

THE LANDING

CRAFTSMEN

ITHOUT their expertise the 'per mare' (by sea) part of the Royal Marines motto lays in tatters.

The ability to exert force onto enemy coastlines is fundamental to the Royal Marines and is why a deep knowledge and history of operating is carefully maintained and developed by Plymouth-based 47 Commando Raiding Group.

Under the cover of darkness, on daring silent raids, under heavy fire, up craggy cliffs, complex fjords and across undulated beaches, those at the helm of landing craft have the daring and complicated task of getting fellow commandos ashore no matter the extreme.

That is why training to become a coxswain — as the operators of

That is why training to become a coxswain – as the operators of these craft are called – needs huge dedication and takes nearly 42 weeks, across three separate 14-week courses, to reach the most

Most of the training is done around the waters near 47 Commando's home in Plymouth, honing navigational skills, tactics and the handling of craft of all shapes and sizes — from the tiny Inshore Raiding Craft (IRC) and fast and armed Offshore Raiding Craft (ORC) to the larger Landing Craft Vehicle Personnel (LCVP)

and Landing Craft Utility (LCU).

As each new generation of coxswain polishes his skills before the course builds to the final — a driving test with a difference — exercise, which puts each student in unfamiliar surroundings with a testing mission to landing commandos ashore.

This year, the coxswains loaded their craft and themselves onto RFA Mounts Bay — the mothership for this amphibious force — and sailed for Den Helder in the Netherlands to complete their final intensive exercise to become qualified, on what was aptly named

Intensive exercise to become qualified, on what was apity named Exercise Green Tulip.

Across five days, the commandos operated around the North Holland port of Den Helder and picturesque Texel Island, a 17 square-mile national park in the north, which is made up of narrow waterways, sand dunes and woodland.

Texel Island was the scene of 'Europe's last battle' in the Second World War when a mutiny by Geograps in the German Army was

World War, when a mutiny by Georgians in the German Army was quashed by the Nazis, with hundreds of deaths on both sides and fighting continuing beyond Victory in Europe on May 8 1945 until Canadian troops arrived to enforce the German surrender on May



DUTCH SUNSET: A landing craft sails out into the waters around Texel Island at sunset during Exercise Green Tulip



THE FINAL TEST

For the coxswains, the waters and beaches of Texel provide a solid challenge in unfamiliar surroundings – the perfect place to put the skills learnt over the last 90-plus days to the test.

Corporal Frank Worth said: "We're going out to make sure they've learnt everything on the course they've just attended, make sure they've understand how to operate all the different craft, following the process of dropping off troops and understanding the whole amphibious side of things. "We follow the checklist and make sure they're covering all the different points on the courses."

This was also a perfect opportunity to work closely with Mounts

This was also a perfect opportunity to work closely with Mounts Bay, with coxswains perfecting docking their landing craft day and night, craning and launching from the ship — skills that take great team work between sailors and commandos to conduct quickly and

team work between sailors and commandos to conduct quickly and safely.

It was ideal preparation for operational deployments later this year as part of the Royal Navy's Littoral Response Group (North), which focuses on the security and prosperity of European waters and is usually made up of amphibious flagship HMS Albion, a Bayclass (Mounts Bay or one of her sisters) and an escort frigate.

Intense planning was completed before carrying out landings across Texel, with strike teams from 40 Commando's Bravo Company heading ashore and taking out 'enemy' positions and carrying out reconnaissance missions

Three months of training culminates in these forays onto the Dutch coastline.

"They've got a huge amount to think about," said Captain Alec Trigger, landing craft training officer at 47 Commando.
"It's inherently quite dangerous on the water, so they're thinking about that aspect but then they're also thinking about the tactical exercise and the enemy scenario and then supporting the landing forces as bott they can forces as best they can.
"The kind of areas that we'll be inserting strike teams are going



FOCUSED: A marine from 47 Commando operates a Offshore Raiding Craft during the course

to be contested. You need a craft operator that can fulfil every role. They are a commando first and a coxswain second. You don't leave those commando skills behind when you become a landing

There are three Landing Craft levels, which all culminate in a final five-day exercise. It starts with LC3, then LC2 and finally, the most advanced, LC1:

Most advanced, LC1:
 Landing Craft Level 3 Course – 14 weeks long, entry level for rank of Marine, focusing on rules of the road, small craft handling including Inflatable Raiding Craft (IRC), Offshore Raiding Craft (ORC). How to be a crewman on the larger craft, Landing Craft Vehicle Personnel (LCVP) and Landing Craft Utility

Landing Craft Vehicle Personnel (LCVP) and Landing Craft Utility (LCU) and learn small boat tactics.

Landing Craft Level 2 Course – 14 weeks long, for experienced LC3s promoting to the rank of Corporal, focusing on command and control of a section of small craft, navigation, coxswain of the LCVP, tactical command and the orders process.

Landing Craft Level 1 Course – 14 weeks long, for experienced LC2s on promotion to Sergeant. Focusing on the role and responsibility of a boat group commander and boat group sergeant, advanced navigation and coxswain of the LCU.

"We are testing them in every aspect of being a landing craft

sergeant, advanced navigation and coxswain of the LCU.

"We are testing them in every aspect of being a landing craft
coxswain. So for Marines that's coxswaining the IRC and the ORC
and then being a crewman on the larger craft, like the LCVP and
LCU," Capt Trigger added.

"Then the Corporals are being tested on the LCVP and their
command of the smaller craft. They will go out as an IRC section
commander or ORC section commander."

Their final missions take place day and night, and in all



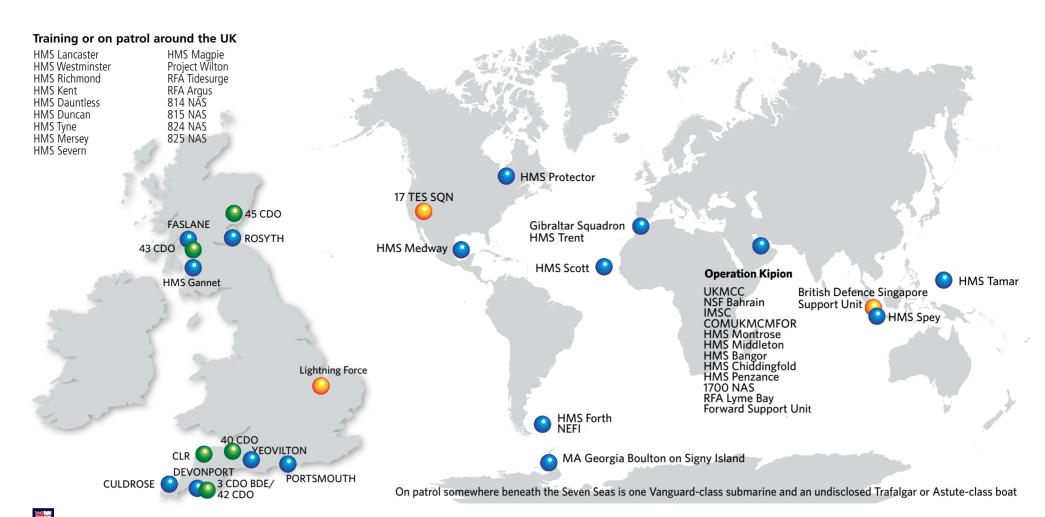
MOUNTS: A landing craft heads into RFA Mounts Bay as marines patrol on an Offshore Raiding Craft

unleashing 40 Commando to hit targets inland. The deployment to the Netherlands has also allowed for some

joint working with the Dutch, while Mounts Bay proved to be one of the star attractions during Royal Netherlands Navy celebrations — welcoming more than 4,000 visitors aboard.

Mounts Bay and the commandos took part in festivities marking the Netherlands' Navy Days and, across a weekend of celebrations, 100,000 visitors came to Den Helder — the largest naval base in the Netherlands — to show how the Royal Netherlands Navy works and celebrate its work much like the LIK's Armed Forces Day that took





GLOBAL | MODERN | READY

ROYAL Marines went Dutch this month with a visit to the Netherlands for exercise Green Tulip (see pages 1, 2 and 3). Personnel from 47 Commando Raiding Group deployed to Den Helder with RFA Mounts Bay.

Royal Navy Medical Assistant Georgia Boulton shares her experiences working with the British Antarctic Survey (see pages 20-21). The medic, who is also a student of marine biology, made the long journey south on the research ship Sir David Attenborough.

Is also a student of marine bloogy, made the long journey south on the research ship Sir David Attenborough.

P2000s from Coastal Forces Squadron have been kept busy (see pages 14-15) as they work alongside NATO allies and train with Royal Navy warships. The Royal Navy seized hi-tech weapons — including anti-aircraft missiles — when HMS Montrose twice pounced on smugglers in the Middle East (see page 6). In the first interdictions of their kind by the Navy, surface-to-air missiles and engines for cruise missiles were seized by the British warship as it missiles and engines for cruise missiles were seized by the British warship as it stopped speedboats operated by smugglers in international waters south of Iran.

A naval officer who served in Hong Kong 25 years ago at the former HMS

Tamar has put the new ship carrying the same name through her paces in

Australia (see page 5).

In a parade watched on by the Fleet Commander and families of her crew

HMS Vanguard was rededicated into the Royal Navy in a ceremony held at vonport Naval Base (see page 7). The second of two new advanced £5m patrol ships – **HMS Dagger** – charged

with guarding the waters around Gibraltar has been formally cor

with guarding the waters around Gibraltar has been formally commissioned into Royal Navy fleet (see page 7).

HMS Portland and her Merlin helicopter from 814 NAS have completed NATO's largest anti-submarine exercise, Dynamic Mongoose, (see page 9) in the North Atlantic after ten days chasing down three boats.

Sister frigate HMS Kent (see page 11) is currently in the hands of Fleet Operational Sea Training for assessment following a spell of maintenance/ upgrades in Portsmouth after her exertions on last year's carrier strike group deployment to the Indo-Pacific.

grades in Forsinouth after the exertions of fast years carrier strike group ployment to the Indo-Pacific. Submarine hunter **HMS Richmond** is ready for a busy summer of operations after testing her mettle during exercises in Norway and around the UK (see

page 9).

Five pilots and two aircrewmen are ready to fly Royal Marines into harm's way if required after earning their wings to fly with the Commando Helicopter Force (see page 23).

A specialist team from the Royal Navy's Diving and Threat Exploitation

A specialist team from the Royal Navy's Diving and Inreat Exploitation Group safely blew up an old torpedo in Scapa Flow which could have damaged underwater infrastructure (see page 16).
It's all change at the top as the three men who represent sailors' views to the UK's three highest ranking naval officers move on (see page 29). After three years advising the triumvirate of First and Second Sea Lords and Fleet Commander on the views of sailors and Royal Marines on the gamut of issues impacting personnel and their families, the trio of senior Command Warrant Officers are handing over to their successors.

impacting personnel and their families, the trio of senior **Command Warrant Officers** are handing over to their successors.

French marines paid homage at the imposing Scottish monument which honours all commandos to mark their 80th birthday (see page 17). Fifty Commandos Marine joined their Royal Marines counterparts from 43 **Commando Fleet Protection Group** from Faslane at Spean Bridge.

Survey ship **HMS Echo's** 20-year Royal Navy career formally ended at a decommissioning ceremony at Portsmouth Naval Base (see page 13). The ship was the first of two Echo-class survey ships – alongside HMS Enterprise, which is still in service – designed for hydrographic and oceanographic operations across the world. the world.

Huge crowds in Scarborough were treated to a spectacular display on land, at sea, and in the air at this year's **National Armed Forces Day** (see page 27).

A memorial has been unveiled in Bridlington to the nine crew of a wartime patrol boat killed when it hit a mine in 1941 (see page 30). PO Richard Jones, who serves on carrier HMS Prince of Wales, led the campaign to honour the men of HMT Yorkshire Belle in his hometown.

Two museums dedicated to marking the triumphs and tragedies of the Royal Navy have received multi-million-pound cash injections (see page 31). Scapa Flow Museum in the Orkney Islands has reopened and the National Museum

of the Royal Navy in Hartlepool has undergone a huge revamp. Finally, A bronze monument celebrating the naval and military heritage of HMS Vernon and honouring all those involved – past, present and future – in naval mine warfare, service diving and bomb and mine disposal, was dedicated at Gunwharf Quays (see page 19).

World must keep focus on the East

THE First Sea Lord warned nations not to ignore China as they focus on the fallout of war in Ukraine.

In a wide-ranging 25-minute keynote address to the Council on Geostrategy at The Naval and Military Club in London, the First Sea Lord, Admiral Sir Ben Key, outlined the lessons of events in eastern Europe and their impact on the Navy and the nation it serves, emphasising the ever growing importance of maritime power as means to promote peace,

power as means to promote peace, security, and prosperity.

The head of the Royal Navy said the conflict in Ukraine had underscored both the importance of the sea and global trade on the oceans and the value of the best equipment, operated by highly-motivated, professional armed forces.

But he warned while, "Putin has, through his actions, created a new Iron
Curtain from the Baltic to the Black
Sea... focussing solely on the Russian
bear risks missing the tiger in the room.
He continued: "The world has

woken up to the risks that Russia's invasion poses, and the need for nations to meet their NATO spending

nations to meet their NATO spending targets as a matter of urgency.

"Today we see Russia as the clear and present danger, but China will pose the greater long-term challenge.

"Having overestimated some of Moscow's military capabilities, we can't now risk underestimating those of Reijing."

of Beijing."

The First Sea Lord believes China is potentially on the way to building the largest navy in the world, backed up by a massive coastguard and maritime militia, making the Royal Navy's allies and partners in the Indo-Pacific – including the USA, Australia, France and Japan – crucial in ensuring the continuance of the rules based order that has promoted peace and prosperity since the end of World War

Admiral Key told the conference at thanks to investment, the Government's long-term shipbuilding strategy and a growing 'tilt' to the Indo-Pacific region in recent years, the Royal Navy was in a strong position to meet the challenges ahead.



"We find ourselves in a time when the geopolitical landscape is changing before our eyes. We're seeing increased state-on-state tensions, and transnational issues like the pandemic and climate change which are driving us to adapt," he said.

"The reality for us in the Royal Navy, is that recent events haven't knocked us off course. We're already modernising and transforming the Royal Navy, we've cut back on duplication, invested in automation and freed up more people for the front

The Royal Navy's renewed interest in the Indo-Pacific has been underlined in the past 18 months by sending HMS Oueen Elizabeth's carrier strike group embarked with the latest F-35B stealth fighters from the RAF, Fleet Air Arm and US Marine Corps, to the Pacific Rim last year and stationing two patrol ships on a long-term mission in the region, HMS Spey — currently in Singapore — and HMS Tamar, currently working with the US Navy on a peace and goodwill mission around Pacific islands.

And away from the Pacific and events in eastern Europe, the sea remains Britain's lifeblood – perhaps more than ever.

Admiral Key said there was increasing traffic on and below the waves – from a fourfold growth in merchant shipping tonnage in 30 years to 97 per cent of global communications passing along undersea cables – while nearly half communications the UK's food and gas supplies reach

us by sea.

To help safeguard this, Royal Navy warships are on patrol all over the world in the Falklands, Caribbean, Mediterranean, Atlantic, having also

operated in the Arctic, and Antarctic in 2022, as well as carrying out extensive duties in home waters

Alongside the right ships with the right equipment in the right place, Admiral Key again stressed the need

for the right people.

He joined the Royal Navy 38 years ago and says his path to the top – time at sea, command of warships, senior positions in the MOD – has been largely conventional and could have officers of the day.

However, for a future First Sea Lord

passing through Britannia Royal Naval College today, Admiral Key believes the path will be very different – one he cannot predict. It's just as likely they will serve and command alongside the Army or RAF, perhaps enjoy a secondment in industry or a career

"The only certainty I can offer is that the person that follows my career path will not be First Sea Lord. That is why we must change our cultures and be a modern employer that welcomes and challenges our people," the First Sea Lord continued.

"Because only by being an employer of choice, attracting a diverse workforce, and accelerating career model changes can we properly harness the incredible talent out there, and hence create the operational advantage that matters."

Admiral Key concluded his address by stressing the importance of the sea – and its guardian in the form of the Royal Navy — to the prosperity of the United Kingdom.
"We are still an island and the sea

will continue to matter," the First Sea Lord declared. "A global nation with global interests needs a Global Navy.

"We strive to retain the trust of the nation, something hard earned over many centuries, that our dependence on the sea is being protected or " on the sea is being protected and enabled. We feel it in our bones, in every operation we undertake. We shall be worthy of that trust every minute of every day as we always have been." Read the speech in full at royalnavy.mod.uk



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HONG KONG TO DARWIN – THE TALE OF TWO TAMARS

NAVAL OFFICER SHARES STORIES OF PEARL OF THE ORIENT 25 YEARS ON

A NAVAL officer who served in Hong Kong 25 years ago at the former HMS Tamar has put the new ship carrying the same name through her paces in Australia.

Commander Nick Doyle was a Lieutenant in the Royal Navy and was gunnery and ceremonial officer at shore establishment HMS Tamar in Hong Kong as the British departed the territory in 1997.

Fast forward quarter of a century and Nick is serving with the Royal Australian Navy and is part of the Commander Sea Training Group, which, like the Royal Navy's Fleet Operational Sea Training (FOST) teams, tests ships and their sailors rigorously ahead of operational deployments.

When the current HMS Tamar stopped in Darwin – on Australia's northern coast – as she continues her five-year mission to the Indo-Pacific, Nick came aboard for a visit that had deep personal meaning but also marks the start of closer collaboration between the RN and RAN.

It was the first time a FOST team worked this closely with a partner nation to look at delivering essential training to the RN's ships that are permanently stationed in forward positions around the world, making them difficult to reach from FOST's home in Plymouth.

A team headed by Commander Matt Moore — the commander of the RN's Global Sea Training — worked alongside Nick and colleagues to put Tamar through her paces, with the patrol ship performing very strongly in her assessments as she prepared for further patrols of the Indo-Pacific.

The RN training team also headed for Australian patrol ship HMAS Maryborough to look at how the Australians deliver training and assist where they could.

While aboard Tamar, Nick shared stories from Hong Kong and the former Tamar, which was a Naval Shore Establishment based on the waterfront section of the Prince of Wales Building, the Headquarters British Forces Hong Kong.

Nick carried the Queen's Colours as commander of the guard of honour on the final day of British rule and recalls the events well.



HMS Tamar commanding officer Cdr Teilo Elliot-Smith, left, and Cdr Doyle with the two Tamar crests



Cdr Doyle meets with members of HMS Tamar's ship's company during their time in Darwin, Australia



Last Entry into the former HMS Tamar's visitor book by former First Sea Lord Jock Slater



Cdr Doyle during the Hong Kong Ceremony 1997



Cdr Doyle presenting gifts to Cdr Elliot-Smith

The prestigious ceremony and ceremonial flag lowering that took place on June 30 1997 saw other significant events, such as the pageant of three Royal Guards in front of Prince Charles and Governor of Hong Kong, consisting of the Royal Navy (Hong Kong Squadron, HMS Chatham and HMS Illustrious), RAF Queen's Colour Squadron Army Black Watch, while Royal Marines musicians formed part of the largest massed band ever seen in Hong Kong.

Often not described however, was the final guard of honour when Nick as Guard Commander, led a 36-strong tri-service contingent at the final ceremonial event at the gates of the Prince of Wales Barracks and facing down an opposing similar contingent of the Chinese military.

"The decommissioning of HMS Tamar and 'Sound the End of the Final Watch' after 150 years of Royal Navy presence in the Pearl of the Orient, standing in front the multitude of British ex-pats and Hong Kong citizens singing as one 'Rule Britannia' — a turn, a salute and a final farewell. Words cannot describe the emotion and pride," said Nick, recalling events in 1997

"I feel very privileged to continue to continue to

serve at sea and even more privileged to be able to do so on board the namesake of HMS Tamar."

At the order 'March off the Final Guard', Nick led the guard through the British Forces Headquarters Gates for the last time.

Nick had the privilege of taking a small contingent of Gurkhas to assist Prince Charles, and Governor Chris Patton and family on board the Royal Yacht Britannia.

