



NAVY NEWS

DECEMBER 2020



ROYAL Marines from 40 Commando receive kit from drones during exercises in Crete, employing Future Commando Force tactics and technology as part of the UK's Littoral Response Group (Experimentation) deployment

(see pages 19-21)

PICTURE: PO (Phot) Si Ethell

Drone delivery

Inside: ROYAL NAVY TASK GROUP'S DOUBLE DRUGS BUST



Off-sale date: Dec 21, 2020
£3.20

ANSWERING THE CALL

The Royal Navy's Caribbean task group responds to a call for assistance in Honduras and take their drugs bust total past £300m

THE request came in via US Southern Command. The Americans needed assistance in their disaster-relief operations in Central America after Hurricane Eta swept the region.

Hot on the heels of two more drugs busts – which took the total of drugs seized to £367m – RFA Argus answered the call from Southern Command and immediately changed course for the waters near north east Honduras.

The Royal Navy task group in the Caribbean is primarily there to support British Overseas Territories during hurricane season and carry out counter-narcotic operations, but with HMS Medway continuing to patrol near island communities, Argus was freed up to sail for Honduras.

The support ship has a versatile team of sailors, commandos, soldiers, aircrew and engineers on board trained for disaster relief, as well as her four helicopters which can provide aerial support to survey damage and fly relief stores ashore.

Argus is perfectly-equipped for this kind of mission and were fresh from testing their disaster-relief capabilities on Montserrat, where they practised delivering aid ashore using the three Commando Merlin helicopters from 845 Naval Air Squadron.

The ship reached their destination with Honduras suffering terribly; the storm leaving a trail of destruction and millions of Hondurans displaced, areas flooded, and homes destroyed.



WELCOME ABOARD: A Chinook from the US Army lands on RFA Argus' flight deck during relief operations in Honduras

"With a platform of this size and capability and with our own aviation assets, RFA Argus is an ideal unit to assist at this difficult time," RFA Argus' Commanding Officer, Captain Kevin Rimell RFA said as his ship made "best speed" for the disaster zone.

Argus' spacious flight deck was set up to be used as a 'lily pad' by US military aircraft to sustain relief missions, while the ship's Merlin and Wildcat helicopters were prepared to carry out surveys of the damage and fly aid to isolated areas if required.

There was precious little time to get the relief required ashore with Hurricane Iota fast approaching as Argus carried out operations with US Army helicopters.

The category four storm made landfall on Nicaragua's Caribbean coast as *Navy News* went to print, with Argus remaining in the region ready to respond if required. "With another storm coming, it was imperative we acted quickly," said Commander Kate Muir, the head of the UK Task Group in the Caribbean.

And talking of acting quickly... Argus ploughed into her relief mission on the back a series of drug busts in the region, with the latest stopping more than £120m worth of cocaine reaching the streets of the UK thanks to a double of successful operations.

The RN have now had seven successful drugs busts in as

many weeks in the Caribbean, preventing more than a third of a billion pounds worth of drugs reaching the open market.

Over one-and-a-half tonnes of cocaine either rests on the seabed or has been seized Argus after she twice successfully intercepted traffickers in the space of a few days.

During the first incident, the drug runners dumped their entire cargo overboard, while in the second more than one tonne of cocaine was either recovered from the sea or from the boat which the traffickers were using.



BUSTED: RFA Argus chases down a drugs runner during a drugs bust operation in the Caribbean

Since early September Argus and Medway have seized over 4.5 tonnes of cocaine, with the total street value of the drugs had they reached the UK at £367m.

"It's at a time like this, when all the elements in a ship as capable as RFA Argus come together to achieve such success, that one feels proud to be her Commanding Officer," said Captain Rimell.

"The professionalism and resourcefulness of both the UK and US assets on board have delivered success and proven we work as one team."

In the most recent bust, which resulted in a haul of 1,085kg of cocaine, Argus launched her Wildcat helicopter to search for a suspected drug runner.

The aviators from 815 Naval Air Squadron quickly found the boat and gave chase, catching it and forcing it to stop before a boat carrying Royal Marines from 47 Commando and a US Coast Guard Law Enforcement Detachment arrived and the suspect craft was boarded and searched.

Packages of drugs had been thrown overboard during the chase, so a Merlin helicopter from 845 Naval Air Squadron and another boat were launched by Argus to recover the discarded bags.

A few days earlier, Argus' Wildcat pounced on another speedboat whose crew threw packages of drugs overboard as they tried to outrun the helicopter.

The traffickers accepted they were unable to avoid capture as the Royal Marines of 47 Commando and the US Coast Guard closed in on them, boarded it and took control. It is estimated the suspects had off loaded approximately half a tonne of cocaine.

The captured smugglers were handed to a nearby US Coast Guard cutter before RFA Argus continued her Caribbean patrol, leading a Royal Navy task group which also includes patrol ship HMS Medway.

Argus has now carried out five counter-narcotics operations since September, while fellow task group ship HMS Medway has two to her name in the same time span. These operations in the Caribbean are conducted in support of the UK National Crime Agency, and continues the successful collaboration through the international partnership of the US Joint Inter Agency Task Force (South) based in Florida.

“”

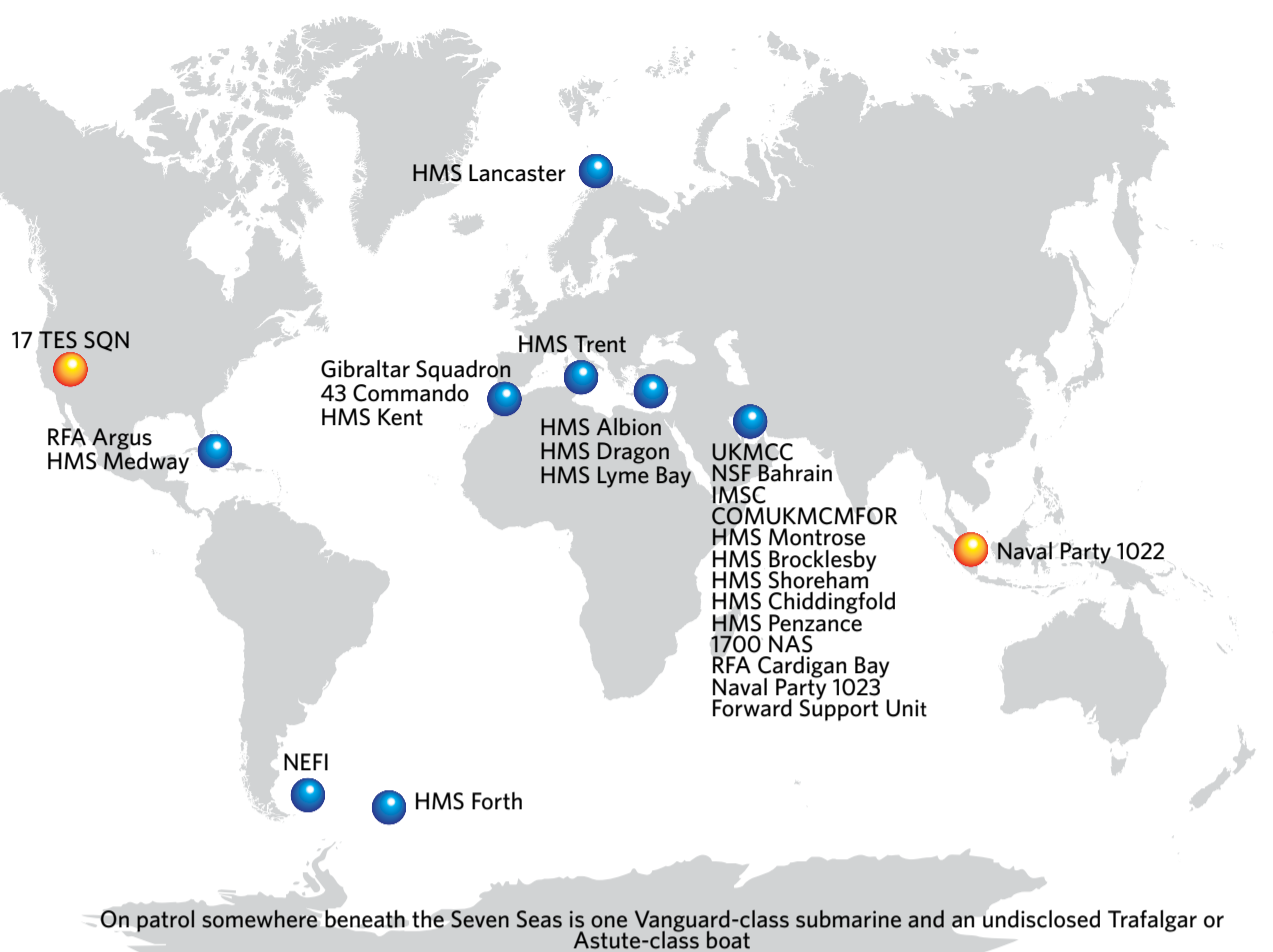
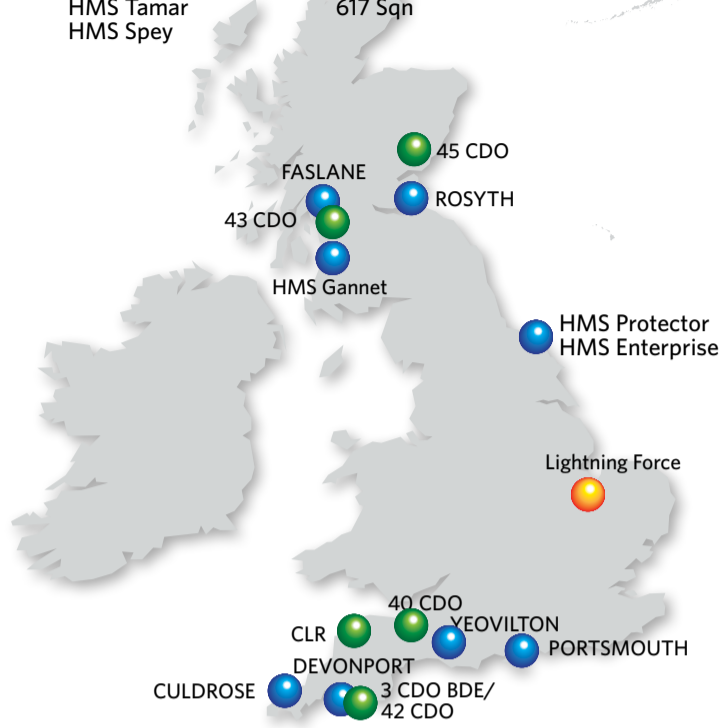
RFA Argus is an ideal unit to assist at this difficult time. We are currently proceeding at best speed towards the area of operations conducting on-board preparations as my team re-role to support the US relief efforts in Honduras.

— Captain Kevin Rimell



Training or on patrol around the UK

- HMS Northumberland
 - HMS Severn
 - HMS Mersey
 - HMS Magpie
 - HMS Richmond
 - HMS Echo
 - HMS Tyne
 - HMS Tamar
 - HMS Spey
- Project Wilton
 - RFA Fort Victoria
 - RFA Tideforce
 - 814 NAS
 - 815 NAS
 - 820 NAS
 - 824 NAS
 - 617 Sqn



On patrol somewhere beneath the Seven Seas is one Vanguard-class submarine and an undisclosed Trafalgar or Astute-class boat

GLOBAL NAVY
Protecting our nation's interests

SO THAT'S 2020 done then. The challenging year ends with the Royal Navy continuing its operations around the globe, with task forces operating in both the Caribbean and Mediterranean.

RFA Argus was responding to a request to assist disaster-relief efforts in Honduras (see pages 2-3) after Tropical Storm Eta swept through the Central American nation.

The support ship, along with patrol ship HMS Medway, has been in the Caribbean since April ready to assist British Overseas Territories and communities in the region.

Over in the Med and HMS Albion hosted a capability demonstration for international VIPs (see page one, 19-21) as the Royal Navy showcased commando operations of tomorrow. The UK's Littoral Response Group (Experimentation) used the waters, shores and exercise areas of Cyprus to see how drones, autonomous systems, new vehicles and cutting-edge communications can transform the way the Royal Marines go into action.

Royal Marines are readying for the Arctic with demanding training in the Scottish Highlands (see page 11). The cold weather warfare specialists of Arbroath-based 45 Commando are preparing to step off to Northern Norway in January to hone their expertise in surviving and fighting in one of the world's most extreme environments.

Patrol ship HMS Tyne monitored the actions of several Russian ships and one submarine operating off the east coast of Scotland (see page 5), including intelligence-gathering vessel Viktor Leonov and her supporting tanker Sergey Osipov which have sheltered from storms in the Moray Firth.

Fellow patrol ship HMS Forth took advantage of spring in the Southern Hemisphere to pay her second visit to the 'Gateway to Antarctica' (see page 6). The wildlife paradise of South Georgia is one the UK's most remote and least populous overseas territories – 850 miles from Forth's normal stomping ground of the Falklands.

The fifth and final new breed of River Class offshore patrol vessel made her first entry to Portsmouth (see page 5). HMS Spey arrived after construction on the Clyde by BAE Systems and a set of sea trials. She will continue her generation to warship at HM Naval Base Portsmouth before hoisting the White Ensign for the first time next year.

Sister ship HMS Tamar is ready to police the Seven Seas after intensive training with commandos off the South Coast (see page 9). The warship received the thumbs up from Navy assessors as she served as the springboard for Royal Marines from 42 Cdo and 47 Cdo to board, subdue and search suspect vessels in the Channel.

HMS Trenchant has returned home following a hectic deployment (see page 7) which saw the T-boat work with vessels from 13 nations and cover 18,000 nautical miles.

Royal Marines from 43 Commando Fleet Protection Group completed two weeks of rigorous training in the skills needed to protect the UK's nuclear deterrent (see pages 16-17). The commandos battled on mock motorways, in a vast underground tunnel complex and on airfields in a range of challenging scenarios that ensures they are ready to safeguard the nuclear deterrent in various situations and environments.

HMS Sutherland has returned home to Plymouth, where she will undergo a major overhaul (see page 13). Since her last refit, the Type 23 frigate has spent 650 days at sea, visiting 17 nations.

Medical experts have prepared themselves for operations with Royal Marine Commandos (see page 23) with intensive training in casualties and battlefield injuries. The Medical Squadron of Commando Logistic Regiment are responsible for providing vital medical support to 3 Commando Brigade wherever they go in the world.

Survey ship HMS Echo scanned a World War 1 shipwreck off Plymouth as she prepared for future missions (see page 13). The remains of SS East Point has been sitting upright on the seabed since she was torpedoed in March 1917.

The Royal Navy has bade farewell to HMS Bristol (see page 35). The sole Type 82 destroyer delivered to the Senior Service was its second oldest commissioned vessel and saw action in the Falklands.

As ever the Royal Navy paused with the nation to remember those on Eternal Patrol during the November 11 ceremonies (see pages 14-15).

Finally, the National Museum of the Royal Navy is leading the campaign to stop the export of some of the navy's oldest artefacts going overseas (see page 13). Ten unique maps charting the defeat of the Spanish Armada in 1588 will go to an overseas collector unless £600,000 can be raised by January.

1SL proud of work of the RN family

VIEW BRIDGE from the BRIDGE

THIS month, I wanted to take the opportunity to pass on the view from my own bridge, as we approach the end of an extraordinary year, and to thank all of you in the Royal Navy for what you have done.

Throughout 2020, I have been immensely proud of the way the entire Royal Navy has responded. As military and civilian staff have stepped forward to assist with the government's Covid response, we have also maintained all our operational outputs – and more.

We have delivered the continuous at sea deterrent, kept up our operations in the Gulf, responded to the ongoing Russian threat in the North Atlantic and continued to support our overseas territories, from hurricane relief to Covid assistance. We have maintained our F-35 trials programme, and are delivering a

successful LRG(X) deployment. Our ships have seized over 3,000kg of illegal drugs since the pandemic began. And when we were needed at short notice to respond to the Nave Andromeda situation, we were there. In home waters and on the far side of the world, you have been delivering – for the Royal Navy and for the nation.

Just as importantly, we have looked after one another. We have recruited and trained more people this year than last and reduced our operational pinch points dramatically. We have carried on promoting and developing people, offered extensions of service for those who were about to leave and protected one another from the virus.

Thank you all for responding in the best traditions of the Service. But the pandemic is not over. The government continues to call on all of us in Defence, from medics to logisticians, from providing administrative support to helping with testing.

But alongside that, our operations will not stop for Covid. And we have some crucial responsibilities, whether that is safeguarding local waters as we leave the EU, or delivering a successful CSG21 deployment and showcasing the UK around the world, and of course maintaining the continuous at sea deterrent.

And while we do all this, we will continue to develop people's careers. We will manage promotions, training courses and assignments to ensure that nobody is disadvantaged. And we will continue to support those who are vulnerable, or shielding, or have caring responsibilities, whether uniformed or civilian. We will continue to offer flexibility around departure dates for those in shortage categories who are nearing the end of their careers. We remain one Royal Navy family.

At the same time, we have to continue to grow as a Navy and to deliver Transformation. The nation will need us as much tomorrow as it does today, and we must be ready. But as Christmas approaches, some of this will feel tough and tiring. Anxiety levels are understandably high for some of our people, and their friends and families, and Christmas will be very different for many of us.

And so, to all of you in the Royal Navy, I say that this is even more reason to dig deep and be even better leaders for our people and the nation. This is a challenge to face up to, manage and beat. Continued strong, caring and effective leadership at all levels will be key. Be confident of what we have achieved so far and what we can do in the future. Be the very best leader and the very best oppo. Be selfless. Be inspiring. This is about leadership at every level, about looking after everybody as an individual, and about making sure our families, friends and industry partners are supported as well. Be all that the nation expects of us, especially when the going gets tough.

Finally, be optimistic and forward thinking. Testing and tracing is improving rapidly. Treatments are improving and the search for a vaccine is yielding new breakthroughs. Focus on more than the next few months and be confident that next year will provide bigger and better solutions to the pandemic, and use that knowledge to help lead our people. You have already proven that we can do all of this. Thank you.

And to all of you, wherever you may be, a very happy Christmas and I look forward to seeing what 2021 brings.

Admiral Tony Radakin, First Sea Lord and Chief of Naval Staff



CRUNCH TYNE

HMS TYNE KEEPS A CLOSE EYE ON **RUSSIAN ACTIVITY** IN HOME WATERS

HMS TYNE kept a close watch on two Russian ships operating off the east coast of Scotland.

The patrol ship monitored the actions of intelligence-gathering vessel Viktor Leonov and her supporting tanker Sergey Osipov which were sailing around the Moray Firth.

The Portsmouth-based warship's tasking falls under Defence Task One – protecting the territorial integrity of the United Kingdom.

In that role she observed the Russian vessels as they sheltered from Storm Aiden and carried out replenishment operations, before the Osipov left UK waters.

"It was apparent these two ships were making use of the shelter from the high winds and inclement seas of Storm Aiden, and Tyne remained close by to monitor their activity," said Lieutenant Justin Shirtcliff, the ship's operations officer.

"HMS Tyne and her sailors remain ready for short-notice tasking, whatever the weather, wherever the task."

It's the third time in a month that the patrol ship has shadowed foreign warships in home waters – partly in conjunction with NATO allies.

Tyne shadowed a group of Russian warships including corvette Vasily Bykov, a Kilo-class submarine and their accompanying support vessel,

an ocean-going tug.

She was assisted by Portuguese frigate NRP Corte Real from NATO's Standing Maritime Group 1, which ensured constant surveillance of the Russian units as they moved through UK waters.

Having handed over monitoring duties to the UK's allies, Tyne headed south to observe another Russian unit, the Smolny, a cadet training ship, as it transited through UK waters.

In addition to monitoring duties, Tyne has also conducted her regular duties safeguarding the UK's fishing stock by checking hauls of vessels encountered off the east coast of the UK.

Her boarding team inspected trawlers from Germany, the Netherlands, Belgium and Britain as they carried out multiple inspections. Sailors found several breaches of legislation and has passed the evidence on to the Marine Management Organisation to consider prosecution.

"Tyne has once again shown the adaptability of the Royal Navy's offshore patrol vessels and their crews. We have quickly changed tasks from monitoring foreign warships to conducting boarding operations to protect our fisheries. I am proud of the hard work from the ship's company that has made this possible," said Commander Richard Skelton, Tyne's Commanding Officer.

The ships of the Overseas Patrol Squadron are working every day of the year at home and overseas on a wide variety of tasks. In the last few weeks HMS Medway has been conducting counter narcotics operations in the Caribbean, HMS Forth (see page 6) has been securing the cold waters around the Falklands, while the remainder of the Squadron has

been operating and training in UK waters to secure the nation's interests today and into the future.

Meanwhile, the newest addition to the patrol mob HMS Spey has entered Portsmouth for the first time.

Spey arrived after construction on the Clyde by BAE Systems and a set of sea trials. She will continue her generation to warship at Naval Base Portsmouth before hoisting the White Ensign for the first time next year.

After delivery to the base under a Red Ensign, representatives of the Royal Navy, BAE Systems and Defence Equipment and Support gathered in the Wardroom to sign her acceptance contracts and welcome her to her base-port.

