Helensburgh to help pupils with complex additional support needs. Eight-year-old Corrin MacLennan, Duncan's daughter, is one of the youngsters who benefits from what the team at Parklands provide.

"Children learn to interact with their environment through play and sensory input," said Duncan.

"The unique kids at Parklands need special needs equipment and unfortunately that often comes with a big price tag.

"Without the school and the amazing staff, my wife, Fiona and I would never have seen the potential our daughter has.

"We went from a very dark place, understanding that our girl could never be at a mainstream school, to being amazed at the progress she makes daily thanks to Parklands."

The Victorious cyclists have raised more than £3,500 and are still taking donations at crowdfunding.justgiving.com/Parklands-Play

Epic challenge for trust



● Lt Sarah Vines at the charity event

NAVY and civilian personnel from Portsmouth Naval Base cycled more than 1,000 miles in 24 hours in front of the iconic HMS Victory, in memory of 22-year-old cancer sufferer Neil Vines, who died in April this year.

Neil Vines' sister Sarah and brother Adam are both serving officers in the Royal Navy and together with their family set up The Neil Vines Trust to give young people living with cancer the opportunity to spend a weekend away with their families.

Lt Sarah Vines is a Navy Training Manager and Adam is undergoing flying training at RAF Valley in Anglesey.

Lt Vines said: "The 24-hour cycle was a huge success, raising an astonishing amount for the charity set up in memory of my younger brother.

"Had Neil been here today he would have been amazed at the amount of willing people that turned out to cycle for his cause. Neil was the motivation behind the event, having raised nearly £6,000 for Teenage Cancer Trust by cycling 600 miles on a static bike whilst he was undergoing chemotherapy treatment.

"I am so impressed by the amount of support that the 24 hour cycle has received, my family are so grateful to all those kind people that donated and cycled in aid of The Neil Vines Trust.

"Their money will go towards special weekends away for teenagers and young adults living with cancer."

A team of 41 cyclists, made up of Naval personnel, civil servants and friends, rode 1,077 miles on three static bikes to help raise a total of £1,148.42.

Naval Base staff Charlotte Warren,

e-learning advisor at Waterfront Learning and Development Centre, and Debbie Rand, Internal quality assurance advisor for the Naval Education and Training Service, organised the event alongside Sarah.

Friends baked cakes, the NAAFI donated leftover food and the staff of HMS Victory welcomed the cyclists into their mess for hot drinks.

Raffle tickets were sold and members of the public asked questions about Neil, buying his memoir *Powerful Beyond Measure* and donating any spare change they had.

For more information about Neil's story, visit www.neilvines.com where you can purchase his memoir, watch his videos and read more about The Neil Vines Trust.

If you would like to hold a fundraising event to support the charity please contact info.neilvines22@gmail.com

Power on the Gower

NAVAL officer Ben Keith will be pounding around 50 miles of the South Wales countryside raising money in memory of his late father.

The 39-year-old aims to complete the 'Gower 50 Run Walk Crawl Ultra Marathon' – a 17-hour slog around the Gower peninsula where he grew up... and where his dad Derrick was an auxiliary coastguard.

Mr Keith, who later settled in Cornwall where he volunteered with the National Coastwatch Institution, succumbed to prostate cancer back in 2011.

Four years later, his son – a former Lynx helicopter pilot and second-in-command of destroyer HMS Defender who's now serving at the military staff college in Shrivenham – hopes to raise £1,000 in his father's name for Prostate Cancer UK.

Lt Cdr Keith has completed endurance races before and hopes to crack a 30 miler before the October 10 ultra-challenge (which is actually 'only' 48.44 miles).

Competitors face a 16½-hour deadline to complete the course which mostly runs around the coast.

"My dad knew the Gower peninsula like the back of his hand, so we are very emotionally attached to the area," said the former Bishop Gore School pupil. "As a challenge, it's a hard race. There's little running on the road – it's mainly a coastal path and the terrain is up and down. You can train as much as you can, but in the end it will just be sheer grit and determination to get through."

You can support his efforts at www.justgiving.com/benkeith.



Mark's a driving force



● Mark Arnold on his bike

A WAREHOUSE driver for the Alabaré Homes for Veterans visited all the sites by motorbike to raise funds for the charity.

Mark Arnold, 44, from Salisbury, made the journey on his 1941 BSA M21 600cc bike, which he built from scratch with his father Pete.

"I know the military have always had a close relationship with motorcycling so it seemed natural for me to create this fundraising event," said Mark. "The fact that I had the ideal machine in my shed was simply a bonus."

Mark covered 700 miles visiting the ten homes around the South West and South Wales.

"To the uninitiated, or to those who are used to riding modern bikes, this challenge seems simple but the reality cannot be underestimated," said Mark.

To donate £3 or more via **Text to Give** by texting 'Mark44' followed by the amount you want to give to 70070 or you can donate via his Give.Net fundraising page https://my.give.net/Mark_Bikeride

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Royal Navy & Royal Marines
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● Gavin Bolger in his new role in the construction industry

Midas touch for former Royal Marine

A FORMER Royal Marine injured in Afghanistan is forging a new career in the construction industry.

Gavin Bolger, 34, sustained serious injuries in a bomb blast and was medically discharged from the Service.



He joined Midas Construction for a work placement and is now retraining as a site manager for the South West company.

"I had no direction," said Gavin who admitted being in a 'very dark place' before the work placement.

"When I joined the Royal Marines I thought I would be in the service until I was at least 55 years old and when it came to an end I was lost.

"But this placement with Midas has given me the opportunity to look past all that and see what is out there."

"It has been a massive test and really taken me out of my comfort zone but it has helped me with my recovery so much."

Gavin, from Plymouth, said he first heard about the Midas placement through the work of The C Group, a Royal Marines charity that inspires businesses to support personnel while in the Armed Forces, in their transition to civilian life and into the future.

Last year, the organisation helped 75 people study and find new careers as well as help arranging financial and legal advice for injured Royal Marines unable to handle their own affairs.

Katharine Callus, HR Business Partner for The C Group, said: "We are delighted to hear that Gavin has now been taken on by Midas permanently. It has been a privilege to be part of this intelligent training and recruitment process."

Tim Beattie, Senior Project Manager at Midas Construction, said: "It can be difficult for a Royal Marine to leave the service through injury and we are so pleased to have helped Gavin to make that transition to civilian life, while discovering a new career in the construction industry.

"Part of the Midas vision is to support our employees while creating lasting legacies with the communities we live and work in. Bringing Gavin into the team and showing him his trade on a site in his home city of Plymouth just goes to illustrate that."

Danish honour

A ROYAL Navy officer has been awarded the Danish Defence Medal for Meritorious International Service.

Cdr Marcus Jacques worked as a liaison officer at the United Nations Joint Mission in Cyprus, which oversaw the removal from Syria of materials which could be used to make chemical weapons.

Danish Ambassador to the United States Peter Taksoe-Jensen said: "His persistent focus on mission accomplishment in difficult situations was the prerequisite for the successful outcome of Operation RECSYR (Recovery of chemicals from Syria)."

During autumn 2013 to spring 2014, Op RECSYR saw the recovery of 1,300 tonnes of materials from Syria by a task group consisting of the UK, Denmark, Norway, Russia and China.

Cdr Jacques, who received the award in Washington, is now serving as the UK Liaison Officer to Pacific Command in Hawaii, where he lives with wife Karen and son Monty, nine.



● Ambassador Taksoe-Jensen hands over the medal to Cdr Marcus Jacques

Carla blazes a trail In Helen they trust

A ROYAL Navy officer from Wolverhampton has been appointed the first female Commanding Officer of the Faslane Patrol Boat Squadron.

Lt Cdr Carla Higgins, 30, joined the Royal Navy in 2005 and has previously served with Type 45 destroyers HMS Dragon and Diamond, as well as HMS Campbeltown, Kent and Mersey.

In July last year she moved to the Faslane Patrol Boat Squadron, the small, but elite, group of vessels charged with protecting high-value shipping on the Clyde.

For 12-months she commanded HMS Raider, a P2000 Patrol Boat, carrying out vital force protection duties.

She has now taken over the top spot from Lt Cdr Edward Munns, making her the first female officer to become Squadron Commander since it came into being in 2010.

"I am delighted to take on this role," she said. "I have no doubt that the job will be a challenging one, but the vessels and ship's companies are first class and I know that they will continue to be invaluable assets to HM Naval Base Clyde.

"Both my grandfathers were in the Royal Navy and I imagine it was this that originally sparked my interest," she said. "I have loved finding out more about their careers and have their medals and papers from their time served. I am very proud of them."

Carla's husband, Alex Higgins, is also a serving Lt Cdr with the Royal Navy, currently with the Flag Officer Sea Training (FOST) organisation.

The Faslane Patrol Boat Squadron comprises of two Royal Navy P2000 Patrol Boats, HMS Raider and HMS Tracker, which patrol the waters of the Clyde.



● Lt Cdr Carla Higgins is the new CO of the Faslane Patrol Boat Squadron
Picture: LA(Phot) JJ Massey

In Helen they trust

THE Mary Rose Trust has appointed a new chief executive, Helen Bonser-Wilton.

Helen will take over the post from Rear Admiral John Lippiett who has retired after 12½ years in the position.

She previously worked at the National Trust and was instrumental in developing and implementing strategy for over 20,000 acres of land in Somerset and Gloucestershire.

"I am delighted to be taking the helm of the Mary Rose Trust to guide it through the next phase of development," she said.

"Having visited as a teenager shortly after the ship was first raised, I have followed the Mary Rose story with interest."

Rear Admiral Lippiett, who has been instrumental in establishing the Mary Rose Museum as an internationally-recognised organisation, said: "The next chapter has now been opened and this is the right time to move aside to allow Helen to take up the exciting challenges into the future."

Since opening in 2013 the new museum has welcomed over 980,000 visitors.

Officer joins tanker for new view of sea

A ROYAL Navy officer swapped a warship for a merchant ship as part of a liaison scheme.

Sub Lt Sam Jaques took advantage of the Royal Navy's Merchant Navy Liaison Voyage scheme and joined the Aries Voyager in Singapore, sailing across the Indian Ocean to the United Arab Emirates.

He saw the vessel load 300,000 tonnes of crude oil in Saudi Arabia before departing three weeks later in Sri Lanka as she headed towards the USA.

"The voyage in Aries Voyager was a fantastic opportunity to experience and familiarise myself with commercial shipping operations," said Sub Lt Jaques

"It has also provided me with the opportunity to complete my Astro Navigation and Ocean Navigation Certificate, a necessary part of my Warfare Officer training, guided by experienced subject matter experts. The scheme is designed for strengthening relationships between the Royal and Merchant Navy and I am incredibly proud to have represented the Naval Service."

The scheme offers Royal Navy, Royal Marine and Royal Navy Reserve personnel the opportunity to serve on deep-sea international voyages onboard Merchant Navy vessels in order to gain wider familiarisation and experience of commercial shipping operations.

The scheme is being supported by a select few Merchant Navy companies at the top level of the commercial sector including Chevron, owners of the Aries Voyager.

Trips range from a week to two months duration and are administered through



● Sub Lt Sam Jaques with Capt Salvatora Succoia aboard the Aries Voyager

the Royal Navy's Merchant Navy Liaison Voyage Scheme.

At almost 400,000 tonnes fully laden, Aries Voyager is one of Chevron's largest crude oil carriers. She has a multinational crew of 27 and her primary task is to safely and efficiently carry crude oil from the Arabian Gulf to Pacific Area Lightening (PAL), California, where she transfers cargo whilst underway.

Sub Lt Jaques said: "Whilst on board Aries Voyager I witnessed incredibly positive perceptions of the Royal Navy and the Armed Forces in general."

"As mariners, the Royal Navy is well respected within the Merchant Service and we are perceived as skilled and traditional sailors. The level and quality of training that is experienced during Specialist Fleet Time in the Royal Navy depends heavily on a ship's programme and, whilst on watch, the spare capacity that the Officer of the Watch (OOW) has to teach the young officer as a result of programmed serials is often tight.

"During a deep ocean passage on a Merchant Vessel this is not the case, the OOW has adequate time to teach the young officer in sufficient detail. I feel that I benefited considerably from this, particularly with regards to Astro-Navigation, a subject that cannot be taught between busy serials on a warship.

"Furthermore, the Merchant Navy mariners who I worked with had a thorough knowledge of subject theory due to their extensive naval college training.

"I found it was particularly beneficial to use this theory to complete parts of the 'Bridge Skills' section of my task book.

"It was great to get around the ship. I can guarantee you won't see any engines the size of a three-storey house in the RN!

"Also it was a super opportunity to be brave with your food choices. Most of our crew were Indian and, although 'Western' options were available, I had some of the best curries you could imagine, goat is now a particular favourite."



Navy writer turns his hand to songwriting

ROYAL Navy rating Chris Linton is carving out a second career as a musician.

The AB writer, who joined the Service in 2008, received a huge boost when one of his tracks *Wild Card* was played as part of the BBC Introducing Devon series.

As well as rave reviews from the panel, Chris was compared to British singer-songwriter James Bay.

"The response I had was fantastic and extremely encouraging," said 25-year-old Chris, who is currently based at Stonehouse Barracks in his home city of Plymouth.

"I was struggling to get people to notice my videos and realised it was because I wasn't out there performing so decided to pluck up the courage to take part in open mic nights, playing covers and original songs," said Chris, who describes his musical style as acoustic pop, but is also working with another artist on some blues music.

"From there it progressed to performing at local festivals within the Devon and Cornwall area."

Chris's music received a boost in the summer when Radio Plymouth asked him to play on their Live and Local stage in the city centre prior to the *MTV Crashes Plymouth* show on the Hoe.

"It was awesome because people were feeding through the city centre up to the Hoe and were hearing me. The response was great, some people were even filming me."

Chris, who has been scouted by *The X-Factor* and *Britain's Got Talent*, was encouraged to upload some of his tracks to the BBC Introducing site.

The BBC then played *Wild Card* on air and a panel discussed it.



● AB Chris Linton in uniform

Some of the feedback included:
 ■ "The song really did it for me."
 ■ "There is a definite market for music like this."
 ■ "The song ticks all the boxes."

Chris, who is influenced by Damien Rice and Ed Sheeran, is now working on new material, aiming to complete his first EP.

"I want to get the EP recorded as soon as possible, get back on the radio and possibly try to get on a stage at one of the big festivals, such as Boardmasters or Glastonbury."

During his career with the Royal Navy, Chris completed Operation Calash with HMS Cornwall in 2010-11 and Cougar 2013 and 2014 with HMS Bulwark.

To support Chris, like his Facebook page at www.Facebook.com/chrislintonmusic where you can listen to his music.

You can also hear him at www.soundcloud.com/chris-linton-1



Picture: Jacob McCrorie



Another fine gloss

VOLUNTEERS from Yeovilton gave up a day of their time to paint the station nursery while the children were away over the summer break.

The Yeovilteenies day nursery provides day care to help the base's military and civilian parents, providing spaces for up to 30 children aged between three months and five years.

Military personnel, contractors and the chaplaincy all helped in the transformation.

"It's lovely to be part of the team today and helping our community, I actually really enjoyed it!" said 27-year-old Laura Burton, a Honeywell employee engaged to LAET Craig Thompson (pictured above, roller in hand...).

"Craig and I are getting married next year in the Fleet Air Arm Memorial Church in Yeovilton and it will be our intention to be able to use this facility in the future!"

Members of the team included pastoral worker Alan Richardson who is seconded to the Chaplaincy team at RNAS Yeovilton.

Sultan night will be hot

HMS Sultan will open its gates on Thursday October 29 for a spectacular bonfire and fireworks display.

As well as fireworks there will be live music, entertainers including fire eaters and a funfair.

The event regularly attracts around 10,000 visitors.

Parking is free and the gates open at 6pm.

The live stage entertainment starts at 6.30pm, the bonfire will be lit at 7.15pm and the main fireworks display starts at 8pm. Gates close at 10.30pm.