Following the departure of HMY Britannia and HMS Chatham — heralded with a resplendent 21-gun salute - the party retired to the end of the wharf to the waiting water transport.

The final moments were surreal and most memorable as just prior to stepping off Hong Kong soil the packed crowds which filled the waterfront, broke out in chorus with 'Rule Britannia'; here Nick, as the last uniformed representative of the British Forces, smartly saluted, about turned and stepped off Hong Kong for the last time.

Commanding Officer of the current HMS Tamar, Commander Teilo Elliot-Smith, said: "History and heritage stands for so much in the RN. To be in command and hear Nick's first-hand accounts of our Tamar forebears, the decommissioning and British withdrawal from Hong Kong has been astonishing. The perspective is truly affirming and enough to make the hair stand on end.

"It has been our absolute honour to host Nick in Tamar — he will be a lifelong friend of the ship. The ship's company have loved getting to know him and about Tamar's pedigree. His loyalty and commitment is an example to us all."

Not only nostalgic, the Nick's work with the current Tamar and the FOST team was highly fruitful. Cdr Moore from FOST said: "As the Royal Navy

Cdr Moore from FOST said: "As the Royal Navy cements its global reach with Forward Presence of permanently deployed units, it is important that we work with like-minded partner nations to support our ships.

"It has been a pleasure working with Commander Nick Doyle RAN and his seariders. They have shown how effectively we can align our world class training over the last three weeks and how closely we are able to work together for all of our mutual benefit.

"Future combined training will formalise our ability to maximise the RN presence in the Indo Asia Pacific region."

royalnavy.mod.uk/navynews

AUGUST 2022 :













KEEP CACHE CARRY ON

THIS is the moment Royal Marines from HMS Montrose seized hi-tech weapons including anti-aircraft missiles - as history was made on modern-day operations in the

The men and women of HMS Montrose

Gulf.

The men and women of HMS Montrose underlined their credentials as the Royal Navy's No.1 interceptors with a double arms bust.

With nearly £100m of illegal narcotics seized – and subsequently destroyed – by the frigate already in 2022, her sailors and marines added another feather to their caps: caches of hi-tech weaponry, never before seized by the Royal Navy on patrol in the Gulf region.

The frigate struck not once but twice as it enforced a United Nations arms embargo.

In the first interdictions of their kind by the Navy, surface-to-air missiles and engines for cruise missiles were seized by Montrose as it stopped speedboats operated by smugglers in international waters south of Iran.

The seizures – which took place in January and February but have only been announced now for security reasons – were carried out enforcing UN Security Council resolution 2216, an arms embargo against the Houthis in Yemen.

In both cases the success relied initially on the sensors and sharp eyes of Montrose's Wildcat helicopter crew, who spotted small vessels moving at speed away from the Iranian coast.

The helicopter gave chase and reported to the frigate that it could see suspicious cargo on deck.

That prompted a board-and-search operation led by a team of Royal Marines, who approached the vessels on two Rigid Hulled Inflatable
Boats, secured the suspect speed-boats and found dozens of packages containing advanced weaponry aboard.

In the second capture, Montrose was joined by

found dozens of packages containing advanced weaponry aboard.

In the second capture, Montrose was joined by US Navy destroyer USS Gridley, whose Seahawk helicopter provided crucial aerial support.

Confiscated and brought back to HMS Montrose, the arms caches were subsequently sent to the UK for technical analysis.

That revealed the shipment contained multiple rocket engines for the Iranian-produced Type 351 land-attack cruise missile and a batch of Type 358 surface-to-air missiles. surface-to-air missiles.

With a range of 1,000 kilometres, the 351 has been used by Houthis to strike at targets in Saudi Arabia, while one of the missiles was fired into

Abu Dhabi back in January, killing three civilians.
Montrose has been based in Bahrain for more
than three years and has protected shipping at
the height of tensions in the Strait of Hormuz
and has struck repeatedly against drugtraffickers in the Gulf of Oman.

"My team worked extremely hard to achieve these results and I am justifiably proud of them," said Commander Claire Thompson, Montrose's Commanding Officer at the time of the interceptions.

"HMS Montrose, her aircraft and embarked teams were critical to the

"HMS Montrose, her aircraft and embarked teams were critical to the successful interception and seizure of these weapons. Disrupting this route is key to ensuring that those advanced weapons are no longer able to be smuggled with impunity. Montrose remains a permanent presence in the region and will continue to ensure that international law is upheld."

The haul was displayed to the UN Panel of Experts set up under Security Council resolution 2140 (2014), which concerns the conflict in Yemen. The panel inspected the seiz

resolution 2140 (2014), which concerns the conflict in Yemen. The panel inspected the seized weapons and received a technical brief by the UK's Defence Intelligence analysts.

"The UK is committed to upholding international law, from standing up to aggression in Europe to interdicting illegal shipments of weaponry that perpetuates instability in the Middle East," said Armed Forces Minister James Heappey.

"The UK will continue to work in support of an enduring peace in Yemen and is committed to international maritime security so that commercial shipping can transit safely without threat of disruption."

As Britain was gripped by the hottest

As Britain was gripped by the hottest heatwave on record, Montrose was once again on counter-narcotic patrols... in temperatures a few degrees higher than those which put the UK

The frigate resumed her security mission after

naintenance and trials to prepare her for the challenges of high summer in the Middle East (mid-40s Celsius up to 55°C).

After training off Oman – a spell of sonar, gunnery and communications trials in the Gulf of Oman – the ship hosted a reception for more than 1.0 quests from ton different countries in than 120 guests from ten different countries in

the capital Muscat, before beginning her current

the capital Muscat, before beginning her current counter-narcotics patrol.

She's working under the auspices of the Combined Maritime Forces, more than three dozen nations – the largest naval partnership on the planet – committed to the safety and security of shipping moving through the Gulf/Indian Ocean/Red Sea through four task forces, each of around six ships with a specific mission.

Ocean/Red Sea through four task forces, each of around six ships with a specific mission.

Montrose is assigned to Combined Task Force 150, established 20 years ago in the aftermath of the 9/11 atrocities, with the emphasis on disrupting terrorist and criminal organisations, plus other non-state actors, by obstructing their smuggling activities.

"After a busy period of planned maintenance and equipment trials, everyone on board HMS Montrose is glad to be back on patrol," said Commander Paul Irving, in command of the frigate's port crew – who take it in turns with the second, starboard, crew under Cdr Thompson, to operate the ship for four months at a time.

second, starboard, crew under Cdr Thompson, to operate the ship for four months at a time. "Supporting Task Force 150 in their counternarcotics tasking is one of the primary roles that we undertake in the Middle East. "HMS Montrose has enjoyed real success this year when it comes to counter-narcotic boardings and despite challenging environmental conditions our presence shows we are ready to add to that record if the opportunity presents." Overseeing the task group ultimately are the two most senior coalition officers in the Gulf: a United States Navy Vice Admiral. Brad Cooper.

United States Navy Vice Admiral, Brad Cooper, with the RN's Commodore Adrian Fryer as his

deputy.

"It is always reassuring to see the Royal
Navy forward-deployed Type 23 Frigate out at
sea in support of Combined Task Force 150,"
Commodore Fryer said.

"HMS Montrose has a proven track record

when it comes to counter-narcotics interdictions over the three years they have been deployed in this theatre, with four successful seizures in this year alone.

"The type of patrol HMS Montrose is undertaking is core business for the Combined Maritime Forces, a vital part of our mission to provide security and stability in the maritime



WELCOME TO THE FLEET

HMS DAGGER JOINS THE GIB SQUADRON AS HMS VANGUARD RETURNS AFTER REFIT





THE Royal Navy welcomed a new patrol ship and a V-boat back into the fleet

A ceremony took place in Gibraltar Naval
Base to welcome **HMS Dagger** as she joins
sister ship HMS Cutlass on patrol in the

waters around The Rock.

It completes a £10m
investment in new small, fast
and agile patrol boats for the
Gibraltar Squadron.
Meanwhile in the UK, a

rededication ceremony was held at Devonport Naval Base for **HMS Vanguard**.
Sailors, their friends and families gathered to watch the commissioning ceremony, which Lieutenant Simon Holden assume

command of Dagger.
He said: "My thanks go to our Lady Sponsor,
Mrs Kaiane Aldorino Lopez, for her support and
patronage to both HMS Dagger and to the Royal
Navy Gibraltar Squadron.

I must also draw attention to the hard work and effort that was put into the generation of HMS Dagger by the sailors, Royal Marines and soldiers that make up the Royal Navy Gibraltar Squadron.

Without their dedication and determination I would not be in the honoured position I am today, and we would not be welcoming one of the most advanced patrol craft in the world into the Royal Navy.

"For this, I am forever grateful to them and

their families

Kaiane Aldorino Lopez, former Mayor of Gibraltar and Miss World 2009, was named Lady Sponsor, while prayers and the Naval Hymn were conducted by Chaplain of the Fleet, The Venerable Andrew Hillier. Commander British Forces in Gibraltar,

Commodore Tom Guy and Governor, Sir David

Steel, attended the ceremony in the naval base. Cutlass and Dagger are the permanent replacements for the now decommissioned HMS Sabre and Scimitar which safeguarded Gibraltar's waters for nearly two decades

waters for nearly two decades.
P2000 patrol ships HMS Dasher and Pursuer have acted as the Royal Navy's presence around Gib, joining the squadron's Pacific 24 RIBS on patrol, but Cutlass and Dagger now takeover.
Built by Merseyside-based Marine Specialised Technology, the new boats are 19 metres long—slightly longer than Sabre and Scimitar, slightly shorter than Dasher and Pursuer—can hit speeds of 40 knots and are equipped with three machine-guns and the latest electronic/optical equipment to assist in identifying potential equipment to assist in identifying potential

Meanwhile in Devonport, Fleet Commander and families of the crew watched on as HMS

Vanguard was rededicated into the Royal Navy. Commissioned in August 1993, HMS Vanguard is the lead boat of a four-strong class of nuclear-powered submarines whose role is to provide our nuclear deterrent.
At 150 metres the submarine is almost as long

as St Paul's Cathedral, carrying out her duties silently and undetected, patrolling the world's

oceans at depths in excess of 250 metres. With the capability to generate her own supply of water and oxygen, Vanguard's range is limited only by the amount of food the submarine can carry onboard.

Vanguard's two separate crews take it in turns on duty while their opposite numbers are on leave or train at their home base of Faslane in Scotland.

HMS Vanguard's Commanding Officer, Commander Ben Smith, said: "This is a great day for my Ship's Company as we rededicate the submarine and I look forward to delivering our upcoming operations and future deterrent

"Having served previously on HMS Vanguard as the Executive Officer, I am honoured to be the Commanding Officer as we move to the next phase of our maintenance programme which will bring the Submarine back into Fleet Time. It is fantastic to share this moment with so many of our families and friends in attendance today."

Vanguard's Deep Maintenance Period is one

of the most comprehensive refit and refuelling projects undertaken at Devonport, involving complex and challenging engineering work. She is the first boat of her class to receive an extensive life extension package of works that will support the remaining boat life without further refuelling.

HMS Vanguard is part of the UK's

independent nuclear deterrent which has existed for over 60 years to deter the most extreme threats to our national security and way of life,

national security and way of life, helping to guarantee our safety, and that of our NATO allies.

During her re-preservation package around 2,500 people have worked on the project, 21,851 items were removed and handled in Babcock's site shops and factories, 38,000 tiles have been replaced and around 32,000 litres of paint has been applied to the submarine, making HMS Vanguard the most extensive submarine refit ever carried out at Devonport. ever carried out at Devonport.



Making decisions affecting your pension income at various stages of your career is unavoidable. But making the choices that work best for you and your family can involve complex calculations.

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THE hunt is over for HMS Portland after she joined NATO's premiere submarine hunters putting the pressure on underwater foes for

days.
'he chilly waters of the 'Greenland gap'
I Norwegian Sea were the setting for namic Mongoose, the alliance's largest tof its anti-submarine forces in the North

maritime patrol aircraft.

The force spent nearly 150 hours

over six whole days — hunting the
three submarines acting as prey
(two conventional diesel boats and
American nuclear-powered hunter-

Portland and her Merlin with their sonars, ensors, torpedoes and depth charges ready make a formidable combination in

sensors, torpeaves and departicular already make a formidable combination in hunting down a submarine.

The addition of the RAF's new P8 Poseidon aircraft to the search has helped take the UK to the next level; Type 23s can now work seamlessly with the long-range maritime patrol aircraft to locate, track and, if necessary, 'prosecute' submarines.

"Dynamic Mongoose 22 has shown us that the combined efforts of these world-leading anti-submarine warfare capabilities are a force to be reckoned with," said Underwater Warfare Specialist AB Lewis Hunter.

"All arms anti-submarine warfare is the 'new normal' as we continue to regain operational advantage in the North Atlantic."

The exercise focused on actively finding underwater threats – sending sound waves through the Atlantic depths in the hope of





From front, HNLMS De Zeven Provinciën, HDMS Absalon, HMS Portland, and HNLMS Karel Doorman; HMS Portland's Merlin flies over the frigate

manoeuvred the 14-tonne helicopter into the hover, allowing the submarine hunting team onboard to lower their sonar.

rarships.
"Dynamic Mongoose has provided a great pportunity to work alongside other NATO nits as part of a large force against some hallenging sub-surface opposition.
"Mohawk Flight's contribution to the anti-ubmarine serials has greatly contributed owards HMS Portland's already very positive togration into Standing NATO Maritime

"It has been evident that the NATO group is a well-practised and extremely capable group of ships.

"At the heart of this capability are teams of highly professional sailors from across the NATO alliance whose determination and expertise are the key factor in our seamless integration into the Standing NATO Maritime Task Group."



Richmond ready for busy summer

SUBMARINE hunter HMS Richmond is ready for a busy summer of operations after testing her mettle during exercises in Norway and around the UK.

The Type 23 frigate spent time in the Arctic working alongside aircraft carrier HMS Prince of Wales and other NATO allies at the

start of the year during the largest military exercises in the region for

30 years.

Richmond tested her weapons, sensors and her ability to remain silent – an important aspect of her main role as an anti-submarine warfare frigate.

In UK waters, she tested which of her equipment is the quietest

and therefore the most effective for hunting submarines. During these operations, the ship and her sailors are required to minimise how much noise they are making, from tying down all loose kit to keeping movement on board to a

Lieutenant Commander David Tinsley, Weapon
Engineer Officer, said: "With a renewed appreciation of
our acoustic signature, we are now well-placed to locate
and track enemy submarines, which is critical as we build
towards a busy summer of operations."

towards a busy summer of operations."

While in Norway, Richmond conducted Operational Capability
Confidence Checks – ensuring her weapons, communications and
sensors are all in good working order.

Carried out at NATO's Joint Warfare Centre in Stavanger, the
deep-dive into the ship's key operating systems ensured she was
ready to operate and train alongside allies.

"Proving our whole combat system at the NATO range in Norway
sets Richmond up for success in the next period of operations," Lt
Cdr Tinsley added.

Cdr Tinsley added.

"Along with firing of our medium calibre gun and torpedo systems, we have assured our lethality in all warfare domains."

After a quick pitstop in her home port of Plymouth, Richmond returned to sea for an intense period of emergency drills and further weapons testing.

The ship's company thoroughly tested her 4.5 inch gun and

The ship's company thoroughly tested her 4.5 inch gun and torpedo launch system while also conducting flying serials. It was then time to test the sailors' abilities to react to emergency situations such as chemical and radiological attacks.



HMS Argyll's crew move to HMS Iron Duke, see page

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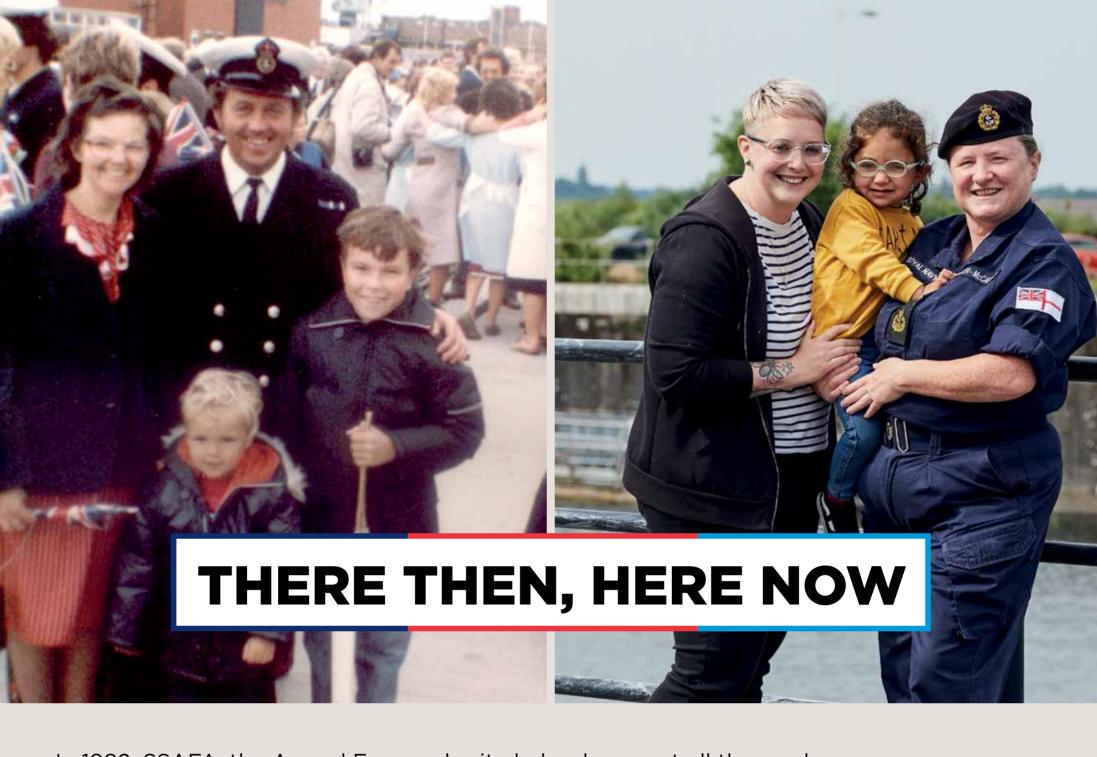
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Argyll sails into the after life(x)

CREW of HMS Argyll have swapped ships to bring their sister back to life - while their own vessel undergoes her

They taken control of HMS Iron Duke in Plymouth Naval Base to rejuvenate the frigate – the latest vessel to come to the end of a massive three-year upgrade – as the frigate prepares for front-line duties once again.

Type 23 flotilla has undergone the demanding LIFEX (LIFe EXtension) programme – numerous enhancements, improvements, upgrades alongside regular maintenance which ensure the workhorse frigates enjoy the edge over potential foes until they are replaced by the next-generation Type 26 warships which begin joining the Fleet later this decade.

The programme – overseen by Babcock in Devonport – is nearing its end with HMS Iron Duke, St Albans and Sutherland the final ships to undergo the three-year

HMS Iron Duke, St Albans and Sutherland the final ships to undergo the three-year transformation.

Whereas HMS Argyll was one of the first ships to be revamped and after five years heavily engaged around the world, the Navy's longest-serving frigate needs maintenance and a boost to carry her through the final years of her active service – worked dubbed 'post-LIFEX'.

Since that refit which ended in 2017, Argyll has:

Carried out the first firing of the now-standard Sea Ceptor missile system (July 2017);
 A Gulf/Indo-Pacific deployment including enforcing UN Sanctions off North Korea (June 2018-March 2019);
 Rescued all 27 crew of car transporter MV Grande America off Brittany (the ship's medical team were subsequently awarded the George Beeching Prize by the First Sea Lord) (March 2019);
 Represented the Navy, UK and defence

industry at DSEI in London (Sept 2019);
 Protected shipping on Op Sentinel in the Gulf region at the height of the pandemic (Spring 2020);
 Conducted trials of new equipment – autonomous boats, new mountings to improve heavy machine-gun accuracy and another Sea Ceptor firing (2021);
 Monitored the activity of foreign vessels of interest in home waters (2021-22).

(2021-22).