This marks the end of construction for this batch of five OPVs and allows a Blue Ensign to be raised, denoting a ship in government service.

Her first Commanding Officer, Lieutenant Commander Ben Evans, said: "This is a fantastic day for my ship's company, our friends and families, affiliates and everyone involved in the Batch 2 Offshore Patrol Vessel build project."

"We now embark on an intense period of training to prepare us for operations in the newest and greenest ship the Royal Navy. My team are ready and excited about the journey ahead of us and we are all immensely proud to serve in the eighth ship to bear the name Spey."

"I would like to extend my thanks to BAE Systems for the determination and hard work they have put into getting us to this important milestone and the continued support they will provide in the coming months."



GOING SOMEWHERE? HMS Tyne shadows intelligence gathering vessel Viktor Leonov, right in both images, and her supporting tanker Sergey Osipov around the Moray Firth

ON WATCH: Corvette Vasily Bykov, right image, and a Kilo-class submarine and their accompanying support vessel, an ocean-going tug, are watched by HMS Tyne.



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Oh buoy, no bouy

THE waters of the Gulf are a little safer thanks to the crew of minehunter HMS Shoreham who blew up a buoy drifting towards busy shipping lanes.

The Bahrain-based warship was carrying out training when her captain spied a buoy bobbing in the water – not marked on any charts, unlit, difficult to see and in an area used by dhows.

Sailors monitored the buoy for a while to determine its drift rate and likely course based on the weather conditions... which suggested it would soon end up in busy shipping lanes.

Close inspection of the marker – used to warn mariners of dangers such as shallow waters, navigational hazards or shipwrecks – suggested it had already been hit.

Having spent the rest of the day practising demolition drills to render mines safe, Shoreham's divers used their skill and knowledge to place an explosive charge on the underside of buoy.

They withdrew a safe distance and BOOM! The errant buoy ended up on the sea bed.

"It was great to get the chance to use the skills we've been practising for months. It's always good to try something a little bit different to what we train for, especially when it helps keep the seas safe," said 38-year-old Leading Diver Liam Pulman.

To confirm it was no longer a danger, Shoreham's team inspected the wreck using her sonar – more typically used to locate mines – and marked it on the charts for authorities.

"Ensuring the safety of shipping throughout the Gulf features prominently in the tasking of Royal Navy units in the area and Shoreham was only too happy to help keep fellow mariners safe by removing this hazard – as well as taking advantage of an opportunity to put their skills to the test," said Lieutenant Commander Rich Kemp, Shoreham's CO.

New cadet boat arrives at BRNC

THE first of eight boats for training the next generation of naval leaders has been handed over to Britannia Royal Naval College.

Over the autumn and winter, the 'Sea Class 15' work boats are being delivered to replace picket boats currently used by cadets for numerous training exercises, culminating in Maritime Assessment Leadership, the final strand of their 30-week course.

The pickets (dating back to 1963) are being replaced under Project Vahana – a broader programme to upgrade more than three dozen RN workboats (all under 20 metres long).

They support diving and survey operations, ferrying crew of HMS Prince of Wales ashore, or conduct general duties.

Some, such as survey vessel HMS Magpie, have already been delivered under the £48m contract with defence firm Atlas.

They're built to a generic design, with additional features depending on their task. In the case of the replacement pickets that means a cabin with bunks, living and working space.

The new pickets will be introduced into service in autumn 2021 after a new training programme has been devised to make use of their improved capabilities.

Forth returns to paradise

SPRING is here.

Austral spring, that is. And when you're as close to Antarctica as South Georgia, it's not too dissimilar to winter (snow flurries, temperatures above zero on a good day).

But it's still better, and above all safer, to permit HMS Forth making 850-mile crossing from the Falklands.

So the islands' permanent RN presence in the South Atlantic paid her second visit to the wildlife paradise, one of the UK's most remote and least populous overseas territories.

Spare sailors were posted as ice lookouts, assisting the regular team on the bridge in keeping an all-round lookout for dangers in icy waters. Several large icebergs, 'berg bits' and 'growlers' – smaller chunks of ice just above the waterline – were encountered.

Just in case the ship should run into a berg (she didn't), Forth's crew practised dealing with floods, general damage control and machinery breakdowns.

For Operation Southern Sovereignty, the patrol vessel – one of five built for the Royal Navy for duties across the Seven Seas – hosted 18 military and civilian personnel from Mount Pleasant Complex, the hub of UK operations in the Falklands; Forth's 50-bunk additional mess means she can embark far more passengers than her predecessor, HMS Clyde.

Also embarked was Helen Havercroft, Chief Executive Officer of the Government of South Georgia and South Sandwich Islands, also embarked the ship to visit her administrative domain.

"Taking passage to South Georgia in HMS Forth has been a great experience," she said. "I've really enjoyed meeting the crew and feeling what life in a warship is like on a day-to-day basis. I hope they all enjoyed their visit and I would love to see them back in South Georgia sometime soon."

For the first time, Forth was able to berth at the newly-completed wharf in the island's 'capital' Grytviken.

Traditionally, visiting Royal Navy warships and cruise ships have anchored in the entrance to the harbour.

The new jetty next to the British Antarctic Survey research base at King Edward Point allowed all aboard to get ashore and explore easily... rather than be ferried ashore by boat.

Once ashore, sailors explored the abandoned whaling station, visited the grave of leg-endary Antarctic explorer Sir Ernest Shackleton and met South Georgia's rich wildlife including elephant and fur seals, king penguins and albatrosses.

"The visit offered both amateur and experienced photographers alike the chance to put their snapping skills to the test and capture some stunning shots of the landscape, wild-life, and the ship," explained gunnery officer Sub Lieutenant Owen Long,

"Some even went ashore after dark to conduct night photography, taking advantage of the clear air and lack of light pollution to take spectacular images of the night sky."

Chief Petty Officer Andrew Barsby, the ship's coxswain, added: "South Georgia is one of the most beautiful places in the world and I've been privileged to be able to visit one last time before I leave HMS Forth."

And one of the ship's trainee officers led a small congregation in a church service in Grytviken's church, purported to be one of the most southerly in the world.

The Commanding Officer, Lt Cdr Edward Munns said, "A visit to South Georgia is a wonderful opportunity for many of my Ship's Company and it has been an honour to command HMS Forth in only her second visit to the archipelago."

"A tremendous time was had by all and I'm certain everyone onboard will hold memories of this place that they will treasure for years to come."



Contract to support RN ship engines

A SPECIALIST marine engineering and propulsion company has been awarded a multi-million pound contract to support and maintain small diesel engines across the Fleet.

The £5.5m five-year contract, will see UK-based Royston responsible for providing diesel engine spares and technical support alongside the repair and refurbishment of engines when required.

This will include various Caterpillar, Cummins, Perkins and Volvo Penta diesel engines used onboard Royal Navy Type 23 frigates, Sandown and Hunt-class minehunters, Albion-class assault ships as well as RFA Bay-class vessels.

As well as the supply and overhaul of all spare parts, Royston will also have responsibility for the diagnostic, technical support and servicing of engines either onboard vessels or those sent for repair to its workshop facilities in Newcastle.

College welcomes more JRs

OFFICER Cadets at Dartmouth passed the first milestone of their 29-week course as the second group of ratings to train at Britannia Royal Naval College embark on their course.

The OCs' exercise, known as Havoc, takes place in their fifth week and marks a significant point in the steep learning-curve in their training.

Havoc tests all elements of their new knowledge in one frantic day. The OCs faced a multitude of physical and academic hurdles, ranging from navigation and naval knowledge exams to fitness and boat-handling tests.

Meanwhile a second group of rating recruits began their initial naval training course. The 57 members of Whittall Division will undergo a nine-week induction programme at BRNC to transform them from civilians into sailors.

Smiter to the rescue

PATROL ship HMS Smiter saved a stricken yacht and its crew after it lost steering in a busy shipping lane in poor conditions in the Solent.

The P2000 responded to radio calls from Southampton Vessel Traffic Service to assist the yacht, which had become stranded close to Browndown Buoy near Lee-on-the-Solent.

Smiter had been out on navigation training nearby but changed course to rescue the yacht, towing the craft to safety to Haslar Marina in Gosport in an operation that lasted nearly three hours.

"Our swift reactions were meant we could render assistance to a yacht in a busy shipping lane," said Smiter's commanding officer Lieutenant Alex Pethybridge.

Challenging conditions made it a tricky mission, but Lt Pethybridge said Smiter's crew "performed extremely well and were able to put their training into practice quickly and safely".

As Smiter reached the approaches of Portsmouth Harbour, a workboat from the marina came out to assist the yacht on to the berth.

Tip top, Trenchant



■ HMS Trenchant worked with an RAF Poseidon P8 maritime patrol aircraft as well as the usual cat-and-mouse games with surface vessels, such as the Type 23 frigate, below



SUBMARINE HMS Trenchant has returned home to Devonport after her deployment – during which the T-boat honed her war-fighting skills with NATO allies.

The boat worked with vessels from 13 nations and covered 18,000 nautical miles – the equivalent of sailing down the west coast of Africa, onto Australia, New Zealand and Japan.

Trenchant initially headed north to take part in Exercise Dynamic Mongoose, along with Royal Navy ships and those from the USA, Canada, France, Norway and Germany.

For the first time, an RAF Poseidon P8 maritime patrol aircraft was also involved in the exercise, which tests the ability of NATO's anti-submarine forces to collectively deal with the latest underwater threats – and tests the ability of submarine crews to evade the sonars and sonobuoys dropped, lowered and dipped in the ocean, listening for the tell-tale sound of a submarine.

Trenchant's Commanding Officer, Commander Stephen Brian, said: "This was a great opportunity to train and refine our war-fighting skills with our NATO allies and demonstrate the potency of HMS Trenchant."

Following the exercise, the boat sailed south to take part in a number of exercises, involving Type 23 frigates, Merlin helicopters and the P8.

In total, Trenchant trained and interacted with 25 surface and sub-surface assets, comprised of nine submarines and 16 surface ships, drawn from 13 nations across the globe, including France, Canada and Portugal.

The biggest exercise was Joint Warrior, Europe's largest bi-annual collaborative training exercise in which a number of NATO allies simulate escalating tensions off the coast of Scotland.

Joint Warrior coincided with Trenchant welcoming aboard the Submarine Command



Course, known as Perisher.

The students who embarked had already participated in months of training in the run up to the final three weeks onboard an operational unit. The arduous and mentally-taxing course is renowned as being one of the most difficult of its guise in the world.

Those who pass will go on to be the future commanders of Royal Navy submarines, but first they had to prove they have what it takes, demonstrating their abilities to the course leader.

The students who successfully completed the course celebrated onboard with a Perisher's breakfast prior to departing and joining their respective submarines as newly-qualified Executive Officers.

The crew remained in sea watches, six hours on, six hours off, throughout their deployment.

Despite the relentless pace of exercises and operations the crew found the time to raise money for Plymouth charity Plymouth Basket Brigade.

CPO(SSM) Drake became the ship's barber, snipping the flowing locks of the crew for a small donation and raising an impressive £1,300. The proceeds will be used to provide hampers to those in a less fortunate position over the festive period.

The crew also enjoyed two takeaway pizza nights, courtesy of the Royal Navy Royal Marines Charity.



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TAMAR'S ROYAL TEST

NEW Royal Navy patrol ship HMS Tamar is ready to police the Seven Seas after intensive training with commandos off the South Coast. The Portsmouth-based warship received the thumbs up from navy assessors as she served as the springboard for Royal Marines to board, subdue and search suspect vessels in the Channel.

Mike Company from 42 Commando in Bickleigh, near Plymouth, and specialist boat drivers from 47 Commando in Devonport Naval Base, plus a Wildcat helicopter from 815 Naval Air Squadron joined Tamar, while survey ship HMS Echo served as her foil.

Tamar and her four sisters in the second generation of River-class offshore patrol vessels have been designed with global constabulary duties in mind, equipped with a sizeable flight deck and accommodation for up to 50 marines or soldiers.

HMS Medway has already struck against drug-runners in the Caribbean and HMS Trent has supported NATO security operations in the Mediterranean.

Tamar was declared operational in the summer after the fastest generation of any major Royal Navy vessel in recent times – six months from lifeless hull to working warship. Her long-term patrol zone has yet to be determined, so in the meantime she's safeguarding and training in home waters.

With just 40 men and women aboard, Tamar is stretched to the max by full-scale board-and-search operations.

As many as eight crew are required on the flight deck, another four sailors oversee launching the ship's sea boat, half a dozen crew, led by Commanding Officer Lieutenant Commander Michael Hutchinson can be



found on the bridge.

Add to that the engineers doing their rounds, the chefs in the galley, a small team in the operations room and men and women who are resting off duty, and there's little, if any, spare capacity.

Which is where a Royal Marines detachment comes in to both alleviate the burden and bring unique board-and-search skills, honed over the past 20 years in the fight against piracy, drug-trafficking and terrorism.

The commandos approach a suspicious craft by air (Wildcat) and sea (Pacific 24 speedboat), with tactical coxswains conducting special approaches to weigh up a target vessel before the commandos scramble up the side.

And the Wildcat drops marines from above, rapid roping on to the deck before the helicopter circles or hovers over the vessel, with commando snipers/gunners following every move on board.

"The bangs for your buck that you get out of these ships is remarkable," said Lt Cdr Hutchinson. "Each week we learn a little bit more about what these ships can do."

"The whole point of the River-class is that you can 'bolt on' capability: add a helicopter, some humanitarian aid, a Royal Marines



detachment. The commandos can rock up, eat and sleep in their own mess, prepare their kit and do the business."

Under the reshaping of the Royal Navy and Royal Marines – the latter are being transformed into the Future Commando Force, focusing on smaller, stealthy raiding groups deployable around the globe – the goal is to 'pepper' teams of green berets around the globe, including on the River class.

"The Royal Marines have really got stuck in during their time on board. Not only have their actions been exemplary when they've been conducting boarding operations, but they've also got stuck in to help out my ship's company, down to cleaning the dishes."

Assessors from the RN's Fleet Operational Sea Training organisation were impressed by the Tamar/commando combination and cleared the ship for front-line operations.

She's now gearing up for further training, this time with the Royal Navy's Puma surveillance drones from 700X Squadron.

Pictures: LPhot Alex Ceolin and LPhot Phil Bloor

KEEP UP WITH THE SHIP

Follow @HMS_Tamar and @RoyalNavy on Twitter

Jordanian officer reunites with ship

A DOZEN years after he learned the art of command aboard minehunter HMS Penzance in Scotland, Mohannad Alnamat revisited her – now operating in the Gulf.

Back in 2008 Cdr Alnamat, who serves with the Royal Jordanian Navy, joined the Sandown-class ship in her native Faslane – one of several international students on a small-ship command course.

Alongside officers from Iraq, Trinidad and Tobago, Nigeria, Oman and Sierra Leone he was treated to intense Royal Navy instruction – and weather conditions he'd never before encountered.

"Sailing from Scotland in the winter was a new experience for me," said Commander Alnamat. "It was cold and wet, and I had never seen fog at sea before!"

"HMS Penzance will always be a special ship to me. Whenever I find myself in London, I like to spot the trains travelling to Penzance. I always smile with the fond memories."

Fast-forward a dozen years and the one-time sub lieutenant is now a commander on the staff of the international Combined Maritime Forces which directs the peacekeeping missions of coalition warships from Suez to the Seychelles from its headquarters in Bahrain.

And Penzance is one of four Royal Navy minehunters on a three-year deployment to the Middle East.

She's now commanded by an old shipmate – Lieutenant Commander Graeme Hazelwood – with whom the Jordanian officer passed out of Britannia Royal Naval College in 2007.

"It was a great opportunity to see Mohannad again today after all this time," said Lt Cdr Hazelwood. "Reconnecting and engaging with our international partners who we train and work alongside is one of the bonuses that comes with deploying overseas."

Milestone for Gulf security mission

A ROYAL Navy-led security mission in the Gulf has ensured safe passage for more than 1,100 merchant ships through hot spots in its first year.

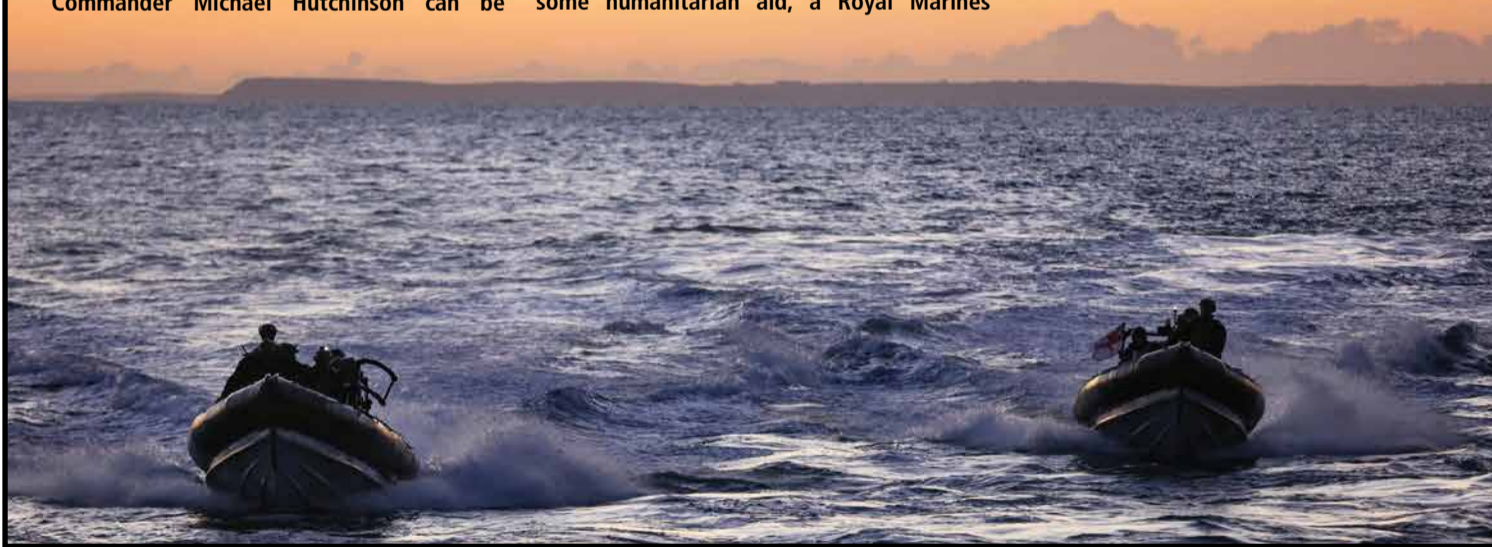
Coalition Task Force Sentinel – formed last year in response to growing tensions and threats to shipping in the Middle East – today embraces nine nations dedicated to safe and free movement of oil, gas and goods in and out of the region.

Led by the Royal Navy since January – firstly Commodore James Parkin, currently Commodore Rob Bellfield and, from last month, Commodore Craig Wood – the force frequently makes use of the UK's Bahrain-based frigate, HMS Montrose, to carry out the mission.

Although the force is dedicated to general maritime security, it focuses on providing 'over watch' to merchant ships which fly the flag of nine member nations – together they make up the International Maritime Security Construct – such as the UK, USA and United Arab Emirates; in excess of 1,100 have been assisted to date.

The task force uses 'sentinels' (larger warships such as Montrose or destroyers operating in choke points) and 'sentries' (corvettes and patrol ships operating in waterways between the narrows) to both build up a complete picture of goings on in the Gulf, Strait of Hormuz and the Bab el Mandeb Strait and southern Red Sea, and offer support to passing merchant ships.

The ships have been on station more than 28,000 hours collectively – more than three years – while helicopters and long-range maritime patrol aircraft have flown more than 13,000 hours (over 77 weeks).



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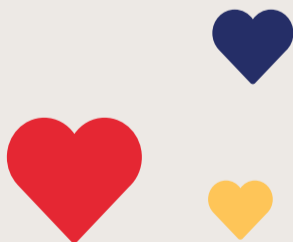
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- OFSTED



With the help of SSAFA, Navy Officer Mitch and his disabled wife Susie were able to adopt a sibling group of two and continue to receive regular support.



This exercise is infamous for its difficulty. Fighting in the mountains is difficult. The resilience and mental strength of those who deploy will be tested from day one.

— Captain Olly Frost RM

Pictures by LPhoto: Ben Corbett



ROCK AND ROLL

In the Scottish Highlands Royal Marines of 45 Commando have completed their preparations for a winter in the frozen world of the Arctic Circle

Royal Marines are readying for the Arctic freeze with demanding mountain training in the Scottish Highlands.

The cold weather warfare specialists of Arbroath-based 45 Commando are preparing to step off to Northern Norway in January to hone their expertise in surviving and fighting in one of the world's most extreme environments.

Before they can head north, the commandos – who have a rich history of Arctic warfare dating back to World War Two – took on rigorous mountain warfare training in the Cairngorms.

This intensive package of training is designed to push the marines in some of their basic commando skills, build an understanding of the mountain environment and what is needed to fight and survive in these unforgiving surroundings.

Captain Olly Frost, Officer Commanding Recce Troop, leads the team delivering this essential training to 45 Commando, who are held at high readiness to head on operations around the globe at a moment's notice.