Prices on the night are: Family (two adults, two children) £15; adult £5, child £4.

For further information visit www.royalnavy.mod.uk



That's my girl on parade



● AB Amelia Brady with grandfather Robin Gallagher and father Cdr Sean Brady

THERE was a special moment for the Parade Commander at HMS Raleigh when his daughter was among those taking part.

Cdr Sean Brady is the Second-in-Command at HMS Raleigh and acts as the Parade Commander each week, giving the orders from the dais and joining the inspection party.

His daughter AB Amelia Brady was among the 29 Royal Navy Reservists taking part in the latest passing-out-parade marking the successful completion of their two-week induction course.

Cdr Brady, who joined the Royal Navy in 1983, becoming a submariner, said: "I am very proud of Amelia and her achievement; although she does come from a family with strong Naval ties as her granddad was also in the Royal Navy, it is

something that she has wanted to do by herself and has pushed hard to achieve."

Amelia joined the RNR in June 2014 and is a member of the Plymouth-based unit, HMS Vivid.

The 17-year-old is in the Sixth Form at Coombe Dean School and works part-time as a lifeguard.

She said: "I joined the RNR to get some experience which I thought would help me when looking for a job in the future."

Amelia was joined on the parade ground by a fellow Reservist from HMS Vivid, AB Emma Lowe. Emma's father Robert is a CPO in HMS Vivid.

Around 400 families attended the parade, which also marked the completion of training for 43 regular Royal Navy recruits.

PASS IT ON! WE NEED YOUR EXPERIENCE IN RECRUITING



CAREERS ADVISERS

Flag Officer Sea Training 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.

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FOR MORE INFORMATION AND ADVICE ON CURRENT CAREER ADVISER VACANCIES PLEASE CALL Pstn: 01929 403172 Mii: 94374 3172 e-mail: navycnr-rncrtlc@mod.uk

Where to look

RNTMs

209/15: Royal Navy Reserves Engineer Branch CONOPS
 208/15: Support To Medical Departments Afloat And Changes To The Weekly Medical Report
 207/15: Flag Flying Etiquette for the Second Sea Lord
 210/15: Revised Pricing for Female Officers Tricorn Cap (OF4 and Above) – Replaces RNTM 227/13
 211/15: Defence Protective Security Practitioner (DPSP) And Defence Counter Intelligence (CI) Operator (DCIOp) – Naval Service Place Allocation
 212/15: Faraday – Engineering General Service (EGS) and Engineering Submarine Service (ESM) Revised Branch Badge Availability at Naval Clothing Stores
 214/15: Royal Navy Engineer Officer Mentoring Scheme
 217/15: Control Of Marine Engineering Hazards By Means Of The ShipHaz Stateboard On Surface Ships
 222/15: Inter Services Lacrosse Competition 2015
 229/15: Engineering Submarine (ESM) Branch Manager Roadshow (Including CISSM) – Autumn 15

Galaxy briefs

17-2015: Health survey of UK Armed Forces personnel – phase three.
 16-2015: New Employment Model: Cessation of Accelerated Increment Progression (AIP), Annex A 16-2015: Qualifications for AIP – Royal Navy/Royal Marines
 15-2015: Engineer Training Squadron

DIBS

20/15: Future Reserves 2020 External Scrutiny Team Report 2015.
 23/15: Expansion of Enduring Families Free Mail Service (EFFMS)
 24/15: Adoption of Career Management Principles for Service personnel

DINS

2015DIN01-064: Process for POAEMs to Transfer to the AET Stream [Superseded DIN 2012DIN01-133]
 2015DIN01-065: Process for CPOAEMs to Transfer to the AET Stream [Superseded DIN 2012DIN01-051]
 2015DIN01-072: RN and RM Officers: 2015 Transfer, Promotion & Sea, Air and Command Selection Boards - Instructions to RO's and Administrators [Superseded DIN 2014DIN01-043]
 2015DIN01-074: Changes to the Armed Forces Pension Scheme 1975 (AFPS 75)
 2015DIN01-075: Process for purchasing Added Pension contracts under AFPS 15
 2015DIN01-078: Promotion to Leading Engineering Technician – Requirement for Special SJAR Reports
 2015DIN01-094: New Employment Model Terms of Service – Employment Stages – Naval Service Implementation for Medical, Dental and QARNNS Officers
 2015DIN01-095: Re-alignment of Retirement Age for Naval Service Officers with Service prior to Apr 1 1999 (RA55 Scheme) – 2015 Round

Awesome...

BOTH the Naval Servicewomen's Network and Naval Service Lesbian, Gay, Bisexual & Transgender Network have been recognised in the Top 100 'Awesome Networks List' 2015.

The list celebrates the important work and positive impact that network groups have as an integral part of the diversity, inclusion and engagement agenda of organisations.

In addition, the RN has also been shortlisted, from over 450 nominations, for the inaugural Inclusive Networks Awards:

- Brig Peter Cameron for 'Network Champion of the Year' as the Naval Service LGBT Diversity Advocate;
- Lt Cdrs Sam Truelove and Chris Wood from the NS LGBT Network for 'Network Leaders of the Year';
- And Lt Cdr Wood again for 'Inspiring Network Member of the Year' as a member of the NS LGBT Network.

NEED to get your message across?

To feature in the *Navy News Two-Six* pages contact Navy Command Media – Internal Comms Staff Officer:
 Lt Cdr Emma McCormick, 93832 8809, email (Dii) NAVY MEDIACOMMS-IC-TL (External) NAVYMEDIACOMMS-IC-TL@mod.uk

And don't forget: if you've not seen the latest edition of *Two-Six* on DVD, you can catch up with the last two years' worth on our Youtube channel – just search for *TwoSixTV*.



Picture: LA(Phot) Nicky Wilson

Duncan kill the kilos

A CONCERTED health kick by the crew of destroyer HMS Duncan has seen the pounds disappear and waistlines shrink dramatically.

At the half-way point of the Portsmouth warship's Gulf deployment, sailors and marines took stock of their Healthy Lifestyle Trial which has been running ever since D37 left the Solent back in March.

Before sailing from their home port, crew had body measurements taken at the pre-deployment and mid-deployment points with more weigh-ins to come.

Sixty crew are now regularly having their waist circumference and weight measured. A total of 413.3 cm (13½ft) and a whopping 306.5 kgs (48st) – roughly the equivalent of three and half male shipmates – had been lost by the time Duncan put into Bahrain for her deployment break. There's also been a 64 per cent BMI decrease of those 'at risk'.

The health push – which we featured back in our May edition – covers all aspects of life aboard the state-of-the-art destroyer.

Changes have been made to daily menus with chefs now offering carrot sticks and hummus as a healthy mid-afternoon snack and menus designed by the Defence Nutrition Advisory Service.

Daily circuits have been bolstered by four Fleet competitions led by Sgt Chris Abrams, Duncan's Royal Marines clubz, to keep the 200 men and women on their toes: the Top of the Rock Race in Gib; a Row the Suez race; the Montague Cup 50 x 1km row and the Mike Till trophy 50 x 1-mile treadmill relay.

Teams from Duncan have taken part in 11

sporting fixtures in five countries including football, netball, rugby and a very hot cricket match in Dubai. Mountain biking, hiking, paddle boarding, diving and adventurous training have also been offered when the ship's alongside.

"Adventurous training in Bahrain has helped people both mentally and physically. After being deployed for several months, Bahrain was a great opportunity for people to do something different," said Wtr Bengu Dupuy.

To keep track of the effects of the Healthy Lifestyle Trial the ship holds a weekly 'Duncan's Biggest Loser' clinic.

"With the hard work of the ship's company and the support of the Institute of Naval Medicine team this trial has made a significant difference to the health of those in HMS Duncan and our war-fighting capability," said Duncan's XO Lt Cdr Jamie Wells.

■ Anything Duncan can do, so too HMS Kent which was out in the Gulf just before the Type 45 arrived in theatre.

Crew set themselves the goal of seizing the unofficial title of 'fittest ship in the fleet', but only managed to enter two competitions.

On the frigate's return to Portsmouth, however, she's maintained the fitness push, entering six contests and winning five of them.

Kent's clubz LPT Joe Collin said: "The determination shown in all the competitions entered has been a great advertisement for the ship."

"Bearing in mind some of these competitors were run or rowed in heat in excess of 40°C, it goes to show how far the ship's company have come in terms of personal development."



Hoofing times

ROYAL Navy ratings are championing a programme whereby sailors get the chance to work with Royal Marines.

The braiding process allows RN ranks to fill some RM posts – and is proving a great move for those who have made it.

PO(SC) Dave Olive, who is based at Commando Training Centre in Lympstone, said: "Working with the Royal Marines is a new and challenging experience. The high tempo environment of a training establishment offers you a chance to broaden your outlook from the usual Naval working environment."

"It has also proved extremely rewarding on a personal level to support recruits through their training."

PO Olive, who previously worked for CHF, said: "Despite feeling like a trainee again when I walked through the gates on my first day, within a short space of time it transpired that although I was experiencing a new and different way of doing things, I possessed skills from my previous drafts which were easily transferable."

"For example the time pressure I had faced during my time in Afghanistan was evident here in ensuring that the recruits had the necessary kit to meet their intense training requirements."

"Additionally, I was immersed in a steep learning curve when it came to understanding the rank structures and the wing structure

of how a Royal Marine unit operates. The new terminology took some getting used to."

"This draft gave me a chance to expand my knowledge of land-based stores, having predominantly worked with maritime and air previously."

"Of course, working at Lympstone also provides a chance to improve fitness levels with the support of the Royal Marines."

LS Phillip Mountstephens, who currently works as a leading writer at 40 Cdo in Taunton (pictured above by LA(Phot) Glen Middleham), added: "I've thoroughly enjoyed working with 40 Cdo."

"I have enjoyed the opportunities to broaden my professional horizons. The Royal Marines operate in a completely different mentality to other RN units and therefore provide an entirely different set of routines and approach to daily tasks to get to grips with."

LS Mountstephens, who joined the RN in 2008, added: "I would definitely recommend a role within the Royal Marines environment to others, purely for the aspect of gaining a broader understanding of the various organisations within the Royal Navy itself."

AB Halle McLane has been based at CTCRM for a year and has previously been based at Stonehouse and 3 Cdo Bde headquarters.

The writer said: "I can honestly say that I have had an amazing time at all three."

"The opportunities that arise from working on a Royal Marines camp far exceed those on a Royal Navy base. Whether it be AT, team-building days, invites to the officers' mess to meet Bear Grylls or runs ashore."

AB McLane is working as a stationery clerk and also volunteers to give JPA lectures to trainees.

"This has given me the opportunity to hold a Defence Train the Trainer qualification, equivalent to a civilian Level 3 award in education and training, something I would never have had the chance to do on a Naval base in my trade or rank."

"I would absolutely recommend an assignment to a Royal Marines base for any Naval rate, you're treated as an adult by all ranks and most importantly for me, every day is fun."

AB James Ortewill joined 40 Cdo straight from his training in April this year.

"It's been a good experience and will serve me well in my future career," said the logistics rating.

"I would recommend such a move to other matelots. There are excellent opportunities to do phys and AT."

PO Olive added: "Everyone should have this opportunity at least once during his or her Naval career as it provides a valuable and diverse experience. It has been hoofing!"

Phalanx for the opportunity

FOR the next 18 months, PO Colin 'Spider' Webb will be doing little else but eating, sleeping, dreaming, and above all working on the Navy's No. 1 Gatling gun.

The 30-year-old from Chester will become the Navy's 'go-to guy' for Phalanx, getting to know every inch of the weapon system as part of an engineering initiative.

For the next year or so, he'll work with defence firm Babcock International – and at the end of his time with them, it should mean the RN won't have to call in civilian experts to deal with complex Phalanx issues.

The senior rating is one of a handful of trailblazers who've signed up for the 'deep technical specialists' initiative, part of the wider effort to revamp the world of RN engineering – the weapons and marine arms.

The aim of deep specialists is to build upon a sailor's existing technical expertise and knowledge of specific systems, embedding them with civilian firms so that they become recognised experts in their field.

Four senior ratings are attached to Thales working on sonar systems while Spider has been picked for the Phalanx pilot.

The gun system is fitted to Type 45 destroyers, several RFA support vessels and will be installed on the new flagships Queen Elizabeth and Prince of Wales.

It serves as a ship's last line of defence against incoming aircraft, missiles, shells and fast boats, throwing out a wall of lead – up to 3,000 20mm rounds in a minute.

If it's damaged or breaks down, it needs



to be repaired quickly and without reliance on UK-based contractors... which is where Spider, a veteran of destroyers York and Diamond (both equipped with Phalanx) could come in.

"I have been a Phalanx technician for some

time," he said. "The initiative will allow me to build Phalanx systems which will be fitted to HMS Queen Elizabeth from the ground up."

"I will get to secure every nut and bolt and test every sub-system before I supervise their installation."

"It means that, for the first time, the Royal Navy will have someone certified to fix almost any problem on the system whenever defects occur anywhere in the world where our ships are deployed."

Spider's attachment to Babcock is due to end in July next year, when he'll join the ship's company of the new carrier – and take her to sea for the first time.

"Until now, training has been highly focussed on meeting the needs of individual ships and equipment at sea across a huge range of complex engineering systems," explained Capt Paul Marshall, head of the RN's Support Improvement Programme. "It hasn't previously considered the need to focus in on individual systems to this depth."

"The deep technical specialist trial will assess how effective these people can be, not just in their core role at sea, but in support jobs ashore between sea assignments."

"We have become increasingly reliant on specialist engineers employed by manufacturers and support contractors at the expense of resilience."

"So, we need to put maintainers back at the centre of maintenance. This approach is an excellent example of how we can do that with industry rather than compete for the same skills."

Warfare pipeline takes new route

IN THE early 2000s the TOPMAST initiative was introduced – all warfare junior rates would undertake generic training before their first sea draft to be released, as required by the ship, to undertake Targeted Employment Modules (TEMs).

This evolved into the Geographical Squad Pooling (GSP) – ‘squad’ ownership was removed from individual ships and placed under Waterfront Manning Offices in the main naval bases of Portsmouth, Plymouth and Faslane.

This training programme also led to ratings not being streamed to a sub-specialisation until after they had reached Operational Performance Standard (OPS) as an AB1.

This has caused management issues and resulted in ratings not being allocated to their chosen sub-specialisation.

Taking this into account and as part of the ongoing evolution of training and manning in conjunction with the introduction of the Maritime Composite Training System (MCTS), there's now a requirement to introduce new pipelines for warfare ratings to reduce the degree of disruption and – more importantly – churn and uncertainty for warfare branch personnel, especially at the AB level.

Recently, electronic warfare (EW) and underwater warfare (UW) sub-specialisations were identified as critical areas, so a form of pipeline training was required to aid the recovery of these branches. This has resulted in ratings being streamed to these trades after completing Phase 1 training at Raleigh.

Joining the Maritime Warfare School at HMS Collingwood as AB(EW) or (UW) these ratings are then trained in their sub specialisations before joining their first ships.

The success of these two pipelines led to a review of the whole TEM training process in

Drafty's corner



2012, and has led to pipeline training for all warfare specialist ratings joining the Naval Service after April 2016.

Warfare specialist ratings will join their first ship having been fully trained in their streamed specialisation, with no requirement to conduct further professional qualifying career training courses. Occasional PJTs for very specific equipment may still be required.

While the pipelines were initially only considered as part of the training solution for AB2s, it quickly became apparent that there were significant advantages to applying it to both the LH and PO qualifying courses. Both courses will be embedded in the pipeline training construct.

The pipelines have been designed to provide a training solution for each specialisation, rather than applying a single solution to them all, although courses will have to be mutually supportive.

This means that there will be three iterations of leading hand and petty officer courses every year, each running in parallel with the PWO courses during Command Director Team Training.

This will allow petty officer and leading hand courses to benefit from interaction with a full command team in the MCTS modules during their career courses.

AB(WS) pipeline training will remain separate from the PWO cycle and director training, having been designed to allow for an increased flow of personnel through Phase 1 and 2, resulting in minimum time in holdover as possible.