"Since joining HMS Argyll I have had the chance to work in all the marine engineering sections onboard, which has helped improve my engineering knowledge and developed core maritime skills," explained Engineering Technician Evan Lane, the longest-serving member of Argyll's ship's company with three years and nine months aboard. "During my time onboard I have had the opportunity to do two deployments, firstly a Far East deployment where I got to see countries such as Japan, Malaysia and many more.

many more.

"And I have been on an operational deployment to the Gulf, escorting vessels through the Strait of Hormuz.

"While onboard I have seen the crew change multiple times which has allowed me to make lots of friends (shipmates) and given me the chance to develop my personal and professional skills."

He is now using those same skills on HMS Iron Duke.

As for Argyll, she faces her two diesel generators being replaced, the overhaul of key equipment and design changes for new capabilities such as communications upgrades and mixed crewing, beyond regular maintenance work such as a re-spray of her hull.

null.

"By implementing new, efficient and innovative processes we can complete the project in a vastly reduced timescale compared to a standard LIFEX refit," said Babcock's Sarah Hilder who's project manager for Argyll's revamp.



READY for renewed front-line duties after a spot of TLC and intensive assessment is Her Majesty's Ship Kent.

The Portsmouth-based frigate is gearing up for her first deployment since an epic seven months accompanying HMS Queen Elizabeth and her

carrier strike group to the Pacific Rim and back. Since then she's conducted patrols in home waters and visited her namesake county, before undergoing a short but complex overhaul in her

To ensure the Type 23 frigate is available for high-tempo operations, a significant amount of effort is continually required from many organisations across the MOD, Royal Navy, ship's company and, in the case of Portsmouth-based ships, BAE Systems, all working together with the common aim of completing the overhaul on time.

For Kent that meant replacing one of her diesel generators and overhauling another which had passed 12,000 hours (71 weeks or one year and four months) running continually, each one producing 1,700 brake horse power (the engine on a family car typically

In addition, many capability upgrades were completed including to the cutting-edge 997 'Artisan' radar as well as the ship's gyro system which provides positioning essential input information to weapons and sensors on board.

The support period also provided the opportunity for essential

maintenance to be carried out to ensure the ship is fully prepared for any potential future tasking.

"HMS Kent's latest engineering support period was a complex

"HMS Kent's latest engineering support period was a complex project and while there were emergent engineering challenges, I am very pleased that the entire team – ship's staff and BAE Systems alike – worked closely together to overcome all issues in short order," said the frigate's Commanding Officer Commander Jez Brettell.

Claudia Roberts, Type 23 Waterfront Support Manager, added: "Completing HMS Kent's support period on time was a superb achievement for the entire team particularly when you consider the extent of the work – which included the removal and maintenance of

the diesel generator - required to enable the ship to carry out onward

After sea trials to shake off the cobwebs of a few weeks alongside the ship switched her attention to returning to front-line duties: six weeks of Operational Sea Training off Plymouth, which began with

the billy basics... and ramped up progressively.

By the end of Week 4, Kent's men and women were expected to cope with a collision/grounding, air defence with battle damage, replenishment at sea (day and night), surface and sub-surface (ie submarine) threats, a 'Thursday War' with battle damage and a disaster relief exercise at Bull Point. Thankfully not all at the same

So come Week 6 and the final assessment, they were ready for (a)

anything and (b) some gunnery funnery.

Helping Kent lay down the lead with her 4.5in main gun was 847 Naval Air Squadron. They spend more time with the Royal Marines than the Fleet, but the Wildcat crews are also skilled in Marines than the Fieet, but the Whicat crews are also skilled in guiding weapons on to targets with millimetric accuracy, from calling in artillery and mortar strikes to guiding in F-35 Lightnings and bombing raids/air-to-ground missiles. Or in this case, Naval Gunfire Support, acting as "the spotter to HMS Kent's sniper".

Defences pummelled and (Thursday) war won, the Portsmouth-based Type 23 was declared fit to deploy by the FOST team.



history books

NEARING the half-way point of their epic West-East coast ride across the USA by the time you read this should be Royal Navy aviators Commander Pascal Patterson (*left*) and Lieutenant Commander Dan Waskett. The duo are tackling a

5,000-kilometre (3,100 miles) ride from San Diego in California to Jacksonville, Florida, an adventure they call

'Stars and Spokes'.
All being well they're averaging 170 kilometres (105 miles) each day to reach their destination on the Eastern Seaboard on August 22nd... having raised their goal of £,35k for mental health support/ provision in the Royal Navy and Royal Marines.

Keen cyclists, the duo joined the Royal Navy on the same day back in 2005 and have completed multiple front-line tours of duty as aircrew, in hostile environments such a Afghanistan, Somalia, West Africa and the Gulf.

It was during these tours that they realised the tremendous importance of mental health; front-line operations put significant strain on serving personnel and their families.

Beginning on the West Coast, their epic journey to the Eastern Seaboard takes them across deserts, over mountain ranges and through hurricane zones with stops along the way in cities such as El Paso, Austin in Texas, New Orleans and Mobile in Alabama before arriving at the Atlantic shore.
"We will be entirely self-

sufficient, there is no support team," said Pascal said. "It's us against the elements for eight hours a day, carrying all of our

equipment."
Should they succeed, this will be the first major endurance cycle ride completed by RN

Both men have been preparing for 18 months, assisted by the Royal Navy's best scientists and sports/physical fitness experts who've advised on the training programme to work up to the ride and the nutritional intake to sustain them for 5,000 kilometres, clocking up 15-20 hours in the saddle weekly and conducting mini endurance rides, such as the Trafalgar Dash from Cornwall to London, replicating the route taken in 1805 when news of victory over the French – and the death of Nelson – was delivered courtesy of a succession of coaches and

"The Royal Navy is all about the team effort," said Dan. "Whether on deployment or during an expedition, the same applies."

As well as raising money the two riders are keep to show how interconnected physical and mental fitness are – underscored by Covid restrictions these past

couple of years.
"The mental health of our personnel is so important, we are passionate about getting the necessary support to those who need it", said Pascal. "Help us, to help others."

If everything runs to plan, a team from the British Embassy in Washington will be on hand to clap them over the Florida

You can follow their adventure on Instagram @starsandspokes or via www.starsandspokes.

And you can top up their fundraising pot via www.justgiving.com/starsandspokes.









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SURVEY ship HMS Echo's 20-year Royal Navy career formally ended at a decommissioning ceremony at

at a decommissioning ceremony at Portsmouth Naval Base.
The ship was the first of two Echo-class survey ships – alongside HMS Enterprise, which is still in service – designed for hydrographic and oceanographic operations across the world.
The 5,000-tonne ship was commissioned in Portsmouth but was based at Devonport Naval Base during two decades of service.

Base during two decades of service.

HMS Echo's Commanding Officer, Commander Adam Coles, said: "Being trusted with the final command of HMS Echo is a real honour, and I feel privileged to have served in her."

HMS Echo's colourful Royal Navy career saw

HMS Echo's colourful
Royal Navy career saw
her deployed to all corners
of the globe, making notable
discoveries along the way.

During her first deployment to
the Gulf in 2004 a year was spent
gathering hydrographical data as
part of the UK's continued support
to the region enabling the updating
of Admiralty charts to ensure the
safe navigation of the waters for
both civil and military users.
In January 2010 the ship sailed
from Plymouth for a two-year
deployment to conduct operations

deployment to conduct operations in the Red Sea, the Gulf, Indian Ocean and Middle and Far East. Returning to her home port in August 2012, Echo had covered 74,000 miles. The long deployment was made possible because only

48 of the 72 crew of the ship are at sea at any one time because a three-watch rotation system.

One of the highlights of that deployment was that the ship got alongside in Tripoli; the first Royal Navy warship there since the Gaddafi regime was overthrown.

She discovered an uncharted sea mountain off the Yemen coast during two years of operations across the Middle and Far East around 2010 and found the wreck of a Second World War cargo ship off the

War cargo ship off the coast of Libya.
Closer to home, HMS

Echo helped create superior images of the Firth of Clyde and captured three-dimensional images of HMS Dasher, a Second World War aircraft carrier which sank off the Ayrshire

coast.

coast.
More recently, Echo deployed
to the Baltic and Arctic and
searched for the wreck of one
sunken World War 2 cruiser and
updating existing information
about another, HMS Edinburgh,
over whose wreck Echo's crew held
a service of remembrance.

Earlier they had conducted an investigation on the wreck which was scuttled in May 1942 after was scutted in May 1342 after being hit by three torpedoes from a German U-boat. Her side Scan Sonar imagery brought the story of Edinburgh to life in clear images of the stricken ship. As the White Ensign was lowered on HMS Echo for the



Picture: LPhot Lee Blease

Crew reflect on sound career

AUGUST 2022 : 13 royalnavy.mod.uk/navynews

Deployments plenty for P2000s P280 Per refine was state and factor countries that factor countries that factor countries that factor and the factor countries that factor coun

ZIPPING across the Baltic Sea, HMS Smiter plays the role of a hostile boat fast approaching Type 45 destroyer HMS Defender.

The P2000 vessel heads towards the ship, giving Defender's gunners the chance to practise how they would combat an enemy attack.

Meanwhile, across the Baltic HMS Ranger carries out manoeuvring exercises with Lithuanian minehunter Kursis, giving both ships' bridges opportunity to train in close-quarters sailing.

And, just a few months earlier, two of Smiter and Ranger's sister ships were protecting waters across Gibraltor while others patrolled the UK coastline.

These are examples of the many exercises and operations P2000s will be called upon to take part in this year and in the future.

The vessels are part of the Coastal Forces Squadron and spend their time working alongside NATO allies, training with Royal Navy warships and on patrol in UK waters.

In the past six months, the 54-tonne, 68ft boats have been given more responsibility

- something the commanding officers have relished.

Traditionally, the P2000s worked with University Royal Naval Units (URNU) students, giving many of them their first taste of life at sea with the navy.

But under the new Coastal Forces Squadron title, the Archer-class boats are now on frontline operations and exercises around the UK and overseas.

And while they are still committed to the URNU branches, they are ready to be utilised more as part of the wider Royal Navy fleet.

HMS Dasher and HMS Pursuer proved the capability of the boats and their crews during their recent 23-month stint in Gibraltar, acting as safeguards around the Rock.

And for boats Archer, Charger, Explorer, Exploit, Ranger and Smiter, their recent stint in the Baltic as part of NATO's Baltops was the start of a busy summer.

Meanwhile HMS Puncher spent time in the Netherlands last month with HMS Biter, supporting the Dutch's Navy Days weekend.

Puncher's Commanding Officer Lieutenant

Will De La Mare has welcomed the more frontline role of the squadron.

"It has been great to move from the position of training URNU students and teaching them about navy life to doing more operations,' he said.

"The way the Royal Navy has been utilising the squadron the past six months has seen us deploy more around Europe and taken part in a variety of exercises and operations.

"We can show our flexibility from acting as hostile, fast-attack boats to working alongside Royal Marines.

"This move is really good because for the warfare officers that become commanding officers, we join to become operational commanding officers.

"We come from ships across the Royal Navy that have been on the frontline of operations and now we are command of a boat where we can share that knowledge."

Closer to home, the squadron has provided protection at high-profile events such as COP26 in Glasgow and the P2000s are part of a dedicated security team accompanying

the Queen Elizabeth-class carriers when they enter and exit Portsmouth Harbour.

They also worked alongside police at the G7 event in Cornwall, supported UK Battlestaff at the same event and worked with UK Border Force

Lt De La Mare added: "We have not had a limit set on what we can do so we are going to keep trying to do as much until we are told no.

"We want to show our support to the wider navy and to NATO allies by keep pushing our

"And although we don't have a big crew, we have a lot of experience. We have sailors who have been in the Royal Navy 20 to 30 years and have seen everything. Bringing that level of experience to any exercise or operation is

"It's a really exciting time to be part of the Coastal Forces Squadron. The job offers a lot of professional and personal benefits.

"It's a busy but rewarding job and now very diverse in the roles we do.

"I am looking forward to see what more we can deliver."

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Navy bomb disposal experts blow up torpedo

Going with the

NAVY bomb disposal experts safely blew up an old torpedo in Scapa Flow which could have damaged underwater

infrastructure.
A specialist team from the Royal Navy's Diving and Threat Exploitation Group travelled to Orkney after survey ship MV Athena found the aged device while scanning a route for underwater cables between Flotta and South Ronaldsay.
The Coastguard was alerted to the device and a 100-metre exclusion zone set-up around the location, before the highly-trained Explosive Ordnance Disposal team from Charlie Squadron – previously the Northern Diving Group until a shake-up of all divers and the creation of the new Diving and Threat Exploitation Group.

Group.
The five-strong team made an almost 400-mile trip
The five-strong team made an almost 400-mile trip from their headquarters in Faslane to reach the scene in Scapa Flow, which served as the principal base of the Royal Navy in both its 20th Century conflicts with

the Royal Navy in both its 20th Century conflicts with Germany.

"It was a challenging task," said Charlie Squadron's Chief Petty Officer (Diver) Roy Edwards.

"The suspected ordnance was located 210 metres from an oil pipeline and the weather was also an issue with a sea state 2-3 and wind gusting at 20 knots.

"The torpedo was very degraded, and we needed to move it to a safe location, away from the pipeline, before it could be safely disposed of. It was a delicate job."

The three-day operation was broken down into several phases. After diving, locating, and marking the torpedo, the team next attached straps and used underwater lifting equipment to raise it carefully to the surface.

The torpedo was then towed some four kilometres to a new location well away from underwater cables, pipelines, and fish farms.

Finally, the divers carried out a controlled underwater

explosion to dispose of the ordnance.

Unfortunately, the condition of the torpedo was poor and could not be definitively identified, although it was thought to be a Mark 8 torpedo, a type which first entered production in the 1920s.

The task at Scans Flow is the third which first in the start of the s

in the 1920s.
The task at Scapa Flow is the third which Charlie Squadron have attended on Orkney this year.
In total the team have tackled 63 conventional munitions disposal tasks and three improvised explosive device tasks throughout their area of operation.
They are held at ten minutes' notice to provide Explosive Ordnance Disposal support to Police and Coastguard across a vast area from Liverpool to Hull, then northwards to encompass Scotland, including all the outlying islands.

Report: Gavin Carr







Supermarket sweep

Submarine Service to show off the latest tech.

More than 40 firms from the technology and innovation sector set o 'market stalls' at Clyde Naval Base – home of the nation's nuclear deterrent, as well as the flotilla of Fleet submarines which protects it.

That allowed them to showcase their latest innovations to those responsible for maintaining the country's nuclear-powered submarines, allowing RN and civilian engineers to explore technological advances

which could be applied to the complex engineering found on Astute and Vanguard-class submarines.

For the past 50 years the Royal Navy has been tasked with providing the United Kingdom's continuous at sea strategic nuclear deterrent (CASD). Since April 1969 a submarine has been on patrol, beneath the waves ensuring that the UK is sending a clear message to any would-be

The event was planned by Lt Cdr Richard Meldrum who works at

the base's Superintendent Fleet Maintenance, which is responsible for engineering support to submarines on the Clyde.

He said: "Innovation and technology is progressing at an everincreasing rate. Events like this help us to identify and take advantage of the best that industry has to offer."

New lease of life for tender Messina

AWORKHORSE of Fleet activity through the 80s and early 90s will enjoy a new lease of life in the North Sea. Her Majesty's Fleet Tender

Messina – a regular sight in and around Poole when the naval base was still in operation – will head to the National Museum of the Royal Navy

National Museum of the Royal Navy in Hartlepool as part of its growing collection.

The fleet tender served under the White Ensign as the Messina for 12 years until the demise of the Royal Naval Auxiliary Service (RNXS) back in 1904

A group of RNXS veterans from the organisation's Bristol Channel Group took the then 12-year-old vessel under their wing, renamed the vessel Pride of Bristol and have run and maintained her as a charity for nearly 30 years.

She's been used to provide free or heavily-subsidised youth



training across various maritime disciplines: safety at sea, first aid, firefighting, ship/boat handling, husbandry, training offered to underprivileged and special needs groups, but also schools and Cadet forces.

The RNR has also made use of the boat, frequently arranging for new entry recruits to take part in weekend exercises in one of the more "interesting" sections of British coastal waters, the Bristol Channel.

And to help with running/maintenance costs, the craft was hired out for use by divers, fishermen, clay pigeon shooters and day trippers, as well as social events for naval groups such as the Ganges and Ark Royal Associations.

With the veterans' ageing and the costs of maintaining the boat rising, the Pride of Bristol Trust decided to pay off the vessel with a final voyage down the Avon (complete with the Lord Mayor's flag and decommissioning pennant) and donate her to the NMRN safekeeping as a working vessel under the name MV Messina.



French marines go back to their roots

FRENCH marines paid homage at the imposing Scottish monument which honours all commandos to mark their

80th birthday. Fifty Commandos Marine joined their Royal Marines counterparts from 43 Commando Fleet Protection Group from Faslane at Spean Bridge, near Fort William, where tens of thousands of first-generation commandos from the free world trained to defeat Fascism at the height of World War 2.

Among those early Commandos were volunteers from the Free French Forces who were trained alongside British counterparts at Achnacarry Castle in

counterparts at Achnacarry Castle in
Lochaber and who went on to participate
in the Normandy Landings as well as
other crucial WW2 operations.
The Commandos Marine – the Special
Operations Forces of the French Navy –
were formed in 1942, modelled on British
commandos established after Prime Minister Winston Churchill called for the formation of a small group of highly-trained troops to operate clandestinely.

The Commando Basic Training Centre at Achnacarry was created in 1942 and all commandos were trained there.

all commandos were trained there.
This included newly-formed Royal
Marines Commando units and an interallied unit known as 10 Commando which was raised from volunteers from several occupied European countries, including troops of Free French Forces, loyal to France's future leader Charles de Gaulle.

"The modern French Commando units are directly descended from the unit suggested by Phillipe Kieffer, a French naval officer in 1942," explained Lieutenant Commander Nicolas de Joux, who organised the anniversary

pilgrimage.
"So, coming here to Achnacarry, to see where it all began and realise how difficult it must have been for those men

is just amazing.
"We are also really pleased to be able to hold a parade at the Commando Monument at Spean Bridge, such a breath-taking position. Our colleagues in the Royal Marines come here all the time, but for us this is entirely new and it's a but for us this is entirely new and it's a real honour."

As with Royal Marines, they wear a coveted green beret, pulled to the right with the badge over the left eye – the opposite of other French military units but the same as today's Royal Marine Commandos - in recognition of their

origins.
The bérets verts joined the green berets on a speed march, replicating the





seven-mile route from the railway station to Achnacarry Castle which prospective commandos had to complete.

"This area of Scotland is very much

the birthplace for our commando forces," said Brigadier Andy Muddiman RM, Naval Regional Commander Scotland & Northern Ireland.

"For our French colleagues this visit has been really important and has

reconnected them with their roots."

He continued: "It is a privilege for us
Royal Marines to be invited to attend this service at the Commando Monument and



the service itself had more of a French flavour that the ones we usually have

I'm delighted that we have been able to help facilitate this visit for our NATO partner and clearly we share that close bond as Commandos.

"However, I think that it's the landscape itself that has really delivered the most impact. It is that sense of being here, in 'Commando Country', which is so important and will have made a lasting impression on them.

Pictures: LPhot Bill Spurr







2022 marks the 40th anniversary of the liberation of the Falklands Islands. Will you help us to support those who have served their nation, as well as those who still make sacrifices, day in, day out?







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HUNDREDS of sailors who devoted - or continue to devote their lives to dealing with the threat of mines, unexploded ordnance and bombs saw a monument dedicated in their

name.
Rising out of the water at the Gunwharf Quays shopping/leisure and housing development in Portsmouth, the Vernon Monument – named after the spiritual home of mine warfare, HMS Vernon, which occupied the site for nearly 75 years – was formally dedicated.
The £250,000 statue was installed and unveiled on the eve of the first Covid lockdown back in March 2020 – preventing an official service of thanksgiving and dedication until now.