He said: "My team is here to train and ensure the commandos of the brigade can live, move and fight in the mountains. This exercise is infamous for its difficulty. Fighting in the mountains is difficult. The resilience and mental strength of those who deploy will be tested from day one."

45 Commando spent the first few months of this year testing themselves in the Arctic Circle and plan to return again in early 2021 as they deliver on the UK's commitment to security in the High North.

At the heart of this is Future Commando Force. This bold modernisation is a restructuring that will overhaul how the world-famous green berets operate.

It is about returning commando forces to their roots as raiders from the sea, continuing to be at the spearhead of operations around the world, including all extremes of environment like desert, jungle and Arctic.

This mountain training saw the marines test Future Commando Force tactics and techniques, including working in small teams on mountain raids.

The first phase was a refresher in navigation techniques and strategies, dealing with the changeable weather of the Cairngorms and the impact of the terrain on the ability to navigate.

The training soon ramped up in intensity as the commandos started the tactical phase, during which they practised vertical assaults on sheer cliff faces.

Vertical assault tactics are used to scale obstacles, whether it be a cliff face or mountainous terrain inland. It uses advanced climbing and abseiling techniques and allows commandos to go undetected and catch the enemy unaware.

The technique was developed by the first commandos during World War Two to launch raids against German forces behind enemy lines. Modern technology has improved the equipment used but the basic principle has changed very little.

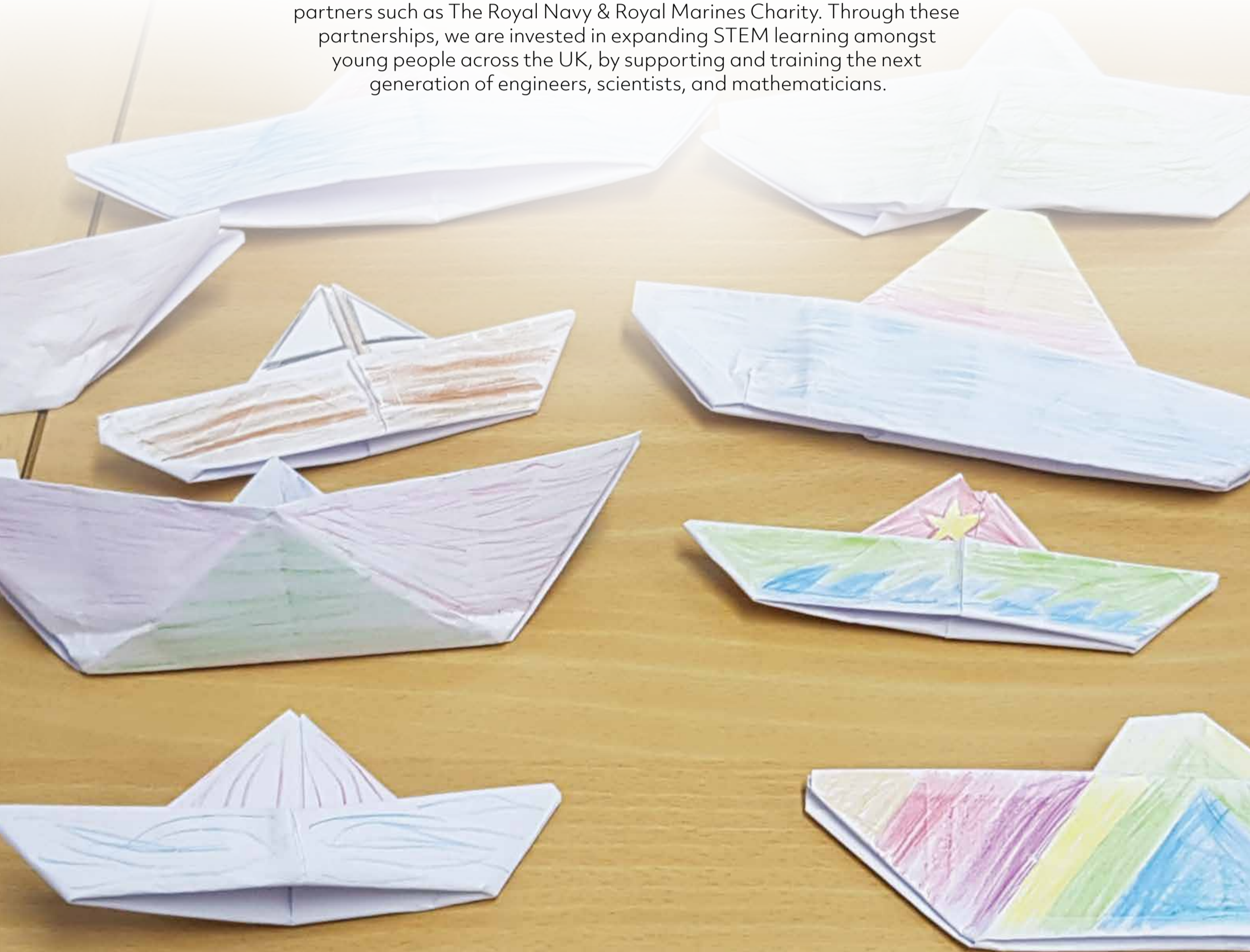
The commandos also worked on techniques used to evacuate casualties from the mountains, setting up observation posts to monitor enemy activity and training in 'Extraction Under Fire' – withdrawing from combat while under pressure from an adversary – while raiding 'enemy' positions.

The final phase of the training will put all these elements together on an intensive field exercise.

| Invested in training |

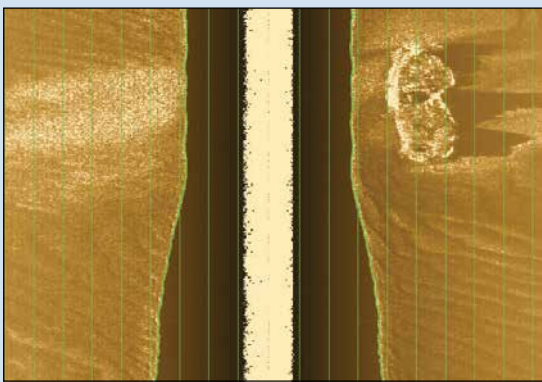
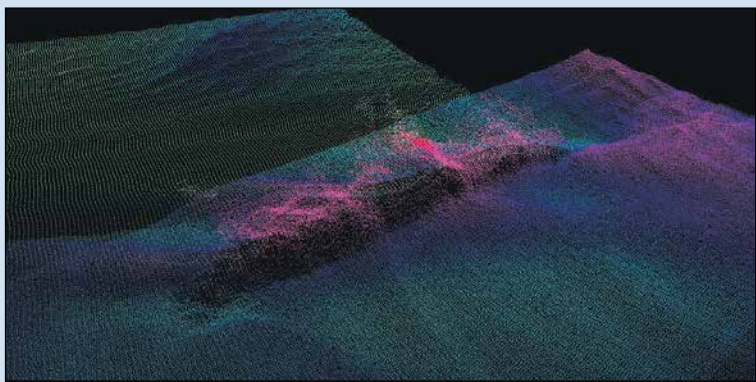
Raytheon UK's Partnership with the Royal Navy & Royal Marines Charity Drives STEM Learning

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● A multi-beam sonar scan of the profile of the SS East Point and a side scan sonar image of the wreck

HMS Echo scans WW1 shipwreck

SURVEY ship HMS Echo scanned a World War 1 shipwreck off Plymouth as she prepared for future missions.

Echo has been conducting survey training off Plymouth, mapping the seabed with her hi-tech sonar suite with unparalleled detail.

The Devonport-based ship is one of two which sucks up data about the Seven Seas to support Royal Navy operations and update world-renowned Admiralty charts used by generations of mariners.



Her sister Enterprise has just returned from a 15-month Asia-Pacific-Mediterranean deployment, while Echo has focused her efforts in 2020 largely in and around the UK.

Most recently that work has been focused on the approaches to Plymouth and the Channel in the vicinity of Eddystone Rock.

The ship is equipped with sidescan and multibeam sonar, both of which use sound waves to estimate the depth and position of features on the sea bed, with software turning the data in 2D and 3D imagery.

Such as the remains of the SS East Point, which has been sitting upright on the seabed about 200 feet down some nine miles southeast of Eddystone.

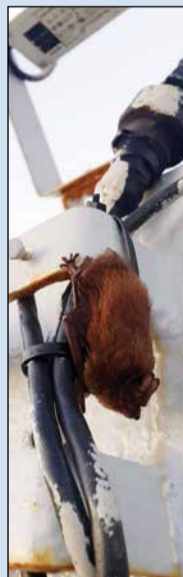
The steamer was torpedoed by German submarine U-48 in March 1917 as she headed for Philadelphia with general cargo aboard.

As the U-boat manoeuvred to take a shot at a second merchantman, the still-afloat East Point careered into her conning tower. U-48's skipper and navigator were killed, but the boat survived and continued to attack Allied shipping until it was lost in November 1917. East Point subsequently sank, but all 45 crew aboard were saved.

While Echo was surveying the wreck site – popular with divers – she was visited by



● The SS East Point and, right, the visiting Nathusius Pipistrelle bat; Below left, Echo encountered dolphins; below right, Echo and Enterprise



mammals rare... and not so rare.

Leading Seaman Ben Stoddard, who usually helps out with the survey effort aboard, spotted a bat flying around the quarterdeck before resting on the superstructure.

It was identified as a Nathusius's Pipistrelle, usually found in central or eastern Europe (perhaps from as far away as Latvia), but rarely around Britain.

The mouse-sized creature spent the day aboard the ship before departing – enough time to be photographed and logged by the ship as part of its broader scientific remit to keep an eye on all wildlife encountered at sea.

Bats use a highly sophisticated form of echolocation to communicate and navigate...

as do dolphins, encountered by the ship in large numbers during its autumn training.

"Great care is taken when operating Echo's sonar in the vicinity of such mammals, with strict risk mitigation measures in place," explained Lieutenant Phil Boak. "Their complex vocalisations often being heard with the right listening equipment."

Echo completed her training for future missions and returned to Plymouth to find Enterprise berthed in the naval base – the first time the hard-worked sisters have been together since they were in Sicily five years ago.

Report: Lt Phil Boak, PO JP Priestley and LS B Stoddard



Museum appeal to save Armada maps

THE custodians of the Royal Navy's long proud history needs to find £600,000 in just two months to prevent some of its oldest artefacts going overseas.

Ten unique maps charting the defeat of the Spanish Armada in 1588 will go to an overseas collector unless the money can be raised by January.

The National Museum of the Royal Navy has stepped forward to lead the campaign to stop the export of the maps which were sold earlier this year for £600,000.

Culture Secretary Oliver Dowden imposed an export ban while a last-ditch campaign was mounted to keep them in Britain.

And the National Museum laid down £100,000 from a grant from the Royal Navy to ensure the ban remains in place until January.

It is trying to make last-minute appeals to various funding organisations, including the National Lottery, but with no guarantee of success, the museum is also making a public plea to keep the 400-year-old charts in the UK.

"The Armada maps represent a defining moment in England's naval history and speak directly to our identity as an island nation," said Dominic Tweddle, Director General of the National Museum.

"They depict a Navy and country that defended our shores against a world superpower and are a milestone in the story of England.

"This has been an incredibly tough year for the Museum, with our Covid-

enforced closure and loss of revenue. However, when we learned that the maps could be lost abroad into private hands we decided we were honour-bound to step in and lead the fight to save them for the nation."

As well as being a landmark moment in British history, the defeat of the armada is the first battle honour of the Royal Navy – or Navy Royal as it was known in 1588 – awarded to vessels as famous as Ark Royal and Victory and handed down to present-day warships, including submarines HMS Triumph and Vanguard.

It is believed that the drawings are based on a set of engravings by Elizabethan cartographer Robert Adams who was surveyor of the Queen's Works.

They are believed to have been drawn shortly after the battles of 1588 in the Netherlands and served as the blueprints for tapestries which hung in the House of Lords for nearly 250 years.

"Not only were these maps critical to the first attempt to record and publish English naval history as part of the national story, but they have influenced every subsequent account of the Armada campaign, in text, charts and tapestry," said Prof Andrew Lambert of Kings College, one of the nation's leading naval historians.

If the National Museum is successful, it intends to put the maps on public display for the first time.

You can learn more about the maps and how to save them by visiting www.nmnrn.org.uk/view-armada-maps



Clan-tastic voyage comes to an end

AFTER five years of near constant duties and patrols at home and abroad HMS Sutherland sailed home to Plymouth – and won't reappear until 2023.

The frigate – known affectionately as The Fighting Clan – becomes the last of 13 ships in her class to undergo a massive overhaul.

Since her last major overhaul, the ship has spent 650 days on the move, from escorting HMS Queen Elizabeth during her maiden sea trials to a deployment to the Asia-Pacific region and visits to Japan and Australia among 17 nations she's called at.

Sutherland has frequently been called on to keep an eye on activities in home waters above and below the waves (anti-submarine warfare is her speciality).

She's helped test new weapons: the Martlet anti-surface missile and the RN's upgraded heavyweight torpedo Spearfish used by all Britain's submarines. And she's put would-be submarine skippers on the Royal Navy's demanding 'Perisher' course through their paces – acting as both hunter and hunted.

Her final two months at sea before refit, during which time she sailed more than 12,000 miles, took her inside the Arctic Circle, past the North Cape to the Barents Sea with NATO allies – the first time the RN has led a task force to the region in over two decades – anti-submarine warfare training in the North Atlantic and finally training with HMS Queen

Elizabeth's carrier task group in Scottish waters before it deploys for the first time.

Sutherland helped the carrier develop her defences against an onslaught from major surface ships – 'attacking' the future flagship during the Joint Warrior war games.

"Having served in Sutherland for over three years now, there have been many ups and downs," said weapon engineer Chief Petty Officer Craig Woodward, the ship's longest serving crew member. "We have travelled far and wide, from the Far East deployment in 2018 to National Tasking operations in 2019 and 2020, but the ship's company have always been what has made Sutherland a pleasure to serve in."

As she's been heavily in demand this year, her 200 sailors have spent much of 2020 isolated together in a Covid 19 bubble which has meant separation from loved ones.

Now they are preparing the ship for refit which will be carried out by Babcock in its frigate complex in Devonport Naval Base.

"Our final entry to our home port in five years marks the end of an incredibly busy period in the ship's life," said Commander Tom Weaver, Sutherland's Commanding Officer who, like many shipmates, will be leaving the Fighting Clan shortly.

"I'm particularly proud of our achievements in the High North in September, providing an RN-led presence in the Southern Barents Sea

for the first time in many years.

"We could not have achieved all that we have without the most capable and professional sailors onboard, and as we all go our separate ways we will of course proudly remember serving in Sutherland, and will remain members of the Fighting Clan."

Sutherland's engines, combat systems and sensors will all be overhauled, improved or replaced, and living quarters given a makeover to meet the expectations of sailors serving in the 2020s.

"The upgrades to the ship will see her gain world-class capabilities that will keep her at the forefront of maritime technology for years to come and until she is replaced by the Type 26 frigates," said Weapon Engineer Officer Lieutenant Commander David Tinsley.

"From the engines to the mission system, missiles and sonar, Sutherland will leave upkeep future-proofed and ready to continue delivering on operations as she has done so ably to this point."

When she re-emerges in more than two years' time, she'll be the Fleet's most potent submarine hunter, equipped with Sea Ceptor missiles to fend off air attack – and be set for front-line duties until 2032.

By then the under-construction Type 26 and planned Type 31 frigates will be increasingly bearing the burden of the missions currently carried out by Sutherland and her 12 sisters.

Honouring the



A SAILOR from HMS Sutherland turned weapons of war into hundreds of poppies of peace to help veterans during Remembrance.

Over the past three months, Petty Officer Andy Kirkaldy has made use of all his spare time aboard the Plymouth-based frigate to craft unique poppies for his shipmates – raising money for the Royal British Legion in the process.

Andy, 35, who is responsible for maintaining Sutherland's missile systems, has raised nearly £1,000 for the Legion – far more than he expected when he began crafting the small brass badges from shell casings in the summer.



AB Michelle Walters shows off one of the 50 crocheted poppies she made for personnel aboard HMS Albion in the Med.

Before joining the Royal Navy as a steward, Michelle completed a fashion studies degree and uses her creative skills to raise money for charity.

She raised more than £800 for the Royal British Legion's poppy appeal.



PERSONNEL based at SHAPE in Belgium have raised more than £1,300 after making poppy masks.

Chief Petty Officer Writer Andi Gay and former OMC Nicola Clark created more than 350 masks and delivered them to SHAPE, the Netherlands, Cyprus, Germany and the UK.

The pair initially aimed to raise €100 but their total is now at €1,500 (£1,354), with all profits going to the Royal British Legion Poppy Appeal.

They were joined in their endeavour by Mrs Kirsty Sutterby, Mrs Nikki Kemp, CPOWTR Nicola Window and Mrs Victoria Hobby.

ROYAL Navy personnel united with the nation in paying tribute to the fallen during Remembrance ceremonies.

Although the services were scaled back because of the pandemic, the act of remembering those who fell while serving their nation has continued almost unabated.

Around 150 personnel from the Royal Navy, Army, and Royal Air Force were present at the **Cenotaph** on Whitehall, London, as members of the Royal Family and senior politicians laid wreaths after the two minute silence at 11am. First Sea Lord Admiral Tony Radakin laid a wreath on behalf of the Royal Navy.

Wreath-laying ceremonies were held aboard **RFA Argus** and **HMS Medway**, the UK Task Group in the Caribbean. The Commanding Officer of Argus, Capt Kevin Rimell, and the CO of the task group, Cdr Kate Muir, both laid wreaths. The service concluded with Sapper Joe Sparrowhawk from 24 Commando Royal Engineers, the youngest member on board the ship, reading the *Kohima Epitaph*.

Half a world away in the Mediterranean and sailors and Royal Marines on the UK's flagship **HMS Albion** converged on her flight deck for a similar act of thanksgiving.

HMS Lancaster took part in a service with the Norwegian frigate HNoMS Fridtjof Nansen as the two ships met up during operations in the Arctic Circle. A wreath was cast into the sea near the last-known position of HMS Syrtis, an S-class submarine which was lost with all hands in 1944.

Serving members of the Royal Navy, Royal Marines, British Army and Royal Air Force, as well as personnel from the Australian, Canadian and New Zealand Navies, gathered for a ceremony at the **UK Naval Support Facility** in Bahrain.

Remembrance Sunday saw sailors from **HMS Scott** represent the survey ship at services in Newquay, Penzance and Truro, while a wreath was laid on their behalf in the ship's affiliated city of Swansea. Personnel then held a service on November 11 in the dry dock in Falmouth where the ship is undergoing maintenance. The service was led by gunnery officer Lt Sam Kinghorn and

coxswain PO Simon Hamilton, and also attended by employees – some of whom are RN veterans – of A&P Falmouth.

Members of the ship's company of **HMS Protector** held a service of Remembrance whilst alongside in Middlesbrough. Gathering around the entrance to the Middlesbrough Port, where a plaque holds the names of local men who fell in the Great War, officers and ratings from Protector and **HMS Enterprise** laid wreaths to remember the fallen.

A service of remembrance was held on **Drake's Island** in Plymouth Sound for the first time. Led by Chaplain Scott Shackleton, the service was attended by representatives of all three services, with the Commanding Officer of HMS Vivid, Cdr Rich Turley, heading up the RN contingent.

Second Sea Lord, Vice-Admiral Nick Hine and Major General Matt Holmes, Commandant General Royal Marines, led a wreath-laying service at **Navy Command Headquarters** in Portsmouth, taken by Chaplain of the Fleet, The Venerable Martyn Gough. Head of the RFA, Cdre David Eagles and RN Finance Director Sarah Davies also laid wreaths.

RN personnel, led by Maj Gen Holmes and Cdre Jeremy Bailey, Commander HMNB Portsmouth, attended the Remembrance Service at the **Portsmouth Naval War Memorial**, *main image*, and Cdre Donald Doull, Commander HMNB Clyde, laid a wreath at Helensburgh Garden of Remembrance.

Devonport Naval Base Commander, Cdre Peter Coulson, laid a wreath following a service at the base's Boscawen memorial.

The historic Seahawk fighter beside the gate at **RNAS Culdrose** was illuminated in red to mark Remembrance.

Officer cadets, ratings and staff at **Britannia Royal Naval College** attended a service of Remembrance, while on **Dartmoor**, Officer Cadets undergoing their final leadership exercise, also paused for two minutes to remember the fallen.

CPO Craig McDonald presented a wreath on behalf of **HMS Raleigh** at Liskeard station for the 'Poppies to Paddington'

trains organised by the Veterans Charity and supported by Great Western Railway, Warrant Officer Alex Orr and Able Rate Eddie McGinley, representing HM Naval Base **Devonport**, presented a wreath at Plymouth station.

A small party from **HMS Raleigh** also laid wreaths and poppy crosses on the war graves located at Horson cemetery in Torpoint.

Sailors attended a Remembrance service at the Falkland Islands memorial stone at **HMS Collingwood**, while Rear Admiral Fleet Air Arm, Rear Admiral Martin Connell, laid a wreath at the Fleet Air Arm Memorial in **Lee-On-The-Solent**. Knowing constraints would restrict services, areas of reflection were created in the Headquarters building and Main Presentation Hall of the Fareham Establishment, together with Remembrance displays.