There remains the capacity to train legacy personnel during the transition phase in the summer of 2016.

Overall training output has either been maintained or improved with increased numbers on courses compensating for the reduction in overall course numbers.

To allow the training pipelines to run smoothly, reduce the number of ‘legacy’ personnel and satisfy as many personal choices of sub-specialisation as possible, there will be some changes to the way personnel are currently streamed.

From September 1 all warfare specialist personnel who complete Phase 1 training will be awarded the sub-specialisation of AWT – unless they are selected for electronic warfare training.

Ratings will continue to wear the WS branch badge with no star until they reach operations as an AB1.

Ratings who subsequently wish to be streamed to AWW or UW will be awarded the appropriate sub-specialisation upon receipt of an eC240 by the branch manager or completion of a related TEM.

Those already in the Fleet who have not been streamed will be awarded the sub-specialisation of AWT unless they submit an eC240 or have completed an appropriate TEM for UW or AWW.

A list of courses qualifying for the award of the under/above water warfare sub-specialisation are contained in RNTM 206/15. Ratings will be informed of their sub-specialist stream via email to their DEPCO.

These necessary changes mean that all personnel can be streamed immediately, either to their chosen sub-specialisation or the sub-specialisation to suit the TEMs they've attended.

This will also allow personnel to be streamed while they are AB2s, although they will continue to wear the AB2 WS branch badge until they reach operations as an AB1.

While branch managers will do their utmost to accommodate personnel in the sub-specialist trade they desire, the requirements of specific trades and fluctuations in the need to support the overall manning situation mean it will not always be possible.

Ratings not selected for their preferred trade may request a branch transfer to their chosen branch in accordance with the procedures contained in BR3.

The overall effects of these changes seek to increase overall job satisfaction as more personnel will be streamed to the sub-specialisation of their desire.

Individuals will suffer less churn resulting in increased stability in the early stages of a person's career ultimately reflecting in improved operational capability for Fleet units.

Information on the revised streaming processes can be found in RNTM 205/15 and another RNTM with additional information on the pipeline training will be published in the near future.

If personnel have a specific question about the processes or the changes they should contact the branch manager through their departmental co-ordinator.



ME and WE to the rescue

THE RNR Engineering Branch is now in full swing supplying WE and ME engineering aid to the Fleet.

And just to prove the point are POET(WE) Lee Jones (NHS Wales) – on the left of our picture, above – conducting defect repairs on HMS Cattistock's Satellite TV system with CPOET (WE) Andy Ryan-Page (MCTA C2).

This was part of the WEO (reserve) handover to deputy WEO (reserve) on the Hunt-class minehunter, where the recently-formed Engineering Reserve Branch (ERB) provided eight weeks of manpower OPDEF cover in the busy period leading up to ship's staff moving onboard, covering until the regular DWEO joined the ship.

The ERB has already this year provided marine manpower to HMS Monmouth and RM Tamar and weapon engineering to Cattistock.

The ERB is meeting required recruiting targets, drawn from ex-regulars rejoining and from the preferred method of seamless transfer, which is a request to join the ERB before your TX date (the end of the current engagement), removing the ex-regular fitness, medical and security hurdles.

Anyone interested in joining the RNR Engineering branch or seeking further information should contact CPO Andy Ryan-Page, Portsmouth/Faslane ERB Trademaster (email NAVYMR-KINGALFREDENGRN@mod.uk), WO1 Dicky Bays, Devonport/Bath ERB Trademaster (email NAVYMR-VIVIDENGSUPCO-ORD@mod.uk) or WO1 Paul Jones, seamless transfers enquiries, (email [NAVY PERS-RES FF ENG WO \(Jones, Paul WO1\)\)](mailto:NAVY PERS-RES FF ENG WO (Jones, Paul WO1)))).

Post service extended

THE MOD has extended its service to families to send more free letters and parcels to loved ones on deployment.

In response to feedback received from personnel, the MOD has widened its Enduring Families Free Mail Service since September 1.

A dozen additional operations and deployed units/

ships have been added to the scheme, entitling an extra 1,200 to receive letters and parcels from family and friends for free.

People can send items roughly the size of a shoe box and weighing up to 2kg from one of the 11,500 post offices throughout the UK to UK military personnel around the world.

More flex please, we're British

MANAGING the balance between your personal life and Service commitment can sometimes be difficult. Being able to arrange a slight change to your working pattern can be all that you need to help manage your domestic commitments.

During the 2014 New Employment Model consultation, 75 per cent of Service personnel said they were unaware of the currently available flexible working opportunities.

So, the MOD has reissued the DIN on non-standard working hours and home working for the Forces, which covers:

- Variable start and finish times – having a working day that starts or finishes at different times from the ‘norm’. The individual will still be working a similar number of hours to everyone else;
- Compressed hours – early finishes on a Friday and late starts on a Monday for personnel who need to travel long distances at weekends to home and families, or time away during the week for domestic reasons;
- Home-working – means greater flexibility in meeting your domestic needs if the nature of your work allows.

As part of NEM, MOD has also developed some new paid leave options:

- Call forward of leave – the ability to apply to call forward up to ten days' leave from next year's annual Individual Leave Allowance (ILA) into the current leave year;
- Transfer of leave – if both are serving, it enables spouses/civil partners to transfer up to ten days' leave between each other;
- Enhanced leave – the opportunity to request to take a single block of 50 days' leave

in lieu of 30 days of your ILA after 15 years service.

And clarified the existing unpaid leave options:

- Career intermission – the opportunity to request between three months and three years away from work; it will affect terms and conditions of service (previously known as a career break);
- Unpaid Leave – the opportunity to apply to take additional leave of up to a maximum of 93 days in a 12 month period (currently to be taken in one block) to help cope with a situation not already covered by annual leave, compassionate leave, parental leave, shared parental leave or other authorised absence.

Not every job is going to be suitable for these options – especially if you are deployed at sea or working in a busy operational headquarters.

But if you have completed 26 weeks' paid service, are on the trained strength, not on a training course and have a domestic commitment to meet, you can apply to your CO/LM to work flexibly.

This might be the case for those who are primary carers for young children or for disabled, sick or elderly relatives.

It doesn't mean working shorter hours than your colleagues or getting out of unit duties, but recognises that a slight change to a working pattern could be the help you need to deal with a specific domestic situation.

Speak to your DO/LM if you wish to request to apply for one of the above. If it's not possible to grant your request then you will get a full and fair explanation. Full details and specific qualifying criteria in 2015DIN01-182, 2015DIB/27 and JSP 760.



WELFARE

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A WelComE account card is assigned to you for your entire military career and can be used to access telephone and Internet services whilst deployed.

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Service for new standard

SHIPMATES from Dublin branch gathered at the National Maritime Institute in Dun Laoghaire to dedicate their new branch standard.

The choice of venue was particularly appropriate, as the Maritime Institute is housed in the former Mariners' Church.

Over 100 people attended, including Cdr John Gray, Senior Naval Officer for Northern Ireland, RNA Area 12 president S/M Robert Buchanan and the president and chairman of the RBL in the Republic of Ireland.

At the service of dedication, standards were paraded by Area 12, various RNA branches, the RBL, the Irish Guards Association, the Royal Irish Fusiliers Association and the ROI Branch of French Foreign Legion Veterans.

The old standard was presented to the President of the Maritime Institute by branch president S/M Dermot Stones and chairman S/M Paul Stephenson.

A Certificate of Appreciation was presented to branch standard bearer S/M John Moore in recognition of his long and loyal service.

Victory for 'Snake Eyes'

The annual World Doubles and Singles Uckers Championship was held at the National Museum of the Royal Navy, Portsmouth.

It was not possible to complete the singles competition before the museum was closed.

The game was replayed by the two finalists, Frank 'Snake Eyes' Fowler and David 'Timber Shifter' Clarke at the home of one of the competitors.

The Top Blob Trophy 2015 was presented to Frank as the winner.

Applications for 2016 should be made to Daniel Ball at the museum.

Portland date

A SERVICE of remembrance will take place on Saturday October 17 to mark the anniversary of the HMS *Illustrious* liberty boat disaster of 1948.

The event will take place at the memorial in Portland Marina, Osprey Quay, Portland, starting at 2.30pm.

Sailors were returning to HMS *Illustrious* in Portland Harbour from Weymouth Pier on a stormy night when their pinnace was swamped and sank; 29 men lost their lives in the accident.



Dublin duties Red Ensign is honoured

SHIPMATES from Dublin branch attended the annual ceremony of remembrance and wreath-laying at the Irish National War Memorial Gardens, Islandbridge, Dublin.

The event commemorated all those who lost their lives in the World Wars, in particular the estimated 60,000 Irishmen and women who served and died in both wars.

The ceremony was held in the presence of the Lord Mayors of Dublin and Belfast, members of the Irish Parliament, the Diplomatic Corps, representatives of the Defence Forces, representatives of regimental and veterans' associations, and a considerable number of relatives (pictured left).

This year, for the first time,

shipmates from Dublin were invited to act as ushers at the ceremony, representing the branch well with their immaculate turnout.

Dublin branch, along with other associations, paraded their standards at the ceremony.

Wreaths were laid on behalf of the RNA by National Council Member S/M Ivan Hunter and Area 12 Chairman S/M Robert Buchanan, and on behalf of Dublin branch by S/M Nick Purkis.

The following day, throughout Ireland, the National Day of Commemoration, took place, remembering all those Irish Service personnel who lost their lives in war or while on duty with the United Nations.

RN photos in focus

ROYAL Navy photographers past and present were among 300 serving and ex-Service personnel who marked the centenary of the Defence School of Photography.

Based at RAF Cosford, the now tri-Service school opened its doors to celebrate 100 years of military photographic training.

The Centenary Room serves as a museum, full of extraordinary and historic photographic equipment and iconic images dating from 1894 to the present day.

There was also the chance to view a camera believed to have been used by Sub Lt A P Keep in the real Great Escape; it was used to take the photos of the prisoners to provide fake IDs once they escaped.

Full-time Royal Navy reservist and video instructor at the school PO Pete Smith said: "Being a Naval phot gives me an extremely diverse job."

"I have been hanging out of a helicopter at sea, capturing images of HMS *St Albans*, and photographing the Queen. I would highly recommend this job."

AB Ken Gaunt, 35, graduated from the school last month. The former submariner said: "I have always been interested in photography. Having another 15 years left in the Navy, I wanted to develop my career."

"The photography course has given me the skills and more in order to fulfil my aspirations once I reach my first posting."

Former RN phot Paul Smith, 51, who now works as an instructor at the school, made



● One of the displays marking the centenary of military photographic training

the move to the photographic branch after serving as a steward for nine years.

"I absolutely love teaching and it is wonderful to pass on the skills I have learned to the next generation of photos," he said. "It is very rewarding to think that I play a big part in the

graduates' course. I enjoy the passion and willingness of the students wanting to learn about photography."

The first pioneering military photography work began with No 2 and No 3 Squadron of the Royal Flying Corps presenting First Army Commander Sir Douglas Haig with a detailed picture - including enemy defences - of the Neuve-Chapelle area in France.

The Royal Navy had already been recruiting civilian photographers prior to the Great War and training them at the gunnery and torpedo schools at HMS Excellent and HMS Vernon.

The Royal Engineers had run their first photographic course in 1856 and established a school of chemistry and photography close to their balloon base at Chatham in 1874.

A photographic school was established at Farnborough in 1915, with the Royal Naval Air Service training aircrew and photographers at the Naval Air Station at Chingford. At its peak there were some 60 photographic staff and students working at Chingford.

Before the outbreak of WW2, aerial photographic training was conducted at HMS Peregrine at Ford in Sussex and continued after the RAF assumed command of the station in September 1940.

The School of Photography remained at HMS Peregrine until 1961, when it moved to HMS Daedalus before settling at RNAS Lossiemouth.

In 1972, the closure of Lossiemouth brought about the formation of the Joint School of Photography at RAF Cosford, Shropshire.

Today military photographers learn an array of skills during a 28-week course that equip them to fulfil their careers. They achieve an Advanced Apprenticeship in Photo Imaging and can gain membership of the British Institute of Professional Photographers.

DSOP also provide tailored courses for a surveillance or operational requirement, ranging from four days to three weeks, to all three Services including Royal Marines units, and other government departments.

Tales from Kenya

VETERANS and friends of the RN Training Team Kenya gathered once again in Devon for their annual reunion, where tales of their service in Mombasa during the 1960s and early 70s were retold with the usual exaggerations.

Toasts were made to absent friends (a rapidly dwindling band

but they will be remembered) and to the Queen, and a warm welcome was extended to shipmates from Plymouth branch.

Guest of honour was Hilary Hall, and thanks are due to the George Inn, Plympton, who fitted them in at short notice and made them all feel so welcome before serving an excellent meal.

Remembrance cross

IF RNA branches wish to place a cross in the RNA Garden of Remembrance or want to attend the Field of Remembrance service on November 4 please forward details and ticket requirements to Nigel Huxtable at HQ.

On the day you will also be required to bring a form of ID with you, and you will need to be through the garden gate by 10.15am to muster at the RNA plot, where there will be a short service.

Red Ensign is honoured

A SMALL group of veterans, including members of Woking branch, attended a ceremony in the town to mark Red Ensign Day, in memory of those Merchant Navy personnel who gave their lives during World War 2.

The event was hosted by Woking Borough Council, and a message from the Earl of Wessex was read out by Deputy Mayor Cllr Anne Murray.

The Earl's message reflected the hope that people would support the campaign by Seafarers UK to "remember the sacrifices, salute the courage and support the future of the often unsung personnel of our Merchant Navy."

The raising of the Red Ensign was followed by a minute of silence in memory of those who gave their lives, so that Britain would be fed and its survival ensured.

President is mourned

RAYLEIGH branch is mourning the death of branch president S/M Don Browne.

Don joined the branch in 1997 and held several positions including social secretary, welfare officer and vice chairman, which he reluctantly accepted as he was not one who sought the limelight. In 2009 he was granted Life Membership of the RNA.

As his health deteriorated he stepped down as vice chairman and accepted the position of president.

After a period in hospital he was transferred to Broadlands respite care home in Southend.

Don joined the Royal Navy in February 1942 and demobbed in June 1946.

He received several medals for his time on Arctic Convoys, and the Maltese Cross when his ship, HMS *Manchester*, was torpedoed in the Mediterranean.

Ron steps down

FALMOUTH branch's tireless secretary S/M Ron Burdekin, has stepped down.

S/M Ron took over the role with the branch at a low ebb with declining membership, low funds and facing the loss of its meeting venue.

That the branch is now thriving with a healthy membership, a good social programme and widespread respect is in no small way down to Ron's drive and enthusiasm.

Ron, a Life Member, intends to remain active within the Branch and as Area 4 Chairman.

The new branch secretary is S/M Carol Wright who can be contacted on secretaryfalmouthrna@outlook.com

Store success

BUDE branch set up a meet-and-greet event to raise awareness of the branch and to recruit new members.

Members of the branch set up a stall outside Morrisons in the town and offered several bags of gizzits as well as giving out 30 application forms.

A couple of collection buckets resulted in £520 in donations.

↓ 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



WIN A FAMILY TICKET!

THE ROYAL YACHT BRITANNIA

Home to HM The Queen and the Royal Family for over 40 years, *Britannia* is now a five star visitor attraction berthed in Edinburgh, with five fully accessible decks. For the chance to win, email competitions@tryb.co.uk with the subject line 'Navy News'.

T&C's: One winner will be picked at random and will receive: 1 x family admission ticket valid for two adults and up to three children to visit The Royal Yacht *Britannia* (TRYB). All entrants must have a valid email address. By entering this competition you are opting in to receiving information and offers from TRYB. If you do not wish to receive communications of this kind, please state 'No Communication' in the email. TRYB will always provide recipients with an option to opt out of such marketing communications at any time. Competition closes 30/11/15. The winner will be contacted within 14 days of the closing date. The prize is valid until 31/10/16. There is no cash alternative and the prize is non-transferable. The Royal Yacht *Britannia*, Ocean Terminal, EH6 6JJ. Registered Charity SC028070.