The monument features a one-and-a-quarter scale British Mk17 moored mine, armed with 'Hertz horn' contacts – chemical fuses – which two divers wearing equally iconic Clearance Diving Breathing Apparatus are attempting to deal

with.
Several dozen serving personnel from the Royal Navy's Mine Warfare community – which includes crews of two squadrons of minehunters, plus specialist explosive ordnance disposal/clearance divers of Bravo Squadron (with kit and caboodle) – joined VIPs, former divers, minehunter/sweeper crews, family and allies. and allies

Guests travelled from all over the world – the USA, Canada, Australia, Singapore and Hong Kong among others – to attend the ceremony with Naval chaplain the Rev Ralph Barber, fittingly a former mine warfare rating, conducting the dedication and former mine clearance diving officer Rear Admiral Paddy McAlpine

giving the key address. He embarked on what he called "this most hazardous of careers"

in the late 1980s and was involved in clearing the waters off Kuwait following the first Gulf War of 1990-

He reminded all present that one third of all mines laid in World War 2 were not cleared at the conflict's end... and today's divers are still called out to deal with around a

dozen rendered safe or blown up around the UK each year.

"Mines are being used right now in the Black Sea – there remains the ever-present threat of mines being used around the world," Admiral McAlpine said as he outlined the present-day work of RN divers and mine warfare experts – both going through a mid-21st Century transformation.

The divers have recently been recognized under the pays Diving

reorganised under the new Diving and Threat Exploitation Group while the two minehunter squadrons (No.1 based in Faslane, No.2 in Portsmouth) will in time be replaced by the Project Wilton autonomous mine warfare systems. mine warfare systems... but not

entirely.
"At the heart of the new technology is our people – divers and mine warfare specialists remain relevant," the admiral stressed.

Above all, he reminded the hundreds of people gathered in a semicircle around the lock where the monument stands of mine warfare monument stands of mine warfare experts – from the pioneers who dealt with German magnetic mines in the first days of WW2, to the trailblazers who cleared a path for the landing craft on D-Day, rendered the waters of Europe and the Pacific safe after the war, cleared the Gulf during a succession of wars, and dealt with increasingly-sophisticated improvised bombs in Iraq and Afghanistan.

"This monument honours you, your forebears and successors yet to come," he declared.

The statue was brought to life by scupltor Mark Richards. Guests were in as much awe of his lifelike artwork as he was of their deeds. "Respect doesn't come close to what we owe these people; past, present and those to come," he said. His installation is the only national memorial to the mine wayfare.

memorial to the mine warfare/
diving commnity – individual ships
and units or people have their
monuments, but until the Vernon
monument was installed there was
no central point for the community

■ This monument honours you, your forebears and successors yet to come.

- REAR ADMIRAL PADDY MCALPINE

to honour the fallen and remember. Able Seaman (Diver) Andy Waller is among the hundreds of people who raised money over a 12-year-old period to bring the monument to fruition. He made a round-trip from Suffolk in a day to see it dedicated.

"It looks fantastic – to see it come to fruition, after all the hard work, in this setting. It's been well worth it,"

Andy and his colleagues use equipment both under water and ashore their forebears could only dream of, from lightweight rebreathing equipment and small bomb disposal robots weighing just 25kg which can be carried on your 25kg which can be carried on your back.

Among the oldest guests present was Lieutenant Commander David Bartlett, who trained as a mine clearance diving officer in 1967 after more than a decade as a torpedo and

submarine warfare specialist.
He joined for the excitement,
trained in the old-style metal diving
helmet and used kit which was "very
Heath Robinson, very different from
today's divers – but we still faced many of the same dangers and same problems."

He spent more than two "absolutely fascinating" years in Malta, largely dealing with the detritus of WW2 and in the mid-70s, led the expedition to recover artefacts and monuments from Philae, submerged when the dams at

Aswan were built in Egypt, notably the Temple of Augustus Caesar.
The fruits of the operation he successfully led can be seen to this day by millions of tourists which fills him with pride.

him with pride.

It's a reminder too of the sheer variety of diving tasks – not 'just' disposing of ordnance.

Take a deep breath (literally): searching jetties; inspecting hulls; carrying out minor repairs below the water line of calling with explosive. waterline; dealing with explosive devices in the UK up to the high water mark (and frequently inland as well); supporting front-line operations on land (notably Iraq and Afghanistan in recent years) and at sea (Falklands, both Gulf Wars); assisting police on occasions with searches for bodies/evidence;

with searches for bodies/evidence; supporting the civilian authorities at major disasters...

The latter are few, thankfully, but they do stick in the mind.

Warrant Officer Peter Still was about to have a kip one Friday evening in March 1987 when his wife Sandra picked up the phone: her husband wouldn't be getting any sleep that night. He was needed in Belgium to search for survivors of the Herald of Free Enterprise, which had partially capsized off Zeebrugge. Sadly he found no survivors, only 52 bodies, which were meticulously

and carefully recovered.
Did he and his team receive
counselling after such a grim task?
"We went down to the pub..."
A decade earlier he was charged
with diving on Bronington's sister HMS Fittleton, which sank in a training accident in the North Sea – a stark reminder that, without the threat of unexploded mines and bombs, there are few more dangerous professions than diving.

dangerous professions than diving.
"People ask me: how do you
cope?" said Mrs Still.
"It was simple really: Peter never
told me about the job."
Her husband, 35 years a diver, was
also coxswain to Prince Charles when
he commanded HMS Bronington in
the mid-1970s (and a friend to this
day). And its memories like those
that the 77-year-old was keen to
revive among old old comrades at
the dedication.
"I've served with some wonderful
people, people I've not seen for

people, people I've not seen for years, but here, today, seeing them again, it's all come straight back," he said.

As one of the oldest and most decorated veterans present, Lt Cdr Bartlett enjoyed a front-row seat at

He looked across at the statue, which has become a place of pilgrimage and, for the younger (and pilgrimage and, for the younger (and not so young) generations of divers and mine warfare specialists, a site for social media selfies with a big smile on his face.

The turquoise waters of the lock shimmered on the underside of the replica mine in the glorious July sunshine

sunshine.

"We are now recognised properly," Lt Cdr Bartlett said. "We are a proper unit which has served its country so

"It makes me feel very proud to see this monument here." Picture: LPhot Rory Arnold



ROYAL NAVY MEDIC EXPLORES THE **ANTARCTIC** ON RRS DAVID ATTENBOROUGH'S **MAIDEN VOYAGE** TO THE SOUTH

Exploring the Antarctic on RRS Sir David Attenborough with Medical Assistant Georgia Boulton...

I am based at Stonehouse Barracks with 30 Commando, and I have been deployed with the British Antarctic Survey to Signy Island Antarctic research station since November 2021.

I applied for the trip in May 2021 when the British Antarctic Survey medical unit requested a Royal Navy medic to join the team for a summer season in Antarctica, this is due to the remote medicine training that we receive prior to our military deployments. Before joining the Navy, I studied marine biology so when the opportunity arose to spend some time with one of the most influential organisations, I couldn't not apply. It was both my interests combined into one job!

After a brief period of quarantine, my trip began by joining the Royal Research Ship, 'The Sir David Attenborough', on its maiden voyage to Antarctica.

Departing from Portsmouth with the compass needle drifting south, we settled into our new home for the next six weeks.

Being on board was great; days were taken up assisting the ship's doctor with medical cases and drills, and when not working in my medical capacity, I was lucky enough to spend time with the Merchant Navy's ABs - a great opportunity to refresh my seafaring knowledge and develop some new skills.

After a month at sea, we anchored off the Falklands to take on some cargo destined for the continent. Whilst there, due to a medical incident within a remote field team, I was whisked away to a farmhouse near Stanley to await details of how I would be required to provide support.

I was asked to go because the doctor that was on the closest station could not leave so due to my Navy medical training, my time spent working in A&E and the training programme put together by BASMU, I was the next trained person that was available to go. I stayed in the Falklands for four days awaiting my flight, an opportunity to go and stretch my legs and explore. The first of my flights took me to Rothera Research Station on a Dash-7, the largest plane in the British Antarctic Survery

After receiving my next detail and some updates from the doctor on station, we were on our way again, heading into the Antarctic tundra.



MA Boulton at the Water Flats at Signy Island under the ice cap

'I COUI DN'T NOT APPLY'



MA Boulton meets the elephant seals on Signy Island

'MY HOME FOR THE NEXT 11 WEFKS'

This time I flew on a Twin Otter, a much smaller plane with a crew of just three.

Quickly promoted to co-pilot, it seemed my dream of making the Top Gun cut, may be easier than I thought! Due to inclement weather, we missed our first fuel stop, forcing us to divert to an outpost called Sky Blu.

The ice at Sky Blu is so densely packed and stripped of oxygen, it has a bright blue colour which gives the base its name.

This is one of the UK's refuelling stations for planes in Antarctica and one of just a handful of blue ice runways on the continent.

Once we arrived, the weather turned again, and, with less than ten metres visibility, we were unable to fly on.

After three days, a weather window eventually arrived, and we were on our way to our final

Once arrived, I conducted the task at hand out of the side of a plane in -40°c degrees. I was deployed to Norway last year, so my cold weather training really helped me conduct my medical drills in a cold remote environment whilst also working out of a bag as opposed to a

fully functioning surgery.
With all medical issues resolved with the field party, I found myself on my way back to Rothera to await the arrival of the ship to continue my journey to Signy. Whilst waiting for the ship at Rothera I was able to get onto the slopes for a

morning and finish with a coffee in the caboose.

The ship arrived at Signy Island on Christmas
Day ready for a Boxing Day disembarkation. This
would now be my home for the next 11 weeks.

Signy is a small island (3km wide 5km long)

that sits within the rest of the South Orkney Islands off the Antarctic peninsula

Most of the island is covered by a giant ice cap which you have to cross in order to get anywhere else on the station.

Signy Island base was built in the 1920s and used to be a whaling station. In 1947 a new base was built on the rubble of the whaling station and this is what's still used today. Signy station has accommodation for eight, a food and kit store, a generator shed and a fuel farm. Seeing Signy from the ship for the first time was a weird feeling because from the bay it looked just like a rock with a tiny building on it. The next day we were able to get off the ship and move onto the island. The next few days consisted of just moving cargo from the tender up the jetty and to the station, this was a busy few days but thankfully we had the ship's crew to assist.

On good weather we had amazing views of Coronation Island. Coronation is the largest of the South Orkney Islands and acts as a dramatic backdrop to Signy with huge peaks and multiple placiers.

My job on station had been to provide medical cover for all tasks and provide medical care for all personnel if needed.

Fortunately the injuries on station have been very minor and no major medical interventions have needed to happen.

As well as providing medical care on station I was responsible for building a whole new medical area on the base, this consists of a medical office (with stock room) and an emergency resus room (this consists of a bed and lifesaving medical kit such as a defibrillator airway interventions, breathing apparatus, cannulation supplies and other equipment that is useful to have on hand in case of emergency).

On station with me there were also two members of the technical service team, they help ensure that the water pumps are working for fresh water, ensuring the generator is maintained in order to supply the station with heating and electric and most importantly having the code to the fire alarm system for when we burnt toast in the morning.

There were two 'chippies' who have contributed the most into building the new bothy hut on station

There was a field guide, their job is to make sure everyone has had sufficient training on how to map read, use GPS, using the Tilley lamps and reflex stoves and sensible route planning to avoid the crevassed areas on the ice cap. There was the zoologist who conducted all of the important science that happens on station and finally the station leader who had overall say on everything that goes on whilst at Signy.

Outside of my medical responsibility I was fortunate enough to assist the resident zoologist with his research and data collection. This included helping with diet sampling of the Adelie and Chinstrap penguins, weighing the Adelie and Chinstrap penguin chicks and taking part in the annual seal count.

Being able to get involved with the science that goes on here was really interesting, I have learnt about the diet of penguins and the migration patterns that work in turn with climate change and commercial fishing.

As well as the long-term monitoring of the wildlife there are ongoing environmental studies in collaboration with University Insubria in Italy.

This was a great excuse to explore the island downloading data from various remote sites.

There was lots of competition on station as to who would stay in all four of the bothy huts first so we were always trying to find work which involved us having a night in the huts around the island.

The nights in the huts were great fun as once



Chinstrap penguins at Rothera Research station

'I WAS FORTUNATE ENOUGH TO ASSIST THE RESIDENT ZOOLOGIST'



you had dropped your bags off you were able to explore lots more of the island and to get down some questionable hills of skidding rock to explore the beaches or climb up higher to get a better view of the island from above.

It would always be an exciting moment when another ship was noticed in the bay and a nice reminder that we weren't the only people in the world.

As well as this I was also involved with the building of a new bothy-type hut, helping to carry supplies from one side of the island to the other via an ice cap.

I had the opportunity to see wildlife that I had never seen before, we have seen four different types of whales (humpback, minke, sei and fin) and lots of amazing birds (Signy has been classified as an important bird area as it inhabits 16 different types of seabird breeding colonies)

16 different types of seabird breeding colonies).

We had the opportunity to get a proper look at penguin chicks from a distance and also got chased by fur seals. Fur seals are interesting animals, and they enjoy chasing you through a crowd of another 50 seals that also want to chase

you, they do this growling whilst showing their teeth which can sometimes catch you by surprise, but they're just like puppies who want to play.

We were also lucky enough to get eyes on two leopard seals, one of which we saw in action in the water hunting its dinner for the evening and the other sunbathing on an iceberg through binoculars. These are the second largest species of seal in Antarctica and an apex predator eating pretty much any other animal it can in the water!

Overall my time spent down south was the most amazing opportunity and something I'll reflect on for the rest of my life.

I have met some really interesting people and come away with lots of new knowledge about Antarctica. I have learnt a lot about remote medicine on my deployment and this is something that will definitely help me in my military career. I have had opportunities here that I never thought were possible and would recommend the experience to anyone. I would also like to thank HMS Protector which was at the station just two weeks before we arrived and left a lovely Christmas gift.



MA Boulton standing on the highest point of Signy Island

'A REMINDER WE WEREN'T THE ONLY PEOPLE IN THE WORLD'



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One of the trainee aircrewmen leans out of the Merlin Mk4's cargo door during the final assessment exercise with 45 Commands in Scotland

FIVE pilots and two aircrewmen are ready to fly Royal Marines into harm's way if required after earning their wings to fly with the Commando Helicopter Force.

The seven trainees on the Commando 1 course brought half a dozen years' training to a close, receiving the coveted insignia from Commodore Nick Walker – deputy head of the Fleet Air Arm – at RNAS Yeovilton in front of family and friends.

They will now deploy at home and abroad with CHF from desert sands to Arctic snow and the thick undergrowth of the Americas or Indo-Pacific which give the Junglies their nickname, moving marines and their kit around as required on exercises and front-line operations.

For the student pilots, the road to wings passed through Dartmouth, a short assessment at Yeovilton on Grob Tutors to determine they possessed the qualities expected of all aviators, completed Elementary Flying Training – learning the basics of flight, again on a fixed-wing aircraft.

Next comes helicopter pilot training in

aircraft.

Next comes helicopter pilot training in the Juno HT1 at RAF Shawbury from general handling, through the hover (described as "easy once you've got the hang of it"), then advanced manoeuvres: instrument flying, low-level navigation, landing/taking off from confined spaces, night flying including low level with Night Vision Devices, mountain flying and moving under-slung loads.

It's now that the trainee aircrewmen – either coming directly from HMS Raleigh or from other branches of the RN who wanted a career change – entered the fray.

They learned the art of voice marshalling, navigation and operating the helicopter to make it the useful machine that it is.

They were also exposed to student pilots from all three Services and began the evolving world of Crew Resource Management to become a refined and efficient team, culminating in a major exercise/assessment at Shawbury.

Finally at 846 Naval Air Squadron in Yeovilton, the students learned to tame the Merlin Mk4/Mk4a, building on their experiences in the Juno, but in a significantly larger helicopter.

Mountain flying was carried out around RAF Anglesey and Snowdonia, planning and carrying out a short deployment to Denmark, two weeks at sea aboard carrier HMS Queen Elizabeth all ramping up to the final assessment, known as MILEX (MILitary EXercise).

Students lived in tents, survived on ration packs working alongside 45 Commando from RM Condor, practising all they had learned.

Of those passing out, Lieutenant Edward Riley earned the Bill Murton Trophy for displaying the best Junglie spirit/ethos during training, the Westland Trophy was presented to Lt Patrick Richardson for the best all-round results in operational flying training and the 'Doc' Love Trophy to Sgt Simon Whitby RM for epitomising the Junglie spirit and ethos in training.



Eyes of the Tigers spy yachtsman's upturned boat

MERLIN fliers swiftly rescued a lone yachtsman from a capsized trimaran off the coast of Cornwall.

The crew from 814 Naval Air Squadron – The Flying Tigers – were on a training exercise in Mount's Bay when they picked up the signal from an emergency distress beacon.

They then heard a 'mayday' call on the maritime distress frequency and, in contact with coastguards at Falmouth, circled the scene and discovered a yachtsman on the upturned hull of a boat about four miles off Porthcurno, between Penzance and Land's End.

Lowering their aircrewman on a winch line, the crew from Royal Naval Air Station Culdrose picked up the shocked survivor and lifted him into their Merlin Mk2 helicopter just 15 minutes after the distress call.

By coincidence the helicopter crew were all extremely experienced, featuring 814's senior pilot, senior observer and a former search and rescue pilot who had served with 771 Naval Air Squadron.

For Lieutenant Commander Mark 'Vasco' Barber this was his 123rd rescue – his first in a Merlin; all the others were in the old red and grey search and rescue Sea King Mk5s.

This one, said Vasco, was "all very comfortable". Which is how we like our rescues.

Observer Lieutenant Commander Chris 'Fordy' Ford lowered Chief Petty Officer Aircrewman Si 'Mitch' Mitchell on to the upturned boat to recover the yachtsman.

"Once we'd prepared and done all the checks, it all went extremely smoothly. The man appeared unharmed and was only wet up to his knees," he said.

"He was shocked though and the aircrewman sat with him to reassure him. My key concern was if there was anyone else in the boat. He didn't speak English, only French, and I asked him: 'One person? One person?', until I was satisfied there was no one else missing."

By this time, the crew could also see a fishing boat had arrived at the scene (pictured below from the Merlin's cockpit) and a tanker was also heading in their direction. Sennen Lifeboat was also enroute.

As a precaution the helicopter crew flew the man to Royal Cornwall Hospital a



FAA Museum £1m reboot for carrier experience

OPEN once more in time for the height of the holidays is one fo the Fleet Air Arm Museum's setpiece attractions: the Carrier Experience which has completed a £1m refurbishment.

The new-look feature blends digital technology with the scale of a carrier flight deck to transport visitors from the pioneer years of World War 1 through to today's HMS Queen Elizabeth-class carrier.

Audio-visual projections – some 100 feet long – give visitors a sense of the sights and sounds of a carrier at sea with aircraft flying overhead.
And they can re-live the

And they can re-nive the first landing on a moving ship (Sqn Cdr Edwin Dunning in a Sopwith Pup aboard HMS Furious in Scapa Flow, August 1917) in cinematic detail.

The Carrier Experience concludes with a focus the

concludes with a focus the current generation of flattops and their F-35 Lightning strike fighters.

Thanks to support from the stealth jet's builders Lockheed Martin, the museum has been able to create a audiovisual experience fitting of a technologically advanced and fifth-generation fighter: projection mapping technology, overlaid on an impressive revolving F-35B model, creating a stunning and unique display detailing the role of the F-35B and its capabilities.

There's also a behind-the-

scenes look at the technology driving HMS Queen Elizabeth and Prince of Wales and, of course, the men and women who bring the ships to life and make them formidable fighting machines.
The Carrier Experience was

introduced to the museum in 1994, founded by former sailor and honorary vice admiral Sir Donald Gosling, since when it's been enjoyed by four million visitors.

The foundation which bears

his name – Sir Donald died in 2019 aged 90 – has funded the mid-21st Century revamp.

The new flight deck arrangement sees a number of rare and unique aircraft types on show: the world's sole-surviving example of a Westland Wyvern, a unique prototype of the version which served with the Fleet Air Arm from 1952-1958 seeing combat service during the Suez Crisis in 1956.
Also featured is a Mk17

Supermarine Seafire – one of only two surviving in the world and the naval version of the legendary Spitfire.