The Commanding Officer of **47 Commando** Raiding Group Royal Marines Colonel Chris Haw marked Armistice Day by laying a wreath at the Landing Craft Memorial, in Royal Marines Tamar, Devonport.

HMS Sultan held a series of events, including a broadcast to personnel, followed by a Drumhead Service in front of the Quarterdeck, attended by a small number of selected representatives from across the establishment.

The previous weekend saw serving personnel and veterans pay their respects at the **National Submarine War Memorial** in London.

The Reverend Professor Stephen Dray officiated and the service was attended by Commodore Jim Perks, Barry Downer, Iain MacKenzie, Trevor Thomas and a serving Submariner Junior Rate.

"Over 5,000 Royal Navy submariners have perished serving their country since the Submarine Service was formed 119 years ago," said Cdre Perks. "These events are extremely important for those serving, our veterans, and their families, enabling us to give thanks and remember those that have paid the ultimate sacrifice."

Main image by LPhoto Ben Corbett

THE following Royal Navy personnel and RN civil servants who died during the past year were read out at RN Remembrance services:

Lt Cdr Andrew Anderson – Civil Service and RNR
Maj Timothy Addison – Royal Marines
Cdr Brian Park – Royal Navy
ET(ME) Max Cowell – Royal Navy
Cpl Jonathon Crowder – Royal Marines
Mr Robert 'Dixie' Dean MBE – Civil Service
Cpl Ian Ferguson – Royal Marines
PO Jeffrey Flack – Royal Navy
Mr Robert Hack – Civil Service

Mne Jasper Hamlet – Royal Marines Reserve
CPO Stephen Hull – Royal Navy
Mne Ethan Jones – Royal Marines
Lt Cdr Karen McLaverty – Royal Navy Reserve
Mr Richard O'Sullivan – Civil Service
Mr Graham Parham – Civil Service
Mrs Angela Pope – Civil Service
WO1 Kevin Roberts – Royal Navy Reserve
Lt Cdr Julian Rogers – Royal Navy

CPO Keith Ross – Royal Navy
WO1 Kellie Ann Sharp – Royal Navy
Capt William Simpson – Royal Navy
Mr Michael Speare – Civil Service
SG1 Gavin Stewart – Royal Fleet Auxiliary
Mr Gary Taylor – Civil Service
Mr Raymond Tucker – Civil Service
PO Stuart Turner – Royal Navy
LH(Chef) Gordon 'Amber' Wood – RFA

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● Sailors aboard HMS Albion held a service of Remembrance on the flight deck
Picture: LPhot Barry Swainsbury



● Personnel attended a Remembrance service aboard RFA Argus in the Caribbean
Picture: LPhot Robert Oates



● A Remembrance service was held on Drake's Island in Plymouth Sound for the first time
Picture: LPhot Alex Ceolin



● Submariner Callum Manaton hangs a wreath on the National Submarine Memorial in London
Picture: LPhot Belinda Alker

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ROYAL Marines have completed two weeks of rigorous training in the skills needed to protect the UK's nuclear deterrent.

The marines of 43 Commando Fleet Protection Group are held at very high-readiness year round, guarding the nuclear deterrent carried onboard the Vanguard-class submarines based at Faslane Naval Base in Scotland.

These expert warriors must be highly-skilled in fighting in a range of close-quarter combat environments and two weeks of exercises at training areas around the UK ensured they are razor sharp for duties.

The commandos battled in a range of complex environments and challenging scenarios that ensure they are ready to safeguard the nuclear deterrent whatever the situation.

Major Steve Lewis, Officer Commanding R-Squadron, said: "Exercise Driven Defender provided R-Squadron, 43 Commando, with an opportunity to exercise in a variety of complex and novel training estates across the UK during the Covid-19 pandemic and subsequent restrictions. This was especially pertinent given the original exercise was due to take place in the United States alongside our partner agencies.

"Through a mixture of agile planning and inventive thought, R-Squadron conducted realistic and challenging training across a variety of environments, as dismounted troops, vehicle mounted troops and Helicopter Assault Forces, testing the best of a highly skilled cohort."

Under the cover of darkness, troops fought through a multi-storey building in pitch blackness taking down any threats hindering their mission. Using every trick in their book, together with rapid, relentless and overwhelming force, the marines successfully overcame all hurdles the 'enemy' had for them.

Following this, the commandos moved to a former bunker in

THE GUARDIANS



the South West where they carried out training missions hundreds of metres underground in a network of intersecting passages and railway tunnels.

The commandos were told that a 'high-value asset' had been taken deep into the bunker and employing a range of their combat skills, were tasked with defeating their adversary and liberating the asset, combining technology and agile thought to produce success.

The Faslane-based marines followed this up with close-quarter battle training at Wakefield Armed Police College, moving to the target area as a Helicopter Assault Force via CH47 Chinook before clearing through buildings testing their method of entry abilities to provide operational assurance in built-up environments.

Not resting on their laurels, the commandos moved onto their next scenario which saw an enemy preparing to fly out high-value assets.

Observation posts were positioned and a recce was carried out on RAF Woodvale, on Merseyside, determining enemy movements and positions, calculating the best way of taking down the threat without risking the safety of the assets.

The following day at first light and again deploying as a Helicopter Assault Force via Puma helicopters, the commandos struck, taking the runway and securing the base before their adversary could leave with the stolen assets.

Quick Reaction Forces were tasked with clearing aircraft hangars and taking down well-protected enemy positions throughout the training area.

The exercise reached its fiery conclusion with troops conducting close-quarters battle training, using simulated and live ammunition in Fort Blockhouse in Gosport. This realistic and confined activity concluded an excellent and varied mission specific training package, ultimately assuring the security of the UK's nuclear deterrent.

"What we have seen throughout this exercise is confirmation of the high level of ability, and niche skillset each marine is required to attain whilst being a member of R-Squadron, and wider within 43 Commando, to deliver assured nuclear security for the nation," added Maj Lewis.





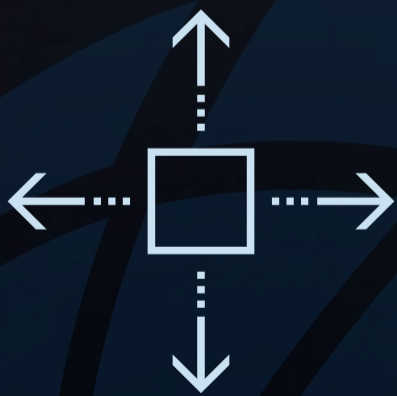


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FUTURE ARMOUR

Under the rays of the fading autumn sun a Royal Marine of Bravo Company, 40 Commando, moves across the arid Cypriot scrub to make contact with the enemy and bring the curtain down on two exhausting weeks of exercises in the eastern Mediterranean.

Over little more than ten days, amid ruins which echo with names of legend – Alexander, Ptolemy, Mark Antony – where Theseus slayed the Minotaur and Daedalus fixed weathers to the arms of his son Icarus to fly across the sea, today's warriors forged tomorrow's ways of warfare.

Cyprus was the crux, the high-point of the autumn's amphibious deployment, Littoral Response Group (Experimentation).

Some 40 tests and trials were squeezed into nine real-time exercises less to test new kit as to integrate it into the order of battle and exploit it to the best of our advantage on the field of battle.

Much of what played out in Cyprus is typical Royal Marines/amphibious warfare fare: the evacuation of civilians from a war zone, preventing civilian unrest spilling out of control, taking down terrorists and warlords – but with new tech, new communications equipment, new uniforms and new tactics, transforming the 21st Century battlefield.

Drones carrying resupplies of ammunition,

tiny helicopters feeding live video to leaders, and all-terrain vehicles carrying small teams of commandos rapidly into battle. And, just as important, the software and command and control system meshing it all together.

Even before exercises moved into the 'dynamic' phase (the action-y bit) the reconnaissance drones were providing staff both at sea and back in the UK with key information about the terrain and enemy dispositions.

Having exploited the data and imagery with advanced planning tools, time to send in the marines...

The Corps has used quad bikes for several years.

CanAm's six-wheel Outlander vehicle knottes things up a gear: it's light (half a tonne); fast (45mph+); can carry a load of over 350kg. It's ideal for moving commandos and equipment rapidly around rugged terrain.

Small 'eye-in-the-sky' Puma miniature aircraft and slender automated helicopters shared Cypriot skies with large Malloy T-150 quadcopter drones – capable of carrying loads of more than 60kg over distances as much as 70 kilometres from ships or land bases directly to the front line.

They flew directly from the deck of HMS Albion over the shore and inland to the village where Bravo Company were fighting, dropping ammunition, food, personal supplies and even bergens.

And while the Malloy might be relatively slow as it moves into position to drop its payload, you're not risking the lives of, say, four men and a £40m Merlin Mk4.

Also overhead, the recce drones monitored enemy movements, feeding real-time images laptops and hand-held devices in the field... and directly into the command suites on Albion and RFA Lyme Bay, providing leaders with unparalleled information on their foes – resulting in a successful assault of a heavily-manned 'enemy' position.

Continued overleaf



Continued from p.19

"The attack was well planned and served as a confirmation that the commandos had successfully meshed the innovative technology into their set up," explained Sergeant Adam Sperry of 30 Commando IX Group, the Royal Marines' intelligence specialists.

"The marines had to swiftly learn how to use the new equipment and integrate it. That kit has included state-of-the-art communications technology and autonomous resupply aircraft, totally transforming the battle space."

Which is what the bosses want to hear because, when the task group returns home this month, it should have laid the groundwork for future amphibious/littoral strike operations and the Future Commando Force.

At the heart of the latter concept are small deployable raiding teams ready to act around the globe, small teams which may well be deployed to extricate Britons caught up in an emergency.

And the RN has plenty of practice of doing so (Lebanon 2006, Libya 2011).

Such evacuations are run by Joint Force Headquarters, small, tri-Service teams who deploy around the world at the drop of a

hat to help Britons in distress.

This year, they played a key role in evacuating Britons – and other nationalities – from China, Cuba and Peru during the initial wave of Covid.

And they helped the British Embassy establish a new base in the Lebanon after its original building was damaged by the huge explosion in August.

They have not planned, let alone carried out, a seaborne evacuation in more than five years. Cyprus offered that opportunity.

The Northwood-based team used HMS Albion's planning suites to organise, her landing craft and Wildcat helicopters to pull the civilians out, and her commandos to provide protection.

The sickbay was used to treat anyone injured or ill and, for the first time, drones were used to monitor goings-on ashore, feeding images directly back to the assault ship to help the team direct efforts on the ground.

"After 18 months in the HQ with operations under my belt that include the Bahamas and evacuations from Wuhan and Cuba, this is the first opportunity that I have had to lead a team onboard a warship," explained Commander Rory

West, who led the exercise.

"This is the first time the headquarters have been able to exercise the ability to conduct an evacuation operation from sea in over five years.

"With full support from the sailors and marines onboard, it has been a pleasure to be able to contribute to the experimental nature of the deployment."

Throughout the deployment, the Fleet Diving Squadron's Expeditionary Diving Group have been embarked on Albion to provide the task group with 'underwater force protection' against mines and improvised explosive devices.

It's a mission not limited to protecting the ships in harbour. Clearing a safe path for boats and landing craft is a key element of any amphibious raid or landing.

For the first time, they brought aerial drones to the party – alongside underwater devices which they've been using for several years to speed up their surveying and searching.

"The employment of these aircraft in a remote reconnaissance role gives vital situational awareness, helps inform a more accurate threat assessment and ultimately

reduces the risk to life for our dive team," explained Lieutenant Kevin Okihiro, one exchange officer with the Fleet Diving Squadron from the Royal Canadian Navy.

The eight-strong team embarked on the flagship have enjoyed the experience of both serving aboard Albion and trialling new kit to help shape future ops.

They also provide a regular drumbeat of training, participating in exercises with foreign partners.

Lieutenant Commander Pete Needle, Officer-in-Charge of the Expeditionary Diving Group element of the deployment, said: "Despite being small in number, my team has provided an essential safety umbrella for Albion."

"We have enjoyed the challenge of operating from a different platform, integrating with a new ship's company and providing an essential contribution to the success of the deployment."

IT'S not all about experimentation, however.

Roughly half the mission has been devoted to more conventional aspects of a Royal Navy deployment: diplomacy, combined training with host nations.

"The marines had to swiftly learn how to use the new equipment and integrate it...totally transforming the battle space."

Sgt Adam Sperry





PICTURE: PH(PIOT) SI ETHELL, 30 CDO IX GP, LPHOT BARRY SWAINSBURY, HMS ALBION

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The Royal Marines spent several days working with Cypriot forces ashore dealing with unrest and offshore intercepting dubious craft.

They demonstrated what they had learned to more than 40 international VIPs who joined Albion for a day showcasing what the Littoral Response Group can do – and, equally important, what it can do working side-by-side with our allies.

Destroyer HMS Dragon, recently returned from the Black Sea, and French Frigate FS Jean Bart, provided an imposing backdrop to the display.

Guests saw demonstrations from the Navy's new Expeditionary Diving Group, which provides security for British warships in overseas ports; a Maritime Sniper Team and Wildcat helicopters from 815 and 847 Naval Air Squadrons; Future Commando Force teams from 42 Commando; and just days after the hijacked Nave Andromeda was successfully freed by UK Forces in the Solent – a joint display from UK and Cypriot forces showed how Royal Marines and Cypriot Commandos would re-take a vessel.

The Cypriot National Guard patrol vessel Commodore Andreas Ioannides was

the 'target'. With Royal Marines snipers providing overwatch from a Wildcat, other British and Cypriot helicopters 'fast-roped' commandos on to the ship while small boats approached at the same time for commandos to scramble up the side using scaling ladders.

Action then switched to a close-up display on HMS Albion. Guests were guided into the vehicle deck, where more Royal Marines Commandos appeared before clearing through the ship, using Close Quarter Battle techniques to subdue their adversaries and regain control.

The demonstration, says task group commander Commodore Rob Pedre, was "superb", underlining not just the quality of the men and women under his command but showcasing how much they'd embraced and integrated new technology and new ideas into day-to-day operations.

AFTER Cyprus, Alexandria, another site redolent with history – ancient and modern – and a week working alongside the Egyptian Navy both in port and then at sea.

The North African nation possesses an impressive amphibious force, spearheaded

by two French-built Mistral-class assault ships/helicopter carriers (hybrids of Albion/Ocean), both named after former leaders.

The Nasser is based in the Red Sea, her younger sister Anwar el Sadat in the eastern Mediterranean.

After an Egyptian military marching band welcomed the Royal Navy into port, before a series of talks and planning before shifting focus to the bay.

"Exchanging ideas and experiences with a wide range of Egyptian Naval Officers during the harbour phase was an excellent professional opportunity for all those involved," said Lieutenant Colonel Neil Wraith, in charge of the UK task group's littoral strike operations.

"We received the warmest of welcomes from rear admiral to lieutenant alike and there was a genuine appetite from both the Royal Navy and Egyptian Navy personnel to benefit from both the maritime warfare and amphibious training forums."

With strict Covid precautions in place, warships from the Royal and Egyptian Navy, aircraft of the Egyptian Air Force and a fleet of landing craft from both nations mustered off Alexandria for a joint

demonstration. Albion and destroyer HMS Dragon were joined by the El Sadat, plus frigates ENS Sharm el Sheik and Ali Gad, while two Egyptian F16 Fighting Falcon jets simulated an attack on the combined Anglo-Egyptian task group.

Surface attacks were also practised to ensure that the task group could operate together and its ships protect each other.

The training concluded with a combined amphibious landing as Royal Marines landing craft from Albion formed assault waves alongside craft from the Sadat to land vehicles and troops across the Egyptian coastline.

There was time yet, before joining NATO's Mediterranean security mission Sea Guardian, for another spot of inter-Navy training, this time with Turkey.

Upon leaving Egypt, Albion spent a day's with frigate TCG Gemlik on a PASSEX – passing exercise: close-range manoeuvres, requiring planning and alertness from the bridge teams on the participating ships as they develop a high level of coordination.

Follow online

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QHM bids farewell after 42 years in the RN

BRITISH Forces Gibraltar personnel bade farewell to Lieutenant Commander Jonathan P Taylor, who returns to the UK at the end of his appointment as Queen's Harbour Master.

The farewell was even more poignant as Jon will shortly be retiring from the Royal Navy having completed 42 years of service.

He began his service in Porpoise-class submarines, and went on to serve in Oberon-class submarines throughout the world before making the transition from diesel to nuclear power. He served in both Swiftsure and Trafalgar-class submarines before completing nuclear strategic deterrent patrols in Vanguard-class submarines.

Having spent 14 years as an enlisted man Jon undertook the Admiralty Interview Board in 1993, from which he was selected to attend the British Royal Naval College in

Dartmouth as a special duties officer where he was awarded the prestigious College Sword.

Following his Officer of the Watch training, Jon returned underwater, only surfacing to be awarded the 'top navigator' award whilst serving in HMS Beaver.

Jon has also been commended for his exceptional operational effectiveness with a 4* Commendation awarded by the Commander United States Pacific Command (USPACOM) for his service at the Naval Ocean Processing Facility, Virginia.

When he joined HQBF in 2017 as the Queen's Harbour Master, BFGib was in the final stages of project Euston.

During the same year, as part of Operation Ruman Gibraltar he received and prepared HMS Ocean to deliver humanitarian relief

to the Caribbean after Hurricanes Irma and Maria struck. In 2018 Jon oversaw the first overseas visit by HMS Queen Elizabeth.

Commodore Steve Dainton, Commander British Forces Gibraltar not only thanked Jon personally for his excellent service to the Command, the RN, and Gibraltar but also reflected the positive impact he has had while serving as the QHM.

He said: "Jon's dedication and attitude have been an example to all who meet him. Of course, British Forces Gibraltar's ability to respond to the extraordinary means that it must maintain the ordinary to the highest standards and Jon Taylor goes beyond what is normally expected."

During his last week as QHM, Jon was also awarded another 4* Commendation, this time from UK Strategic Command.



Making a difference

DRIVING back to Portsmouth, where he works within Fleet Diving Squadron, Writer Matt Marlow came up with a fundraising idea for the Katharine House Hospice near his Stafford home.

He committed himself to running at least 10km every day throughout October and set a target of £500 in sponsorship.

Even before he was halfway through the challenge he'd already logged £750 and was averaging about 46 minutes for each leg.

Matt said: "Instead of just going Sober for October, I really wanted to physically challenge myself by running 10k every day for 31 days. I thought, the bigger the challenge, the more funds I'll raise."

"The hospice I am completing this for, like many charities, has been hit hard by the Covid pandemic and having to reduce vital services and close many of their shops in the local area. This led to them being an obvious choice."

You can support Matt at: [justgiving.com/fundraising/mattmarlow31x10k](https://www.justgiving.com/fundraising/mattmarlow31x10k)



Challenge complete

THERE was exhaustion and elation in equal measures as HMS Collingwood's Environment and Energy Manager, Mark "Cozy" Powell completed a gruelling cycle challenge.

Cozy and three friends, Keith Clark, Steve Vaughan and Spencer Drain, decided to cycle the 180 miles from the Bullring in Birmingham to Havant Ex-Serviceman's Club, near Portsmouth, to raise money to help Macmillan Cancer Support nurses.

The team had practised for the event by building up their daily number of miles but repeating this for four consecutive days proved extremely challenging for the entire team, with every day seeing them pushed closer to their absolute limit.

Despite repeated punctures

and an accident on day three, the team pushed on and got to the finishing line where they were met by their friends, relatives and supporters.

Cozy said: "The ride was extremely challenging especially for Spencer, who despite suffering from a brain tumour was able to ride the entire leg unaided from Basingstoke to Portsmouth which is an amazing achievement by anyone's standards."

"None of us are as young as we once were and it took us over a week to regain from the tiredness, but I can tell you we feel very proud of our achievement."

The team planned to raise £2,000 but soon smashed their target, raising over £3,700.

To donate visit [justgiving.com/crowdfunding/brumtopompcycle](https://www.justgiving.com/crowdfunding/brumtopompcycle)



Carlos inspires with his music

FRIENDS in his native Malawi told Carlos Kalowekamo he would never be a sailor – or if he did that it would put an end to his music career.

Instead, the 40-year-old has proved them wrong on both counts, writing a song to help inspire others – as he completes his chef training in the Royal Navy.

The infectious pop/dance tune *Going to the Top* – with an accompanying video filmed with shipmates at HMS Raleigh in Torpoint – is his response to the doubters, containing a simple message: follow your dreams.

Carlos came to the UK in 2003 and studied for a foundation degree in musical production, but three years ago changed direction and, as a Commonwealth citizen,

volunteered for the Royal Navy as a steward.

"I've always been interested in the military and music," he said.

"I joined the Royal Navy because Malawi is landlocked, so it's something that we don't have back home."

"A lot of people tried to discourage me from joining and said I couldn't do it – they said it would be the end of my music production, but three years in I'm really enjoying it."

"It's taken me to lots of places and given me lots of opportunity so I've now written a song, *Going to the Top*, which I hope will inspire other people to pursue their dreams."