Time for dancing

THE 70th Anniversary of VJ Day was both commemorated and celebrated in Pershore by members of the Pershore & District Royal Naval Association and Royal British Legion.

Special poppy wreaths were laid at the War Memorial in Pershore Abbey by RNA honorary secretary S/M Trudy Burge and on the Commemorative Garden in the Abbey Park by RNA vice chairman Arthur Young.

Arthur then represented the RNA at the annual VJ Day Service at the Burma Star Memorial in Evesham.

In the evening, a 1940's VJ70 Party was organised by Trudy which saw 90 members of the

RNA, RBL and Women's Section join together in Pershore Naval Social Club to be entertained by talented local vocalist Ruby Lamont.

Some of the branch's WW2 veterans were first onto the dance floor and there was lots of singing and Union Flag waving throughout.

The event was held in aid of the Pershore Poppy Appeal and the raffle drew in £210 with a further £84 raised in the sale of the special VJ70 Poppy Pins.

Pershore & District RNA were also represented by Mr Young at the 70th Anniversary of VJ Day Service at the National Arboretum the following day.



Shipmates parade on Whitehall

THERE was an impressive turnout for the RNA's Biennial Parade at Whitehall early last month.

VIPs in attendance included Fleet Commander Vice Admiral Sir Philip Jones, Armed Forces Minister Penny Mordaunt, Minister for Portsmouth Mark Francois and Julian Lewis, Chairman of the Commons Defence Select Committee.

The Chaplain of the Fleet, the Ven Ian Wheatley, officiated for the Service of

Remembrance, while the Sea Cadets provided a combined band – featuring musicians from Herne Bay, Poole and New Romney, with other cadets from Warsash helping out with the ceremonials.

Captain Sea Cadets Capt Phil Russell was also amongst the invited guests to see the youngsters represent the Corps in style.

The serving Royal Navy was represented by a platoon of Service personnel from HMS Collingwood and Sultan.

And overseas interests were supported by the Irish Naval Association and comrades from Belgium.

Sister groups marching included the Type 42 Association and the HMS Ganges Association.

On completion of the parade, the standard bearers, officials, shipmates and VIP guests took the opportunity to discuss the morning's events over some refreshments – and the odd tot or two – at the Civil Service Club in nearby Great Scotland Yard.

RAFA supported

MEMBERS of Rayleigh RNA supported colleagues at a service held by the RAF Association and Air Crew Association.

Chairman Jim Hammond, vice chairman Terry Barker, Phil Edwards, standard bearer David Bishop and secretary Alan Booth attended the service at the Living Memorial, Rettendon.

The service, at the RAF memorial, was conducted by the Rev Padre Robert Magor. Among those present were representatives from the now-disbanded local RAFA and the Paras Association.

Following the service chairman Tony Reekie read out a light-hearted poem and then invited those present to view the RNA and Royal Navy memorials before making their way to the NAAFI.

The RAF contingent was so impressed they are thinking about adding a flagpole to their memorial, and the Paras have approached Frances and Peter Theobald with a view to having a memorial, as well.

Group for carrier sailors

THE HMS Bulwark, Albion & Centaur Association seeks personnel who have served at any time on the former carriers R06, R07, R08 and the current Albion and Bulwark, L14 & L15.

Annual Membership is £10 for full and associate members. – enquiries to treasurer Keith Harris (01489 895202) or secretary Denis Askham (01226 384283) or see www.bulwarkassoc.co.uk

£50 PRIZE PUZZLE



THE mystery ship in our August edition (right) was HMS Belton, which ran aground in the Hebrides in October 1971.

The correct answers were provided by J Brennan of Wiltshire, who wins our £50 prize.

This month's ship (above) was launched on the Clyde in October 1967 and played a prominent role in the Falklands Conflict, particularly in South Georgia.

That was partly down to the notable work carried out by her Wessex helicopter.

The destroyer was sold to Chile a couple of years after the Falklands Conflict, and was towed away for scrapping at the end of 2010, while the Wessex became a museum exhibit.

(1) What was her name, and (2) what was the name of her Wessex helicopter?

We have removed the ship's pennant number 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.

The closing date for entries is November 11.

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 December edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 248

Name

Address

My answers: (1)

(2)

War victims saluted

ROYAL Navy submariners from Clyde Naval Base travelled to Dundee to honour the sailors and commandos who were lost on wartime operations.

Dundee hosted the 2nd Submarine Flotilla from 1939 to 1940, and from 1940 the 9th Submarine Flotilla made their home in the city.

Made up of an international force of British, Free French, Dutch, Norwegian and Polish crews, the 9th Flotilla were joined in the summer of 1944 by Russian submarines as they united in their mission to curb the Nazi menace.

The memorial service was held at Dundee's City Quay, home to a striking memorial to the 296 British and Allied sailors and commandos lost on operations.

Joining the Clyde submariners were veterans and diplomatic representatives from the six nations that made up Dundee's wartime flotillas.

Capt Paul Dunn, Captain of the Faslane Flotilla, said: "Submariners the world over share a special bond that is forged by common experience and by the dangers and hardships of serving beneath the waves."

"The submariners from HM Naval Base Clyde, today's home of the Submarine Service, view it as a huge honour to be included in Dundee's memorial service to those sailors and commandos who never returned.



● Lt Cdr Jonathan Lewis, Executive Officer of HMS Vigilant Starboard, oversees serving submariners from Clyde during the service

Picture: LA(Phot) Nicky Wilson

"Those still on patrol will never be forgotten."

Dundee-based submarines were patrolling the North Sea before the outbreak of World War 2 and a new shore base was commissioned as HMS Ambrose in April 1940.

Submarines operating from the Tay were involved in some of the most daring patrols of the war at sea – enemy warships and supply convoys were attacked, minefields laid and agents, saboteurs, commandos and

supplies dropped deep inside enemy-held Norwegian fjords.

Two illustrious submariners have been remembered in the names of new Australian submarine rescue ships.

The first, MV Besant, is named after Lt Cdr Thomas Besant RN, the CO of HMAS AE1 when she was lost off the port of Rabaul, then New Britain, on September 19 1914 with her entire crew.

No trace of AE1 has ever been found, and the Royal Australian

Navy has never given up trying to locate her.

The second ship is named after Lt Cdr Henry Stoker DSO RN, the CO of HMAS AE2.

The boat was involved in the search for the ships of German Von Spee's China Sqn, in autumn 1914 and was later the first Allied submarine to pass through the Dardanelles to the Sea of Marmara, being scuttled after suffering battle damage – her crew became prisoners of war.



The King is (almost) dead Sailing masterpieces

THE impending retirement of the Fleet Air Arm's greatest helicopter and the end of more than 60 years of dedicated search-and-rescue duties by the RN has been the cue for a wave of nostalgia this year.

We've seen final displays by the Jungle Sea Kings at Yeovilton, a final fly past by 771 NAS around south-west Cornwall and a good smattering of farewell appearances at air shows across the land.

This end of an era – the Mk6 submarine hunter went a decade ago, SAR duties end on New Year's Eve, the Jungle is retired at the end of March (the Baggers will be the last to go in 2018) – has also provoked wistful tomes from authors.

The latest in Haynes' ever-popular Owners' Workshop Manual series focuses on the **Westland Sea King HU Mk5 SAR** (£25, ISBN 978-0-85733-5050), a 160-page tribute to the search-and-rescue variant which has been in service since 1988.

It's penned by Lee Howard who works at Yeovilton and is an aviation photographer, historian and enthusiast – we've used a good number of his images down the years.

The result – as you'd expect from the Haynes stable – is an A-Z of pretty much everything you'd want to know about the legendary helicopter short of being a pilot, observer or technician.

Profusely illustrated with drawings, diagrams, a myriad of colour photographs of the Mk5 (or sections thereof) in its trademark red-grey paint scheme – gloss signal red and gloss medium sea grey, for the record – the manual is a very detailed look at all aspects of the helicopter, from the technical side of how it works, through to the human element of operating and maintaining it.

Given it's been the workhorse of the Fleet Air Arm for nearly half a century, only 164 were built for the RN. Collectively they've flown more than one million hours (that's over 125 years...). Three quarters of the SAR fleet have more than 10,000 flying hours under their belt.

Sea King is very, very analogue. It's knobs, dials and switches, levers, old-school artificial horizons – no 'glass cockpit' with full computerised displays here like on the Wildcat and Merlin Mk2.

And yet, the aircrew can run through all the pre-flight checks – known as 'cocking' apparently – in just 11 minutes (and, if pushed, can get that down to just six).

Once fired up, the two Gnome engines get through 50 to 60 gallons of fuel for every hour airborne – enough to empty the tanks of five family cars.

And then we're off. When it comes to the actual rescue – anything from a child with a bit of Lego stuck up its nose (yes, really) to a merchant ship in distress – while the winchman invariably performs the physical act, there are 24 people – pilots, observers, engineers, weather forecasters, air traffic controllers, survival equipment specialists and fire-fighters – behind him or her.

Back at base at Gannet or Culdrose, for every hour in the air, the Sea King needs around 40 'man hours' of maintenance on the ground – and there are 100 manuals to assist the team with maintenance.

But then the Sea King traces its history back to the late 1950s. Back then your dad tinkered with the car on the driveway. These days he'd lift up the bonnet and simply scratch his head and decide to take it to the dealer.

Before you think this purely a technical tome aimed at the aircraft enthusiast community, the human element is far from overlooked. There are first-hand accounts of some of the Mk5's more dramatic rescues, such as the Boscastle floods in Cornwall back in 2004 and avalanches in the Highlands, while pilot Lt Mark Barber provides a cockpit view of the experience of flying a Sea King.

David Morris' **Royal Navy Search and Rescue: A Centenary Celebration** (Amberley, £17.99 ISBN 978-1-4456-34630) continues the life-saving theme, but casts its net beyond the Sea King to embrace all things which fly and have saved the lives of mariners.

Like His Majesty's Pigeon No. NURP/17/F/16331. Thanks to him (or her) the crew of a flying boat which went down in the North Sea during a Zeppelin patrol in September 1917 were saved.

Four homing pigeons were dispatched by the downed crew; one made it to the beach near Yarmouth and promptly died from exhaustion – but having delivered his SOS. HMS Halcyon located the stricken flying boat and towed it back to base.

Flying boats were the mainstay of SAR duties until the advent of the helicopter – and the rescues by first-generation whirlybirds were a very precarious affair (among the methods tried was a rope ladder lowered from the cockpit and a net slung beneath the helicopter to scoop someone up).

Modern SAR as we know it really begins with the North Sea floods in 1953, but the service was born out of the need to pick up pilots should their aircraft crash upon take-off or landing from a carrier. Helicopters hovered a short distance away on 'plane guard' duties, ready to move in should there be a crash. They were eternally grateful for it. The helicopter, the Navy's greatest test pilot Capt Eric 'Winkle' Brown recalled, was "a gift from Heaven for search and rescue work". And how, as dramatic images reproduced in this 130-page paperback show.

This lively book largely charts the RN's search and rescue story chronologically with the aid of the aircraft prevalent at the time – the author is curator of aircraft at the FAA Museum – and a good smattering of memories.

But helicopters not painted red and grey (or red and blue from 1966 until the mid-80s) are just as capable of saving lives: the crew of the Oriental Falcon owe their existence to the Wasp of HMS Yarmouth which responded when their ship was driven aground near Hong Kong in 1972. Despite the challenging conditions of a near-hurricane and the helicopter's tiny capacity, every man aboard was saved.

The Oriental Falcon rescue underlines the ability of the aircrew – men and women, in the words of Capt Brown, "of iron will and stout courage" – and the readiness of the RN to respond to save life at sea, right up to the present-day operations in the Med, whether they are full-time SAR fliers or a ship's flight.



OCTOBER 15 will see the publication of two magnificent new books on the Royal Navy in the late 18th and early 19th Centuries.

I was lucky enough to be sent pre-publication proofs, writes Prof Eric Grove, which means that, although I have read both works I cannot comment on the details of the final production. Nevertheless I have seen enough to make judgements on the quality of the authors' excellent analysis of their subjects.

The first is **The Struggle for Sea Power: A Naval History of American Independence** (Allen and Unwin, £30 ISBN 13-978-1848878464) by Sam Willis. Sam has recently made a name for himself both in print and on television as a leading naval and military historian and this new book will add to that high reputation. He points out that this war was "the greatest war of the age of sail" involving 22 separate navies on five different oceans as well as lakes, rivers, streams and swamps. There were more fleet actions than in any other war fought by some of the largest fleets that were ever formed as well "as some of the strangest and most eclectic fleets in history, including one that was taken to pieces, dragged 12 miles over land and then rebuilt and launched on a lake."

Despite the large amount of work on the maritime side of the war, as Sam says "no attempt has yet been made to unite or combine these many themes into a comprehensive narrative naval history of the war." As a result, he argues, the role of maritime power in the war is underestimated. It is common knowledge that the British defeat at the Battle of Chesapeake Bay led to the débâcle at Yorktown, but this book shows how sea power influenced the entire war. What Sam has set out to do "is to provide the reader with a proper maritime and naval context within which to place the more widely-known battle of the Chesapeake." By doing this he hopes "to demonstrate that sea power did indeed influence the American war, but not in the way that one might suspect."

His approach is comprehensive – summed up by the contemporary usage of "command of the water" rather than "command of sea". Fighting on lakes and rivers he argues demanded "the ultimate test of seamanship." He also emphasises the stories of all the participants in the war from the Dutch to the British East India Company's Bombay Marine, from the Russians to Native Americans. He argues that his "major departure from previous approaches" knits together all the watery theatres into a connected narrative of a major world war where the mere fear of the arrival of a fleet could have significant politico-strategic effect. He also demonstrates the important amphibious dimension of 'land' campaigns in pre-railroad North America.

At the heart of the Willis analysis is the paradox that a global great power like Britain, which grew stronger as the war went on could be defeated by a relatively small group of colonists. The answer, of course, is the intervention of France – moreover a France possessing a navy of a quality unparalleled in its history. The hard lessons of defeat in the Seven Years' War had been learned and the French Navy was, at least at first, usually excellent in ships, sailing, tactics and, most important of all,

● Emanuel Gottlieb Leutze's famous oil painting of Washington crossing the Delaware – an iconic (and decisive) moment in the American Wars of Independence



gunnery. This swung a conflict in which maritime power played a fundamentally key role. The author argues that "not only does a study of sea power in this period help us understand the events that led to American independence, but it also helps us to understand sea power itself and the way it has influenced history, for ultimately, this was a war at sea that encourages us to think about what war at sea actually is."

The book is in four parts. The first covers the rebellion in the colonies in 1773-5, the 'civil war' of 1776-7. Then there was the escalation to 'world war' in 1778-80 and the final achievement of American independence in 1781, although the growing naval weaknesses of the French undermined their position in the peace talks which allowed Britain to maintain its position in the West Indies and curtailed French ambitions. The limits of the American concept of 'liberty', that was essentially racist, is demonstrated in the positive British attitude towards liberated slaves. When the fleet evacuated New York they carried former slaves once owned by those hypocritical enthusiasts for 'liberty' George Washington and Patrick Henry. As I said to my (somewhat shocked) American students at Annapolis, it was we British who held the moral high ground in this war.

As for the conduct of the war, the author points out it was a chapter of accidents on both sides. "The Americans, French and Spanish were exceptionally lucky that their continued misreading, misunderstanding and mishandling of sea power did not lead to failure during the war, and the British were exceptionally lucky that their misreading, misunderstanding and mishandling of sea power did not lead to even greater losses in America. The entire British Empire was left hanging on a thread on several occasions. By placing blind faith in a poorly-understood system," the author concludes, "all parties in this war repeatedly exposed themselves to disaster."