There's also the chance

to check out the only known surviving Supermarine Attacker fighter – from the FAA's first jet squadron in 1951.



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Galley recipes go platinum

THE Royal Navy and Royal Marines Charity (RNRMC) has celebrated the success of its first charity cookbook as well as its new Platinum Partnership with Defence and Government Catering Services ESS.

Galley, which was published last year, highlights the traditions and innovations of the unique culinary world of the Royal Navy.

It shines a light on the incredible skill and talent found within this demanding industry, thanks to the contributions of 20 professional chefs with a connection to the Royal Navy, as well as Michel Roux Jr, who served in the French military.

Celebrations took place at HMS President in London.

Celebrations took place at HMS President in London. The event paid tribute to all those who supported the cookbook project, either through sponsorship or by

cookbook project, either through sponsorship or by contributing recipes. Guests also got the opportunity to sample dishes of some of the delicious cookbook recipes. The RNRMC used the event to especially thank their new Platinum Partner, ESS, for all their support over the duration of their relationship.

Bob Gray, Managing Director at ESS Defence, said: "We're delighted to have been recognised as a Platinum Partner of the Royal Navy and Royal Marines Charity (RNRMC).

Platinum Partner of the Royal Navy and Royal Marines Charity (RNRMC).

"We've enjoyed a fabulous relationship with the organisation to date, collaborating on a number of exciting projects including the *Galley* cookbook and selling of RNRMC merchandise in our retail stores, as well as working together to provide essential food boxes to beneficiaries of the RNRMC.

"The charity does such important work to support

"The charity does such important work to support serving and former sailors, marines and their families and we are very proud to contribute to this. I look forward to

our partnership going from strength to strength."

Adrian Bell, chief executive at RNRMC, said: "We are thrilled to welcome ESS into our Platinum Corporate

Partnership Tier.

"ESS has been crucial in aiding our important work helping the Royal Navy community and their families, and we have thoroughly enjoyed working together with them. We are confident that our relationship will continue to flourish as we take these positive next staps."

steps."
The Platinum Tier is the highest Corporate Partnership

that the RNRMC offers.

All proceeds generated from sales of *Galley* go towards supporting the charity's essential work in helping serving personnel, veterans, and families. Galley is available to purchase at *royalnavyshop.co.uk/collections/rnrmc-products*

Baked yoghurt, roasted rhubarb, confit orange, sweet cicely. By Chef Ryan Hopper Preparation time: 30 minutes | Cooking time: 30 minutes | Serves 4

Ingredients

Baked yoghurt 100g condensed milk 100g double cream 110g Greek yoghurt Seeds of 1 vanilla pod

Roasted rhubarb 200g rhubarb 20g caster sugar Zest of 2 oranges (from Chantilly ingredients) 2 medium oranges 30g caster sugar

Citrus Chantilly 100ml double cream 10g icing sugar 2 oranges, juiced

50g sweet cicely

Method

Baked yoghurt
Preheat oven to 150C. Combine the condensed milk, cream, yoghurt and vanilla seeds in a large bowl, mix well and strain through fine chinois. Divide the yoghurt mixture between your dishes (ovenproof glasses or ramekins), placing about 70g in each. Arrange the pots inside a deep tray (you may find it easier to do this before adding the yoghurt mixture), then fill the tray with warm water to come one-quarter of the way up the pots, creating a bain-marie. Stretch a layer of cling film over the tray and place in

should take approx. 12 minutes. Once cooked, remove the cling film and leave to cool to room temperature. Chill until required.

Roasted rhubarb

Preheat oven to 175°c. Cut the rhubarb into batons. Toss in the sugar and orange zest, place into an ovenproof dish and roast for 6-8 minutes. Remove the roasted batons and reserve

and cut the peel into fine strips. Bring a saucepan of water to the boil. Add the sliced peel for 20 seconds, then immediately refresh in a bowl of iced water and repeat twice. Place the sugar and 50ml water in a small saucepan over a low heat. When the sugar has completely dissolved and the

mixture is gently simmering, add the orange segments and the blanched peel and poach until translucent.

Citrus Chantilly

Place the cream, icing sugar, orange zest and juice into a bowl, and whisk until the cream forms soft peaks. Spoon into a piping bag and

Confit blood orange

Peel the orange. Cut segments and set aside. Remove the pith

crossing), swim cap and goggles, the team achieved an official Channel Swimming Association certification.

Commander Cragg got to the team moving at 0327, setting a cracking pace in the dark. After his hour of swimming, Captain

FOUR Royal Navy submariners

completed the 'Channel splash', swimming from England

to France for mental health

Commander Richard Cragg and Lieutenant Commanders Callum Fraser and Hugo Mitchell-Heggs picked the longest day of the year to attempt their relay, striking out from Samphire Hoe in Dover and aiming for Cap Griz Nez, 21 miles away.

Each man spent an hour in the water, then three resting as his colleagues took their turns. By adhering to the rules of speedos only (despite a water temperature of just 14

Celsius, making June one of the colder months to attempt the

Elton Sharkey, Richard Cragg

charities.

Captain

Commander

Sharkey took over at sunrise before handing over to Lt Cdr Hugo Mitchell-Heggs and Lt Cdr Callum Fraser to each complete their first round of one hour shifts each.

Deeps surface to

raise £7,000

The team worked hard, and by their third hour stint each they had good sight of the French coast.

French coast.

Hugo and Callum both emptied the tank on their fourth shifts to put Rich and Elton in a good position to break through the final stretch of choppy waves and a final push onto the Plage de Wissant, 17 hours and 11 minutes after leaving England, having collectively covered 2216. having collectively covered 221/2

They've raised more than £7,000 for the Royal Navy and Royal Marines Charity, where all funds raised will provide Mental Health and Wellbeing support to serving personnel, veterans and their fourilies their families.

You can still donate at this link: Elton Sharkey is fundraising for Royal Navy and Royal Marines Charity (justgiving.com)



Cycling team aim to be a tour de force

ROYAL Navy Submariners who are about to undertake an epic charity cycle ride have visited the Home of the UK Submarine Service

to drum-up support.

Lieutenant Commander Darren Lunn and Warrant Officer Adam McCrohan, supported by two fellow submariners, are heading to France this month, aiming to cycle the 2020 Tour de France route in the same time as the professionals. Over 23 days they will cover some

3,484km and 54,000m in elevation.

But before the "Tour" begins the pair visited HM Naval Base Clyde's Supermess to seek the backing of fellow Submariners and to raise money for the charity HELP-Jim's Story – a sub-fund of the Royal Navy and Royal Marines Charity.

Setting up static bikes in the site's Supermess, the Submariners challenged themselves by attempting to ride 200km over the course

challenged themselves by attempting to ride 200km over the course of the day.

of the day.

HELP – Jim's Story was set up in memory of Submariner Captain

Jim Simpson who sadly took his own life in 2020. The charity aims to

Jiii Simpson who sadily took his own life in 2020. The charity aims to both educate and tackle the stigma surrounding mental health in the Royal Navy and wider armed forces.

"We would like to thank everyone at HM Naval Base Clyde for their support," said Lieutenant Commander Lunn. "The team and I are immensely proud to support HELP-Jim's Story, formed in memory of Captain James Simpson who sadly died in 2020.

"We are also striving to raise higher awareness of mental health

"We are also striving to raise higher awareness of mental health and the issues connected, as well as supporting Jim's family. We want to promote awareness across the Fleet in the form of mental health foundation courses and with more frequent mental health awareness

weeks too. These initiatives are gathering more and more momentum."
To support the submariners' cycling challenge please visit their Just Giving page at: https://justgiving.com/fundraising/tourdesubmariner. To learn more about the charity visit: www.help-jimsstory.com.

store in the fridge until required.

To serve
Spoon some of the rhubarb liquid onto each set yoghurt pot and dot with the citrus Chantilly. Arrange the orange segments and rhubarb, and finish with a garnish of poached orange peel and sweet cicely.

Seahawk triumph at field gun run contest

Having been cancelled for the last two years due to COVID, the crowds poured in to once again enjoy this unique day with thousands of visitors from the local and armed forces communities coming together to witness the variety of attractions and events.

The special highlight of the day was the Royal Navy and

Royal Marines Charity Field Gun Competition, which this year featured 17 crews from across the UK and as far afield as Cyprus, and a combined Naples/Norway crew, competing for

the coveted Brickwoods Trophy.

The competition was as fast and furious as ever, with crews displaying strength, stamina and teamwork, essential in this

In a thrilling final with all the crews being cheered on by their dedicated supporters and visitors alike, it was the HMS Seahawk, Royal Naval Air Station Culdrse, Cornwall, crew who took the honours.

Lieutenant Jimmy Turner, No 11 in the Seahawk crew said: "It was amazing to be back this year, this sport really brings everyone together.

everyone together.

"It's been great to build for this over the passed few years and absolutely amazing to win it today. I have to admit that I actually shed a tear when I realised we'd won!"

In addition to winning the Brickwoods Trophy, the Seahawk crew also won the Power Sports Cup for the fastest aggregate time across the competition and the Powerful Trophy for the fastest run.

Commanding Officer, HMS Collingwood Captain Catherine Jordan said: "It was tremendous to be able to host open day and the Royal Navy and Royal Marines Charity Field Gun

"It's also been lovely to offer something back to our local community who support us so well."

To commemorate the 40th Anniversary of the Falklands

Conflict Phase 2 trainees were joined by Falklands Veterans who marched through the site lead by The Band of Her Majesty's Royal Marines Collingwood.

There was also a military display by Phase 2 trainees and a special fly Spitfire flypast, together with children's enterainment, free funfair and attractions.

Pictures: Keith Woodlay

Pictures: Keith Woodland







A world in which our sailors, marines, and their families are valued and supported, for life. See our impact impact.rnrmc.org.uk T023 9387 1520 E theteam@rnrmc.org.uk

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WE DO LIKE TO BE BESIDE THE SEASIDE...





Pictures: LPhots Stevie Burke and Finn Hutchins

HUGE crowds in Scarborough were treated to a spectacular display on land, at sea and in the air at this year's

National Armed Forces Day.

After a delay of nearly three years due to Covid, thousands flocked to the North Yorkshire seaside town, to see the United

Kingdom's military pull out all the stops with warships, armoured vehicles and flying displays.

The annual event is a chance for the public to show their appreciation and support to the work of the Armed Forces and the service organisations that look after their families

and the service organisations that look after their families.

Marching military bands and contingents from the Royal Navy, Royal Marines, the Yorkshire Regiment and the Royal Air Force, were joined by Military Veterans and Cadets in a showcase parade along the Scarborough foreshore, consisting of nearly 1000 personnel.

Those marching were cheered and saluted by an enthusiastic public as well as the VVIP for the day, HRH the Duke of Kent. Alongside was Secretary of State for Defence, Ben Wallace and Chief of the Defence Staff, Admiral Sir Tony Radakin.

Other attendees on the saluting dais

Other attendees on the saluting dais included, the Lord Lieutenant of North included, the Lord Lieutenant of North
Yorkshire Mrs Johanna Ropner, the Mayor
of Scarborough Councillor Eric Broadbent,
the Royal Navy's Fleet Commander
Vice Admiral Andy Burns, General
Officer Commanding 1 Division Major
General Charles Collins and Air Officer
Commanding 22 Group Air Vice Marshall
Richard Maddison.
Mayoral representatives from Whitby

Mayoral representatives from Whitby and Filey were also present as well as members and leaders from the Borough of Scarborough Council.

At sea, the public got to see the Type 23 frigate, HMS Westminster and the Fleet Tanker RFA Tiderace, who were at anchor clase into the beach On shore as

anchor close into the beach. On shore, an Armed Forces village was set up on West Pier, allowed the public a chance to get up close and hands-on with some of the latest military hardware, and chat with members of the Armed Forces.

Next year's Armed Forces Day will be held in Falmouth, Cornwall, on June 24.



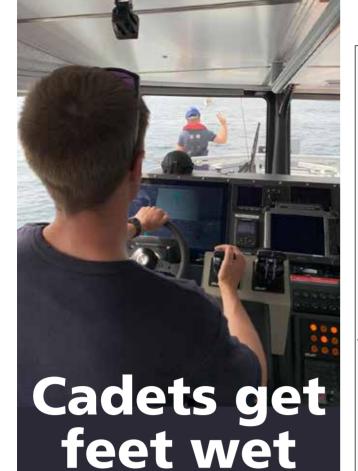








AUGUST 2022 : 27 royalnavy.mod.uk/navynews



TRAINEE officers in the full-time and Royal Naval Reserve earned their sea legs with stints around the Rock and amphibious flagship HMS Albion.

Both left BRNC behind for their Initial Sea Time training. The RNR cadets were joined aboard the Devonport-based assault ship by two groups of RNR Seamen Specialist Able Ratings and Leading Hands, as well two Petty Officers who were instrumental in the smooth running of the training programme.

the smooth running of the training programme.

During their relatively short embarkation – which included visits to Den Helder in the Netherlands, then to Edinburgh as part of Platinum Jubilee celebrations – all the reservists found their full-time colleagues to be friendly, welcoming and interested in their motivation for service.

be friendly, welcoming and interested in their motivation for service.

Although not permanent members of the ship's company, the Reservists were made to feel at home from day one and worked hard to demonstrate the value of the Maritime Reserves to their full-time colleagues.

And thanks to events in Edinburgh as well as at sea, they were able to see the ceremonial role the RN plays in key events. Embarked for some of the period was retired Rear Admiral Jeremy Larken, captain of Albion's predecessor HMS Fearless during the Falklands. He recounted his and the ship's experiences during recounted his and the ship's experiences during a memorial service for the landing craft Foxtrot 4, sunk in June 1982 and honoured by the landing craft community on every anniversary since.

Mid Morgan – a professional adventure

Mid Morgan – a professional adventure training diver based in Plymouth at HMS Vivid – has decided to join up full-time and found his three weeks afloat a valuable insight into the possibilities of his future career.

career.
Mid Harpham, an environmental consultant based in the West Midlands at HMS Forward, returned to the Maritime Reserves a number of years after enjoying her time in Birmingham University Royal Naval Unit at the end of the Noughties.

Naval Unit at the end of the Noughties.
Mid Blacknell, a corporate lawyer based at HMS Flying Fox in Bristol and member of the RN Women's Rowing Team, enjoyed making the most of the 'phys' opportunities (fitness) onboard and arranged a 500m sprint rowing

competition for the ship's company.

And Mid Alasdair Bruce, a post-graduate engineering student, travelled from HMS

Scotia at Rosyth to join Albion in her home port... only to sail back to Edinburgh with Albion.

While reservists got to grips with one of the Fleet's biggest warships, those embarking on full-time careers in the RN spent four weeks with the smallest HM Ships in the inventory.

Royal Navy Gibraltar Squadron hosted Initial Sea Training officer cadets from Britannia Royal Naval College for a month, introducing them to the busy routine of patrols around the Rock.

The small but in-demand squadron makes use of brand-new fast (40+ knots) HMS Cutlass and Dagger, plus several RIBs to patrol and secure Gibraltar's territorial waters and provide protection for visiting warships, working alongside the Rock's marine police.

At 35 tonnes and just 18 metres long (two lighter and one shorter than survey ship HMS Magpie) Cutlass and Dagger are the smallest vessels with the HMS prefix currently in service.

The craft are part of the same Project Vahana family which includes the new picket boats on which Britannia cadets have been training on the Dart since January.

The trainees were tested on recovering dummies which had fallen overboard, safely berthing the vessels, and generally supporting the regular patrols by the

squadron.
The cadets also embarked on patrol ship HMS Trent, which has been operating out of Gibraltar recently on NATO duties and conducting flying trials with Wildcat helicopters.
"This was an important

flying trials with Wildcat helicopters.

"This was an important visit for the cadets to see a fully operational unit that is on duty 365 days a year," said Lieutenant Commander Adam Colman, Cutlass' Commanding Officer.

"They gained valuable experience in driving a new jet propulsion vessel which will assist them in their final leadership test at BRNC when they are required to be fully competent in driving the Vahana twin water jet craft.

"It was a pleasure to host them, and we hope that we can give this experience to more cadets in the near future."

Have a Stab at life in Germany

Lieutenant Commander Will Murray has completed two years in Germany undertaking the mentally-challenging Advanced Staff Course at the Führungsakademie der Bundeswehr or German Armed Forces Command and Staff College – roughly the equivalent of the UK's Staff College in

The Jungly pilot joined around 120 German military personnel plus a select group of officers drawn from NATO allies, including the UK, for the two years of demanding learning in the Hamburg suburb of

The last Royal Navy attendee won Best International Student.... but no pressure!" – I heard this more than once.

But when I had the opportunity to return to Germany as part of my career I jumped at

I had previously done a search-and-rescue exchange with the German Navy but that was with a very young family, in the countryside, and required me to be away from the family for

extended periods.

This time would be in Hamburg, my children were older (almost in double digits), and there would be far more opportunity to travel and see,

more of Germany.

COVID, unfortunately, had something to say about the last part but nevertheless we certainly got to

but nevertheless we certainly got to see and do plenty of things.

I had been selected to attend the Lehrgang Generalstabs-/Admiralstabsdienst National (LGAN), the equivalent of the Advanced Command and Staff Course.

The big difference was it was over two years instead of one in the UK. I can already hear people screaming: "why would you subject yourself to two years of staff course instead of one?"

Actually the two-year length was about right. The course, designed to produce a competent staff officer, aimed at the strategic, operational, and tactical level, covered topics across security and defence, politics, and capability

There was also opportunity to spend two weeks in industry which you could arrange yourself or chose from a list of companies – not

from a list of companies – not too different from the UK offering, but the big difference was the amount of time to reflect and discuss on each topic; there was regular "white

There were also a number of trips throughout the year included visiting various institutions across the armed forces, industry days, and NATO visits

NATO visits.

Of all the trips though the highlights were certainly the *Gebirgsreise* (mountain trip) and the EU *Hauptstadtreise* (Capital City trip). The former was a five-day trip down to the Alps to walk (*pictured inset*), climb, and visit Bad Reichenhall home of the *Gebirgstruppe* (mountain troops) and one of the few units in the world still to use mules (and hinnies!).

The spectacular walks culminated in a couple of

The spectacular walks culminated in a couple of nights at one of a number of Bundeswehr Alpine

lodges.
The EU Hauptstadtreise consisted of groups of around a dozen students and DS visiting other EU countries; I had the opportunity to visit Romania and Bulgaria.

I had originally chosen these at the back end of 2021 but it wasn't until March 2022 that we

travelled. No one could have imagined back in December 2021 just how quickly the Ukraine crisis was going to escalate but we ended up being at the pointy end of it with audiences with the Chief of Defence of Romania and a number of high-ranking Bulgarian Military Officers. The discussions were frank and open, and it was

a huge privilege to have access to these individuals especially considering the circumstances at the

Now I mentioned that the LGAN was two years long and that this was an advantage, but this was not just for professional reasons. Being two years,

and accompanied, was a great opportunity to for us as a family to experience life in a different country.

The children attended the

different country.

The children attended the International School in Hamburg, making friends from a number of other countries, and we as a family have made some lifetime friends from all corners of the world. Despite Covid's, best efforts we managed to travel extensively around Northern Germany, visited Copenhagen Germany, visited Copenhagen with use of the military's respite provision, and even used the US Armed Forces Recreation Center

Armed Forces Recreation Center Edelweiss Lodge and Resort in Garmisch to go skiing.

Two years also meant I had time to scratch an itch I'd had for a number of years. Ever since I had read about the "Iron Nun" (an American nun who completed an Ironman at 84 years old) and despite having only ever done one sprint triathlon I thought: "Surely I could do that".

sprint triation I thought: Surely I could do that".

With time in the programme set aside for sport (coupled with a number of long weekend training sessions). It turned out to be the perfect opportunity to do the training required to get me around the course around the course.

Despite an Achilles injury with two weeks to go. I was proud to complete the Hamburg Ironman (Will is pictured below running by the Alster with the churches of St James (left) and St Peter in the

distance) in just over 14 hours.

The benefit of being one of the later athletes to finish is the support as you come down the finishing tunnel. It appears that the later the finish the more lubricated the supporters!