Carlos plays the drums and the piano by ear. He set-up a production studio before joining the Royal Navy and as well as recording music

himself, he has recorded others and produced music videos to accompany his recordings.

"I can't read music, but when I hear sounds in my mind, I can put my hands on a piano and play it," he explained.

"Music keeps my mind working and I have to be creative always. It's in my blood and when I talk about it, I feel complete."

Since joining the Royal Navy on his 37th birthday Carlos has served on assault ship HMS Albion and the new aircraft carrier HMS Prince of Wales.

He's now improving his skills at HMS Raleigh to become a member of the new combined catering services branch.

"This training means I can go even further in my Naval career," Carlos added.

Hello bro, it's great to meet up

TWO brothers from St Vincent and the Grenadines have been reunited while training at HMS Sultan.

Leading Engineering Technician (Marine Engineering) Stevan Barbour, 34, joined the Royal Navy for a career in engineering in March 2017 and now three years later brother trainee Marine Engineering Technician Shaquille, 20, is following in his footsteps.

Stevan first trained at HMS Sultan on the Engineering Technician Initial Career Course (ETICC) and, after a successful deployment on HMS Argyle, he returned to complete his Leading Engineering Technician's Qualifying Course (LETQC).

Shaquille entered HMS Raleigh in February this year and recently joined Stevan in order to complete his ETICC.

Stevan said: "I loved engineering from a very small age. I'd always pull apart my toy cars and try and



Shaquille, left, with brother Stevan

put them back together making sure they would go quicker than they used to. Growing up I'd had a love of engines, currents and electricity and that's never stopped. I was already into engineering at home, but the navy seemed a better option for me in terms of a proper career that I love."

Shaquille said: "My biggest motivator in going into engineering was my brother, but the qualifications that come with engineering also offer a great career path for me."

"I joined the Royal Navy as, at this young age, I can see that I can benefit from it. There's a lot educationally, physically that I can gain, along with many experiences. I hope to go on and become an officer someday."

"I'm proud to be part of the Royal Navy because it makes me a better person and it also makes my family so proud of me."



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Registered charity number: Royal Navy & Royal Marines Children's Fund 1160182





Medics attend to a casualty, played by an actor, during intensive training to prepare for operations across the world with Royal Marines

MED IN THE GAME

MEDICAL experts have prepared themselves for operations with Royal Marines Commandos across the globe with intensive training in casualties and battlefield injuries.

The Medical Squadron of Commando Logistic Regiment are responsible for providing vital medical support to 3 Commando Brigade wherever they go in the world.

This means adapting to new ways of operating as part of Future Commando Force (FCF) development, which will see Royal Marines forward deployed ready to react to crises around the world.

With the commandos going back to their roots as raiders from the sea it means the medics need to alter their own ways of working to suit.

The medics are tailoring their approach to be lighter and more agile, so they can keep up with fast-paced operations.

"This exercise has been a great opportunity to work with our brothers and sisters from around Defence Medical Services while also demonstrating that we're ready to go out the door and we're adapting and innovating to meet the requirements of the Future Commando Force," said Lieutenant Fred Miller.

Teams from across 3 Commando Brigade, Navy Command Headquarters and 16 Medical Regiment – which provides dedicated medical support to 16 Air Assault Brigade – were all involved in the training at RMB Chivenor in North Devon.

The purpose of the training was to validate a number of the medical treatment facilities used to support commandos while in combat across the world and declare them ready for action.

The first week saw the Role 1 Regimental Aid Posts from 40 and 45 Commando join the Medical Squadron in reacting to a wide variety of casualties, building up to a mass-casualty incident where they were tasked with dealing with multiple, seriously-injured troops who had been involved in a mock IED (Improvised Explosive Device) detonation.

All this is done with very realistic-looking injuries, complete with movie-quality blood and gore, providing the medics the feeling of a genuinely urgent scenario.

Actors and a specialist company are brought in to provide as much realism as possible.

The aid posts act as the initial medical care provided after coming off the

battlefield and is the first layer of facility that the brigade can deploy.

The second week saw the next level of facility tested for readiness to head on ops.

The Role 1 Medical Reception Station offers general practitioner access to commandos, meeting NHS standards of patients being able to see a GP, but also offering dental and mental health treatment. This is like what you'd find at a sickbay on camp.

The Medical Reception Station was tasked with several scenarios, including managing complex casualties arriving from aid posts.

The exercise, named Green Serpent, came to its conclusion with the Commando Forward Surgical Group looking at how they can support Future Commando Force operations.

The surgical group is usually configured into a Role 2 Basic, which means they have limited hospital capability, plus resuscitation and surgery facilities.

But under Future Commando Force, they will restructure into a Role 2 Forward, which means they are able to deliver the same treatment but will carry less kit and bring fewer personnel, making it easier to move to where they are needed most.

Making sure medical support can be manoeuvred into position, established and ready to treat casualties without risking an operation's success is a key focus for the medics as part of FCF development.

The Commando Forward Surgical Group currently only have the capacity to deploy one Role 2 Forward facility but are looking at developing the ability to have a second one to ensure that medical support can be delivered to two Littoral Response Groups concurrently.



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We'll go to the foot of our stairs – hundreds of times

TWO Royal Navy officers paid tribute to Admiral Cuthbert Collingwood and raised more than £500 for the RNRMC in the process.

Lt Penny Thackray and Lt Stewart Weir climbed the stairs at their respective homes to achieve 10,570 steps.

For Penny, that meant 207 climbs up and down her stairs, while for Stew it was 336 times (he has fewer stairs than Penny).

The pair originally planned to do this on the steps of the Collingwood Monument in Tynemouth but had to amend their plans during the pandemic.

Adm Collingwood led the first column into the enemy's line at the Battle of Trafalgar on board HMS Royal Sovereign. He assumed the position Commander-in-Chief on the death of Admiral Nelson.

Collingwood was born in Newcastle and every year he is toasted at the Collingwood Monument on Trafalgar Day.

The following equation was worked out to reach 10,750 steps:

- It is 215 years since the Battle of Trafalgar in 1805
- Royal Sovereign had 100 guns (10 for every 10 guns)
- Admiral Collingwood served in the navy for 5 decades
- $215 \times 10 \times 5 = 10,750$ steps

Penny completed the challenge in 1 hour 54 minutes 40 seconds, with Stew completing his in 1 hour 44 mins 25 sec.

The couple's efforts raised £555 for the charity. You can still add to the total at ukvirginmoneygiving.com and search for 'Naval Regional Command Northern England.'



● Stew welcomed by dog Cody

Helping personnel on the road to recovery

MANY Wounded Injured and Sick (WIS) personnel can feel disengaged from the service through being signed off on shore for long periods of time.

The Royal Navy and Royal Marines Charity (RNRMC) works closely with Hasler Naval Service Recovery Centre (NSRC) to support the recovery of WIS personnel and has recently provided a grant to fund a week at Pentillie Estate, Cornwall, allowing Hasler assigned ranks to gain some respite.

Hasler Naval Service Recovery Centre is designed to professionally command, co-ordinate and administer a bespoke recovery pathway for each assigned rank and to provide effective assistance and support to them and their families.

This year the RNRMC have already supported 23 grants to Hasler totaling over £33,000 covering items such as specialist wheelchairs, support for speech and language therapy, art therapy sessions, as well as respite breaks to aid recovery.

Due to Covid-19, RNRMC Hasler personnel have been dispersed from HMS Drake since March. Some individuals are vulnerable, suffering from physical and mental health conditions.

The period away from treatments and

routine has in some cases put additional strain upon individuals and subsequently their families, having spent much more time together than usual over the last six months.

"The multi activity week at Pentillie offered respite to some of the most disadvantaged individuals", said Capt Phil Newton RM, Operations Officer at the Royal Navy Recovery Centre Hasler.

"By moving staff and equipment to Pentillie for the week, Hasler ranks were able to continue with their rehab and recovery and then engage with suitable recovery activities in the afternoon."

Activities included art, clay shooting, cycling, coaching, yoga, mindfulness exercises and organised country walks.

The afternoon recovery activities encouraged Hasler ranks to engage with one another and staff, develop confidence following injury and learn new skills (practical and cognitive) that may help

with their onward journey.

Lt Matt Johnson was one of the week's attendees.

"Pentillie Castle; whether through its breath-taking views over the Tamar, second-to-none service (bordering on sheer decadence) or nature inspiring walks, has provided a lucky band of brothers from Hasler the perfect setting to unwind and relax," he said.

"Covid-19 has taken its toll on many of us WIS personnel both mentally through stress and/

or loneliness, and physically by way of decreased opportunities for rehabilitation due to necessary social distancing measures.

"As a result, such an opportunity to once again socialise and take part in activities within a beautiful and safe setting really does highlight that 'light at the end of the tunnel' that many of us may be struggling

Covid-19 has taken its toll on many of us WIS personnel, both mentally and physically.

LT MATT JOHNSON

Grab some Christmas gifts and help the charity at same time

SHOP the RNRMC's new range of Christmas 2020 merchandise, including their specially-designed Christmas card, handmade Royal Navy gingerbread decorations and re-usable face masks.

Perfect stocking fillers and gifts for family and friends. Purchase exclusive RNRMC merchandise in the knowledge that 100 percent of the profits go towards supporting the Royal Navy and Royal Marines community.

Visit rnrmc.org.uk/shop/christmas

*Last postal date before Christmas will be Friday, December 18.





New face heads RFA

ABOARD Nelson's legendary flagship, Commodore David Eagles (left) takes the helm of the Royal Fleet Auxiliary from the man who's steered it with a firm hand these past five years, Cdre Duncan Lamb.

Formal command of the 13-strong flotilla of tankers, supply vessels, amphibious support ships and the UK's sole aviation training/casualty treatment ship was transferred in a short ceremony on HMS Victory.

Cdre Eagles, from West Devon, started his seagoing career with BP before joining the RFA, which he has served in for more than 30-years. Most recently he commanded the Navy's 'floating warehouse/garage', RFA Fort Victoria, which provides ships deployed at sea with spare parts, ammunition, food and fuel.

He was presented with a Ceremonial Telescope signifying the transfer of overall command of the RFA Service.

Cdre Lamb, who joined the RFA in 1977 – the year of the Queen's Silver Jubilee, launch of new aircraft carrier HMS Invincible and Roger Moore saving the world as James Bond in *The Spy Who Loved Me* – now intends to enjoy his retirement.

"It has been an immense privilege to be Head of Service during five challenging but rewarding years," said Cdre Lamb from Clackmannshire, near Stirling.

"I wish all our brilliant people at sea and ashore the very best of luck with their careers, family and their ambitions."

Picture: LPhoto Unaisi Luke

Tamar makes noise on the Wewtern front

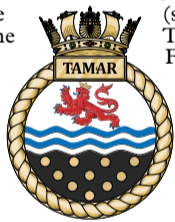
NEW offshore patrol ship HMS Tamar walked away from this year's virtual maritime media awards with the prize cherished by the Fleet.

The Portsmouth-based warship – which barely had a ship's company as 2020 began – took the Desmond Wewtern award as the ship, unit or squadron in the naval family which did the most to champion the work of the Royal Navy either at home or abroad.

To earn the trophy ahead of big hitters such as HMS Queen Elizabeth, flagship HMS Albion or drug-busting RFA Argus, Tamar embraced traditional and social media from the outset, seizing every potential opportunity for coverage, recording every aspect of her conversion from lifeless hull to operational warship.

The ship's efforts culminated in a high-profile visit to London in September when she supported both the MOD and Royal Navy in media events surrounding the Integrated Review.

It is one of two awards presented by the Maritime Foundation in memory of Desmond Wewtern, a naval reservist and long-standing Fleet Street correspondent on naval affairs who died in 1991.



Fittingly it was a journalist from his former paper, Alan Tovey, industry correspondent for the *Daily Telegraph*, who took the Desmond Wewtern Award for his understanding and perceptive reporting of maritime subjects – and making them easily understandable to a wide audience.

California-based Schmidt Ocean Institute (schmidtocoin.org) won The Babcock International First Sea Lord's Award for Best Use of Digital Media for its state-of-the-art website, which brings the life of the deep oceans, and the Institute's pioneering research and technological innovation, to the public.

The Donald Gosling Award for Best Television or Film Production was awarded to Chris Terrill and his team at Uppercut Films for the BBC Two series Britain's Biggest Warship: Goes to Sea, which captured all the key moments from HMS Queen Elizabeth's work-up.

And the Mountbatten Award for Best Book was won by David Abulafia for *The Boundless Sea: A Human History of The Oceans*, encompassing the human use of the sea from the earliest seafaring societies to the present day.

Time's up for tabbing

THE Royal Navy goes smoke-free over the coming weeks.

From January smoking on HM ships and submarines (plus the Institute of Naval Medicine and HMS Sultan) will be barred.

In March that ban extends to RN training establishments and from June 1 to all remaining RN and RM bases, air stations, reserve units and the RFA.

The curb on smoking is part of a wider MOD initiative to limit use of tobacco across all defence sites by the end of 2022.

The ban restricts the use of all tobacco products (including combustible and chewing tobacco products), although the use of e-cigarettes/vaping will be permitted in designated areas.

The policy embraces military and civilian personnel – including contractors, visitors, and other non-MOD personnel.

It applies to ships and submarines at sea or alongside – but not to single living accommodation, where designated areas for smoking will still apply.

A job with Merit

SEVEN months supporting peace efforts in Afghanistan earned Isle of Wight naval officer Rachel Smallwood an American medal.

The 44-year-old commander returned home to Ryde with the Meritorious Service Medal in recognition of her outstanding efforts serving with US Forces having "worked her socks off" in Kabul.

Her time in Afghanistan has left its mark on the country's defence and security forces, making them more effective and better value for money, as well as training political advisers.

The main focus of Rachel's time in theatre has been making Afghan National Defence Security Forces both more effective and more affordable.

That's meant synchronising training and advising personnel across three ministries: the Office of National Security, the Ministry of Defence and the Ministry of the Interior; leading a new department to co-ordinate security operations and plans with Afghan ministers; helping to plan and run a national conference to plan the future of the country's security forces; and introduced new training for ministerial advisers.

All of which not only left



its mark on the host nation's security forces and leadership, but the senior US officer in the headquarters, Lieutenant General John Deedrick.

He presented the naval officer with the MSM – typically awarded to American personnel including Gulf War I leader 'Stormin' Norman Schwarzkopf and Vietnam veteran and US senator John McCain. According

to the citation: "Her outstanding leadership, expertise and dedication to duty significantly enhanced the success of the command's mission during military operations and set the standard for others to emulate."

"Her distinctive accomplishments reflect great credit upon herself and the Royal Navy."

The medal was, she says, "a

lovely surprise".

Rachel continued: "I feel privileged to have been part of the Royal Navy's contribution to the NATO mission to bring peace and security to the Afghan people, and honoured to have been presented with the US Meritorious Service Medal."

"I joined the Armed Forces 24 years ago, with the plan of serving four years."

"I'm still serving because I gain immense satisfaction from making a positive difference to the lives of others, whether they be my fellow servicewomen and servicemen, or people in countries where conflict and instability makes life very challenging for them."

Originally from Ventnor, Rachel started her military career as a Royal Marines musician – she performed in the Isle of Wight Youth Concert Band and Symphony Orchestra before joining up in 1996, then subsequently becoming a Royal Navy training officer.

Once back in the UK she'll resume her work helping to chair the Naval Servicewomen's Network which champions the work of females in the Royal Navy, and enjoying family time with her son and husband, a retired Royal Marines Director of Music.

Wildcat Matt's skill with camera recognised

A FLASH of fire from the muzzle of a Royal Marines' C8 rifle as he hones his night-time marksmanship on the flight deck of HMS Montrose in the Gulf.

This is just one of many images which earned talented Air Engineering Technician Matt Godfrey (pictured inset) a Herbert Lott Award for his time aboard the Bahrain-based frigate.

On his first deployment, Matt's day job was to maintain the frigate's Wildcat as part of the Flight from 815 Naval Air Squadron.

The 28-year-old from Torquay also volunteered as the ship's photographer, providing imagery for



everything required by the Type 23's team from operational reports through

to media releases, newsletters and department photographs.

"Being able to turn what I considered a hobby into something of great use to not only public relations but also an operational capability is something I did not think I would ever be able to do," he said.

"I always enjoy a challenge. The role is usually performed by a serving RN photographer, however the difficulties that 2020 has provided us with also meant that the ship was limited to take certain personnel."

"I was able to conduct my duties without it impacting my day job and found myself photographing everything from gunnery exercises

to marine life, as well as working closely with the warfare department, often tasked with photographing ships and aircraft for intelligence purposes."

His 'double life' was recognised by 815's CO Cdr Russ Clark, who put the junior rating forward for a financial reward for his exceptional support and photography skills while deployed aboard Montrose and "for his inspired decision to produce a virtual music festival for his 200 shipmates, boosting morale and giving everyone a highlight in challenging times."

■ To see more of Matt's imagery, visit <http://ow.ly/nM1y50CgPjY>



Apprentice programme makes Top 3

THE Royal Navy is in the top three of UK employers of apprentices.

A nationwide assessment of firms, organisations, government departments, regional authorities and the military ranked the Senior Service third.

The British Army topped the list drawn up by the government-run National Apprenticeship Service, with the RAF placed tenth.

There are around 4,000 men and women – roughly 12 per cent of the entire Royal Navy – undertaking 25 different apprenticeships, spanning trades as varied as IT experts, weapons systems engineers and helicopter aircrewmen.

Over 98 per cent of new recruits are enrolled on an apprenticeship scheme once they've completed their basic training.

In placing the Royal Navy third, the National Apprenticeship Service and student/graduate firm High Fliers Research looked at more than 400 employers.

They looked at the schemes on offer, the diversity of those being trained, their future career prospects and ongoing training/development, as well as the firm or organisations general commitment to the apprenticeship programme.

Also making the Top 100 are defence firm BAE Systems, major banks such as Lloyds and HSBC and supermarket chains Asda and Tesco.

New app for mental care

ROYAL Navy families can now access mental health support online.

The Naval Families Federation has launched a 12-month pilot scheme to provide free access to the Headspace app for families of regular and reserve RN personnel.

Working with support from Navy Command and the Royal Navy Family and People Support organisation, 3,000 licences have been bought.

To access the offer, the family member should visit www.nff.org.uk/headspace where they will be guided through the verification process.

Watch the Admiralty Service

THE Admiralty's annual festive service – traditionally held at St Martin-in-the-Fields in London – is the latest public event to fall victim to the pandemic.

Instead, there will be a virtual service recorded by BFBS following an initiative by the Royal Navy and Royal Marines Charity and featuring choristers from the

Royal Hospital School Chapel Choir, accompanied by the brass quintet from HM Band of the Royal Marines, HMS Collingwood.

What makes this year's carol unique is the contribution of carol singers filmed across the Royal Navy, Royal Marines and RFA, including deployed units across the globe, air stations, reserve units and

training establishments.

The virtual choir of carol-singing sailors and Royal Marines will accompany the RHS choir during the opening and closing carols.

Also taking part are Chaplain of the Fleet, the Venerable Martyn Gough, and First Sea Lord Admiral Tony Radakin, who will use the programme to give his

Christmas address to the naval family.

The 25-minute service will be broadcast in full on Forces TV (Freeview 96, Sky 264, Freesat 165 and Virgin 277) and on BFBS Extra overseas at 5.35pm on December 13... and if you miss the broadcast, it'll also appear on Forces TV's YouTube channel and Facebook.



A Lott for lots of PPE

PLYMOUTH-based Engineering Technician Sean Bramwell (pictured at work) has been singled out for his efforts meeting the massive national demand for PPE during the pandemic.

With little knowledge or training in the use of 3D printers in his Devonport workshop, Sean threw himself into learning the basics of 3D printing and becoming familiar with plastic manufacturing processes when the pandemic struck.

Sean, who's part of a marine engineering team looking after Plymouth-based warships, helped with the urgent production of PPE components – chiefly visor headbands – in collaboration with defence firm Babcock.

Sean immersed himself in identifying problems and learning to get the most out of the printers, which helped broaden the knowledge and skills of his shipmates. Knowledge of 3D printing in the team was low and understanding the processes and interaction between the machines and software caused several problems.

Sean identified work-arounds through talking with specialists and the 3D printer community.

At the height of production, workshop staff manned the machines seven days a week for a month – including the Easter break, which Sean forfeited.

Having begun producing just six visors a day, by the end more than two dozen were leaving the workshop daily; in all the team provided around 500 units... which were delivered to local NHS facilities and care homes.

Sean's efforts have earned him a Herbert Lott Award of £250.

"Due to the Covid outbreak I was given the opportunity by my workshop warrant officer to develop these new skills and share them around the wider team; it felt very satisfying that I was empowered to do so and now have the greatest understanding of 3D printing in my workplace," said Sean.

"With members of my family employed in the NHS, this project was something that was close to my heart and I enjoyed the opportunity to help as many front-line workers as I could during the shortage of PPE."