Sam's command of the facts is generally very sound, but there is one surprising mistake. He – like many others, it must be admitted – has fallen for the myth of the actual existence of Bushnell's purported submarine, Turtle. The late Richard Compton-Hall knocked that story firmly on the head some years ago. I have recommended Sam to read that source, although it is probably too late to alter the book. The Turtle was a typically skilful piece of American propaganda.

The Struggle for Sea Power is

remarkable for both the depth and scope of its analysis and well worth the price of £30 in hardback.

In **Nelson's Wake** (Yale, £25 ISBN 978-0-300-20065-2) covers the Royal Navy and the Napoleonic Wars. It is by James Davey, curator of Naval History at the National Maritime Museum and author of previous books, notably on sea power and supply in Northern Europe from 1808 to 1812. One of the major theses of his latest work is the limits of Trafalgar in completing the Royal Navy's role in the defeat of Napoleon. This does not mean that the author neglects the Trafalgar campaign, or the battle itself, indeed his account of both is accurate and up to date.

As well as pointing out – as I always do at Trafalgar Night dinners – that the War of the Third Coalition was lost on land in 1805 at Ulm and Austerlitz, Davey also explains the limitations of the victory in purely maritime terms: "Trafalgar did not give the British an overwhelming superiority at sea. The capture and destruction of so many enemy ships temporarily removed British inferiority in numbers, but at the end of 1805 there remained over 75 ships of the line in enemy ports, all of which continued to pose a threat.

"France remained the second naval power in Europe, with other nations' fleets within its grasp. Access to naval stores and seagoing experience remained significant problems that France struggled with until the end of the war. However, in the months after Trafalgar the British could not prevent French fleets from going to sea. Moreover, Napoleon's reaction to Trafalgar was to embark on a prodigious shipbuilding programme with the ambitious goal of producing 150 ships of the line – enough to make up for operational inadequacies the crews might have. More surprisingly, by 1812 he was coming close to achieving this figure. Trafalgar had not ended the war at sea; on the contrary, it was only just beginning."

This is on pages 112-113. The rest of the 320-page book covers the key roles of the Navy in the rest of war. Chapter five covers the war in the Atlantic 1805-1807, including Duckworth's victory at San Domingo and the apparently-successful but ultimately-disastrous campaign in and around the River Plate. Chapter six, 'The Elephant and the Whale', discusses the standoff between Britain victorious at sea and Napoleon on land



in 1806-7. The author covers Sydney Smith's actions in Italy. His view of this ebullient officer is rather more critical than this reviewer's, but that is fair enough. This period also saw Duckworth's naval advance on Constantinople and the beginning of serious economic warfare between the two sides in the conflict. The chapter concludes with the attack on Copenhagen, whose ruthlessness made Denmark an enemy for the rest of the war and the evacuation of the Portuguese royal family from Lisbon.

The author is well placed to write the next chapter on 'Production, Prisons and Patriotism' which covers naval infrastructure, the imprisonment of French seamen and the way the Royal Navy caught the popular imagination. The book goes on to cover the

Royal Navy's support for the Army in 1808-9, evacuating Moore from Corunna and making the ill-fated attack on Walcheren and Antwerp.

Chapter ten covers economic warfare and the defeat of the Continental system. Not only did this lead to catastrophe for Napoleon in Russia, but the author clearly makes the point that Napoleon's mistaken policies and the Navy's efforts in the war led directly to Britain's post-war commercial and maritime supremacy.

The author skilfully weaves the war of 1812 against the USA into the whole story, although he is a little pessimistic in his assessment of the war that was pretty much a British victory. The next chapter, 'Boney All at Sea', covers the Navy's role in the final defeat of Napoleon from 1808 to 1814. It includes the controversial battle of Basque Roads, the crucial naval support to Wellington in the Peninsula, Britain's increasing domination of the Adriatic and the containment of the French Mediterranean Fleet.

The book concludes with an epilogue covering the '100 Days' from Napoleon's escape to Elba to his defeat at Waterloo and his very apposite arrest by HMS Bellerophon. The author points out how Wellington's line of retreat was guarded by the Navy if things had gone awry in the last battle; Britain's Army continued to remain vitally dependant on the Senior Service.

In *Nelson's Wake* is another truly masterly piece of work. Its pages of end-notes attest to its author's impeccable scholarship.

Both these books – which even at full price are excellent value – ought to be in everyone's naval library.



Jutland flags uncovered

SCORCHED by fire, blackened by soot and cordite, this is the battle ensign of the Royal Navy's greatest 'castle of steel', last seen flying from HMS Warspite as she clashed with the Germans at Jutland.

Historians in Portsmouth are examining the silk standards flown by some of the 150 British warships in the terrible battle ahead of putting them on display at centenary commemorations next year.

The 100th anniversary of the May 31-June 1 battle will be the main event of the Royal Navy's World War 1 centennial commemorations, with services and acts of remembrance taking place across the British Isles and in the North Sea, including the opening of cruiser HMS Caroline – the last RN survivor of the battle – in Belfast.

The National Museum of the Royal Navy is staging an exhibition on the battle and has been digging through its archives and stores in Portsmouth for relics.

The curators came across several battle ensigns – considerably larger than the standards normally flown by warships – which were designed to make vessels more easily identifiable in the fog of action.

"It has been really exciting to have the opportunity to examine these naval ensigns in detail – it's the first time in years they've been taken out of the museum store and they have not been flown since the Battle of Jutland," said Victoria Ingles, senior heritage projects officer at the museum.

"Now we need to work out how we can safely display such large and delicate items in our exhibition next year."

The Jutland ensigns found in storage range in size between 148 square feet down to just 15½ square feet.

They belonged to battleships Warspite (suffered heavy damage and 30 casualties) and Bellerophon (unsathed), battle-cruiser Indomitable (severely damaged battle-cruisers Seydlitz and Derfflinger), destroyers Marksman and Obsolete, and cruiser Warrior (lost June 1 1916).

Jutland remains the greatest naval battle fought in European waters in the age of steel and iron. The RN lost twice the number of men and more ships than their foe, but the Germans concluded they could never seriously challenge the British naval presence in the North Sea again.

Shortlist success

THE Naval Servicewomen's Network has been shortlisted for the Civil Service Diversity Awards in the Employee Network Excellence Award category.

First Sea Lord Admiral Sir George Zambellas said: "The fact the Network is a contender for Civil Service Diversity and Inclusion Award is recognition of their work within the Royal Navy, and also their leadership across defence and the wider public sector."

The awards ceremony will be held on October 13.

Memphis-bound

THE answer to the Memphis competition in our August edition was Egypt – and the winner of tickets to the West End musical *Memphis* is L Randall of Hayling Island in Hampshire.

Reunions

November 2015

The Royal Naval Electrical Branch Association is having a refit. It has been in dry dock for a little while now with the crew doing minimal tasks just to keep the ship alive whilst the refit is taking place. The function of the refit is to bring the association up into the present day and to take it well into the future. The association covers anybody who had the distinctive flashes on their badge and 'played with electricity' at any time and in any mode from 1946 when the Electrical Branch was founded, almost 70 years ago. The reunion is from November 27-30 in Portsmouth. It will include the AGM, when two serving Royal Navy officers will welcome them into today's Royal Navy and when all will be revealed... Membership details from members@rneba.org.uk RNEBA reunion details from enquiries@iowtours.com Why is there a refit? Many associations are folding because of either the age of the members or the circumstances of the founding of the association. Things change, and the refit will ensure that the RNEBA is fit to continue for the next 70 years. Contact Mike Crowe at mike.crowe1@btinternet.com or visit www.rneba.org.uk or write to RNEBA, 7 Heath Road, Lake, Sandown, Isle of Wight, PO36 8PG.

March 2016

Royal Naval Engineer Association 25th annual reunion on March 18-21 at the Royal Beach Hotel, Southsea. New members welcome. Monthly news sheet for 'out-of-towners'. Details from Bob Styants at bob.styants@btinternet.com or tel 0121 422 4115.

April 2016

HMS Newfoundland & HMS Kenya veterans' annual get-together will be held from April 8-11 at the three-star Carlton Hotel, Torquay. This invitation is open to any shipmate, Royal Navy or Royal Marines, who has served on board and is also open to those who have not been members of the past associations and those who have served in other ships of the Colony class. There are no official meetings, only trips ashore, lamp-swinging and a gala dinner. Details are available from Alan Waite at alan04@live.co.uk or tel 01162 833266.

May 2016

Bulwark, Albion & Centaur Association: The 2016 reunion weekend is booked for the Bosworth Hall Hotel and Leisure Spa, Market Bosworth, Warwickshire, from May 6-8. Please contact the Secretary, Denis Askham, at DnsAskham@aol.com or tel 07773 651213 for details.

HMS Saintes Association reunion will be held at the Coniston Hotel, Sittingbourne, Kent, from May 6-9. All members, guests and former shipmates are sure of a warm welcome. Contact Ron Miles on 01404 43177 or write to 38 Cypress Close, Honiton, Devon EX14 2YW.

June 2016

HMS Sirius F40 1966-93: 50th anniversary of commissioning reunion at HMS Drake on June 18 2016. Details available at www.hmssirius.info or on the Facebook page *H M S Sirius* (make sure you leave the spaces), or contact Andy Ayres at andrew.ayres519@mod.uk or text only to 07813567184.

August 2016

WRNS: A 50th anniversary reunion is planned for all women who joined the WRNS during 1966. An event is to be held on August 12 2016 in Portsmouth. If you would like to join in, and/or know anyone else who would like to, please contact either Barbara Cotton (nee Binks, Victory 206), tel 07889 836610, email barbaracotton46@btinternet.com or Maxine Higgins (nee Parish, Theseus), tel 07718 744714, email maxine.higgins@yahoo.co.uk Organisers are looking forward to renewing and making new friendships.

HMS Valiant: The 50th anniversary reunion and celebrations will take place in Plymouth Naval Base and HMS Drake on August 13, 2016. The proposal is to have a ceremony on the jetty next to the submarine Valiant. On completion there will be a reception and buffet lunch at the Senior Rates' mess. There is an indoor and outdoor bar, and in the evening will be a small buffet supper. The event is open to everyone who served on HMS Valiant

College receives RN charter

THE University Technical College Plymouth celebrated its second birthday with the presentation of a charter signed by the First Sea Lord.

The college works with local and national employers, focusing on helping engineering students to apply theory to real-life projects, getting to grips with the latest in cutting-edge technology.

It's one of five UTCs now affiliated with the RN as the Senior Service places added emphasis on the importance of engineering – both the weapon and marine arms.

Entries for the Deaths and Reunions columns, and for Swap Drafts, in November's Noticeboard must be received by **Oct 7**

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.

throughout her career. The day is intended to be a family affair to be enjoyed by all. Please indicate your wish to attend and numbers to reunions@wearehmsvaliant.com or write to Valiant Reunion, Suite 403, Claymore House, 145 Kilmarnock Road, Glasgow G41 3JA, so that regular updates regarding hotels and arrangements can be sent to you. Please include when you served on board HMS Valiant, plus what department, and your contact phone number.

September 2016

The HMS Lincoln Association from the 1968/69 commission are planning their 2016 reunion in the ship's namesake city. On September 12 1970 the ship's company having marched through the streets were given the Freedom of the City. The association are now in the planning stages of returning for a reunion in July 2016, and early indications are that the city authorities are delighted it's going to happen, and joint events are being organised. The association would like to hear from any ex-Lincoln crew members from both commissions and, of course, any who took part in the Freedom of the City march, who would either have been 1968/69 commission or the 1970/71 commission – there was a mixture of personnel from both. They are invited to contact Mike (Yorky) Sutcliffe at hmslincoln@yahoo.co.uk or telephone 01282 618751 to see if they would like to join in with this rather special reunion event.

Deaths

Capt Colin P Lawrence. HMS Norfolk, Dryad, Bulwark, Ark Royal, Scarborough, Barossa, Victorious, Gambia, International Military Staff Brussels and CinCFleet. August 16. Aged 79.

Capt Andrew C Adams RD RNR. List 1. HMS President. August 15.

Capt Robert H Arnott RD* RNR. List 1. August 28. Aged 92.

Surg Capt Donald C McNutt. HMS Collingwood, Daedalus, Fulmar, President, Hermes, Ariel, Saker, Albion, Seahawk, Curlew and RNC Greenwich. August 19.

Cdr John C Edmonds. HMS Maidstone, Victory RNB, Agincourt, President, Phoebe, Tamara, Berwick, NATO and MOD Plans Div. August 17. Aged 94.

Lt Kenneth G Lindfield. HMS Dryad, Bulwark, Pembroke and Eagle, September. Lt Cdr Jim Atkinson RNR. Joined the RN during WW2 and drafted to HMS Roberts. After leaving RN he joined the RNR and in 1962 joined Sea Cadets, becoming skipper of Methil unit until retiring in 1993. He took up the post of president of the unit until he died August 1. Aged 89.

Thomas 'Tommy' 'George' Hay CPO Cook. Served 1946-68 HMS Victorious, Singapore and HMS Pembroke (Chatham), then served 1968-86 in the RFA as Chief Purser on board RFA Tarbatness, Tidepool, Tidresing, Resource, Regent and Lyness. August 11. Aged 85.

Walter 'Curley' Taylor CPO. Served 1949-74 in HMS Bermuda then HMS Resolution. March 28. Aged 82.

Bernard 'Bernie' Wilcock CPO. Boy seaman in HMS Howe 1942 (Russian Convoys), Chief GI in HMS Morecambe Bay (Korean War) and Mentioned in Despatches. HMS Morecambe Bay Association. September. Aged 92.

Mary Howie Wren Chief Radio Supervisor. Served 1950-75. HMS Mercury, Seahawk, President, Gannet, Dauntless, Falcon, Sanderling, St Angelo, Warrior, Terror, Mercury, August 24. Aged 89.

Albert Charles 'Derby' Allen CPO AE FAA. Served 1948-70 HMS Ariel, Gamecock, Nuthatch, Hornbill, Warrior with 811 NAS (1953-54 Korean War), RAF Benson, Fulmar, Falcon (Malta), Osprey 737 NAS and Heron 766 NAS. Three drafts to HMS Hermes with 892 NAS and Daedalus. RBL. August 2. Aged 85.

Harry Budden POME. Served in HMS Loch Fada 1956-58 East Indies and Persian Gulf. HMS Loch Fada Association. August 18. Aged 99.

William Frances Boulton ME1. Served 1955-56 HMS Newfoundland also HMS Boxer. Excellent (Fraser Battery), President (Maralinga), Loch Invar and Cavendish. HMS Newfoundland Veterans Association. June 14. Aged 79.

Roger Fry Med Tech(L). Served 1963-82 in HM Submarines Excalibur, Oberon, Conqueror, Valiant, Sovereign and

Ask Jack

Aden Sinking: In 1962 on November 26, Christopher Roddis was serving on HMS Messina, a tank landing craft, and looking forward to R & R in Mombasa. He was asked to report to the Captain, when he was informed that HMS Albion had sunk the tug Sir Tom whilst manoeuvring and leaving harbour. As Christopher was lead diver on the ship he was told to collect his team and assist with the search for the tug. By this time dive teams from other ships in the anchorage were already doing searches. Christopher and his team embarked in an RM LCP and within minutes they had spotted an oil slick and one of the team went down to check it. He tied a line and marker buoy to the tug, and the team radioed back to the ship that they had found the Sir Tom. The next thing they knew was that the local Green Parrot was speeding towards them, pulled alongside them and the admiral aboard told Christopher that his team would be staying to salvage the tug. All other dive teams returned to their ships. Christopher's team started the following day and their first job was to enter the tug to find and recover any crew – only five of the seven men on board Sir Tom were recovered. Because there were missing crew they had the local police chief on board their barge to ensure that no photos were taken and to receive any crew recovered. As they were unable to take photos Christopher has nothing to show his children/grandchildren and wonders if any reader has photos of this incident that he could acquire? Contact Christopher at cr.salt@hotmail.co.uk or

write to Calle de la Fuente Del Cerro 8, 29200 Antequera, Malaga, Spain.