Asked shortly after finishing if I'd do another

one, the answer was a definite NO: but there's

one, the answer was a definite NO; but there's always that itch to do better.

Overall we as a family had a fantastic time in Hamburg. I thoroughly enjoyed the course, learnt a huge amount and made some lifelong friends from a number of NATO and EU countries. Would I recommend it to other naval officers contemplating a foreign staff course? Most definitely definitely.

If you are interested in the enrolling on the course, speak to your career manager







Become an ally and support shipmates

A NEW network has been set up to encourage 'allies' to step forward to support and give a voice to their

and give a voice to their shipmates.
The RN Inclusion Allies
Network has been established to create a community of serving personnel and civilians who have the shared aim of creating an inclusive

civilians who have the shared aim of creating an inclusive workplace.

Many people are already informal allies, but by joining the Inclusion Allies Network they will become part of a community with a breadth of knowledge and support.

"It is about looking out for your oppo," explains Leading Hand Abi Sondack from the RN's Diversity and Inclusion policy team.

"Most people are already allies wanting what is best for their mates and the members of their team. This network aims to be the focal point for us to learn together, support each other and encourage others to be a good ally in our workplace.

"Why wouldn't you want

others to be a good ally in our workplace.
"Why wouldn't you want to join and learn how you can help and support each other to be the best team, best mate and best leader?"

Those who ion will be

Those who join will be offered training opportunities and invitations to webinars and events to better equip

and events to better equip
them in their role as allies in
their units and departments.
The network will also
provide members with the
knowledge and skill set
to challenge unacceptable
behaviours.
Initial training will be

provided through MOD
Holistic Allies Training (HAT)
- contact NAVYPEOPLEINCLUSIONALLIES@mod.gov.

INCLUSIONALLIES@mod.gov.
uk for details.
Helping to launch the
network, Second Sea Lord
Vice Admiral Martin Connell
said the Navy benefitted from
a culture "where everyone
feels valued for who they are
and what they bring to the
team" – but that they needed
champions and allies to help
them be heard.
"The Inclusion Allies
programme is designed

"The Inclusion Allies programme is designed to create a culture where our people have the skills, knowledge and confidence to be able to support those who may not necessarily be heard – even if they're not represented in the room.

"It's about having the courage to speak up and the integrity to constructively challenge when necessary."

For more information and FAQs, see: https://modgovuk.sharepoint.com/teams/61022

sharepoint.com/teams/61022 and you can apply to join the network via: https:// surveys.mod.uk/index. php/963283?lang=en.

App for all

THE entire RN family can access the Headspace wellbeing app thanks to free

licences.
Headspace is a sciencebacked app focusing on mindfulness and meditation, providing unique tools and resources to help reduce stress, build resilience, and help you sleep better.

The RN has arranged for

free licences for the 'whole force': that's all Royal Navy/ Royal Marine regulars and reservists, RFA personnel, RN civil servants and 3,000 families of regular personnel. Read RNTM 07-001/22 to

find out how to access the Headspace digital app.

28 · AUGUST 2022

The best things in (RN) life come in threes...

IT'S all change at the top as the three men who represent *your* views to the UK's three highest ranking naval officers move on.

After three years advising the triumvirate of First and Second Sea Lords and Fleet Commander on the views of sailors and Royal Marines on the gamut of issues impacting personnel and their families, the trio of senior Command Warrant Officers are

handing over to their successors.

Stepping into the shoes of the Warrant Officer
Naval Service Carl Speedman – who has the ear of
First Sea Lord Admiral Sir Ben Key – is Warrant Officer 1 Jamie 'Jim' Wright, the first Royal Marine to hold the post.

Fellow green beret Warrant Officer 1 Mick Stanion takes over from Mick Turnbull as the right-hand-man of Fleet Commander Vice Admiral Andrew Burns.

And advising Second Sea Lord Vice Admiral Martin Connell will be Warrant Officer 1 David Smith, one of the most experienced – and travelled

– seagoing sailors in the Surface Fleet who replaces Ian Wilson.

experience in the front line and establishments, in RN/RM jobs, or international and tri-service posts in times of war and peace.

Plymothian WO1 Jim Wright RM has served

in the Corps for 27 years, beginning as a heavy weapons specialist deploying to Norway and Northern Ireland, before switching to become a drill

instructor in 2003, passing out top of his course.

He has trained would be musicians at the Royal Marine School of Music and completed a tour of duty in Afghanistan with Alpha Company/40

Commando on Op Herrick 7.

He's passed on his drill knowledge to young officers at Lympstone, supported the 2012 Olympics serving with 45 Commando and ensured

safe and fair elections in Sierra Leone.
In 2015, WO1 Wright was appointed Specialist Advisor and First Drill for the Royal Marines,

most senior rating aboard a Royal Navy warship – in frigate HMS Northumberland, then assault ship HMS Albion.

Most recently he's been assigned to the Defence College of Logistics, Policing and Administration at Worthy Down as its Command Warrant Officer.

The newWarrant Officer to the Fleet Commander,

The new Warrant Officer to the Fleet Commander, WO1 Mick Stanion RM, joined the Corps in 1990 and has served extensively at sea and ashore all over the world, including peacekeeping duties with HMS Brilliant and Boxer in the Adriatic in the 1990s, plus

tours of Northern Ireland.

He's passed on his expertise and knowledge to trainees at Lympstone, helped instruct forces in the Yemen and Pakistan as a member of a training team and focused on counter-terror activities across the Middle East.

Most recently WO1 Stanion has been Executive Warrant Officer to the new RN base in Bahrain, the UK Naval Support Facility and returned to the Gulf

as EWO of frigate HMS Argyll. Since October 2020 has served as Command Senior Enlisted Leader for NATO Maritime Command.

Londoner WO1 David Smith has 36 years'

service in the Royal Navy under his belt, much of it Portsmouth-based, and with an impressive breadth of experience from frigates, destroyers, carriers, survey and assault ships, even the Royal Yacht

And few sailors have as much experience as Executive Warrant Office. It's a position he's filled five times (HM Ships York, Bulwark, Protector and flagship Queen Elizabeth – twice).

In addition he's held a succession of EWO posts ashore at FOST, Portsmouth Flotilla and COMUK

Strike Force. Before joining the Second Sea Lord's team he most recently served as Base Warrant Officer at HMS Nelson.

Once they've settled into their posts the new senior Command Warrant Officers will give you their views on the state of the RN/RM later this year.

Head of 'US RFA' drops in on **Mounts Bay**

RFA Mounts Bay played host to the

RFA Mounts Bay played host to the head of the Service – and his US counterpart as vital support arms of the two allied navies forge closer ties.

Commander US Military Sealift Command (US MSC) Rear Admiral Michael A Wettlaufer and Royal Fleet Auxiliary Head of Service Commodore David Eagles joined the amphibious support ship in Portsmouth, fresh from her stint in Greenwich for Platinum Jubilee celebrations.

from her stint in Greenwich for Platinum Jubilee celebrations.
Military Sealift Command – in existence since 1949 in a different form – is responsible for providing sealift and ocean transportation for the entire US military as well as for other government agencies.
It has historically maintained strong links with its older UK cousin and the visit to Mounts Bay allowed Rear Admiral Wettlaufer and the RFA's head, Commodore David Eagles,

head, Commodore David Eagles, to discuss the opportunities and challenges facing both organisations.

Despite the differences in scale, there is significant common ground between both Services and much to be gained from ongoing collaboration. be gained from ongoing collaboration and liaison.

and liaison.

The American guest received a tour of Mounts Bay, led by CO Captain James Wingrove RFA, who underlined the utility and flexibility of the three Bay-class ships – built to support Royal Marines amphibious operations, but or ally adopt at a striction mine. but equally adept at assisting mine warfare operations in the Gulf or conducting disaster relief work in the Caribbean

Caribbean.

"Our two Services are working increasingly closely together around the globe, as demonstrated during operations in the Indian Ocean and Pacific during the Carrier Strike Group 21 deployment – and more recently in the North Atlantic," said Commodore Fagles.

Eagles.
"We share many of the same challenges and opportunities and there is much to be learned from ongoing liaison and partnership between the RFA and US MSC. To this end I am very proud to showcase the extraordinary capability of the RFA Bay-class to our US guests. Exciting times for both Services."



A reservist employer grapples with a sea boat simulator

Employers sample RNR life

HMS King Alfred hosted an employer engagement event to thank firms for supporting its personnel and give them a taste of what the Maritime Reserves do.

Among those explaining their Royal Navy roles to bosses was Lieutenant Josh Fried, an amphibious warfare officer who deployed earlier this year on Cold Response, the major NATO war game in Norway, with amphibious flagship HMS Albion.

"It's so nice to receive recognition from

my company and show them what I do, their response to my latest deployment was so supportive," Josh said.

He works for defence research and technology firm QinetiQ, a Gold Award holder in the Armed Forces Covenant Employer Recognition

Scheme for its level of support to the Reserves. Scheme for its level of support to the Reserves.
"It was a very educational evening

"It was a very educational evening, understanding what reservists do and also how they're able to balance that with a full-time job and time away from their families", said Evelyn Thompson from QinetiQ. "We have noticed that the work ethic of those who are also reservists is second to none.

The evening was arranged jointly with the South-East Reserve Forces and Cadet Association (SERFCA) who were delighted

with the turnout of supportive employers.

"It was great to be able to give something back to employers and give them something to share about what our reservists can contribute,

said Andrew Gibbs, Regional Employer Engagement Director for SERFCA.

A wide range of employers attended and were welcomed by a speech from Commodore Mel Robinson, Commander Maritime Reserves, before receiving a tour of HMS King Alfred's facilities and witnessing practical leadership facilities and witnessing practical leadership training serials.

They also saw Portsmouth Lord Mayor, Dr Hugh Mason, sign the Armed Forces Covenant on behalf of Portsmouth City Council with Cdre Robinson signing on behalf of the MOD.

And Lieutenant Richard Partridge was

presented with a commendation on behalf of the Commander Standing Joint Command for his 11 months supporting Operation Rescript – military assistance during the pandemic – in Wales last year.

Time for PDev Not time o Fab rehab centre opens at Culdrose

A £90K facility to help sailors get back to full fitness and front-line operations has been opened at Culdrose.

The Primary Care Rehabilitation Facility – located in the air base's gym, but separate from the main workout area, offering a private space for those undergoing treatment from the physiotherapy staff or exercise rehabilitation instructors.

"It was clear upon joining Culdrose that our patients

"It was clear upon joining Culdrose that our patients were not getting the support they needed," explained Petty Officer Physical Trainer James Best, who led the three-year

project
"As clinicians we didn't have access to the infrastructure
or equipment required to effectively rehabilitate those under

or equipment required to effectively renabilitate those under our care.

"After various hurdles to get this project over the line, we have finally secured the space and equipment to ensure we offer the best possible service to our personnel.

"It has greatly improved the standard of care we can provide and the investment into this facility has been huge. I have observed a huge positive impact in the patients and their mindsets, knowing they have access to a space that is solely dedicated to them."

Aircraft controller PO Amanda Mancey, who is a drone instructor with 700X Naval Air Squadron, is undergoing rehab treatment following reconstructive surgery on her ankle.

rehab treatment following reconstructive surgery on her ankle.

"It's fantastic – it's a massive change," she said. "You can come here if you've got your programmes to complete. There isn't always the space in the main gym. It lets you focus on what you're doing, knowing that the people around you are in the same situation."

Air Engineering Technician Bradley Campion (pictured above by SC Leni Milne receiving rehab guidance from PO Best) tore a ligament in his knee during a football match. It meant he couldn't climb ladders to fix the Merlins of 814 Naval Air Squadron. Following an operation, he is now having physiotherapy to get back to full strength, as well as training for promotion to leading hand.

"Any injury can be very isolating," he said. "I was able to do office-based roles on the squadron but not the one I've trained for. In this new room, it's quiet and there's none of the natural competitiveness you get in the rest of the gym. I am getting better. You trust the process and you trust the physio."

Surgeon Captain Beth Crowson formally opened the new

physio."
Surgeon Captain Beth Crowson formally opened the new facility. She said: "Anyone who has been injured knows how important it is get people back to full operations are returned to the frontline as soon as possible. This facility is pivotal to that. That is why we are here and why Defence invests in primary care facilities like this one."

Supply chain is foundation of Renown success

THE new Supply Chain workstream established under Project Renown aims to build the necessary foundations required to support 80 per cent platform availability by

We will do this by focusing on the building blocks of operating model, systems and data

The ships' supply chain is delivered by and the snips' supply chain is delivered by many different groups working for diverse organisations, who are not always aware of each other's roles and responsibilities or equipped with the right tools to conduct their role, writes Commander Sarah Parker, Renown Supply Chain Lead.

The grad is to bring all those organisations

The goal is to bring all those organisations together into a single coherent operating model, with the right people embedded in the most appropriate organisation, with the right tools to deliver.

Previous improvement projects have focused on improving either the DE&S or NCHQ set-up and processes. Renown is uniquely empowered to make change inside both NCHQ and DE&S Ships whilst also leveraging combined front-line commands and DE&S support to influence required changes in Defence Support. At the same time, Project Kraken provides us with first-time access to all the data required to build MOD-developed and owned applications, so that we can build the tools we know that we need.

The RN landscape is changing with more ships deploying as part of a task group or as 'singleton' platforms deployed for long periods to deliver a persistent forward presence. If the supply chain is going to support this, we must address some of the long-term root causes of late or non-availability of spares in our chain today whilst enabling access to alternate sources of supply.

We unnecessarily compromise platform

availability each time rectifying operational defects is delayed due to the late arrival or non-availability of spares. It also reduces longer term-availability when maintainers cannot conduct routine maintenance or general repairs and husbandry because they're waiting for spares to arrive.

Many of these delays result from inaccurate source data leading to an inability to accurately forecast future material need, alongside limited access to external markets

when the MOD supply chain has failed.

Recent digital improvements

as Kraken, alongside ships support organisational change, make this the ideal opportunity for us to address some of these factors. However, without the focused effort offered by a Renown workstream, we would not be able to gather sufficient resources to make these essential changes to ensure the supply chain can support tomorrow's demands. demands.

An optimal but realistic supply chain consists of our specialists working alongside their engineering colleagues towards a common platform availability goal.

They will use accurate data to decide what and how to buy, use simplified common processes, and have access to a single, accurate

version of the truth for tracking items through the supply chain.

The workstream has developed a elivery group or community of interest to define and deliver near-term, tangible and sustainable opportunities across the Surface Flotilla to

improve platform availability.

If anyone wishes or believes they should be part of this group or if anyone has any ideas, particularly for simplification of process, or design of new tools, use the Renown multiuser email address.

royalnavy.mod.uk/navynews AUGUST 2022 · 29



Kennedy honoured on former US base

BUT not the one you're thinking of, no one Captain Edward Coverley Kennedy RN.

For over five decades Kennedy Avenue ran through the heart of the US base at High Wycombe, with most personnel posted there convinced it was named after the assassinated

president. With the base now closed and site redeveloped district residential the road has been rededicated – and locals reminded of its Royal Navy, not Washington DC

The avenue takes its name from Capt Edward 'Bulldog' Kennedy (pictured inset) father of the future broadcaster Ludovic Kennedy – who lived in the Buckinghamshire town and served as the agent for its MP in

the 1920s and 30s.

He was recalled to service in 1939 and put in charge of a former P&O liner, converted into an 'armed merchant cruiser' with the addition of several 6 in guns.

HMS Rawalpindi was then employed to enforce the naval blockade against Nazi Germany, preventing merchant shipping delivering goods to or from the Third Reich.

On November 23 1939 south

On November 23 1939 south of Iceland she encountered two of Hitler's battle-cruisers, each bristling with nine 11in guns.

They demanded his surrender, but Kennedy chose to fight, supposedly remarking: "We'll fight them both, they'll sink us, and that will be that. Good-bye."

The Rawalpindi was put out of action within 40 minutes and sank after nightfall, taking 263 men to a watery grave - including her

captain, who was subsequently mentioned in dispatches.

"The Rawalpindi destroyed in a matter of minutes by overwhelming force, though not before inflicting damage on the German ship, requiring her to return to port for repairs," said Kathleen

Calvocoressi, Capt Kennedy's only surviving daughter who was invited to attend the rededication of the road (she's pictured second right above).

"There were very survivors and

few survivors and my father went down with his ship. His courageous action was widely admired as upholding the great traditions of the Royal Navy, inspiring the nation in one of the darkest periods of its history."

Now in her 90s, Mrs.

Now in her 90s, Mrs Calvocoressi was present back in 1962 when the road was originally opened and her mother was among several dignitaries invited to mark the occasion, received a tour of the base and

"My father had a close and happy connection with High Wycombe. Having been retired from the Navy in the 1920s he worked here as the agent to the local Member of Parliament until the outbreek of the Wor" che the outbreak of the War," she

Other roads in the new Pine Trees district – named after the 'Pine Tree' bunker used by the US Army Air Force during WW2 to orchestrate daylight bombing missions over Europe - have also been restored; they largely bear American-themed names, including those of battleships lost

Tragic Belle remembered

THE first monument to a popular pleasure cruiser sunk in World War 2 has been unveiled in the community

Thanks to the efforts of Royal Navy sailor Richard Jones (pictured second right), a memorial to HMS Yorkshire Belle was dedicated in Bridlington.

Nine men died instantly when

patrol boat to meet the demands of the wartime Navy, struck a mine in April 1941 during a patrol of defences in the Humber.

The tragedy was covered up by wartime cereorship, while bigger

wartime censorship, while bigger events in Africa, the Balkans and in the Atlantic eclipsed the loss of a small boat.

But Petty Officer Richard Jones has made it his mission to champion and honour forgotten or overlooked disasters.

The Bridlington memorial is the ninth the sailor, currently serving aboard Britain's biggest warship, HMS Prince of Wales,

warship, HMS Prince of Wales, has helped to inaugurate.

He has also found time during his 21-year career as a communications specialist/ weapons engineers in the Navy to produce 17 books on tragedies and disaster as varied as train crashes to devastating storms at

The loss of the Yorkshire Belle, however, is one which touches a personal nerve: the vessel briefly served his hometown on the eve of World War 2, offering trips to

tourists.

She was commandeered by the Royal Navy in November 1939



and used as a coastal patrol/boom defence vessel as HMS or HM Patrol Vessel Yorkshire Belle, under the White Ensign and crewed by a mixture of junior and senior ratings from across

the country.

Only four of the bodies were recovered; three were subsequently buried in Grimsby. The names of the remaining five sailors are listed on the national naval memorials in Chatham,

Plymouth and Portsmouth.

"This is the first step in remembering this forgotten shipwreck and important part of Bridlington's history," said

Richard.
"This will be the first time that the Yorkshire Belle has ever been in the media – her loss was never announced in the newspapers at the time and her loss was only ever felt to those closest to the vessel or her crew. This memorial changes this."

The Yorkshire Belle was replaced with an almost-identical vessel in 1947 and is still running 75 years later, offering pleasure cruises to Bridlington's visitors.

The memorial was funded and built by a local concrete firm, with ex-sailors of Bridlington's Royal Naval Association dipping into their pockets to pay for the plaque, while general fundraising and design work was carried out by Richard and veteran Martin

All turned out in force for the unveiling and, having honoured the crew, Richard's challenge is now to tell the story of those men; any relatives or family members should contact him on shipwreckdata@yahoo.co.uk.

Three days of events mark Falkands 40 anniversarv

HUNDREDS of veterans converged on Portsmouth to help mark the 40th anniversary of the Falklands Conflict.

The veterans, mainly Royal Navy and many of them members of the Royal Naval Association, threw themselves into a three-day programme themed around the concept of reunite, relive and remember.

Friday's reunite day was punctuated with events run by the new Special Interest Groups, including a golf match for the McAnally Salver, won by Cdre Richard Harris, a ride out by the Motorcycle Riders Branch, and a rally by the Classic Car Group.

Complementing these events were a 20:20 cricket match at Burnaby Road in which the RNA came second (ie lost...).

A civic dinner was hosted by Portsmouth City Council in the Guildhall, a reception held on board HMS Warrior and a Beating Retreat ceremony in the Guildhall Square.