Reward time

THE latest men and women to be rewarded in the Senior Command Warrant Officers' Reward and Recognition initiative are:

Herbert Lott Award
From HMS Sutherland: WO1 Boulton and LET Sykes
From HMS Ledbury: WO1 Hepburn; CPO Bembridge; PO Lee; PO Gouldin; LETs Hedgecock and Ross and ETs Walker, Campbell; Howells; Shelly; Oliver and Brennan

Long Service Recognition Award
CPO Mullord (Triumph); Lt Cdr Giles (MCM1); WO1 Gentry (GNR London); Maj Cooper RM (CTCRM); CPO Vanes (845 NAS); WO1 McGregor (CNR)

Longer Separation Allowance (5000 Days) Award
CPO Davies (HMNB Devonport); LS Gibson (Magpie)

Champions make it to the final

FROM more than 530 nominees across the Forces, four sailors and one medical team will represent the Royal Navy at this year's Women in Defence awards.

Now in their fifth year, the awards recognise inspirational and dedicated individuals and teams who champion the work and importance of women across defence, from young trailblazers to experienced personnel, unsung heroes to inspirational figures.

Judges looked at nominees across ten categories – with the following Royal Navy personnel put forward for the awards ceremony in March next year.

Commander Maryla Ingham, in charge of the recently-formed Coastal Forces Squadron, is nominated for the 'Inspirational Award' for transforming the way some of the Royal Navy's smallest craft are used – and viewed.

She is responsible for 18 small craft which perform duties as varied as giving undergraduates a taste of naval life through to helping HMS Queen Elizabeth develop tactics to fend off swarm attacks from fast foes.

In her two years in charge of what was previously the 1st Patrol Boat Squadron, she has nurtured and encouraged 40 junior commanding officers – treating them as potential 'future carrier captains' – and brought out the best in everyone under her wing.

Her drive has improved standards across the squadron – such that its navigational prowess was recognised by the Fleet Commander – and by encouraging imaginative use of social media has ensured the patrol boats have a big voice – and following – on social media.

A fierce champion of the equality and diversity and the role of women in the Royal Navy, she's ensured that by the middle of next year, seven out of 14 commanding officers in the squadron will be female. And she's also found time to promote women's football.

In short, says her citation for the award, "Commander Ingham's enthusiasm and determination is infectious. With her at the helm the squadron has fundamentally changed for the better."

Leading Writer Bethany Barnes, serving with the Submarine Flotilla/Waterfront Logistics Support Group, is nominated for a special award.

A valued member of the team and keen advocate of adventurous training and charity work/support, in December, she was diagnosed with bone cancer aged just 22.

She responded instantly by throwing herself to raising money for the cancer's Research Trust charity (£4,650) at the same time as undergoing life-changing treatment.

Throughout she has, says her citation, displayed "sheer tenacity and resourcefulness" overcoming "extreme adversity with a smile on her face – she is a credit to the Royal Navy and wider Defence."

HMS Artful's Executive Officer **Lieutenant Commander Nicholas Stone** will be competing for the 'Equality of Opportunity' award for his support and encouragement to women in the Silent Service.

The Faslane-based submarine is the first hunter-killer with female members of the crew – something which has been achieved directly as a result of his efforts over the past three years.

He has been committed to ensuring the requirements necessary to allow women to

be onboard were met and that the rest of the crew acted responsibly in support of this – making Artful a more effective boat and also impacting on the rest of the Submarine Flotilla.

His championing of female submariners has included endorsing some for key and coveted appointments in the Royal Navy and has generated discussions at the highest level of the Service about ways in which women can serve on every one of the flotilla's boats.

And up for the 'Emerging Talent' award is junior nursing officer **Sub Lieutenant Rebecca David**, serving with Joint Hospital Group (South West).

She led a small specialist team of military nurses at Plymouth's Derriford Hospital which carried out the high-risk transfer of patients to Covid wards.

She did so at high personal risk – there was a high Covid sickness rate in her team – and impressed senior nursing staff with her leadership, attitude, drive, problem-solving ability and spirit.

"The impact and tangible effect that Sub Lieutenant David has achieved within the Hospital Trust during the Covid crisis far outweighs and belies her junior rank and nursing experience," says her citation.

Remaining with health, staff of **HMS Sultan's Medical Centre** are nominated for the 'Inclusive Teamwork' award for Covid – and non-Covid work.

The mixed military-civilian team is well known across the Gosport establishment for working closely and effectively together, support each other excellently "when life happens", and worked around the clock when the pandemic first struck in particular to help and assess any patients with suspected Covid.

Accolade for School of Merlin

THE head of the maritime Merlin fleet – the Mk2 submarine hunters, all based at Culdrose – thanked the engineers and technicians who maintain the state-of-the-art helicopter for their on going efforts.

Commander James Hall visited the *alma mater* of the maritime Merlin force, training squadron 824 NAS, to praise personnel for their efforts – particularly during a busy autumn when the Mk2 has been heavily in demand in support of HMS Queen Elizabeth and anti-submarine warfare exercises.

It's the task of 824 to feed the front-line squadrons – 820 (assigned to the carriers) and 814 (assigned to frigates, RFAs and general anti-submarine warfare and maritime security duties around the UK – with qualified air and ground crew "824 Squadron engineers have done an incredible job supporting your sister squadrons. I have been hugely

impressed to see your efforts, regularly making aircraft available to support 820 Naval Air Squadron as they work up the carrier strike group," said Commander Hall

"At the same time, you have supported 814 Naval Air Squadron superbly, assisting them with the maintenance of their aircraft and, when the need arose, lending them two aircraft to ensure that Merlin Force maintain readiness for our non-discretionary defence tasks.

"The levels of dedication and commitment to sustain Merlin Force, while delivering your primary role of training the next generation, has been a great support to me and my team in HQ. Your efforts have allowed us to continue delivering the wide range of tasks and operational commitments that we fulfil 365 days a year, seven days a week."



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Giving the RN the edge

A mighty fine read

FORMER Naval officer Andrew Boyd made his name as a historian with his ground breaking study *The Royal Navy in Eastern Waters: Linchpin of Victory 1935-1942* which I reviewed glowingly in this column, writes Prof Eric Grove.

Now he has confirmed his position as one of the most important naval historians of the modern era with his new study *British Naval Intelligence Through the Twentieth Century*.

This is a truly monumental work, 673 pages long with notes, index and bibliography expanding the whole book to 776 pages plus illustrations.

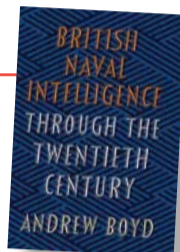
The author argues that the true origin of an Admiralty Naval Intelligence Department was 1882, not 1887 as usually quoted. The definition of the growing German threat and its contested historiography is discussed. Boyd comments on the weaknesses of the pre-war naval intelligence system, and Fisher's failings in setting it up: "Fisher's obstructiveness towards a global intelligence casts doubt over his real commitment to a navy built around a core of battle-cruisers deployed under central control against threats around the globe."

The author moves on to discuss "the beginnings of an intelligence community" with the origins of the secret services and the beginnings of signals intelligence. He discounts some arguments recently made about British commitment to economic warfare against Germany pre-1914 but makes the point that the investment in naval intelligence in the pre-war years laid a sound basis for 1914-18.

The book then covers intelligence in World War 1; Room 40 and the foundation of modern signals intelligence; the initial exploitation of naval sigint; the impact of 'Blinker' Hall, Director of the Intelligence Division, and



● Type 42 destroyer HMS Glasgow is shadowed by Soviet Kresta II-class cruiser Admiral Isakov in the early 1980s



his 'intelligence war' in the USA; the intelligence limitations exposed by Jutland; the key role of naval intelligence in eventually making

blockade effective and countering the U-boat threat (despite inadequacies in Admiralty leadership); and J, not least, bringing the USA into the war. Overall, the author concludes that from the end of 1914 "British naval intelligence gained decisive information advantage which it never lost."

The author counters conventional accounts which stress the inadequacies of inter-war naval intelligence by putting it into the "wider context of intelligence departments and agencies." He argues "that naval intelligence prepared Britain better for the challenges it faced from 1939 than traditional accounts allow." A

THE GROVE REVIEW

key part of this wider context was the setting up of the 'Government Code and Cypher School', later GCHQ. This leads into an account of World War 2 with a section entitled 'The height of the Intelligence Art?' Boyd again stresses context, countering the popular fixation with naval Enigma and a general underestimation of German intelligence successes in the early war years. He correctly confirms the limited impact of the loss of U-boat Enigma in 1942 and the importance of other intelligence sources and other theatres of war.

The final section of the book covers the Cold War with the subtitle 'Leveraging strategic advantage.' He explains the changes in intelligence organisation after 1945 and the establishment of an "unprecedented intelligence partnership" between the UK and USA, that included full participation in aerial reconnaissance of the Soviet Union. The first British submarine entry into the Barents Sea was carried

out by HMS Alcide in 1952 but this was not repeated for another two years when modernised T-class boats fitted with intelligence-gathering equipment began regular patrols in the region. These patrols with quieter conventional boats continued until 1968 when the latest SSNs were quiet enough to take over.

The book provides as comprehensive an account of post-war intelligence developments as the sources allow, including the development of fixed sonar arrays by the Americans and Norwegians, a network that the British joined under the codename Canasta for combined anti-submarine warfare surveillance in the Norwegian Sea. There is also new information on Operation Hornbeam based in Hull in the 1960s, using fishing trawlers to collect intelligence in the Barents Sea.

He also covers the setting up of the joint Defence Intelligence Staff in 1964, the influence of intelligence on the British Polaris programme and the role of intelligence in the Indonesian Confrontation. A whole chapter is devoted to 'The Rise of Submarine Intelligence' in the 1970s as the Soviet naval threat grew. The role of intelligence in the Chevaline upgrade of Polaris is covered comprehensively as is the reassessment of Soviet naval strategy which led eventually to the victorious forward maritime strategy of the 1980s after the false start of the 1981 Defence Review. It is hard not to agree with Boyd's criticisms of the Naval Staff on their performance in this latter process. He does however make a good case that the British naval intelligence record in the Cold War – and the Falklands conflict – was good overall.

British Naval Intelligence Through the Twentieth Century (ISBN 978 1 5267 3659 8, Seaford, £35) is a truly great work in every way and is necessary and fundamental reading for everyone with an interest in modern naval history.

IN APRIL 1967, Robert Saunders joined the Royal Navy at HMS Ganges at the tender age of 15.

Just under two years on, after anti-submarine training at HMS Vernon he was drafted to HMS Eskimo first for 12 months, then after a spell in HMS Bulwark, he returned in March 1973 for two more years aboard The Mighty Quinn (the nickname comes from the eponymous Bob Dylan/Manfred Mann song about Quinn the Eskimo).



Half a century later and his experiences aboard the ship have prompted him to pen a 187-page tribute to the Type 81 frigate and the men who served in her between 1963 and 1980.

In the late 1950s the Navy decided it needed a new breed of general purpose frigates designed to "go anywhere and do anything".

The result: seven Tribal-class vessels of which HMS Eskimo was the fourth to enter service in 1963 as one of the last warships to be built by the J S White yard in Cowes.

In the 60s the Eskimo took on the roles of guardship in Hong Kong, several stints on the Beira patrol in the Mozambique Channel, intermixed with dhow patrols in the Gulf.

A brief five month deployment in the Mediterranean in 1969 followed General Franco's posturing over the sovereignty of Gibraltar.

Following the end of the Beira blockade in the early/mid-70s, Eskimo's role was refocused to another part of the globe: the West Indies. For much of the 70s she acted as West Indies Guardship to the Senior Naval Officer West Indies (SNOWI) and, later, as Belize guardship.

There was a spell around the Falklands and, in home waters, responding to the grounding of the oil tanker Christos Bitas off Pembrokehire and as escort ship to the Royal Yacht Britannia.

All of which, and more, is recounted by the author in **The Mighty Quinn: HMS Eskimo 1963 – 1980**.

Fully illustrated, it intersperses the factual account of Eskimo's eventful career with the stories of the men who served in it.

The author has donated the copyright to a UK Veterans' organisation and all proceeds from sales will go to help veterans from all three services.

Priced £25 (plus £6 UK P&P) the book is available exclusively from the Veterans Hub in Weymouth. To order a copy, visit theveteranshub.co.uk

How to make the leap to civvy street

EVERY year more than 3,000 men and women leave the Royal Navy – through time served, through family pressure, or the offer of greener grass in civvy street.

Among those who took that step after 12 years as a Jungle pilot with Commando Helicopter Force flying Lynx and Wildcat (plus a spell in MOD procurement at Abbey Wood) is Lieutenant Commander Alex Lovell-Smith.

He's taken the bold step of becoming an entrepreneur outside the military. Most leavers won't... and to help them, he's written *In The Service of Yourself* (£14.99, ISBN 979-86517-40956), a step-by-step guide to make that transition.

For some branches and professions, the civvy street vocation may be a continuation of their military service – chefs, medics, engineers, pilots (less so in the current climate), others, like the media, will almost certainly require re-training.

Defence and security might be seen as 'easy options' given your military career/experience. You'll often work with ex-Service personnel, frequently even former

comrades. Or resettlement may offer the opportunity to re-train and try something completely different.

Whichever route you choose, the author believes there are many fundamentals valid for the vast majority of leavers:

if you're leaving of your own volition, don't take that decision in haste

and – particularly pertinent right now – consider the overall jobs market/financial situation;

remember that the world of work has often changed substantially from the one you might have known before signing up

make a solid financial plan – take salary and pension payments into account

don't bluff on your CV – you will be found out;

prune your social media posts. Military personnel are generally more aware than most of the perils of social media. Firms will check your profiles to see if there's

anything untoward and perhaps compare entries with your CV;

don't be afraid to negotiate terms, wage, perks – not natural in the military... but also "know when to stop";

in general, don't offer to work for free to prove yourself

network – the author is a big fan of personalised business cards and, for the technically minded, personal websites, ideally through a networking website.

Beyond Alex's personal observations from his departure from the Fleet Air Arm, he's also spoken to business leaders, managers and experts in the field of education to give a rounded view of what civvy street expects and wants from new applicants.

The author suggests which jobs particular ranks might be suited to: junior NCOs can lead and delegate, and also take on greater responsibility; senior officers make strategic decisions, often

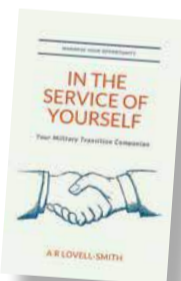
working with challenging budgets and collaborating with other organisations.

He outlines how big and small companies are structured and work, chances of career progression can be quicker in smaller firms as it's easier to make your mark and stand out, larger ones may, for example, offer improved benefits and pension plans.

And if you do get a job, there's the issue of fitting in. Self-discipline, timeliness, professionalism are all key military attributes which are highly valued by employers.

But some of those strengths – such as the close bond between a small group of men and women from similar backgrounds in the same situation – can become weaknesses in the civilian world where there's usually much greater diversity. They almost certainly won't understand the military mindset... or banter.

The whole process can be "both stressful and rewarding". Thanks to the former pilot, it should be more of the latter and less of the former.



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'ONCE NAVY, ALWAYS NAVY'



FAA mag clocks up milestone

THE 100th edition of the *Jabberwock* journal on naval aviation matters was presented to the commanding officer of HMS Heron, Commodore Niall Griffin.

He received the journal from Graham Mottram, chairman of the Society of Friends of the Fleet Air Arm Museum.

Jabberwock is produced every quarter for members and has been in continuous production since the society's founding in 1979.

It features a mixture of historical articles and studies, as well as the activities of and talks given by the society and its members, plus general news relating to naval aviation.

The quarterly takes its title from the name carried by a Royal Naval Air Service Sopwith Baby seaplane flown from Hornsea Mere, Yorkshire, in 1918 which is replicated in the FAA Museum's collection, and which was the museum frontpiece in the 1980s.

Mr Mottram said: "It is a proud moment for all of the pioneers of SoFFAAM that the society still boasts around 1,000 members and that its journal has been in continuous production for over 40 years."

The society supports the Fleet Air Arm Museum in Yeovilton, by raising money through a range of benefits, publications and events for members.

Over the past ten years around £30,000 has been raised and handed over.

Since the museum reopened in August 2020 the society has donated a further £10,000.

Anyone wishing to obtain a copy of the publication should contact Richard Macauley at richard.macauley1@btinternet.com or 07768 562976 or 01278 683300.



Next stop: The Rock

SAILORS from Britain's biggest warship ran to Gibraltar when they couldn't hit the streets of the UK rattling tins for the Poppy Appeal.

Crew of Portsmouth-based aircraft carrier HMS Prince of Wales were determined to help the Royal British Legion's main annual fundraiser – and had planned to help with collections.

The pandemic scuppered the traditional sale of poppies, but Able Seaman Matthew Johnson, who works in the carrier's admin office, fell upon a solution: run to Gibraltar instead.

The 22-year-old, from Chorley, Lancashire, and his shipmates set themselves the target of raising £1,336 – £1 for every mile from the carrier's base to the UK's Mediterranean territory.

Eighteen of Matthew's shipmates volunteered for the run – mostly from the logistics/support department on board – with each expected to cover about 70 miles on the flat-top's sprawling flight deck to reach the target.

The Rock was chosen for its centuries-old links with the Royal Navy (Prince of Wales herself has yet to visit, although big sister HMS Queen Elizabeth has) and the tradition throughout the Service to run to the top of the mountain when in town (known as the Rock Race).

"The pandemic has had a massive impact on everyone around the world. I wanted to try to use our position to help out a charity which would suffer in its fundraising efforts this year," said Matthew.

"The Royal British Legion relies heavily on being out in public selling poppies and with the current restrictions in place, they will be in a less advantageous position to do so.

"We want to make sure that they can continue providing the incredible support that they show to us in the Royal Navy, as well as our counterparts in the Army and Royal Air Force."

The 19 runners' efforts smashed their target – so far they've raised over £2,400 for the RBL.

Commander Gareth Mawdsley, the carrier's senior logistics officer, said: "In a challenging year for everyone, I am delighted to see my team take the opportunity to raise awareness of the great work that the Royal British Legion do every year – and to raise some money that can help support both serving members of the Armed Forces and veterans."

Gaining ground in Normandy



THE custodians of the memory of Britain's war dead will help complete the new national monument to Normandy veterans. The impressive Normandy Memorial should have been dedicated last month but the Coronavirus pandemic has slowed progress.

The monument at Ver-sur-Mer, overlooking what was designated Gold Beach in 1944, is situated close to the spot where the only VC was won on D-day.

It is now due to be dedicated in June 2021, bringing to an end five years of toil, planning, fundraising – much of the money came from the Labor fund of fines imposed on banks – and finally construction.

The statue of troops storming ashore was dedicated on the 75th anniversary of the landings by then PM Theresa May and French President Emmanuel Macron.

It is the centrepiece of a memorial courtyard with walls seven metres high and walkways lined by 160 pillars listing the

names of 22,442 British and Commonwealth dead from the Normandy campaign, one in ten of them sailors or Royal Marines.

The Commonwealth War Graves Commission, which is responsible for numerous cemeteries across Normandy, including those at Bayeux and Ranville where many June 6 casualties are remembered.

Its team is going to help the Normandy Memorial Trust in the landscaping of the site – which covers an impressive 50 acres.

"As the project reaches its vital final stages, the commission's staff based in France will oversee the landscaping of this historic site, ensuring it reaches the standard expected of the Trust and in keeping with a site of such significance," explained the commission's Director General Barry Murphy.

"It's a wonderful memorial, in a spectacular setting, which will serve to complement the CWGC's war cemeteries in the Normandy region."



Efforts of '82 acknowledged

BAE machinist apprentice Rohanne Pearce studies her handiwork – the first memorial plaque honouring the efforts of her forebears nearly 40 years ago.

For the first time thousands of Portsmouth dockyard workers and staff who readied 39 ships for the liberation of the Falklands in 1982 has been permanently recognised.

They worked around the clock, with no forewarning – and with the threat of redundancy hanging over many following the 1981 Defence Review – to ensure the first ships sailed from the Solent just days after Britain resolved to free its citizens from the Argentine junta.

While medals were awarded and monuments erected to the men, women, ships and units which sailed to the Falklands, there was nothing acknowledging the sweat and toil supporting that effort.

That prompted one veteran to campaign to redress the situation. Andrew Cave from Shrewsbury was just 17 when he sailed with task force flagship HMS Hermes, responsible for the carrier's chaff defensive system. His pleas fell on fertile ground with Rohanne producing this plaque to go on display in Boathouse No.7 in Portsmouth's historic dockyard.

City Lord Mayor Councillor Rob Wood unveiled the memorial in the presence of Michael Betts, Deputy Representative of the Falkland Islands Government to the UK, Portsmouth MPs Stephen Morgan and Penny

Mordaunt, and Dennis Miles and Nigel Linger of the Portsmouth Royal Dockyard Historical Trust who worked on the wording and provided a suitable location for the plaque.

"It is testament to the immense professional pride, patriotism and passion that the dockyard workers possessed, that despite the news of imminent closure of the dockyard in 1982, and being issued with their redundancy notices at lunchtime on April 2, that even faced with the loss of their jobs and livelihoods, they returned to their workplaces and remained dedicated to the task of getting the Fleet deployed and ready for operations on April 5 1982," said Naval Base Commander Commodore JJ Bailey.