RFA Argus: Trying to contact Cdre Chris Craig, writer of the book *Call for Fire*. Steve and Laura Way would like to contact him – if you know of his whereabouts, please contact them on stephen.way@btinternet.com or telephone 01752 959669.

HMS Lively: Seeking photos and documents. I am currently undertaking family research on my grandfather who was killed onboard HMS Lively on May 12 1942. I am trying to find out if there are any more photos in existence of Lively and her crew besides the five that I have found online so far. Or try to find any of the crew of the other destroyers attacked on the same day; three out of the four destroyers were sunk. I am trying to gather as much information as possible on Lively, especially of the original crew and their descendants in an effort to gather as many photos of Lively and her crew before all is lost. So if you are reading this and survived the sinking of Lively or are descendants of Lively crew, I would appreciate you contacting me. Email LiverpoolFamilyResearch@hotmail.com or write to 9 McKenzie St, Runanga, Westland 7803, New Zealand.

HMS Sturdy: Jock Watters served as a telegraphist in HMS Sturdy in the Far East and Australian waters 1944-45. He would be very pleased to hear from any crew. He is 91 and there may be others surviving. Contact R 'Jock' Watters, RSL Unit 16, 3 Creal Street, East Mackay, Queensland 4740, Australia.

Splendid. Barrow-in-Furness Submariners Association. August 1. Aged 72.

Alan 'Randy' Randall L/Seaman RP2. Served as postman on board HMS Albion 1968-71 commission. August 17. Aged 67.

Harry Foster Radar/RP2. Served in HMS Newfoundland 1944-46. HMS Newfoundland Veterans. Aged 89.

Alan 'Slinger' Woods Officers Steward. HMS Loch Fada Londonderry Squadron May to December 1946. Loch Fada F390 Association. June 20. Aged 90.

Peter Cameron. August 11.

Michael 'Jock' Innes AB QA2. Served 1963-74 HMS Ganges, Cambridge, Carysfort, Excellent, Galatea, Lochinvar, Forth and Argonaut. September 5. Aged 68.

Antony Ronald 'Ron' George Jarvis AB (RP). Served 1946-54 HMS Loch Alvie, Surprise, Howe and in Malta. September 1. Aged 86.

Royal Naval Association

Bryn Chard. Joined 1942 as a gunner but demoted to junior gunner when discovered he was 16. Served in destroyers (Med and Home Fleet) then joined HMS Cavendish (Far East). At liberation of Singapore 1945 and of neighbouring areas. Founder member Cardiff RNA. August 22. Aged 89.

Alan Saunders RM. Served 40 RM Cdo 1942-46. Survivor of Dieppe Raid and severely wounded in Sicily 1943. First batch of RM Commandos and member of Association until disbandment. Member of Blind Veterans UK, Llandudno RNA and RMA North Wales branch. August 3. Aged 92.

Alan Sheppard RM. Served 1939-51 RMB Stonehouse, HMS Renown, Anson, London (part of bodyguard for Winston Churchill), RM battalion (116th RM Bde) landed in Scheldt, Holland and fought through to Berlin, Occupation Force Germany/France. Discharged 1951 as experienced miners were required to work in coal mines. Rockingham & District Western Australia branch. August 27. Aged 95.

Ernest 'Ernie' Plumb. Served 1943-47 in HMS Cockade 8th Destroyer Sqn (Far East China Station); visited Hiroshima shortly after the Japanese surrender. Burma Star Association, RBL and secretary of former Northwich RNA. August 8. Aged 88.

Alan John Carr Coder. Served in HMS Jutland, Plym, Campania (witnessed Bikini atom bomb test) and Manxman; also RNAS Hornbill and Goldcrest. Maidstone branch. August 11. Aged 84.

Association of Royal Navy Officers and RNO

Capt Nicolas 'Nick' R E Harrap. Entered Dartmouth 1976 and served in HMS Orkney and Ambuscade before specialising in submarines 1979. As Navigating Officer he took part in operational patrols in HM Submarines Otus, Revenge and Superb; Onyx as 1st Lt, Executive Officer of Torbay (89-92) and CO of Upholder (92-94). Promoted Commander 1997, he served as CO of Spartan (97-99) then at Fleet HQ (SWO FOSM), MOD (Resources and Programmes). Promoted Captain in 2003 he served as FOST North, MOD(DIS), ACT Norfolk (DACOS Int) and BDLS

Washington (NGA). Retired November 2014. August 12. Aged 56.

Cdr John W Endicott. HMS President, Excellent, Cumberland, St Angelo, Falcon, Mercury II, Chequers, Ajax, Min of Tech, Min of Aviation and MOD Naval Ord. August 11. Aged 96.

Lt Cdr John M C Fenton DSC. HMS Highburton, Neptune, Dolphin, Phoenix, Jupiter, Theseus, Porlock Bay, Artful, Talbot, Seraph and Diomedea. August.

Lt Cdr James E Rowe. HMS Caledonia, Rooke, Sultan, Ganges, Sanderling, Goldcrest, Excellent, Mercury, Crossbow and Fisgard. August 2. Aged 89.

Lt Cdr Duncan C Simmonds. HMS Invincible, Mercury Andromeda, Dryad, Ajax, Jersey, London, FOSF, FOF3 and Navy Liaison Officer to JTFH4 USN. August 17. Aged 64.

Lt Cdr John H T Willcocks. HMS President, Victory RNB, Daedalus and RN Hospitals Plymouth and Gibraltar. August 4. Aged 93.

Lt Frederick 'Eric' Langtree Walker RNVR. Published his book *The Life and Times of Eric Walker*. August 21. Aged 94.

Lt James 'Jim' or 'Guns' N Manson. Joined as Boy Seaman aged 15 in 1947 and promoted SD 1959. HMS Impregnable, Nepal, Cardigan Bay, Diana, Rothesay, Tartar, Ghanaian Ship Keta, exchange 1944-65. Recalled to Reserve as Lt Cdr, Naval Control of Shipping, Pitreavie as AJLSO. Member HMS Cardigan Bay and HMS Diana Associations. August 31. Aged 84.

Fleet Air Arm Association

Graham Wood LA(AH). Served 1958-67. HMS Daedalus, Gamecock, Seahawk, Fulmar, Victorious, Gannet, Albion, Ark Royal and at Boscombe Down. Daedalus branch. May 2.

S/Lt (P) David Spalding RNVR. Served 1942-46 in 753, 752 and 45 NAS. Daedalus branch. 2014. Aged 90.

Brian Carter A/POEL(A). Served 1946-54. Daedalus branch. April 2.

Sports Lottery

August 8: £5,000 – LH T Barnes; £1,800 – Cpl M Harding; £800 – PO D Goldsworthy; £600 – CPO N Wiggins; £500 – LH J Smith; £400 – AB2 A MacQueen.

August 15: £5,000 – LH J Paxton; £1,800 – LH J Coupland; £800 – CPO R Callander; £600 – Lt Cdr A Morse; £500 – LH M Lambert; £400 – AB1 M Parr.

August 22: £5,000 – LH M Sutcliffe; £1,800 – WO2 C Halls; £800 – Lt Col O Todd; £600 – AB2 L Osborne; £500 – CPO C Cochran; £400 – CPO A Taylor.

August 29: £5,000 – AB D Longhurst; £1,800 – PO K Walsh; £800 – AB O Threlfall; £600 – AB T Windsor; £500 – LH C Millington; £400 – Mne D Hardware.

September 5: £5,000 – AB S Henton; £1,800 – LH D Little; £800 – AB A Coyle; £600 – Cpl D Boere; £500 – CPO A Cooper; £400 – Cpl R Seats.

Story of Harrier carrier

THE full story of Britain's last 'Harrier carrier' is told for the first time in print this month in a limited-edition book celebrating the career of HMS Illustrious.

Maritime author and photographer Richard Johnstone-Bryden – behind praised histories of the Royal Yacht Britannia, Ark Royal IV (of *Sailor* fame) and wartime destroyer HMS Cavalier – charts the full and varied life of Lusty from her birth in the late 1970s through peace, war, evacuations and humanitarian operations to her decommissioning in the summer of 2014.

Working with the National Museum of the Royal Navy, the author has ploughed through the archives for hitherto-unseen photographs, documents and reports.

He's also interviewed former crew from every one of her COs down to the junior ratings, personnel from the embarked air squadrons, and the men who toiled to build her on the Tyne at the Swan Hunter yard 35 years ago.

Some of those interviewees were invited as guests at an official launch for the book at the Princess Royal Gallery in Portsmouth Historic Dockyard as *Navy News* went to press.

The book – *HMS Illustrious (V), 1982-2014* – will be available from the museum shop and website at shop.nmrn.org.uk/products/hms-illustrious-v-1982-2014 and via stores such as Maritime Books and Nauticalia, priced £25.

Just 750 copies have been produced; we'll be reviewing one of them next month.

As for Lusty herself, she remains in Portsmouth Naval Base while awaiting a decision on her fate.

Museum's million

THE Mary Rose Museum at Portsmouth Historic Dockyard welcomed its one millionth visitor following its opening just over two years ago.

Peter and Cathy White from Devon were presented with a Mary Rose decanter by Rear Admiral John Lippiett, Chief Executive of the Mary Rose Trust, and given a special tour of the museum.

Since opening, the museum has won over 20 awards for excellence in design, construction, exhibition, conservation, visitor experience, education and innovation.

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Duke recognises Alex's dedication

BRITAIN'S Lord High Admiral – better known as the Duke of Edinburgh – presents the Sword of Honour to RN student Alex Ward at Welbeck Defence Sixth Form College's annual inspection day.

The 94-year-old royal was the guest of honour, inspecting cadets and taking the salute during what is the highlight of the college's year.

The duke, VIPs and parents were treated to a parade by more than 300 cadets, accompanied by the Band of Her Majesty's Royal Marines Portsmouth and a flypast by a Hurricane of the Battle of Britain Memorial Flight.

Eighteen-year-old Alex, from Filey in North Yorkshire, received the sword in recognition of her all-round ability during her upper sixth year at the college, demonstrating academic commitment, officer potential and physical fitness.

The teenager is the third recipient of the title and is being sponsored by the RN through the Defence Technical Officer and Engineer Entry Scheme.

She plans to go to Loughborough University to read aeronautical engineering. Then the plan is to head to Dartmouth and begin a career in the Senior Service as an air engineer officer.

"I'm absolutely ecstatic to have received this award from the Duke of Edinburgh – it is an honour I will never be able to repeat, and I am thrilled that I have had this opportunity," said Alex, who only completed her A-Levels shortly before the inspection day.



Our friends from the North (West)

ENJOYING a look around the new flagship of the SCC just days before her first operational voyage are Sea and Air Cadets from the North West.

Nearly 100 youngsters from North West Area Sea Cadets, including six Merseyside Wing Air Cadets, headed south for a week-long summer camp in Portsmouth, making use of accommodation offered by HMS Bristol at Whale Island. Cadets enjoyed ship-board life in Bristol's messes, working as crew to achieve all the week's objectives.

The programme of activities laid on included trips to Portsmouth Historic Dockyard to learn about the Royal Navy's history and tradition, compare their bunks with those aboard Warrior and Victory and immerse themselves in the world of the 21st Century RN at Action Stations.

Although the week was too windy to get afloat initially, it calmed as the camp progressed to allow a convoy of Champs, dorys and RIBs to cruise across the harbour for a visit to the recently-commissioned Sea Cadet flagship, TS Royalist. Her permanent crew enthusiastically showed off the new tall ship and cadets returned from camp already requesting voyages.

Other visits allowed cadets to explore the New Forest, discovering the wild ponies and the reptile centre, while thrill-seekers headed for Paulton's Park, near Southampton. A day at the Kingswood multi-activity centre on the Isle of Wight provided team challenges and puzzles followed by supper on the beach with chip butties.

Thirty-four adults, including DJ Frank who provided the Camp Disco, gave up their free time to support the camp.



● RM Cadet L/Cpl Liam Tracey inspects Devonport Naval Base – including flagship HMS Ocean – as the John Jerwood leaves Plymouth

Brittany's piers a hit with cadets

SEA and Royal Marines Cadets from Norwich (TS Lord Nelson) spent a week at sea taking TS John Jerwood from Plymouth to Brittany and on to the Channel Islands.

It took 15 hours to cross the Channel and cover the 120 or so miles to the fishing village of Piampol, roughly half-way between St Malo and Brest, after a battering from a north-westerly Force 6 which took its toll of every soul aboard.

The next leg of the French adventure was a quick – and nice and calm – hop along the Breton coast 40 miles west to Saint Cast where beach sports were laid on (the RM Cadets took the rounders title 12-10, the Sea Cadets triumphed 10-7 at football).

Another short trip along the north coast of Brittany took the John Jerwood to the historic port of St Malo, where the training ship passed through the lock and into the inner basin for a berth alongside the old city walls.

After winding their way through the narrow streets the cadets reached the beach and made good use of the tidal swimming pool for a couple of hours.

If it's Thursday it must be Jersey...

Another early start readied the ship for the four-hour journey



● Enjoying some beach fun in St Cast

to the Jersey capital of St Helier – although there was next to no time to enjoy the Channel Islands.

On arrival, the cadets refuelled the John Jerwood and spent the following few hours cleaning her ahead of their last night aboard and return to the UK.

It was to Poole, not Plymouth, that the youngsters, led by Lt (SCC) Derek Grieve RNR and PO Adele Austin, returned – minus the training ship.

She was left in St Helier for the next group of cadets, while the team from Norfolk sailed by ferry.

Before leaving, John Jerwood's captain said a few words to the

cadets, praising their exceptional behaviour and the way they had performed their duties – so well that each one received award certificates and badges.

The four-hour sea trip to Poole was uneventful and calm. Several cadets were bored as there were no watches to keep, no lookout, wheelhouse, chart-work, engine room or galley duties to perform.

"I would like to take this opportunity to thank the permanent crew for all their hard work," said Lt Grieve.

"The food was exceptional, and the staff worked very hard to assist and teach the cadets up to the required standard allowing them to gain their target badges."

Cadets have fun at Clyde



● Cadets aboard an offshore raiding craft

CADETS from Hull and Filey accompanied Bridlington cadets on their 11th annual visit to Clyde Naval Base.

Over five days the cadets experienced boat trips with Royal Marines on offshore raiding craft patrolling Gare Loch.

They also witnessed an MOD Police demonstration, visited the Northern Diving Group bomb disposal unit, visited HMS Vigilant and took part in a sports afternoon against students from Submarine Qualification Group (North).

The cadets will return the favour to SQM(N) when personnel attend Bridlington's Remembrance Day parade next month.

The affiliation between SMQ(N) and Bridlington was set up in 2004 when Lt (SCC) MA Barmby was serving in the RN.

Veterans' organisations, cadet forces and RN personnel get the chance to exchange experiences and stories each November.



Doncaster assist in river drama

THERE were paramedics, fire engines, police cars, even a police helicopter bringing unexpected drama to a Tuesday night parade evening for the Doncaster unit.

Cadets had just returned to their classes after stand-easy when the unit's boss A/PO (SCC) Heather Blades noticed police officers dashing across the car park at the Chappell Drive HQ towards the River Don.

There had been reports a couple of children had jumped into the water off a bridge close to the unit, prompting a large turn-out from the emergency services at the cadets' base.

The youngsters and instructors offered immediate assistance, ferrying three firefighters and two police officers to the area around the bridge courtesy of the unit's Viking RIB.

Training officer PO (SCC) Michael Horsfall and OC Taylor Burton, 14, and Cadet Connor Whittaker, 13, assisted the team and took charge of the powerboat to get everyone there safely.

The two police officers praised the cadets for the way they conducted themselves in an emergency situation.

Luckily the SOS turned out to be a false alarm as the police found and spoke to two children who matched the description, so no one had entered the water.

"We were able to show our cadets why we teach them about water safety because, if not, situations like this may arise and end up with a lot of people from all different services out helping," said Heather.

Into the wild blue Honda...