Saturday began with a streamlined version of the Association's annual National Conference, held in a marquee in the garden of HMS Nelson's Wardroom – a legal requirement, and a chance to rubber-stamp a proposal to hold the 2024 Conference in Cardiff (next year's will be staged in Liverpool, coinciding with 80th anniversary commemorations for the Battle of the Atlantic).

The day continued with a

Q&A session with individuals who were at the heart of major incidents during the South Atlantic campaign: Admiral Lord West, whose ship HMS Ardent was sunk during the San Carlos landings, Cdr Robin Kent, Senior Sea Harrier Pilot in 801 Naval Air Squadron, Brig Ian Gardiner of 45 Cdo RM and Dr Gordon Brooks, medical officer on board merchant ship Atlantic
Conveyor when she was fatally
hit by Exocet missile.

A parade from the Camber
to the Square Tower in Old
Portsmouth on Sunday featured

veterans from all three Services bands, cadets and serving Royal

Naval personnel.

The platoon representing those who survived the loss of destroyer HMS Sheffield raised a wry smile, as always, as they marched to the sound of the Monty Python song Always Look on the Bright Side of Life—the song they sang for mutual support as their ship burned following an Exocet strike in a defiant show of black humour that we nicked up by British

that was picked up by British media at the time.

At the tower, at the bottom of the High Street, wreaths were laid, a new memorial tablet unveiled, a twinning agreement between Portsmouth and the Falkland Islands was announced. Falkland Islands was announced and the Freedom of the City was granted to the RNA, the RMA, the Association of Wrens and to Falklands veterans.

A memorial service was then held in the nearby Anglican Cathedral, bringing the weekend

Tribute to radar raiders

PATROL ships Dasher and Pursuer joined French counterparts at 80th anniversary commemorations of one of the greatest 'snatch-and -rab' raids of World War 2.

World War 2.

The capture of a German radar system at Bruneval, near Le Havre, in 1942 is regarded as one of the most daring – and successful – commandoesque raids of the war.

Known as Operation Biting, it sought to seize a Würzburg radar – used by the Germans to direct the aim of their coastal and anti-aircraft guns.

The attack demanded the co-operation of the Royal Nawy British Army Royal Air Force and

Royal Navy, British Army, Royal Air Force, and French Resistance.

Paratroopers and a small team of RAF engineers were dropped by night near the site; the red berets dealt with the radar's garrison housed in a villa, while the engineers dismantled the radar. The raiders then headed down to the beach for evacuation by Royal Navy Motor Gunboats - which had spent most of e raid evading German patrols.

They brought the force, led my Major John Frost

- the man later charged with seizing the 'bridge too far' at Arnhem - and their vital cargo safely back to

Dasher and Pursuer are today's successors to the gunboats as members of the re-born Coastal Forces

Fresh into their return to the UK after a couple of years patrolling Gibraltar's waters, the two P2000s crossed the Channel to support commemorations held in the summer rather than the actual

anniversary in February.

Having refuelled and taken the opportunity to enjoy the sights of Honfleur, near Le Havre, the Coastal Forces Squadron P2000s rendezvoused with the French patrol ships Esteron and Nordet, representing the Gendarme Maritime and French Customs respectively.

The four ships sailed in formation to form a maritime backdrop to commemorations ashore, anchored just 600 yards offshore from where British and French dignitaries, as well as representatives from the Parachute Regiment, were gathered

"It's been a great privilege along with HMS Pursuer to represent the Royal Navy during the 80th anniversary of Operation Biting," said Dasher's Commanding Officer Lieutenant Chris Cotterill.

"My ship's company were excited to visit France and pay our respects, as well as take to the opportunity to conduct joint training with French patrol vessels. To attend a foreign port prior to assuming maritime security patrols later in the summer has also been very welcome - and something the Coastal Force squadron is able to do

Once respects had been paid and the ceremony had ended, Dasher and Pursuer sounded their ship's sirens and were given permission to depart, ready to resume maritime security operations in

FIFTY years after she paid off, veterans of the final ship's company were invited aboard HMS Cavalier to celebrate the 'last destroyer of World Seven members of the ship's final wardroom – First Lieutenant Mike Jones, navigator Charles Freeman, Anti-Submarine Warfare Officer John Plummer, Officer John Plummer, Diving Officer David Hews (pictured), Correspondence Officer Graham Piggott and Midshipmen Jamie Miller and Tim Emms – returned to Cavalier for a tour of the ship, recall their time aboard, discuss the destroyer's

Last wardroom reunited

discuss the destroyer's preservation and generally recount old times. **European and Pacific waters** Cavalier is the only WW2 in the closing year or so of the conflict, then was paid off for nearly a decade before being refitted and reactivated destroyer preserved in the UK, enjoying a permanent home in Chatham Historic Dockyard for nearly a quarter of a century after a chequered career as a visitor attraction for renewed duties, this time as a Cold War warrior around the world.

Just 12 months before on the South Coast and Tyneside.
Today she serves as a memorial to all those who served – and died – in allied destroyers in World War 2.

being decommissioned – and at the age of nearly 30 – Cavalier proved her prowess as the fastest ship in the Fleet, just shy of 32 knots (36mph/59kmh).







Kapitan! The "Fairy" is bearing down on us! It's no use Hans. He just keeps saying he doesn't believe in fairles!!

30 · AUGUST 2022

She saw action both in

Museums move into future with cash injections

TWO museums dedicated to celebrating the triumphs and

celebrating the triumphs and tragedies of the Navy's long, proud history have received multi-million-pound cash injections.

Scapa Flow Museum at Lyness on Hoy in the Orkneys has reopened after a £4.4m/three-year revamp – allowing its team to better tell the story of the Royal Navy and its ties with the island chain through both world wars.

And the Museum of the Royal Navy in Hartlepool – sister to the central museum in Portsmouth's Historic Dockyard – has spent £3.4m to acquire fresh land and buildings and vastly improve its galleries, including providing a permanent home for a WW2 Coastal Forces boat.

A museum has told the Scapa Flow

A museum has told the Scapa Flow story for nearly 40 years.
The neighbouring huge natural harbour – twice the size of Nottingham – was the Navy's premier base in both world wars.

was the Navy's premier base in both world wars.

It was from Scapa Flow that the blockade of Germany was imposed between 1914 and 1918, then a generation later, and the kernel of the Grand Fleet sailed to meet the High Seas Fleet at Jutland in May 1916.

It was in Scapa Flow that an aircraft landed on a moving ship for the first time and the Germans performed the greatest act of mass naval suicide in history, scuttling the bulk of their interned warships in June 1919.

And 20 years later, it was at Scapa Flow that Britain lost her first battleship in WW2, when U-47 evaded the defences and sank HMS Royal Oak, killing over 800 sailors, many of them boys.

boys.
Thousands of sailors served at HMS
Proserpine – dubbed 'Proper Swine' Proserpine – dubbed 'Proper Swine' – as the base came to be called, with vast support facilities – sports pitches, canteens, engineering workshops, communications centres handling up to 9,000 calls a day, searchlights, boom defences, gunnery positions, while air bases were established to provide fighter defence. Theatres were even built with some of the biggest stars of the day – George Formby, Gracie Fields, Vera Lynn, Will Hay and Flannigan and Allan – invited to perform.

Much of the naval infrastructure has either been pulled down or fallen

has either been pulled down or fallen into disrepair since the Navy left after WW2, but some remain, including the oil pumphouse which became a visitor centre and museum at Lyness, championing the navy's links with the islands.

The building has now completed a three-year £4.4m revamp (pictured below) to better tell that story – and better air some of the historic artefacts in the Orkney collection.



New additions to the expanded museum include a Virtual Reality display, fresh audio-visual displays, sections dedicated to key moments in the history of Scapa, such as the accidental explosion which sank HMS Vanguard in 1917 and the death of Kitchener, the WW1 leader who died when HMS Hampshire hit a mine off Orkney.

In addition a digital 3D exhibit explores the wreck sites, including HMS Royal Oak – which divers cannot visit without special permission from the MoD due to its status as a war grave – and some of the scuttled German Fleet.

Among the smaller vessels of the hundreds which served at Scapa and around the Orkneys was RML 497, a motor launch which performed extensive rescue duties in WW2.

She's in a temporary home at the NMRN Hartlepool – but that will change in the coming months.

The museum has paid £3.4m for an empty retail park next to its site, giving it access to empty properties ripe for conversion into new galleries, conservation workshops, reception and retail space, as well as 250 parking spaces for visitors.

The expansion – part of a £20m investment in the town's regeneration, including its historic waterfront – will put a roof over the head of RML 497 and allow staff to display some of the treasures currently in storage or held in the core collection in Portsmouth.

Alongside other historical galleries, the revamped retail park facilities will be converted into a reception, ticket

office, shop, offices, and conservation workshops. In addition, there will be educational facilities – not just focusing on history, but also encouraging young people to tackle STEM subjects.

The investment in the Hartlepool site which has come under the national

site, which has come under the national museum's umbrella since 2016, extends to refurbishing the existing museum building and generally improve the grounds as befits a national visitor attraction.

And, to meet the needs of local people, a new leisure centre will be built on the Jackson Landing area of the site.

The centrepiece of the museum will remain HMS Trincomalee, the oldest

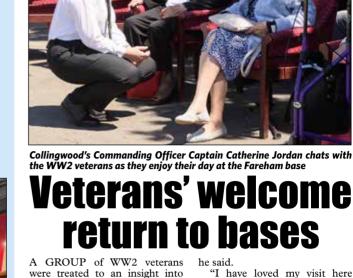
warship still afloat in Europe (205 years old) surrounded by a recreated Georgian quayside.

Professor Dominic Tweddle, the national museum's director general, said the new investment in Hartlepool would create "a northern powerhouse for culture and conservation". He continued: "This allows us to

commemorate the incredibly rich heritage of the Royal Navy in the North-East, to broaden its appeal to new audiences and support the modern

new audiences and support the modern Royal Navy.

"We have exciting partnership plans and working closely with Hartlepool Borough Council, we will create a vibrant, economically successful waterfront offer supporting the regeneration of the town and developing a must-see cultural but at developing a must-see cultural hub at the heart of Hartlepool."



A GROUP of WW2 veterans were treated to an insight into today's Royal Navy – as well as an old Service favourite at HMS Collingwood.
Project 71 is a South Coast

support group for wartime veterans and their helpers, represented all branches of the Forces.

The group enjoyed a cup of a and a chat in the Warrant fficers' and Senior Rates' Officers' Mess before transferring to the Parade Ground where they watched some of today's trainees performing an impressive drill routine before the field gun team completed several high-speed runs in preparation for this year's Brickwoods contest.

Finally, it was a return to the Mess for the guests for a slap-up

Trainees from Trainees from Victory
Squadron hosted the veterans
and were keen to hear their
stories and experiences of their
service during the war.

Two of the guests, 96-yearold Henry Rice and 97-year-old
Sybil Parker, had been based at
the Fareham establishment (then
brand new)

brand new).

Sybil joined the WRNS and was billeted with 30 other Wrens in Heathfield House (today the Oast and Squire restaurant) on the edge of town. She remembers the beautiful gardens there which the WRNS enjoyed in their free time. Sybil worked in the vital time. Sybil worked in the vital military Communications Centre in the tunnels below Southwick House, along with plotters, coders and teleprinter operators, all distributing and co-ordinating information ahead of D-Day. She was sent to HMS Collingwood to be de-mobbed after the War and fondly recalled attending many of the dances held here. the dances held here.

Mr Rice joined Collingwood in September 1943 but just three days later he was drafted to the Isle of Man where he served as a signalman. He returned after 12 weeks and trained hard prior to being sent to Malta, from where he joined HMS Eastway until his de-mobilisation in 1947.

After a a spell in the Merchant Navy post-war, he spent 28 years serving in Surrey Fire Brigade.

"The Navy taught me pride – in myself and the organisation,"

he said.
"I have loved my visit here today; I loved every second of my time in the Navy and today has been amazing."



And Mentors at HMS Raleigh invited a 94-year-old veteran to witness a new generation of

to witness a new generation of sailors join the Fleet.

Bob Mims joined the RN at HMS Royal Arthur for initial naval training as an Ordinary Seaman in 1947 and later HMS Raleigh before a draft to destroyer HMS Ulster... then minesweeper HMS Ready and destroyer HMS Cambrian.

His National Service was extended by six months due

extended by six months due to possible hostilities with the Soviet Union following the blockade of Berlin (which ended with the Berlin airlift and the partition of Germany). He was demobbed in 1949.

Former sailors who act as mentors to fresh generations of sailors as they undergo their conversion from civilians to serving personnel organised the visit.

Bob and his family thoroughly

enjoyed their day, being introduced to the visiting VIP and chatting with many Raleigh personnel

S/M Steve Tinney and S/M Les Yeoman, along with six other veteran/mentors ensured Bob's day was one to remember.



AMONG the thousands of recipients of the Queen's Platinum Jubilee Medal this year is a one-time regular in these pages, Mike Brotherton.

Mike served as an RN chaplain for 27 years, becoming well known for his unique style – a love of scooters, Charlie Chapl(a)in-persona and a collection of eclectic props, including a collection of Daleks... all of which earned him the nickname of 'Mad Bish'.

He was an avid fundraiser leading teams on one of his many Vespas, and while serving in HMS Ark Royal was awarded the MBE for his walfere work for collection of locations.

and while serving in HMS Ark Royal was awarded the MBE for his welfare work for sailors, afloat and ashore.

Mike retired from the RN a decade ago, but continues to serve... as chaplain to and deputy launching officer of Angle lifeboat in the namesake Pembrokeshire village – a public duty which made him eligible for a jubilee decoration.

As well as volunteering with Angle lifeboat, Mike can regularly be seen sailing around Milford Haven in the ex-lifeboat he bought, Pentland, crewed by former matelots and RNLI crews.

Mike is a member of the Ark Royal Association and can be contacted through its website, hmsarkroyalassociation.org.



royalnavy.mod.uk/navynews AUGUST 2022: 31



Cadets sleep outdoors to help homeless

GUERNSEY Sea and Royal Marine Cadets swapped their beds for a sleeping bag, sleeping under the stars to raise money for homeless veterans in the UK.

a sleeping bag, sleeping under the stars to raise money for homeless veterans in the UK.

The 17 cadets slept in tents and bashas to raise money for the cause. "The evening went well," said Sergeant Matt Hill from TS Sarnia. "We got a camp fire going at about 8pm and then we put the cadets through a couple of games before breaking out the hot chocolate and the marshmallows to be roasted over the fire."

The Rev Mark Charmley allowed the group to use the field behind St Saviour's rectory in Guernsey for the event. Later in the evening, the Royal Marine Cadets went out on a night navigation exercise around the area to add to their qualifications.

The following morning saw the cadets fall in and awarded with a certificate to mark their attendance at the camp.

The initiative was part of the Great Tommy Sleep Out, organised by the Royal British which is hosted across the UK to raise awareness and funds for over 6,000 veterans who are homeless. With every penny raised, Royal British Legion Industries can provide safe, warm housing and ensure everyone has a fair opportunity to gain employment, regardless of health conditions or disability.

The TS Sarnia's initial fundraising target for the event was £150, and they smashed their target, raising £702 so far. Donations can still be made via JustGiving at justgiving.com/fundraising/thegreattommysleepout



Permanent tribute to Birchy

IT WAS a very special evening for Market Harborough Unit as they formally commissioned their young people into the Royal Marines Cadets Detachment.

The event, which took place at the training unit's base at St Dionysius Church Hall on Coventry Road, started with a formal ceremonial colours routine, enrolment of new cadets and inspection by the Captain of the Sea Cadets, Captain Neil Downing RN.

Geraldine Birch of Market Harborough, the mother of Royal Marines Corporal, Marc Birch from Northampton who lost her son in 2008 during the Afghanistan War, spoke to cadets during the commissioning evening. The Royal Marine Cadet Detachment at TS Fernie, Market Harborough is named 'Birchy' in his memory.

"It was an amazing evening," Ms Birch said. "The Birchy detachment and everyone at TS Fernie are a credit to you. What an awesome bunch of young people who were impeccable in their manner, politeness, extremely well drilled and turned out. Marc would be so proud of them. Thank you all on behalf of my family for everything you have done and continue to do."

The event, which was also attended by dignitaries from across

The event, which was also attended by dignitaries from across Harborough, culminated in the presentation and formal commissioning of the Detachment by the Captain of the Sea Cadets.

Paddling their way to glory

CADETS from Burnham-On-Sea & Highbridge's Sea Cadet Unit have won bronze and silver medals in flat water racing and the prestigious Cross Stream challenge, earning gold in both girls' and boys' solo canoe and tandem canoe as well as bronze in girls' kayak events.

The Burnham Cadets achieved all this with pearly a clean sweep of golds in the

- with nearly a clean sweep of golds in the Cross Stream events - when they represented Somerset & Dorset District in the South West Area Paddlesports Regatta held at Sutton

Area Paddlesports Regatta held at Sutton Coldfield in June.

In the flat water racing, Ordinary Cadet Katie won Silver in the sprint and time trial in her kayak. Cadet First Class Towan won bronze in the kayak time trial.

He also partnered up with Ordinary Cadet James in the tandem kayak sprint event, in which they both won another bronze medal.

Able Cadet Oliver and Cdt Felicity won the Cross Stream Tandem and solo Canoe Cross Stream events. Felicity also earned a Bronze

Stream events. Felicity also earned a Bronze medal in the Cross Stream Girls kayak event, also winning the Overall Cross Stream event

trophy in the process.
AC Oliver, 15, said: "It was an amazing opportunity to compete here and I'm really

looking forward to the Nationals in August!"
Cdt Felicity, 12, said: "I've not been in cadets very long and am very grateful to have been able to take part in this event and really proud of what Oliver and I have achieved."

Thanks to their success, AC Oliver and Cdt Felicity have now earned the right to represent all 90 Sea Cadets Units in the South West Area in the national competition, which will take place in London during August.

The unit's chief Paddlesports Instructor



and team manager, CPO (SCC) Joe Sidwell said: "The cadets did really well and put in bags of effort to reach this level.
"It just shows that the training and hard work they've put in over the last two years has really paid off."

The unit's Commanding Officer, Lt (SCC) Dom Gregory RNR, said: "With the flat water racing team coming in fourth overall in that competition — despite not sending a full that competition – despite not sending a full team – and the Cross Streamers pulling off

such a magnificent win in their event, it really shows the strength in depth within the Unit and wider District.

and wider District.

"Burnham-on-Sea & Highbridge Sea Cadets have built a really strong team of cadets who are motivated and keen to do well in their favourite watersports whether that's one of the paddlesports disciplines, windsurfing, sailing or rowing.

"To say I'm proud of each and every one of them is a huge understatement!"

Tenby hailed rowing champions

TENBY Junior Sea Cadets have proved they are a force to be reckoned with: they have been declared the champions of the Rowing Team category of the Area Regatta, winning every

single race they competed in.
Tenby Unit entered the
South West Area Rowing and Boat Handling Competition in Bristol as a result of winning two Rowing Team categories at the earlier West Wales District competition: Junior Sea Cadet (9 to 12 years old) and Open Boys (12 to 18 years old).

After beating fierce competition from eight other districts, Tenby Junior Sea Cadets were announced as the

Cadets were announced as the winners of the category.

The Open Boys Team were pipped in the final race ran and ended up in fourth place. The exciting event was the first Area Regatta that has taken place since 2010 since 2019.

Lieutenant (SCC) William Elliott RNR said: "I am extremely pleased with the success of the competition;



especially as Team Tenby showed their rowing abilities on the water, alongside promoting better teamwork and determination too.

"I'd like to thank all the

amazing adult volunteers who

give up their time to ensure that training (and extra training) was made available to ensure the success of our teams.
"It was fantastic to see Tenby

Sea Cadets being put on the



New boat for Bolton

BOLTON Sea Cadets Unit is celebrating its 80th birthday – and have purchased a new safety boat as part of the celebrations.

The new boat will give more cadets the chance to enjoy boating and develop their water skills and knowledge.

The cadets held a community

fun day at their unit on Castle Street to share their achievements with their local community and

show off their shiny new boat.