The pandemic lockdown prevented Mr Cave from attending, sadly, but he is delighted that a memorial now exists – and he will be continue to press for similar recognition in other dockyards and RN establishments which supported the military effort in 1982.

"I am extremely grateful to everybody who has helped me to achieve their rightful recognition," he said.

"The fact remains that our country was only able to respond as quickly as it did because of the dockyard workforce."

"There is no doubt whatsoever that they played a massive part in the success of the operation and the country owes them a great debt."

Picture: LPhot Belinda Alker

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We wish all our members a very Merry Christmas and a very happy and peaceful New Year

80 years since the immortal night

GUARDIANS of the Navy's flying heritage asked for donations to help them celebrate the Fleet Air Arm's finest hour – and keep vintage aircraft airborne.

With Covid 19 hitting traditional Taranto Night celebrations – the Fleet Air Arm prefers to mark the date, rather than Trafalgar – the charity Navy Wings hit upon a digital event to mark the 80th anniversary of the raid.

A virtual 'top table' of leading RN aviators past and present, including former First Sea Lord Admiral Sir George Zambellas, Rear Admiral Tom Cunningham, the president and chairman of Navy Wings respectively, Rear Admiral Simon Charlier, chairman the Fleet Air Arm Officers Association and Rear Admiral Martin Connell, the present-day head of naval aviation hosted a short celebration.

To receive a link to the online event and join in the celebrations, the charity asked for a £10 donation – money which will go directly to maintenance and restoration of its collection of vintage naval aircraft.

Navy Wings has been starved of all its usual display fees this year with air shows across the UK falling victim to the pandemic.

The government has given the Yeovilton-based charity £280,000 to help plug some of the gap – part of a £1.5bn rescue package for museums and



● *Flying into the jaws of hell - David Cobb's impressive painting of a Swordfish making a torpedo run against the Italian Fleet at anchor in Taranto harbour*
Courtesy of Navy Wings

cultural institutions.

Two Swordfish (both later World War 2 models) form the core of the charity's airworthy aircraft.

On the night of November 11-12 1940, 20 such biplanes knocked out the core of the Italian Fleet at its wartime base in Taranto in southern Italy.

In a matter of minutes, three battleships and one heavy cruiser were knocked out of action for

the loss of just two aircraft.

Taranto was the most devastating demonstration of naval air power yet and served as the blueprint for the devastating Japanese attack on Pearl Harbor 13 months later.

Though no aircraft or veterans are left from the raid, two naval air squadrons, 815 (Wildcats at Yeovilton) and 824 (Merlin Mk2, Culdrose) live on.

The latter squadron paused to reflect on the achievements of their forebears.

"Our aircraft and technology may have changed over the years but our squadron's heritage and the traditions of the Fleet Air

Arm remain as strong as ever," said Commander James Taylor, 824's Commanding Officer.

"It's especially fitting that the air and ground crews that we train on 824 squadron today will go on to serve on the navy's new aircraft carriers. They may be serving on our fifth-generation carriers but the traditions of the first generation still ring true.

"Any flying at sea, be it at night or in extreme weather conditions, demands expert dedication and skill. It makes us appreciate all the more the bravery of those Royal Navy aviators who took part in the attack on Taranto 80 years ago."



Remembering the last Knight of WW2

THE Navy's Regional Commander for the East of England joined Royal Marines musicians celebrating the 100th birthday of WW2 veteran Captain Duncan Knight.

The centenarian is believed to be the last surviving officer to have served throughout the 1939-45 conflict.

Capt Knight's 38-year career in the service began as a 14-year-old officer cadet. He was serving at sea from the South Africa Station when war was declared, witnessed the Japanese surrender in 1945 and, in between, was awarded the Distinguished Service Cross for his part in defending an Atlantic convoy.

Birthday celebrations at Wellington Grange Care Home in Chichester included a presentation from Commodore David Elford, and music from two bandsmen of the Royal Marines in the presence of family and staff.

Cdre Elford presented Capt Knight with a framed letter from First Sea Lord Admiral Tony Radakin: "We owe a great debt to those such as you who served throughout that conflict and afterwards. Your actions both in war and in peace were in the finest traditions of the Royal Navy and are an inspiration to us all."

Between 1940 and 1942, a then Lieutenant Knight served in destroyer HMS Hesperus in the Western Approaches and the North Atlantic. It was while defending convoy HG78 that his ship rammed and sank U-93 in January 1942, earning the young officer the Distinguished Service Cross for 'skill and enterprise in action against enemy submarines'.

In July 1943, while serving as First Lieutenant in Hunt-class destroyer HMS Goathland, he was Mentioned in Dispatches for 'outstanding leadership, skill and determination in intercepting an enemy convoy'.

Having served in the North Atlantic during the early stages of the war, he was transferred to the Far East. Between 1945 and 1946, he was Flag Lieutenant and Squadron Communications Officer of the 5th Cruiser Squadron serving with the British Pacific Fleet – and witnessed the war's last act with the signing of the Japanese surrender in Tokyo Bay on September 2 1945.

In his final appointment, Capt Knight served as a commodore in NATO's Allied Forces Southern Europe in Naples, retiring from the RN in 1972.

He later acted as private secretary to the Lord Mayor of London and later was general administrator of Trinity College of Music until 1985.

Farewell to 'Roy'

EIGHT months after being decorated for his part in the Normandy landings, one of the country's oldest D-Day veterans has passed away.

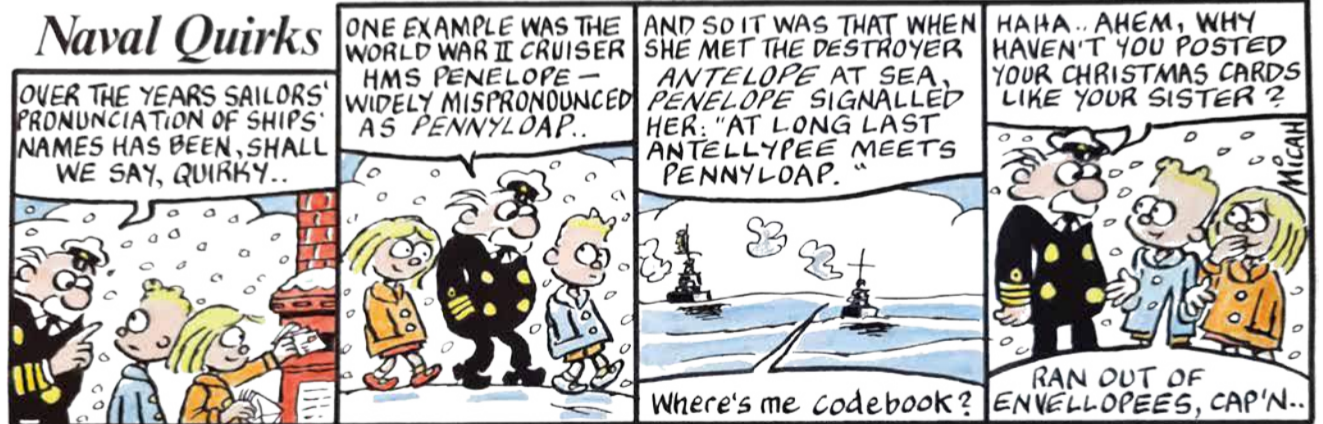
Dennis 'Roy' Cooper helped ensure the safe passage of military equipment and thousands of troops from English shores to northern France in 1944 – and helped lay the foundations of victory in the west by escorting part of the Mulberry Harbour complex across the Channel.

Like thousands of Britons involved in the liberation of France in 1944, 'Roy' was awarded the *Legion d'Honneur* as a 'thank you' by the French government – presented earlier this year with former First Sea Lord Admiral Lord West and 815 NAS personnel in attendance.

Forces charity SSAFA, which helped organise that ceremony near the 102-year-old's home in Marnhull, Dorset, said Mr Cooper passed away in mid-October – just a few days' short of his 80th anniversary of joining the RN.

He served in battleship HMS King George V before joining minesweepers and helped keep the waters between the Orne and Vire clear of mines which might threaten the invasion fleet in the summer of 1944.

"Roy was typical of the amazing generation that enabled us to win the war and defeat Hitler," said Admiral Lord West. "He was a brave man who did his duty serving with distinction. It was a privilege and a pleasure to have met him."



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Dukies remember Unknown Warrior role

WHEN the body of the Unknown Warrior was brought back to Britain from the Western Front in 1920, Duke of York's Royal Military School students provided an Honour Guard for the arrival at Dover Docks.

Since then, the school has always honoured former students who lost their lives during global conflicts, and were able to hold a socially-distanced service on Remembrance Sunday.

The Dover school has its own war memorial and Year 7 students, senior and junior under officers and some staff held a small parade followed by two minutes' silence, prayers, laying of wreaths and playing of the *Last Post* and *Reveille*.

Wreaths were laid by principal Alex Foreman on behalf of staff and governors, chief school prefect Ruth Adewole, pictured above, for students, alumni, and development officer Kate Avery

for The Dukies' Association, assistant principal Jolyon Marsh for the Old Boys' Association, and vice principal Lieutenant Colonel Steven Saunderson on behalf of the British Torch of Remembrance.

Mr Foreman said: "We were fortunate to be able to honour The Fallen and pay our respects in the traditional way, albeit on a smaller format to allow for social distancing but with the poignancy and solemnity the occasion deserves."

"The school has a proud military heritage; students wear the cap badge of a family member who has served in the armed forces on their dress Blues. It is called their 'heart badge' and is an important recognition of their own family's military history."

For more information, visit www.doyrms.com.

Units ready to hit the road next year

EASIER access to training and competition events are on the cards for cadets and staff at **Southampton Sea Cadets** thanks to the donation of funds for a replacement minibus.

Southampton Sea Cadets in Vespasian Road, took delivery of its replacement minibus following donations and support from local benefactors.

For the past 18 months or more Southampton Sea Cadets, a local youth charity has been raising funds to replace its aging minibus.

Lt (SCC) Lindsay Basset RNR, the Commanding Officer of the unit said: "We are thrilled with the minibus and cannot wait until face-to-face training and competitions can be resumed again."

"When we first decided to start fundraising it seemed an impossible task to raise such a large amount of money for the replacement bus."

"We wouldn't have done it without the kind generous donations received from cadet family and friends, the Honourable Company of Master Mariners, the Connaught Trust, and the Marine Society and Sea Cadets for their generous donations, without which we could not have purchased this bus."

If anyone is interested in joining as a cadet (boys & girls aged 10- 18) or as staff please contact admin@sotonsea-cadets.org



• Kettering Sea Cadets volunteers Angela Edward and Chris Jablonski with the repaired minibus

cadets.org

Meanwhile, **Kettering Sea Cadets** are thanking a local windscreen repair firm after their minibus was vandalised, leaving them without vital transport.

Vandals had smashed the windscreen of their minibus, badly damaging it in the process.

Rapid Windscreens offered to help and replaced the windscreen for free, after

employee Lee Elliot contacted the firm's owner.

Mr Elliot said: "I have a lad who plays football and I know how important a minibus can be for groups like this."

"The owner said immediately that we'd help. It's hard enough for kids so we wanted to get them back on the road."

In Kent, **Ashford Sea Cadets** plan to buy a new and updated

minibus after benefitting from their Lord Mayor's Appeal.

Commanding Officer Sub Lt Bruno d'Agostino (SCC) RNR, expressed his gratitude to Cllr Jenny Webb for her enthusiasm and dedication to the charity.

The £4,238 will go a long way towards providing upgraded facilities to allow the cadets to go far and wide beyond Kent in 2021.





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Sights set on shooting success



A Sea Cadet from Surrey is being tipped for big things after encouraging performances at one of the country's top target shooting events. Cadet Lance Corporal James from Guildford competed at the National Rifle Association's Imperial Meeting

at Bisley. He came third in Her Majesty the Queen's Prize (1st Stage) which also saw him earn a special chairman's prize as recognition for his efforts competing in the country's most coveted shooting competition. James was competing against over 1,000 adults, but can consider himself among the top 150 shots in the country, going through a further stage to compete in the final, which bodes well for future success.

Help for seafarers who lose their job

A CO-OPERATION between British charities announced launch of a bursary fund for training of UK-based merchant seafarers who are facing redundancy as a direct result of Covid-19.

Applicants will be eligible for up to £500 towards training that will help them get a new job in the industry.

The fund was launched by the Maritime Charities Group (MCG), together with MCG members the Merchant Navy Welfare Board (MNWB) and London-based charity Trinity House, who have joined forces with Marine Society, to address the looming employment crisis and the inevitable impact on health and welfare of merchant seafarers and their families.

The cruise and ferry sectors have especially been hit significantly by Covid-19, with around 2,000 merchant seafarers already facing redundancy, said Commander Graham Hockley LVO RN and Chair of the MCG.

"Jobs are in short supply but the market will pick up so now's the time to invest in training and skills development."

The bursary is aimed at UK

Merchant Navy seafarers of all ranks and departments who can demonstrate a planned route back into a maritime-related role, whether seagoing or shore-side.

Applicants can self-select whatever training or qualifications they feel will help them. This can include generic skills such as interview preparation or CV writing tailored to a maritime industry.

Courses can include MCA-approved and STCW refresher qualifications, maritime-related professional diplomas or ICS qualifications.

"Whether it's a CV writing course, interview skills or a new training certificate, the maritime charities want to help," said Cdr Hockley.

"We're making money available for training that will help merchant seafarers who've been made redundant due to Covid to stay in the industry.

"It's not meant to replace support from employers or to let them off the hook, but it will help plug the gap for those who aren't getting that support – and it's available now."

Under the co-operation, MNWB will

bring its welfare expertise; Trinity House will promote maritime careers; and the Marine Society will bring experience of running similar funding schemes together with providing information, advice and guidance on maritime education and training.

The fund currently stands at £20k, with equal contributions from MNWB and Trinity House. MCG is funding the administration of the scheme which is being handled by the Marine Society.

Explaining their involvement and how the scheme will work, Darrell Bate, Director of Maritime Training and Development, said: "We want to make the process as simple as possible for anyone applying for this new funding.

"All they need to do is prove that their job is being made redundant, find a course that fills a gap in their training or skills, and apply online through a dedicated page on the Marine Society website.

"We can also provide information about what's out there, so if you need help with ideas just get in touch."



Matthew makes his mark

LEADING Cadet Matthew, who attends Torpoint unit, based at HMS Raleigh, has been selected to be Cornwall's Lord Lieutenant's Cadet for 2020-2021.

As Lord Lieutenant's Cadet, Matthew will be Colonel Edward Bolitho's aide and representative during Royal Family visits and during ceremonial events.

There are three Lord Lieutenant's Cadets chosen from the Sea Cadet Corps, Army Training Corps and Royal Air Force Air Cadets. The cadets are selected for their

commitment and outstanding service not only to their cadet force but to their local community.

Matthew 17, has been in the Sea Cadets for four years and was part of the first intake when the unit opened within HMS Raleigh.

In his time within the Sea Cadets he has achieved an incredible amount, ranging from Trafalgar Day Parades in London to Advanced First Aid, RYA Powerboat Level 2. He is an outstanding mentor and role model for the younger cadets and displays all of the Sea Cadets core values.



Veteran joins a CO to represent the cadets

A SEA Cadets Commanding Officer and veteran has reflected on attending this year's national Remembrance Sunday service at the Cenotaph in very different circumstances.

Cdr Michael Clarke, C/O of Bideford and District Sea Cadets was one of fewer than 30 veterans to attend the event along London's Whitehall.

He also represented Torrington District Council as Armed Forces Covenant Champion and as North Devon Secretary of the Merchant Navy Association.

Thousands of veterans are normally in attendance at the Cenotaph, with millions more watching around the world, but this year the coronavirus pandemic and the national lockdown meant the event was closed to the public.

Cdr Clarke said: "I still feel humbled to have been part of something so poignant and special.

"A silent and atmospheric London proved a powerful reminder to those who paid the ultimate price. 10,000 veterans usually march past the Cenotaph, but this year only 26 of us represented the Armed Forces Community.

He is also a Royal Naval Reservist and was honoured to be asked to be Parade Marshal for the Association last year.



Helping Burnham open

A SOMERSET sanitiser company helped their local Sea Cadets re-open in between lockdowns during the pandemic.

Burnham Sea Cadets were able to get back up and running, thanks to the help of Swallow Drinks, which manufactures and distributes various hand and surface sanitising products – offered its help to the Sea Cadets after hearing that they wanted to re-open.

They donated a Defend Plus sanitising stand, products and other dispense items during the re-opening of the unit.

Dom Gregory, Commanding Officer at Burnham and Highbridge Sea Cadets, thanked them for the help: "Swallowdrinks.com very generously donated a sanitising dispenser to the unit and also undertook an unexpected, but very welcome, anti-microbial fogging treatment."



Farewell to HMS Bristol

— see Page 35



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End of Bristol era

HMS Bristol's White Ensign has been lowered for the last time at a decommissioning ceremony in Portsmouth, ending an era which began in March 1973.

Designed to defend a class of aircraft carriers which were never built, Bristol was the sole Type 82 destroyer delivered to the Royal Navy and, until its decommissioning, was the second oldest commissioned vessel thanks to a unique career.

Her final Commanding Officer, Lieutenant Commander David Price, said: "We knew the day HMS Bristol decommissioned from the Fleet would come, so it is my privilege as her final Commanding Officer to lower the White Ensign for the last time on behalf of the thousands of sailors and cadets for whom this ship has been an invaluable training platform and also for all those who served on board during her first commission."

Bristol notably saw action in the Falklands during 1982. Initially leading a group of two destroyers, five frigates and one RFA supply ship arriving as reinforcements, the ship later joined the carrier battle task group to fulfil her primary role as an air-defence destroyer and then assumed flagship duties.

Representatives of Navy Command, the HMS Bristol Association (1982 veterans), youth organisations and ship's company gathered on her upper deck for a small decommissioning ceremony. They were also joined by Major Theo Hogg RM, grandson of the woman who launched the ship on the Tyne in 1969.

The family name runs through the 507ft destroyer like a stick of Blackpool Rock. Lady Mary was selected as the ship's patron while her husband Vice Admiral Sir Ian Hogg served as Vice Chief of Defence Staff. Their son served as the ship's doctor between 1978-81 and his son, Theo, was christened on board and subsequently returned as a Combined Cadet to practise diving. And Theo's uncle trained helicopter crews for flying on and off the ship when a deck was added later in Bristol's life.

Like her ship, Bristol's Lady Sponsor has sadly passed into history.

"The ship's company and ship's tender took her ashes to Outer Spit Buoy, where my

grandfather's ashes were laid to rest. They put on a fantastic ceremony for her. She was very proud of her affiliation with the ship and she would have loved to be here today," said Theo.

Richard Shenton joined the ship just one week before she sailed for the Falklands in 1982. He left her 12 months later as a senior rating. She left her mark on him, because for the past ten years he's acted as standard bearer for the HMS Bristol Association at memorial and public events, mostly in the south and especially around Portsmouth.

"I've been able to bring HMS Bristol and the association to a much wider audience as a result of carrying the standard," he said. "And it's been an absolute duty to do so."

The carriers fell victim to the 1966 Defence Review – and with them their escorting flotilla of destroyers. Eight were planned, but only Bristol was built... as a testbed for new technologies, chiefly the new Sea Dart air defence missile, the 4.5in gun which would be the mainstay of the Fleet for the next 75 years and (for its day) a cutting-edge computer system to compile and coordinate the data from the ship's many sensors.

Designers contemplated nuclear power at one stage before plumping for gas and steam turbines. And they stuck with RN tradition by installing a wooden deck – the last ship in the Navy to feature it.

Because of her uniqueness and need for more than 100 extra crew compared with the Type 42 destroyers which would become the backbone of the late 20th Century Fleet, Bristol's active life proved relatively short – not 15 years before she led the Dartmouth Training Squadron and then was transferred to Whale Island to take over from HMS Kent to provide training and accommodation.

Which she's done now for nearly 30 years. A refit a decade ago on Tyneside deprived her of her masts for safety/structural reasons, but otherwise she's been a permanent fixture in the harbour and a temporary home to a couple of generations of matelots and cadets.

"Hopefully we have done this ship the service it deserves," said one of Bristol's former

Commanding Officers John Haynes, who served in the ship from 2006 to May this year.

"I have seen a great number of changes but I thoroughly enjoyed my time here and a major part of that was the youth element and training they have had onboard.

"The number of times I have had cadets and ex-sea scouts and others come up to me and say how they enjoy their time and many of these now are regular service personnel. It's great to see the transition from cadet or sea scout to a member of the service."

After nearly two decades at sea, Bristol was converted to a harbour training ship in 1993, remaining alongside at Whale Island ever since. During that time, the ship has provided a training environment for a wide variety of trainees; it has not been unusual to find engineering technicians training in machinery spaces while military training personnel conduct armed searches and medical assistants exercise casualty evacuations nearby.

Bristol is also well known to many youth organisations including Royal Navy, Army and RAF cadets, Sea Scouts and University Technical Colleges. Many thousands have gained a sense of life on board ship while engaging in a wide range of Royal Naval and maritime based activities.

Sea Scout leader Nathan Cole has been using Bristol for nearly 15 years, taking advantage of the accommodation she provides and access to activities to run water sports four times a year for up to 65 youngsters at a time.