Sea Cadets from Southwark and Crawley rose to the challenge at the Thames Valley regional final of the RYA Honda Youth RIB contest near Staines.

The competition takes the form of a time trial around a set of markers.

The slalom buoys are set 12.5m apart so that skill and control – and not necessarily speed – are the most important factors.

Each competitor has two runs, one practice, one 'hot lap'. Both runs are timed and the fastest time is put forward.

There were lots of medals to be won, and first place in the junior section went to Southwark's Kirk Cole, who earned himself a place in the national final at Southampton Boat Show.

But TS Cossack also excelled in the senior section with Harry Tutt finishing second, Andrew East third and Callum Peek fourth.

At the national final the winner of the eight to 12 age group will win a Honway T40 RIB with a Honda BF20 engine for their club, organisation or training centre, while the winner of the 13-16 group will win a Highfield 460 RIB with a Honda BF50 engine.

Watch it – a new boat in the water

IS IT a boat? Is it a submarine? No, it's quite obviously an elaborate raft.

The Royal Navy-recognised **1st Watchet Sea Scout Group** from Somerset pulled out all the stops to raise money for the RNLI at the institution's Minehead Raft Race.

The unit's leaders and instructors used timber and plastic barrels to create a (rough) replica of an S-class submarine, modelled on the craft which were the backbone of the Silent Service from the 1930s through to the early 60s.

Having built HMS Sea Scout (she really did exist, and was the only boat to bear the name...) in a local farmer's barn, the intrepid crew from the Sea Scout group took their place on the start line at Minehead Beach.

The Submariners' Prayer was read by former deep Peter Lancaster, followed by a prayer to inspire the crew, written by the founder of the scouting movement Lord Baden-Powell. Two of the youngest members

of the Sea Scout group, Beaver Scouts Ethan and Emma, then blessed the boat.

Having primed the scaled-down 3in gun the crew fired a 'shot' (banger) which was mistaken by the other rafters as the starting signal and the race was on!

The team were placed 11th overall – slowed down by distractions while navigating Minehead Bay such as firing torpedoes, cannon and small arms – but they did lift the 'House Doctor's Cup' for the best fancy dress raft for the second year running (in 2014 they dressed their raft as an 18th-Century frigate).

Flushed with triumph, HMS Sea Scout has since been ploughing up and down the Bristol Channel and around Watchet Harbour, used by Scout troops' boating evenings over the summer.



Towering displays by Corps bands

AROUND 150 Sea Cadets from across the UK gathered in London for their annual band competition – where they were joined by a handful of youngsters from across the Atlantic.

Ten Sea Cadet bands, soloist drummers and buglers performed in the Moat of the Tower of London close to the Tower Hill entrance, watched

by thousands of supporters and tourists.

Buglers and drummer soloists started the programme at 9.30am on the green next to the Byward Tower, attracting onlookers.

By midday the ten bands were taking to the moat for the marching band competition.

Also at the event were the William Diamond Junior Fife and Drum Corps, from Lexington Massachusetts – a youth band created to promote the study of music and history among youngsters and to perpetuate fife and drum music – a distinctive Colonial New England sound where musicians, dressed in period costume, play traditional instruments.

The band was visiting England as guests of a number of bands, and were officially thanked by Captain Sea Cadets Capt Phil Russell (below).

The winners were:
Best Solo Bugler (Silver Bugle Trophy): LC Charlotte, Sutton Coldfield;

Best Solo Drummer (Alan Wain Brass Drum Trophy): LC James, Portland;

Best Dressed Band (City of Plymouth Cup): South West Area Massed Band;

Best Original Composition (Seamans Cutter Cup): Poole;

Best Cadet Drum Major (Director's Award): LC Fionnuala, Sutton Coldfield;

Best Corps of Drums (Haynes Shield): South West Area Massed Band;

Best Marching Display (Display Trophy): South West Area Massed Band;

Best Musical Display (Summer Shield): South West Area Massed Band;

Best Bugle Section (The Bugle Section): South West Area Massed Band;

Runner's Up to Best All Round Band (The Runner Up): Weston-super-Mare;

Best All-Round Band (Eason Bassett Goblet): South West Area Massed Band.

Regatta squads excel

THE SEA Cadet Corps' national celebration of watersports excellence attracted some 450 competitors to London Docklands for the National Combined Regatta.

Held on the waters of Royal Victoria Dock, the event saw keen competition between the six area teams – so keen that when the final results were in two teams could not be separated; Eastern and Southern Areas shared the laurels.

The winners were:
Boys Junior Paddlesport (Nottingham Cup): Southern Area;

Boys Open Paddlesport (Mike Poole Cup): Eastern Area;

Girls Junior Paddlesport (Barbara Simpson Cup): Northern Ireland;

Girls Open Paddlesport (Ulster Cup): Southern Area;

Overall Paddlesport (Antrim & Down Cup): Southern Area;

Cross Stream Trophy (Admiral Bell Davies Cup): Southern Area;



Boys Junior Rowing (Ridgewell Cup): Southern Area;
Boys Open Rowing (Hornblower Cup): Stratford Upon Avon (South West Area);
Girls Junior Rowing (Wain 1999 Cup): Bangor (Northern Ireland);
Girls Open Rowing (Burton Cup): Henley (Southern Area);
Overall Rowing (Dawson Cup): Southern Area;
Rowing Boat Handling (Mitchell

Cup): Salisbury (Southern Area);
Sailing Boat Handling (P&O Trophy): Boston (Eastern Area);
Power Boat Handling (Stirling Wheel): Nottingham (Eastern Area);
Overall Boat Handling (Stena Sealink Cup): Eastern Area;
Junior Mixed Yole (Junior Mixed Cup): Salisbury (Southern Area);
Open Mixed Yole (Open Mixed

Cup): Salisbury (Southern Area);
Single Open Boys Yole (Single Open Boys Cup): Wakefield (Eastern Area);
Single Open Girls Yole (Single Open Girls Cup): Peterhead (Northern Area);
Overall Yole (The Badger Cup): Southern/Northern Area;
Overall Combined Regatta (Navy League Cup): Eastern and Southern Area.



Hong Kong once more on song

THIS is the impressive sight of more than 600 cadets on parade in Hong Kong as the former colony hosted a summer camp for the 47th year running.

Shatin Youth Village was the venue for the camp, which saw 550 cadets from Hong Kong and 80 from the UK, US, Canada, Singapore and Korea enjoy four days of activities including skill training programmes, leadership, and teamwork.

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● Members of the Armed Forces with Rangers personnel, including assistant manager David Weir, second left, and manager Mark Warburton, third left, during the day at Ibrox
Pictures: CPOA(Phot) Tam McDonald

Tribute from terrace

MORE THAN 300 Service personnel, including 50 members of the Royal Navy and Royal Marines, were the honoured guests of Rangers Football Club for their match against Livingston at Ibrox.

Connal Cochrane, the Rangers Charity Foundation Manager, extended the invitation on the day the club paid tribute to HM Armed Forces. As part of the event, military stances from all three Services were in attendance with a co-ordinated

collection in support of the Armed Forces Charity.

The afternoon began with both teams being led onto the pitch by members of the three Services and the ball being presented to the match officials by L/Cpl Aries, Sapper Price and L/Cpl Smith, who had abseiled into Ibrox from the top of the Sandy Jardine Stand.

At half-time, sixteen representatives of the Armed Forces, led by the Royal Navy, were paraded onto the pitch to receive a standing ovation from the 48,500 crowd.

A Rangers representative said: "It was our pleasure to host Armed Forces Day at Ibrox and to welcome so many brave and dedicated Service personnel and veterans. We urge all supporters to show their appreciation for those who are the true heroes in life."

"We also warmly welcomed a number of veterans from Erskine and from the Glasgow's Veterans United programme, which is being funded by Help for Heroes and delivered via our Football in the Community programme."



● CPO Michael Mitchell watches as Michael Atherton interviews England skipper Alistair Cook

Guarding the Ashes

A SMALL team of military personnel from the Royal Navy, Army and RAF added a colourful spectacle to the fifth and final Ashes test at The Oval in London.

Forming a guard of honour to captain Alistair Cook's successful England team, the Military Service stewards lined a route to the Ashes trophy at

the close-of-play ceremony.

"It really is a privilege to be here when the Ashes are presented to the England team," said Royal Marine C/Sgt Pete Wooldridge from the RNR Air Branch.

"It's hard work over a season of stewarding at Lord's and The Oval, but the rewards make it all worthwhile."

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Gibraltar rocks for hockey players

THE Royal Navy women's hockey team had a successful tour of Gibraltar, followed by the RN/RAF Senior Men's hosting of a preliminary round of the National Men's County Championships at HMS Temeraire.

The RN entertained Hockey for Heroes, the Hockey playing arm of H4H in their ten-day, 33 match, three peaks fundraising challenge.

The Portsmouth Islanders held their 43rd annual festival at Temeraire with the RN Under 25s squad and United Services men's and women's teams all in contention for finals placings until the last stages – when all three were pipped at the post.

The Lt Cdr John Gawley Navy Cup competition reached its climax with West winners HMS Drake and BRNC Dartmouth travelling to Portsmouth for the finals.

HMS Drake finished third with a 2-1 victory over BRNC while HMS Nelson beat Collingwood 1-0 in the final.

A few days later RAF Brize Norton overcame Nelson and the Army winners, 7 Signals Regt to win the Cup.

An Armed Forces festival of hockey was held over Armed Forces weekend with six matches in Portsmouth involving the Combined Services Seniors, Combined Services Under 25s, the Army, the Combined Services NORDICS and the newly-promoted Hampshire League Club United Services Portsmouth.

Three matches took place to mark the 350th anniversary of the formation of the Royal Marines.

The RM Under-25s took on an RN side, followed by a Combined RN/RM team playing a Welsh over 55 side.

After the games a new International Honours Board was unveiled, bearing the 40 names of RN and RM hockey players who have represented their country since 1908.

United Services Portsmouth Masters Team hosted the England Over 60s Masters (LX CLUB) team – also going to the World Grand Masters event in London – at Burnaby Road and ran out 2-1 winners.

The RN Inter-Command Indoor will be at HMS Collingwood on October 7-8 and the Inter-Service indoor and Inter-Service Command Indoor Tournament will take place at Aldershot on November 11-12.



Gemma aiming for Tokyo games

ROYAL Navy Leading Hand Gemma Dacey aims for a spot in the Great Britain archery team at the Tokyo 2020 Paralympic Games.

Gemma, who is serving with Hasler Rehabilitation Unit in Plymouth, suffers from back and leg pain as a result of complex regional pain syndrome.

She was among a group of hopefuls who gathered at Devonport for an archery-

training weekend organised by Archery GB and Help for Heroes.

"I feel at home when I'm on the archery range," said Gemma. "It's the only time I feel like me."

"It requires so much mental concentration and I don't feel awkward. It's nice to finally have something to concentrate on after being told you can't do the sports you

used to do and love."

The two-day archery camps have taken place at all of the Help for Heroes' recovery centres. Those who show potential will continue with an assessment.

Archery GB Performance Director Sara Symington said: "We hope to unearth the next tranche of talent for Tokyo and beyond."

Navy win as 'slow' Army pay penalty

THE Royal Navy Ladies XI took the honours at the Inter-Service 40 over cricket competition.

The RN, with an innings of 294-2, despatched the RAF (97-9) to earn their spot in the final against the Army at RAF Vine Lane, Uxbridge.

Three Army wickets fell in the first nine overs and the Army then had five run-outs to end their 40 overs at 162-8.

Navy openers Lt Emma Boswell and LH 'Loogie' Worsfold put on 102 before Worsfold was caught attempting another six.

The Navy wickets began to tumble in quick succession with the run rate slowing considerably. In the closest Inter-Service for many years it was up to ET Ellen Bloxham to steady the ship.

The Navy Ladies required seven to win off the final over.



● RN Ladies celebrate taking a wicket Picture: Christopher Yarrow

With only one run and two wides it appeared the Navy had fallen short of victory by four runs.

However, the Army snatched defeat from the jaws of victory – they had not managed to bowl their overs in the allotted time and the tournament referee penalized the Army by awarding

the RN six runs, in accordance with the tournament rules.

A total of 165-7 and a victory for the RN for the first time since 2012.

RN Ladies then looked to do the double and claim the T20 trophy after beating the RAF in the opening match to set up a

final with the Army.

The Army won the toss and put the Navy in to bat. Another successful opening partnership between Lt Boswell and LA Worsfold ensued and at the end of 20 overs the Navy had reached 109-3.

Army wickets tumbled. Another close game with MA 'Hawkeye' Bennett ensuring another deadly run-out, valuable wickets by LET(WE) 'Eric' Pope and Worsfold to set up a tense ending. The match, however, went to the Army, who reached the Navy's total with an over to spare.

The Navy awarded Caps to LT Nat Burns, MA Abi Bennett, ET Ellen Bloxham, LET Allannah Pope and LCT Jess Brooks.

Anyone wishing to play ladies cricket next season should contact Emma.Powell153@mod.uk or Sharon.Malkin593@mod.uk

Hockey players wanted

NEW players are being sought by United Services Portsmouth Hockey Club.

Both the men's and ladies' teams were promoted last season and the masters' side are holding steady at the top of their game.

Members from the Royal Navy and the Royal Marines Band Service have ventured abroad with the Royal Navy Ladies Hockey Team tour to Gibraltar.

The continued link between USPHC and the RN Ladies Hockey Team has proven to be a great relationship.

USPHC provides the RN Ladies with regular games and coached training sessions throughout the season alongside many of their RN teammates.

In return, talented RN Ladies bolster the ranks of players providing USPHC with a high standard of hockey.

The same can be said of the relationship between the Royal Navy Under 25's Hockey Team and USPHC, with many of the RN side upping their match experience playing for the club.

Coaching is also a shared affair, with the Royal Navy's senior men's side and USPHC both drawing on the experience of the same qualified coach.

"Many military personnel see committing to a sports club as unrealistic and unachievable because of the job they do," said USPHC's Recruitment Secretary, "but at USPHC many of our members are serving so train and play whenever they can."

Aiming high

NAVY climbers are urged to take part in a festival of climbing at Snowdonia on October 9-11.

The event will feature climbing and mountaineering development and experience as well as coaching and training at all levels.

A guest speaker will address the Saturday night informal dinner.

Accommodation is at the JS Mountain Training Centre Indefatigable and transport is arranged from HMNB Portsmouth and Plymouth.

For further details email agm@climbnavy.com

Defence cup

THE International Defence Rugby Competition takes place from October 8 to 29.

Matches will be held in Portsmouth, Aldershot and RAF Halton with the semi-finals and final at Harlequins RFC ground, The Stoop, Twickenham.

Visit www.idrc.org.uk

Close contest for annual trophy

THE golf team from the Naval Regional Command Northern England took on The West Lancashire Golf Club for the annual Capt Johnnie Walker Cup competition.

Started in 2014, the competition is named in honour of Capt Frederic 'Johnnie' Walker CB, DSO, who was famed for his U-boat hunting exploits when sailing from Liverpool during the Battle of the Atlantic in WW2.

Supported by RNRMC, this was the second time the competition had been played and, once again, The West Lancashire team were victors.

The West Lancashire Golf Club has close historic links with the Royal Navy.

With their club house being used as an Officers' Mess during the war, many of the Royal Navy Officers serving on ships running in and out of Liverpool would

use their facilities when resting between actions during the Battle of the Atlantic.

Captaining the Navy side, WO1 Ian McGinn led the visitors out and won his match two and one, shooting an impressive 74 to beat West Lancashire's talented captain Neil Dalton.

Following on were WO1 Jack Russell, CPO Dave Patterson and WO1 Laurie Moody, who all halved their matches to keep the RN one up with only two matches remaining.

Unfortunately, CPO Graham Clayborough and WO2 Pat Jones faced the talented tail end of West Lancashire's team and lost what turned out to be closely-fought matches.

On completion of the match, the West Lancashire team returned to the Naval Regional HQ at HMS Eagle for a BBQ and presentation of the cup.



● Neil Dalton receives the trophy from Cdre Gary Doyle

Festivals encourage women to take part

MORE than 90 players took part in the final Female Fives football competition held in Portsmouth.

The project allows for Royal Navy and civilian sides to play in a round-robin tournament once a month. The team with the most points after all competition dates wins.

HMS Collingwood and Lipson Ladies won their respective leagues.

The next Female Fives starts this month in Portsmouth and Plymouth. The RNFA will also be running a one-off five-a-side tournament in Scotland.

The Female Grassroots Sports Festival has also been launched to increase participation in football, hockey and netball.

The first festival took place at HMS Raleigh where the hosts were victorious in all three sports. The player of the festival was ET(WE) Kath Hunter.

Team Charlie won the hockey and football at the HMNB Clyde festival, with Team Medic winning the netball. Player of the festival was AB Kelly Pye.

HMS Temeraire hosted the eastern festival, where HMS Sultan won all three sports and AB Sophie Roche was player of the festival.

To find out more about female football opportunities contact the Royal Navy FA Football Development Officer Sophie Davis at sophie.davis@navyfa.com or call 02392 573032

Serving up a stunner at Wimbledon

ROYAL Navy tennis player Sub Lt Devarun Chowdhury is pictured in action on the hallowed turf of Wimbledon for the Inter-Service championships.

The BRNC-based officer was among the Senior Service players who produced play worthy of the All England Club to take the title for the first time in five years.

The Royal Navy men were at the centre of the victory, stunning the Army and RAF with five wins on the first day.

The Army hit back on day two but the Senior Service responded with two superb victories in the final round of matches to take the crown by one point.

Debutant James Herbert got the Royal Navy off to a great start with a straight-sets win in two matches.

Day two saw the turn of the doubles players, with the RN needing four victories from nine.

James was joined with Nathan Jackson as the duo won the first point of the day and the pressure was on both in the final rubber which they needed to win – and did.

The Royal Navy Ladies Team battled for second place in their competition with a strong Army team clinching the crown.

The senior competitions fought over



● First Sea Lord Admiral Sir George Zambellas presents a tennis tie to Sub Lt Devarun Chowdhury

three pairs of doubles play and produced another crown for the Royal Navy with the women's team triumphant in a close-quarters contest with the Army and RAF.

The senior men, with First Sea Lord Admiral Sir George Zambellas gracing the court, found the wily veterans of the other two services too strong with the Army claiming the title with a dominant display.

Pictures: LA(Phot) Guy Pool



Maroons in the pink

THE Maroons of the Royal Navy Western Command overcame the Blues from the East to record only their second victory in the history of the RN Rugby League State of Origin match.

The teams met at Headingley Stadium, home of the Super League club Leeds Rhinos, to compete for the QinetiQ Origin Trophy.

Led by LAET Ben Taylor, the Maroons were first to score as Cpl Steve Riley crossed the line and AET Sam Carter converted.

The Blues responded with captain ET(ME) Mike Haldenby touching down. The first half ended 10-6 to the Maroons.

The second half saw AB Manoa Satala sprint for the line following a pass from AB Darren Bamford for the Blues.

The Maroons then scored 18 points with tries from Carter, Riley and AET Tommy Wilkinson. Carter converted them all.

The match looked beyond the Blues at 28-8 but two late tries from AB Ryan Matthews gave them hope but it was not to be as the Maroons recorded a 28-16 victory.



● LAET Ben Taylor has the ball for the Maroons

Super start to contest

ROYAL Navy Rugby League powered to a great start to this year's Inter-Service series with three wins out of three over the RAF at RAF Cranwell.

The Senior team led by LAET Mark Robinson retained the Dog Watch Trophy – but more importantly secured an away victory over the RAF, a feat that had eluded the Brothers in the eight previous fixtures over 16 years of Inter-Service competitions.

The match had barely got into its stride when there was a lengthy break in play whilst RN Prop Sgt Rob Conde was treated for a serious leg injury.

However after this break the RN ran in two quick tries both to ET Mike Haldenby assisted by his centre partner Logs Sili Buinimasi out on the right wing.

The RAF clawed their way back into the game by half time though scoring two converted tries to lead 12-8 at the break.

The RAF were stunned by another RN score

almost from the kick off in the second half; this time it was Buinimasi himself who scattered the RAF defence to score after taking a superb pass from skipper Robinson. A good conversion from AB Darren Bamford eased the RN ahead 12-14.

The mid section of the half belonged entirely to the RN with a brace of debut tries for RN hooker Mne Andy Kay either side of a great solo effort by full back Bamford.

As the game drew to a close the RAF touched down for two consolation tries and a conversion for Cpl Si Wray. The game finished 22-32 to the RN.

Earlier in the day the RN ladies took part in a three team nines competition against the other Services, claiming a good win over the RAF but despite a great showing were beaten by the speed of the Army wingers.

More success followed when the RN Academy maintained their dominance of this fixture beating the RAF Academy 22-20.

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Marines victors in mat finish

A ROYAL Marine has the upper hand during the first Inter-Service **Brazilian Jiu-Jitsu** championships. He was one of 27 Royal Marines who made up the 28-strong Royal Navy and Royal Marines Brazilian Jiu-Jitsu side.

The sport is divided into two categories – Gi (where competitors wear judo-style uniforms) and No Gi (competitors don shorts and rash-guard tops). Brazilian Jiu-Jitsu is currently in its infancy across the Armed Forces and made

its championship debut at the Inter-Service Martial Arts Championships at RAF Cranwell. The Army went into the contest as favourites with the Royal Marines progressing with some excellent techniques. The contest ended with the

Absolute Final, after which the RNRM team were crowned champions. The Army finished second with the RAF third. Anyone interested in the sport should contact their unit PTI or call C/Sgt Sam Sheriff at 40 Commando on 93780 4293.

Sporting quest by cadet

A ROYAL Navy Officer Cadet selected for the Great Britain Women's American Football squad, is hoping to bring the sport to the Navy.

OC Hana Rabuzin, who is currently under training at Britannia Royal Naval College, became interested in the sport after watching the Super Bowl.

The 28-year-old said: "I saw the game and instantly knew I wanted to play, so I joined the London Warriors Youth Team at age 17."

Hana, who originally hails from Croatia, came to the UK 18 years ago and is now a British passport holder.

She joined the Royal Navy in May 2015 and is a graduate of Kingston University where she studied Aerospace Engineering and Astronautics.

Hana said: "I had been considered for the GB squad on two previous occasions but at the time I was going through the Royal Navy selection process so I was unable to go."

Arriving at Britannia Royal Naval College for her 30-week initial naval training course, Hana mentioned her desire to attend this year's Diamond series when the GB squad for the European Championships would be selected.

"I was so pleased the Royal Navy let me go and was then delighted to be selected," she said.

Hana was among the squad of 45 who took part in a series of training camps in preparation for the European Championships in Granada.

The GB team qualified for the World Championships in 2017 and Hana is hoping to be selected for the squad.

"I want to bring the game to the RN. It takes time to establish teams because of the sizes of squads and the equipment required, but I've signed up for a 12-year career and I believe it can be done."

Reservist handed three trophies by British sailing star

Rachael reigns

ROYAL Naval Reservists took to the water to battle for ten sailing trophies at the annual Maritime Reserves Sailing Regatta.

The trophies were presented by round-the-world yachtswoman and honorary Cdr Dee Caffari, who said: "It is a privilege to be here to present these awards, well done all of you for your commitment and the passion you obviously all have for sailing."

Caffari is the first British sailor to have sailed single-handedly and nonstop, around the world in both directions, and the only woman to have sailed nonstop around the world three times.

The first trophy presented went to HMS King Alfred reservists Rachael Asquith, who was at the helm of their dinghy, and AB Will Pook who was her crew.

Rachael was also presented with the Whaler Inter-Divisional Cup for the best female helm during the two days of the regatta.

Rachael, who is a civil servant and lives in Fareham, and Will, who is a school teacher at Churcher's College in Petersfield, then received their second trophy when they were awarded the third prize for the best overall dinghy crew.

HMS King Alfred's second Bosun-class boat crew were Lt Cdr Andy Jones, a marine operations manager for a dredging firm in Southampton, and Lt Cdr Nathan Ditton from Gosport.

Nathan, who is a civil servant working for the MOD Army Command welfare, said, "This has been a fantastic team-building event, it has been challenging weather, but with determination and a sense of humour it has been great."

The Top Team Trophy – the Tyne Cup was won and presented to Lt Cdr Carl Downing and



● Rachael Asquith and Will Pook in action during the regatta; Lt Cdrs Andy Jones and Nathan Ditton in HMS King Alfred's second boat



● Action from the regatta, which was attended by Dee Caffari



CPO Jan Nurcombe from the Air Branch of the Royal Naval Reserve based in Yeovilton.

The regatta, which is held annually at Whale Island, Portsmouth, is organised and run by the Royal Navy Sailing Centre at HMS Excellent, and this year was hosted by Royal Naval Reserve Unit HMS King Alfred.

LH Rachael Asquith and sailing officer Lt Richard Brooks managed the administration of the event, which saw a significant

increase on the number of entrants taking part, including teams from Bristol and Liverpool University RN Units (URNUs).

This year the Royal Naval Sailing Association donated sailing clothing to add to the haul of prizes and engraved tankards, received with thanks by the winning crews.

Twenty boats, each helmed and crewed by two reservists, took part in a series of races over the two days of racing in sometimes choppy conditions in the harbour.

Life in the Fastnet

RESERVISTS from HMS President, HMS Flying Fox and HMS Ferret took part in the 2015 Rolex Fastnet Race aboard the RNVY Yacht Club's Beneteau 40.7 yacht Volunteer.

Organised by the Royal Ocean Racing Club (RORC), the race celebrated its 90th anniversary in 2015, with a record fleet of 356 yachts from 25 countries competing in the 608 nautical mile race.

The RNR crew comprised of mixed ranks and rates from AB2 to Surgeon Lieutenant Commander, all of whom had been involved throughout the qualification process.

The race began with some very light winds, and Volunteer drifted over the

start line near the southern end, closest to the starting platform. The fleet then split off in two directions, with some hugging the coastline and others, including Volunteer, tacking out offshore in search of some wind.

Passing along the south coast, she was heading for Lizard Point and then edged her way out past the Scillies.

The following day Volunteer rounded Fastnet Rock and made for home, crossing the finishing line in Plymouth 192nd overall and 60th in her class.

Skipper Sub Lt Joseph Macdonald said: "The camaraderie aboard has been great and I've really enjoyed introducing more Reservists to the world of offshore racing."

Title success for Lisa

ROYAL Navy badminton player Surg Lt Cdr Lisa Stevens showed the way at the Inter-Service Badminton Championships at RAF Halton.

Surg Lt Cdr Stevens took the ladies' title after beating Flt Lt Beki Camm of the RAF in two sets, before winning the doubles with Cpl Paula Dale of the RAF.

CPO Gary Pearce took the veterans' title, while Mne Martin Edwards made it through to the men's final, where he was beaten in three sets by Sgt Dave Williams, of the Army.

LWtr Fiona Easton and Band Cpl Lucy Chappell made it through to the semi-final of the ladies' doubles competition.

In the men's doubles Mne Martin Edwards and Mne Nathan Stewart-Walker won all their RAF matches and all but one against the Army.

The Royal Navy team comprised Lt Cdr Tamar Collins, Surg Lt Cdr Lisa Stevens, CPO Gary Pearce, CPO Jo Stephenson, Band Cpl Lucy Chappell, AB Johnstone Tapkey and Musn Natalie Wade, as well as new players Lt Ed Phillips, LWTR Fiona Easton, L/Cpl Tom Roper, Mne Martin Edwards and Mne Nathan Stewart-Walker, who were each presented with their Royal Navy Sports Colours at the end of the week. Overall victory went to the Army.

Anyone interested in getting involved should contact the RNBA Secretary at Joanna.Stephenson189@mod.uk

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SUPERSONIC STATS

ROYAL Navy pilot Cdr Ian Tidball is at the controls of his F-35B for another test flight at Edwards Air Force Base in California. Here's the low-down on the jet.

■ The UK will have two front-line F-35B squadrons – 809 NAS and 617 Squadron RAF, based at RAF Marham in Norfolk. Both squadrons will consist of Royal Navy and RAF personnel and will fly from the aircraft carriers HMS Queen Elizabeth and Prince of Wales

■ In February 2015 the UK's first F-35 squadron stood up at Edwards Air Force Base in California. The historic 17(Reserve) Squadron is responsible for the entire operational test and evaluation of the UK's F-35s

■ The F-35 programme is the largest defence programme in the world. There are nine international partners – the US, Australia, Canada, Denmark, Italy, Netherlands, Norway, Turkey and the UK. Additionally, Israel and Japan are acquiring the F-35 through the US Government's Foreign Military Sales programme



■ Lockheed Martin was awarded the contract for the jet in October 2001.

■ There are three variants of the single-seat, single-engine aircraft: 1. The F-35A is a conventional take-off and landing (COTL) variety intended for the US Air Force 2. The F-35B is the short take-off and vertical landing (STOVL) version and is similar in size to the A variant but sacrifices the fuel volume to accommodate the vertical flight system. It is a dual-purpose aircraft, able to operate from land and sea

3. The F-35C is a carrier version – designed for launch and recovery with catapult and arrestor gear – with larger wings, which have foldable wingtips, as well as a larger tail control area

■ It is powered by a Pratt & Whitney F135 engine. The F-35B also has a Rolls-Royce lift system, comprising



a lift fan, drive shaft, two roll posts and a three-bearing swivel module

■ In July 2007 the aircraft was officially named the Lightning II in honour of the WW2 Lockheed P-38 Lightning and the mid-1950s Lightning supersonic jet built by English Electric

■ The company's chief test pilot, Jon Beesley, made the first F-35 flight in December 2006

■ In 2014 RAF Squadron Leader Hugh Nicols, an instructor pilot, completed the UK's first vertical landing at Eglin Air Force Base in Florida

■ The jet has more than eight million lines of software code; the F-22 – the world's only other operational fifth-generation fighter – uses about 2.2 million lines of code

■ The F-35A consists of 280,000 individual parts while the F-35B is made up of 300,000. The F-35C has 290,000 parts. Despite their differences, the three variants have 80 per cent commonality

■ Since 2010 the F-35 programme

has flown more than 30,000 flight hours, completed more than 65 per cent of its test programme, trained 200 pilots and 1,800 engineers, and delivered more than 140 jets

■ The F-35 – which offers a 360-degree view – will enable pilots to be six to eight times more effective in air-to-air, air-to-ground and surveillance missions

■ Lightning II is the Royal Navy's first fifth-generation fighter. The Sea Harrier was a third-generation jet

■ A continuous burst of 220 rounds will be expended in fewer than five seconds from the Gatling gun fitted in an external pod on the aircraft's centreline

■ F-35 pilots wear bespoke Helmet Mounted Display System helmets (a mould is taken of their heads), which cost around £260,000 apiece

■ RAF Lakenheath in Suffolk will be home to the first two US F-35 squadrons in Europe, with the first aircraft due to arrive in 2020

■ The aircraft is designed to remain in service until at least 2048 – most of those pilots have not yet been born

Length: 15.6m (51.2ft)
Height: 4.36m (14.3 ft)
Wingspan: 10.7m² (35ft²)
Wing area: 42.7m² (460ft²)
Horizontal tail span: 6.56m (21.8ft)
Weight empty: 32,300lb
Internal fuel capacity: 13,500lb
Weapons payload: 15,000lb
Standard internal weapons load: Two AIM-120C air-to air missiles; Two 1,000lb GBU-32 JDAM guided bombs
Maximum weight: 60,000lb
Speed: Mach 1.6 (1,200mph)
Range: 900nm (1,667km)
Max g-rating: 7
Propulsion: F135-PW-600 38,000lb max. 26,000lb Mil; 40,500lb vertical*

*Maximum power with afterburner; Military power without afterburner; Vertical without afterburner

F-35B Fast facts

Picture: LA(Phot) Keith Morgan

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