"The kids absolutely love the engagement here with the Navy, getting to live on a warship and taking part in the day-to-day lifestyle such as 'call to hands' is such a great experience for them all to take part in.

"They always go home beaming and feeling a part of the family."

Although decommissioned from the Fleet, Bristol will remain in Portsmouth harbour until the next phase in her remarkable life is determined.

Her remaining ship's company of about 20 are being redeployed in the new year.

Pictures: LPhot Unaisi Luke





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Sporting opportunities for carrier personnel

PERSONNEL aboard HMS Queen Elizabeth took part in a sports day to reinvigorate interest in team sports.

The event, led by the NAVYfit team at HMS Temeraire, working under Covid-19 guidance, provided an opportunity for personnel to take part in a range of activities, designed to show the importance of sport and fitness to health and wellbeing.

The afternoon event, sponsored by Forces Mutual, was supported by professional coaches and included angling, boxing, cricket, football, golf, hockey, netball, Rugby League, Rugby Union and squash.



"HMS Queen Elizabeth was delighted to be offered the opportunity to participate in this grassroots event and take advantage of the excellent coaching on offer," said the carrier's commanding officer, Captain Angus Essenhigh.

"The feedback from the sailors has been extremely positive. My sincere thanks to all those who facilitated the event."

Event lead Glen Young added: "It's great to see the morale and team ethos among HMS Queen Elizabeth's ship's company."

"I am hugely appreciative of the efforts everyone has made to achieve the reintroduction of safe sport and comply with the strict government guidance in place to combat Covid-19."



Pair keep hold of their coveted titles



OVER the past 98 years there has only been one time – World War 2 – when there hasn't been a Royal Navy golf champion – and the sportsmen and women were not going to leave another gap in the honours this year.

Having submitted a very detailed proposal to safely execute the RN Golf Championships at West Cornwall, the event got a thumbs up to continue.

Covid-19 restrictions led to a smaller field than normal with 32 category one and two male golfers and four female golfers entering the 54-hole event.

On completion of day one, nine players were within four shots at the top of the leader board. Capt Mark Selway, WO Ned Kelly and LH Tom Fox led the men's field all scoring Gross 71.

In the women's event, Lt Cdr Lauren Hulston was on track to win her tenth championship, 12 shots ahead of Lt

Cdr's Claire Thompson and Amy Glover.

On day two, Mark and Ned kept the pressure on Tom, the current RN Golf Champion, with Tom inching forward by just one shot after the second round.

However, Tom upped the ante for round three and found his form, scoring a gross 69 – par for the course and winning the event, four shots ahead of Ned in second place.

This year, a prize was awarded to the men's best Nett player, CPO Dan Isaacs who scored a Nett 207, one shot ahead of Ned Kelly.

With the women playing at the back of the field after the men there was concern over whether there would be sufficient daylight hours for them to complete both rounds but fortunately Lt Cdr Thompson and LH Becky Brown finished with about ten to 15 mins of daylight left.



LH Tom Fox and Lt Cdr Lauren Hulston

It was almost impossible to catch Lauren who had continued to show her strength in this game, scoring 81/82&81, 29 shots clear of her nearest rival, Claire.

After a torrid year, with sport continuing to be affected by this pandemic, it was a tremendous relief and success to complete this 98th annual championship.

Duo united for Olympic effort



TWO Royal Marines have been awarded Elite Athlete status as they look for glory at the 2022 Winter Olympics.

Sergeant Adam 'Adz' Baird joined the RM 12 years ago and began his bobsleigh career competing for the Royal Navy in 2017, while Lance Corporal Taylor Lawrence only began the sport a year ago.

The duo join Leading Physical Trainer Mel Haslam, who featured in last month's *Navy News*, as she aims to compete in bobsleigh in Beijing for GB.

Sgt Baird, who has competed at national level in powerlifting, has also played Rugby Union and Rugby 7s for the Royal Marines and Rugby League for the Royal Navy.

Throughout this year he has been juggling work commitments at Navy Command in Portsmouth with training at Bath University and further training while home in Yorkshire.

Sgt Baird, who has won two successive Inter-Service bobsleigh championships and the pilot of the sled teamed up with brakeman L/Cpl Lawrence for the 2019-2020 season.

For L/Cpl Lawrence the 2019/2020 season progressed with a flurry of top-ten finishes and the team came close at the World Championships in Altenberg, Germany with a seventh-place finish rounding off a stellar debut international



season for the Royal Marine.

Once the Great Britain Bobsleigh season was over, Taylor travelled from Altenberg to Königssee, Germany, to compete for the RN in the Inter-Services (IS) ICE Championships. Pushing once again for his teammate, Sgt Baird in the two-man bobsleigh, they came second behind the GB2 pilot but more importantly were part of the RN's second successful Inter-Service competition, rounding off an exceptional season.

The pandemic restrictions this year impacted significantly over the summer period of GB off-season training, but L/Cpl Lawrence attended a push testing camp in Oberhof Germany and has once again qualified for a place on Bradley Hall's Team Bobsleigh Brad (GB1) team for the upcoming season.

Goody in a class of his own



CHIEF Petty Officer Stuart 'Goody' Goodson, pictured above, won all four of the team trophies, including the Navy Championship, for the Royal Navy Royal Marines Road Race Team this season. Here he describes the final round at Cadwell Park in Lincolnshire.

Qualifying for the Golden Era Superbike was carried out on a damp but drying track, so lap times were not as quick as I would've liked but I managed to post a fairly decent lap time that saw me qualify mid pack in 16th place on my old Suzuki GSXR750 SRAD.

By the time race one had got under way the track had almost completely dried out apart from an area under the trees between Hall Bends and Barn Corner where there was only a thin dry line developing, meaning that accuracy through there was very important to avoid slipping off on the damp patches with slick tyres.

Starting from the front of row seven, I made a clean start and made up a couple of places in to turn one but then had a fairly uneventful race finishing 15th overall and eighth in class.

The rain started to fall on and off shortly before race two started meaning that I had to decide between using my wet bike or dry bike, it wasn't raining hard but the tarmac in the paddock was starting to get slightly wet, but not wet enough to risk wrecking my wets but if I went out on my slicks and the rain worsened then I would have to pull in.

I really wanted to save my wets for the forecast wet military race later in the afternoon. In the end I decided that I'd use my wet bike after all and hope that the rain got worse.

When I got to the collecting area there was a mix of bikes fitted with full wets, slicks, intermediates or on of each etc, so it was clear no-one really knew what to go out on.

Fortunately, my decision was the right one, it started to rain more heavily half-way through the race and people on slicks were sliding off all over the place or going so slowly just to stay on, they were easy to pick off or even lap in some cases. I finished the race third in class and scored my best finishing position of fifth overall.

The Military Race was scheduled as the last race of the day, by this time the weather was



From left, Lt Cdr Max Wilmot; PO Alan Curtis has 'a moment'; Cpl Charlie White competing in the 500 Sportsman class

really miserable, and daylight was fading fast.

We all lined up on the grid and completed our warm-up lap but visibility was so low that when we lined up for the start of the race it was decided by the Clerk of the Course that it was too dangerous to continue, so the race was postponed until the next morning.

I went into this round leading the RNRM championship by only one point ahead of team captain, C/Sgt Brian Fuidge, so I had to finish in front of him to win the Championship as it was double points.

I started the eight-lap Military Race from row four in 12th position with Bri ahead of me on row two in fifth.

Due to heavy rain overnight the track was still wet but with dry patches forming, so I opted for wet tyres but expected them to get worn out quickly.

I made a good start and took a few places into turn one and began to chase down Bri, who also made a good start and started gapping me with a few other Army and RAF riders between us.



After a few laps, as I got used to the conditions, I began to increase my pace and managed to catch up with Bri, but was then passed by another RNRM team rider, Lt Cdr Max Wilmot who pulled a really good move on me about halfway through the race, putting himself between me and my championship rival.

This was a disaster for me as I couldn't let Bri get away. Fortunately, Max got past Bri, meaning I could again try to close the gap on him.

On the next lap I managed to squeeze up the inside of Bri at the end of Chris Curve before the Gooseneck.

By now I had a good pace and decided to try to catch Max which I managed to do on the penultimate lap. I pulled the same move as I did on Bri before the gooseneck but couldn't quite get past.

On the last lap I tried the same move again at the same corner and this time made it through only for Max to get back past me on the inside down the hill into Mansfield.



We then blasted down the short run into the chicane side by side where I got through the slow and tight right, left turn but unfortunately Max didn't due to losing the front and crashing out.

I then almost high-sided coming out of the last corner on to the start/finish straight due to my rear wet tyre being almost destroyed where the track had nearly completely dried out.

I finished the race eighth overall but first in class, taking the trophy for the Royal Navy Royal Marines Road Race Championship.

2020 has been a weird year for all, but now the racing has come to an end, I can reflect on a great season which was, unfortunately, a couple of rounds shorter than normal due to Covid-19, but still crammed with excitement, drama and a trip to A&E.

I am really pleased to win the hat-trick of all three RNRM Trophies, first the Jamie Adam Memorial Trophy, then the Matt Page Trophy, followed by the RNRM Road Race Championship Trophy. Result!

Engineering and Development Manager

We have an exciting opportunity within our senior management team.
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The most likely candidates will have started their career as Tiffs, probably in mechanical engineering or controls, and then become MEOs but the personal attributes, and ability to work well as part of a close knit, humour loving team are at least as important. An ideal candidate will have experience of T23s and T22s and have a good working knowledge of Spey, Tyne & Olympus gas turbines. You don't need to be a recent leaver from the Royal Navy, many of our engineers carved out second careers in industry before finding their way back to us as a halfway house between the RN and industry.

We are also looking for naval engineers to support the Engineering and Development Manager so if you like the sound of what we do but aren't sure if you can meet all the job requirements please don't let that stop you from applying. We are based in Wiltshire between Swindon & Bath, but Covid-19 has proved to us that we have a certain amount of flexibility around the way we work.

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Please apply in writing with your CV to Jennifer McHugh at jenny.mchugh@leaffield.co.uk by 31st December 2020.

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Deaths

Frank Batty, CPO(MW). Served in HMS Lincoln, Bacchante, Rooke (Gib), Eaglet Staff (Liverpool RNR), Upton & Lewiston, Claverhouse Staff (Edinburgh RNR), and Challenger. He also in the Falklands conflict on one of the 'converted' trawlers, 'Cordella'. Died at Queen Margaret Hospital, Dunfermline, on October 17, aged 72.
Colin Lindsay Gilbert, CPOMEA. Served 1972-85. HMS Fisguard (723 Entry), HMS Caledonia, HMS Fife, Portsmouth Fleet Maintenance Group (twice), HMS Juno, Gas Turbine Change Team Stenna Inspector, Protector, RFA Diligence, Naval Party 2010 Falklands 1982-83, Fleet Maintenance Unit. Died September 7, aged 65.
Rear Adm Richard H Burn CB AFC. 890 NAS. HMS Ark Royal, Heron, Saker, and Centurion, DGA(N), Defence Procurement Exec, Min of Technology. Died October 4, aged 82.
Lt Cdr John D Douglas. HMS Brave Borderer, Tenby, and Thornham.

Clyde Div RNR. Died October 26, aged 88.
Lt John S Cosgove. 802 and 703 NAS. Died August 31.
Lt Andrew C Halliday. 750 NAS. HMS Heron, Hermes, Seahawk, and RAF Linton. Died September 1.
Malcolm Hoare, Naval Airman Aircraft Handler (Fleet Air Arm). Served from 1953 to 1963 in HMS Albion, HMS Ark Royal, and HMS Eagle, then stationed at RNAS Yeovilton air station as a fire fighter until he left. Awarded the Naval General Service Medal (an issue for the Suez crises in 1956). Member of Aircraft Handlers Association. Died October 13, aged 83.

Association of Royal Navy Officers and RNOC

Vice Adm Peter A Dunt CB. HMS Arethusa, Excellent, Charybdis, Pembroke, Kent, and Aurora. VCNS, Flag Off First Flotilla. Died October 13, aged 73.
Vice Adm Sir James G Jungius

KBE. HMS Lynx, Saker, and Albion. NATO. Dir of Naval Tactical Weapons. Died October 14, aged 96.
Vice Adm Sir John M Webster KCB. HMS Dido, Argonaut, Cleopatra, and Howard. Dir Naval Warfare. Dir Naval Plans. FO Sea Trg. FO Plymouth. COS CinC Fleet. Died October 5, aged 87.
Capt John Jacobsen. HMS Dolphin, Vernon, Pembroke, and Raleigh. FO Submarines. Dir Gen Ships. Died October 23, aged 90.
Cdr Ian Fergie-Woods MVO. HMS Mercury, Victorious, and Albion. Nav Sec. DNR. ASWE. Died October 30, aged 89.
Cdr Anthony D S Mayley. HMS Alcide, Rorqual, Dreadnought, Neptune, Neptune, and Defiance. MOD Bath. Dir Gen Ships. Died October 21, aged 81.
Lt Cdr Howard J Mitton. HMS Ark Royal, Carysfort, Ganges, Aurora, Tamar, Ashanti, Tartar, Excellent, Dolphin, and Pembroke. RNR London. C-in-C Nav Home. Died October 8, aged 80.

Lt Gerald E Purnell. HMS Victorious, Fulmar, Victory (RNB), and HMS Daedalus.

Submariners' Association

William Francis CEA. Served 1967 to 1978 in HM Submarines Olympus (67), Valiant (68-72), Conqueror and Courageous. Member of Gosport Branch. Died October 5, aged 82.
Allan Goodyear PO (S). Served 1963 to 1981 in HM Submarines Otus 1963 to 1966, Tabard 1966 to 1967, Grampus 1968 to 1969, Cachalot 1970 to 1971, Ocelot 1975 to 1978 and Valiant 1979 to 1980. Member of Norfolk Branch. Died October 11, aged 76.
John Jacobsen Captain. Served 1962 to 1982 in HM Submarines Trump and Valiant. Member of Middlesex Branch. Died October 23, aged 90.
Kelvyn Inch PO. Served 1963 to 1965 in HM Submarine Artful. Member of West Of Scotland Branch. Died October 28, aged 79.

Reunions

738 Kings Squad, Royal Marines. Our reunion will take place from August 12 to 14 2021. I have contacted 18 members so far but are after details of the following: Andrewartha; Bateman; Cheney; Comper; Denver; Ellis; Graham; Lambert; Merry; McFarling; Plant; Saunders.
 Roger 'Taff' Sheppard
 01656 670224
 shep9409@gmail.com

interested in joining us please get in touch with Brian Coward (email briancoward39@btinternet.com) for details.
HMS Liverpool Association: Next year's reunion will be held on June 12. For membership details contact the secretary John Parker at info@hmsliverpoolassociation.org.uk or call 02392521222.
RMBS 1/70 and 2/70 Squad. A joint 50th anniversary reunion of 1/70 and 2/70 squads is planned for August 2021 in Deal. Contact Nick Buckley on nickbuckley55@aol.com
BRNC Entry Sept 1980 40th anniversary reunion

dinner, BRNC Dartmouth, March 27, 2021. Details from Cdr N J 'Nobby' Hall, neil.hall324@mod.gov.uk
HMS Undaunted, Eagle and Yarmouth Associations: Annual reunion, Hallmark Hotel, Midland Road, Derby, April 23 to April 26 2021. Contact Alan (Whiskey) Walker on 01268 548041, whiskey666@outlook.com
HMS Bulwark, Albion & Centaur Association: Reunion will now take place on May 7-10 2021 at the Royal Beach Hotel, Southsea. Contact Secretary Denis Askham at 07773651213 or email askhamd3@gmail.com

Ask Jack

HMS Arethusa: I would like to contact three men from the ship who were onboard in 1988 and that summer took part in the Netherlands Navy Days at Den Helder. My parents met the three in a restaurant and spent a nice evening aboard their small yacht, Sovereign. The following day my parents were welcomed aboard the Arethusa. My mother died recently and I would like to surprise my father by trying to contact the three and, hopefully, they could speak to my father online. My father still has a picture of the Arethusa, right, and my parents often spoke of that summer.

Nicoline van der Vijver
nvdvijver@gmail.com
 or my father
wim.souverein@gmail.com



MARK J Swain. I was a member of the Australian Navy who undertook apprentice training at HMAS Nirimba, which was the Royal Australian Navy Training Establishment (RANTE) located at Quakers Hill, New South Wales. My intake - July 1978 is organising a reunion and I have been asked to try to track down one of our intake that later joined the Royal Navy. Mark was English and joined the July 1978 intake as an apprentice Marine Technical Propulsion sailor. Mark completed his apprentice training and spent time in the Australian Fleet and reached the rank of Leading Seaman MTP before he returned to the UK. Other members of our intake have tried in the past to establish contact with Mark however to date these efforts

Ian Jones (Spike)
spike62@y7mail.com

HMS Ganges Class 283, January 2 1961: It is 60 years since we first met in January 2021. I am in touch with a number of members and we are thinking of possibly meeting up in the Birmingham area. If there are any members who are interested in a class reunion next year, please contact me.

Alan Barry
Barryaj@virginmedia.com

THE Mountbattens: The author of the biography of Earl Mountbatten of Burma and his wife Edwina would like to talk to anyone who has information about them. Dr Andrew Lownie at lownie@globalnet.co.uk or telephone 0207 222 7574

Gerald Smith and James Murphy: I am trying to find out details about my grandfather who may have used two names, Gerald Horace Patrick Smith and James Michael Murphy. Gerald was born on August 4 1901 and died in February 1949. He served in the Royal Navy and when he died the doctor who certified his death said he was at least 20 years older than he claimed. Gerald, who was from Ireland, also said he had saved the life of a man called Fred Key while in service and they remained friends until he died. James was born May 5 1878 in Ireland but I cannot find a record of his death.

I would appreciate any help in this search.
 Kay Smith
Smith_kay@sky.com or 07887 872009.

TRNTT Kenya Navy Reunions. I would like to contact the person in charge of these reunions. Having moved to Spain 20 years ago, I have lost all contact.

John Dymond, ex-Chief Engineer of KNS NDOVU
Johndymond1936@icloud.com

Anson 35s: I am trying to contact the Scribes who joined up with me in August 1976 (D161). Our WAFU classmates managed a meet up in 2016 and we want to get the whole class together, if we can, in 2021 on our 45th anniversary. Contact Guy Musgrove on Facebook or email guy_musgrove@hotmail.co.uk

Dedicated to helping his community

WHEN the country went into coronavirus lockdown this year, one Royal Navy sailor sprang into action to protect his local community with all the dedication and efficiency of a military operation.

Chief Petty Officer Sean Mackenzie has served in the Royal Navy for 29 years and works at RNAS Culdrose in Cornwall.

So when people in his village of Tregony, between Truro and St Austell, faced the uncertainty of lockdown in March, CPO Mackenzie knew exactly what to do.

In the navy, he specialises in logistics at 1700 Naval Air Squadron and also oversees a team of 70 personnel at Culdrose's extensive supply chain depot.

"From the first day of lockdown, I got together with a couple of former military men and we created our own group," he said. "We did rounds of the village and we deliberately made it as military as we could. I wanted to help my community and these people in it are all part of that together."

His team of volunteers, which grew to 27 people, immediately set up a 'smiley-face system' where anyone, many of them elderly, could indicate with a simple sign in their window if they needed help or not.

Regular smiley-face patrols were soon under way every day in the



village of around 450 households. This was followed by a 'buddy system', where socially-isolated people could receive a visit and talk to someone - for many it could be their only contact all day, albeit it from a safe distance outside.

The team also prepared an emergency kitchen, although it wasn't needed in the end, established their own foodbank and updated noticeboards with the latest advice.

Soon, dog-walking and pizza-delivery services followed as well as a medicine delivery service, which collected more than 2,000 prescriptions over lockdown.

"I do a lot in the village. I am a parish councillor, I run a sports club and I organise the annual country fair. I realised that most of the other councillors would be shielding," Sean continued.

"I was really aware that everyone needed help and I was capable of helping. I was also aware that my own parents were sat in a similar situation, but 300 miles away. Here I could do something to help my community."

He has now been singled out for an award by the commanding officer of RNAS Culdrose, Captain Stuart Finn, who said: "Chief Petty Officer Mackenzie has displayed exemplary leadership skills." Picture: LPhot Kyle Heller, RNPOTY

£50 PRIZE PUZZLE



THE mystery ship in the October edition of Navy News (right) was the destroyer HMS Chevron, whose first captain was Cdr John Fitzroy Duyland Bush. Kenneth Macdonald, from Tyne & Wear, wins £50 for sending us the correct answers.



This month's mystery ship (above) is the lead ship of her class of five heavy cruisers built for the Royal Navy during World War 1.

1. What was her name and 2. Where was she based from 1920 to 1928?

Please complete the coupon and send it to Mystery Picture, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY.

During the COVID-19 pandemic we will also accept emailed entries to bm@navynews.co.uk with December Mystery Ship in the email header.

establish a winner.

Entries must be received by January 14. 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 February 2021 edition.

The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 310

Name

Address

My answers: (1)

(2)

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- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
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Submissions for the Deaths, Reunions and Swap Draft columns in January's Noticeboard must be received by **DEC 3, 2020**

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