Lt (SCC) Megan Duxbury
RNR, Commanding Officer of
Bolton Unit, said: "Our new Bolton Unit, said: "Our new safety boat is going to make such a big difference to our ability to take the cadets boating and we are over the moon with it. We have had the boat on show at our 80th Anniversary Open Day, where we welcomed parents, supporters and past cadets on what was a fantastically successful day."

AC Cameron, 15, said: "The day was amazing. Honestly, I was surprised at the amount of people who showed up but for every one

surprised at the amount of people who showed up, but for every one of those people, thank you. We had a variety of things happening, including showing off our new safety boat, 'Jaffa Cake', and doing the Royal Navy's famous PT displays for the public to see, which I think really represented what we do here at cadets.'

what we do here at cadets."

Bolton Unit is fundraising for essential building improvement works, including heating, lighting and new windows. To help, please visit justgiving.com/boltonseacadets

Inspirational unit nominated for award

MUSSELBURGH Sea Cadets Unit has been nominated for the Proud Scotland Awards, the LGBTQ+ awards of Scotland that celebrate inspiring people, businesses and organisations that champion diversity and inclusion – proving just how welcoming and inclusive Sea Cadets can be. Public voting determined the finalists for the six categories

The unit are finalists in the category of Education, which recognises an individual or group that has taken action to directly impact and support inclusion of the LGBTQI+ community.

The awards state that education is key to removing all

The awards state that education is key to removing all forms of discrimination, including homophobia, biphobia, transphobia, bigotry and racism.

The Commanding Officer of Musselburgh Unit, Chief Petty Officer (SCC) Chris Gay said: "Within Musselburgh Sea Cadets, as within the wider Sea Cadet Corps, we aspire to treat all individuals fairly and equally and give our young people the best start in life.

"As part of an inclusive youth charity we aim to ensure

"As part of an inclusive youth charity, we aim to ensure that no young person or volunteer receives less favourable treatment, is excluded from benefiting from its services or

suffers disadvantage for any reason. We are very grateful for the individuals who nominated us for this award. It makes us proud that as an inclusive organisation our work is recognised."

A former cadet at the unit said: "I joined Musselburgh Sea Cadets in 2015. I was nervous about joining but was welcomed straight away by everyone. In 2017, I came out as gay – this made no difference as I was not treated any differently from anyone else at the unit, I always felt that I was accepted as part of the family.

"My time at Sea Cadets gave me the confidence I have

today, and the confidence to come out to friends and others at school. Being honoured to wear the Sea Cadets uniform will always be something that makes me feel proud."

A local resident, who saw the Pride flag flying outside the Musselburgh Unit, wrote to thank the unit, commenting: "I sometimes feel anxious about being gay in Musselburgh since it's a smaller town, but seeing that flag makes me feel way more comfortable...a million times thank you!"

For more information about the awards, visit www. proudscotlandawards.com



Cadets get packing to help their local community



SEA cadets from Immingham Unit helped community members pack their shopping bags as part of a heart-warming initiative to help the less fortunate.
In July, the cadets went on

a mission to assist shoppers at a Tesco store in Cleethorpes as part of their annual food donation campaign to give back to their local community.

The cadets were able to raise funds to buy food for their donation supply by asking shoppers to make a small donation in return for packing

up their shopping. Immingham Sea Cadets' bag-packing efforts raised over £200.

Part of the funds raised by Immingham Unit were used to conduct a 'supermarket sweep' to donate food to the Rock Foundation, a charity

that supports people from disadvantaged background and with learning disabilities.

"I enjoyed helping the community," said one of the cadets, Anthony, 15.

"I think it is important to help the community because you should treat others the way that you wish to be treated in their position."

"We wore our Number 1's so

"We wore our Number 1's so that we stood out and looked smart and proud," said Daisha,

smart and proud," said Daisha,
13.

"This initiative showed us
how to spend on a budget and
it showed the community what
we do as Sea Cadets," said
Joshua, 14.

"With the money that we
raised, we helped the people
who are sometimes homeless
and families that are struggling
with the cost of living," said
Harvey, 14.

Honouring service

THE Mayor of London, Sadiq Khan, met with members of the Armed Forces, the London Assembly and the City Hall branch of the British Legion to honour, celebrate and pay tribute to the UK's servicemen and

and pay tribute to the UK's servicemen and women ahead of National Armed Forces Day.

The 14th annual flag raising ceremony took place outside City Hall this morning with music performed by Her Majesty's Royal Marines CTCRM. This was the first Armed Forces Day ceremony to take place at City Hall's new location, the Royal Docks.

The Mayor was joined by representatives

The Mayor was joined by representatives from across the Armed Forces: Rear Admiral Donald Doull CBE; Brigadier Andrew Wright MBE; Air Commodore Ian Tolfts OBE; Commander Andrew Swain MBE RN, Chief of Staff; and Petty Officer Cadet Sahoo from

Croydon Sea Cadets Unit.
There were also attendees from London
University Royal Navy unit, HMS President,
Royal Navy HQ London and East England,
and the Royal Marines Band Service.
The Mayor of London, Sadiq Khan, said,
"Armed Forces Day provides an important

"Armed Forces Day provides an important opportunity for us to show our support for the men and women who make up the Armed

Forces community – from currently serving troops to Service families, veterans and cadets.

'We owe a great deal of gratitude to these brave women and men who have dedicated their lives to defending our interests around the world, promoting peace, delivering aid, tackling drug smugglers, providing security and fighting terrorism. It is an honour to join together to pay tribute to their service and

Chair of the London Assembly, Dr Onkar Sahota AM added: "For the 14th year, we raise the flag at City Hall today to demonstrate support for our Armed Forces and respect for all who serve, ahead of Armed Forces Day. We have long appreciated the contribution of serving personnel, veterans and military

of serving personnel, veterans and military families to our city and our communities.

"In the past few months, we have sadly been reminded of the global importance of our Armed Forces, following the Russian invasion of Ukraine," Dr Sahota continued.

"They are a vital force in the global fight for peace and security and to this end they play. peace and security, and to this end they play an important role in fighting terrorism and delivering aid. We will always be grateful for

their work and dedication to keeping us and

others safe."

POC Sahoo from Croydon Sea Cadets
Unit said: "Armed Forces Day is significant to remember and commemorate the efforts to remember and commemorate the efforts of our valued Armed Forces who have protected our people. It has been an honour to represent the Sea Cadets as a Petty Officer Cadet to offer the Sea Cadet Corps' respect to the Armed Forces by reading out 'When you see a soldier' by Kelly Roper and being a part of such an honourable ceremony that acknowledges past present and future that acknowledges past, present and future initiatives of our Forces.

"The traditions and achievements of the

"The traditions and achievements of the Royal Navy, Air Force and Army are an inspiration and are reciprocated within the Sea Cadet Corps, to equip young people with transferable skills such as leadership, teamwork and communication and instil core values such as honesty, integrity, respect, loyalty, commitment, self-discipline. Cadets are prepared not only for life, they also want to discover more about careers in the Armed Forces. The noble sacrifice and hard work of Forces. The noble sacrifice and hard work of the Armed Forces today is what shapes the generation for the future."





Fishguard cadets pass on the baton

FISHGUARD Sea Cadets has played an active role in the Queen's Baton Relay ahead of the Birmingham 2022 Commonwealth Games this year.

"Pembrokeshire County Council contacted us back in January of this year to play an important part during this national event," explains Lt (SCC) Chris Peake RNR, Commanding Officer of Fishguard Sea

"The plan was to bring the baton to the north of Pembrokeshire. We were extremely "We were asked to provide six exceptional cadets to form a relay along Lower Town

(Fishguard) Quay, where the baton would be taken by the last cadet in line by boat to Goodwick for the next leg."

The six cadets selected were AC Haf, 15; LC Amelia, 17; AC Huw, 16; LC Annis, 15; AC Alfie, 15, and LC Maisie, 16. The baton was collected by Haf and then proceeded to be passed down the other cadets. The baton was then conveyed by the CO, CPO (SCC) Steve Huges and LC Maisie on the unit's new rib to Goodwick Slipway, approximately half an hour away. The rib was escorted by numerous craft including the RNLI and Marine Police units.

"I felt very honoured and proud to

represent Fishguard Unit to hold and carry the Commonwealth Baton," said Haf.

LC Maisie said, "I was honoured to be chosen to represent Sea Cadets during the recent Commonwealth Games Baton Relay,

recent Commonwealth Games Baton Relay, it was truly a marvelous occasion which filled me with pride."

The Queen's Baton Relay will travelled through Wales before heading into England, and finally up to Birmingham for the Opening Ceremony on July 28 at the Alexander Stadium Stadium.

The Queen's Baton Relay was launched by HM The Queen at Buckingham Palace in October last year.

Let's hear it for Ola

A SEA cadet from Bournemouth Unit has been honoured with the

Unit has been honoured with the Dorset Young Hero award 2022.

OC Alexandra Hamilton, 15, affectionately known as Ola, has been raising money for the Macmillan Cancer Support since she was seven years old – asking friends and family to help her with donations for the charity instead of hirthday presents with donations for the charity instead of birthday presents for her – raising over £15,000 in total. During the Covid-19 pandemic, she helped in the local Rotary Club kitchen, cooking and delivering over 20,000 meals to subgrable families to vulnerable families.

She also made face masks and hospital bags for NHS staff during coronavirus, as well as baking bread rolls and pastries for members of her community. Ola previously won the Young Hero award in 2020 for her input to the 'Unity in Vicion' charity. to the 'Unity in Vision' charity

work.

"We are so proud to have so many wonderful individuals in our local community, going above and beyond their job remit or giving their own time to volunteer and thank you for your dedication," said one of the judges of the Dorset Hero Awards, Tracy Hayden.

SLt SCC Nicole Geraghty MBE RNR, Assistant District Officer for Sea Cadets Wessex District, (Southern Area) said:
"Ola is a very enthusiastic
member of the District, taking part in every opportunity given to her, always with a smile on her face. She is a natural leader in a group, always wanting to get the job done in the best way possible."

Ola said: "I joined Sea Cadets

on zoom during the coronavirus lockdown. I was very grateful for it as it was a very difficult time for

it as it was a very difficult time for me and my family.

"After we returned face-to-face, I have made new friendships and my confidence has improved a lot. Sea Cadets gave me opportunities to travel, to learn new skills and to gain new qualifications. Sea Cadets is like another family to me where I feel safe and secure."

"I have learnt so many new

'I have learnt so many new I have learnt so many new skills being a sea cadet, such as drill, deportment, sailing, windsurfing and climbing," continues Ola. "My plans for the future are to do really well in my GCSEs, complete my silver DofE and one day ion the Nawy My and one day join the Navy. My dream is to travel the world."

SEA CADETS Volunteer, donate or even leave a legacy. sea-cadets.org or call 020 7654 7000



Junior leaders are gunning for glory

HOT on the heels of the Seniors' Challenge, HMS Collingwood hosted the annual Junior Leaders' Field Gun Competition.

This competition is very similar to the Royal Navy and Royal Marines Charity Field Gun, but is predominantly for those aged 16-24, who have either only recently joined the Armed Forces or are studying at college.

In addition to the Armed Forces, crews competed from the Sea Cadets and University Technical Colleges (UTC) from across the country.

Building on The Team Works

Building on The Team Works and emphasising the training theme, the teams came into the competition with little or no prior experience of Field Gun and only had one week to train, with the finals taking place today in front of friends and family and personnel across the base.

The Junior Leaders' Challenge is the only competition open specifically for new recruits and youths, offering them a chance to work as a team and challenge themselves in a unique setting.

In a thrilling final it was the Royal Engineers crew that took the Trophy, beating HMS Sultan, HMS Collingwood's Victory Squadron and UTC Portsmouth.

Royal Engineers' crew member Sapper Matt Ward, 20, said: "It was amazing to win. Representing the Corps is fantation this is a big deal."

win. Representing the Corps is fantastic, this is a big deal."
The UTC Portsmouth crew didn't go away empty handed, they won the trophy for best UTC crew.

Crew member Cayden Guyett-Smith, 17, from Gosport, said: "It's been amazing, I've never done anything like this before. Winning that trophy has left me speechless."

His fellow crew member Alfred Calvert, also 17, from Portsmouth, said: "It was brilliant. "We'd never even seen the kit before Monday and to win that trophy is amazing."

Captain Catherine Jordan, Commanding Officer HMS Collingwood said "Junior Leaders is so much more than a competition. Whilst the competition is an inevitable focus, the event is a week-long immense experience for young people, in a Naval environment to learn about themselves, their crew mates and leadership and teamwork skills. This is a unique event that reflects the core ethos of the Services."

It is hoped that the enthusiasm and professionalism on display by the crews will encourage them to take part in the main Royal Navy Field Gun Competition or mentor junior crews in future years.

Competition or mentor junior crews in future years.
Main image: UTC Portsmouth crew in action; Top left, The Royal Engineers won the contest; Below left, Victory Squadron compete in the field gun Pictures: Keith Woodland









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96





THE first RNRMSA-run Beginner Weekend to take place in two years was a brilliant start to my surfing experience, writes POAET(AV) Paul McNamara, of

Held over a wonderful summery weekend at the end of May, we made our way to the beautiful, miles-long stretch of sand at Gwithian, Cornwall, to be greeted by an almost-empty car park and more importantly an empty beach.

Sea conditions were perfect for learning, with small regular waves and having arrived just after high tide we had plenty of time to surf!

The small group of learners came from various locations and trades throughout the RN and RM, and included two young lads who had come with their dads (the weekends) being open to family members, as well as serving personnel) with experience ranging from "never even touched a surfboard" to "a couple of lessons as a child".

We were looked after during two full days of instruction by two instructors from within the RNRMSA – Lt Si Schnetler

and WO1 Andy Williams, who were great at metaphorically holding our hands from start to finish.

holding our hands from start to finish.

Extra assistance was ably given by LAETs Andy Briggs and Matt Gough, the association equipment managers dishing out kit for those who needed it, and by association member Levi who helped support us in the water with tips



Day one of the weekend was focused on us getting into the water, beginning with a short lesson on the sand to teach us the parts of the surfboard and how to position ourselves on it, before getting stuck in and catching some white-water waves.

Si and Andy stood alongside us in the water coaching us to improve our skills. Then it was another lesson on standing on the board, and back into the water with everyone

After lunch and another lesson on waves it was back in the water practicing our techniques with further coaching for another hour and a half, with regular feedback. That

night I think we all had the best night's sleep we'd had in

a long time!
Day two was another beautiful day with perfect surf conditions but mine and the other surfers' bodies were feeling the physicality of day one! However, following a lesson on rip tides and beach flags we were raring to go, having the beach mostly to ourselves and building more confidence in the water for a few more hours.

Overall, I felt it was a brilliant opportunity and experience to be introduced to surfine — a full weekend of surf

Overall, I felt it was a brilliant opportunity and experience to be introduced to surfing — a full weekend of surf instruction for just £45 and I would highly recommend it to anyone considering having a go.

The cost of the weekend includes not only the two days of surf coaching, but membership of the RNRM Surfing Association (usually £25 on its own) and a BBQ social on the Saturday night. There is another Beginner Weekends planned for September.

As a member of the RNRMSA you have free access to all the kit in the Association store at RNAS Culdrose, and the opportunity to take part in heavily subsidised surf coaching.

opportunity to take part in heavily subsidised surf coaching events in the UK (including a new programme of women-only events) as well as annual Overseas Training Camps (for example in Morocco), and the bi-annual Surf Tour (to places like South Africa or the Maldives!). For more info and to join, visit www.surtnavy.com and Surf Navy.
Surf Navy.
Pictures: AB Sam Oldham and LH Matt Gough visit www.surfnavy.com and find us on Facebook:



Personal best sees powerlifter gain place for Team GB

ROYAL Navy submariner Wesley McGuinness achieved a personal best at the IPF World Bench Press Championships in Almaty, Kazakhstan.

He debuted in the under-105kg category and lif 177.5kg. "To come away with a personal best on a world debuted in the under-105kg category and lifted

stage and judged by the highest level of referees in powerlifting in the world is a fantastic achievement," he said.

His performance has opened up new opportunities, he has been invited to represent Team GB at the IPF European Championships in Hungary and has enrolled on to the Royal Navy's Elite Athletes Scheme.

"Since taking up powerlifting in 2011, I have always been a big advocate that you are only as good as the support around you, I would not have been able to reach this level without the support



to thank them for all their continuous support. I am extremely proud to represent our Royal Navy at the highest level of powerlifting in the world.

"With over a decade of powerlifting experience, I remain still focused, enthusiastic, committed and dedicated to my sport. It gives me such pleasure organising Powerlifting grassroots, workshops and organisms rowerinting grassroots, workshops and seminars across the country to pass on my wealth of knowledge and experience gained over the years, therefore hoping to encourage and inspire the next generation of sailors to have the confidence to become the next ambassador of the sport."

CPOMEM "Jakey" Foran's mentoring and motivational skills have resulted in him officially invited to in Team CP are a confidence to the confidence of the sport.

In ome officially in to join Team GB as a coaching assistant.

If you would like to get involved in Powerlifting, please get in touch with Royal Navy Powerlifting Association Facebook/Instagram group (RNPA).

Royal Marine seeks his second gold medal

GOING for his second judo gold medal at the 2022 Commonwealth

Games in Birmingham as *Navy News* went to press is Royal Marine Corporal Chris Sherrington.

The 38-year-old is the only athlete flying the flag for the Naval Service at the games, fighting back from injury to appear at his second Commonwealth event, after taking gold for Scotland in Glasgow eight

Born in Lancashire, now living in North Devon, but still representing Scotland, Chris has a string of international medals to his name from more than a decade in competitions around the globe in locations as varied as Budapest, Havana and Tashkent (Uzbekistan).

He represented Team GB at the 2012 Olympics but sadly wasn't among the medal winners, only to triumph on the international stage two years later – famously wearing his green beret and gold medal as he celebrated

victory in the over 100kg category.

"It's a privilege to be able to compete at a second Commonwealth Games," says Chris, who serves with the Commando Logistic Regiment based at Chivenor, near Barnstaple, in North Devon. "Having come back from a double anterior cruciate ligament injury, it's

been a hard-fought process to get here but we made it to the Games and I'm honoured to have been given this opportunity."

He believes his appearances in 2012 and 2014 — not to mention the years of training he put in — have laid solid foundations for Birmingham

"The ten years building up to these were incredibly tough and I sustained multiple injuries, all life and career-changing injuries but JudoScotland and SportScotland got me through the surgeries as quickly







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AUGUST 2022 · 35 rovalnavv.mod.uk/navvnews



Water sports aid rehab

A GROUP of wounded, injured & sick Royal Marines from Plymouth and Taunton have spent a week in Falmouth enjoying the Royal Navy's Water Activities Centre, as part of their rehabilitation back to being fighting fit.

fighting fit.

The combined group of
Commandos who are serving in 42
and 40 Commandos respectably, were taking part in an adaptive water sports programme organised by the centre and generously funded by the Navy Army Air Force Institute – NAAFI – Armed Forces Covenant Fund. It was the first opportunity the group of Marines had to get away and enjoy some respite and water-

and enjoy some respite and water and enjoy some respite and water-based activities, consisting of surfing, paddleboarding, kayaking, coastal walks and cycling. It was organised by Chief Petty Officer Angie Cheal, from the Personnel Support Group at HMS

Prake in Plymouth.
"We are fortunate that there are lots of courses on offer to our Sailors and Royal Marines who are in the recovery pathway, however, it's rare for a whole troop to be able to get away as a group, so this was a welcome change of scene for the lads," said Angie. "With the support of the Royal

Navy Adventurous Training Team (RNATT) we're able to utilise the Water Sports Centre and its brilliant staff, which meant we only required minimal funding from the NAAFI Covenant to provide accommodation for the group."

for the group."

Royal Marines Warrant Officer Warren Bloomer of RNATT added: "In recent times RNATT have realised



the value we can add through adventurous training activities to personnel who are medically downgraded or require adaptive

ownigraded or require adaptive physical activities.
"Through the Water Activities
Centre, Falmouth, we are able to offer a package of water-based activities specifically aimed at those who have physical limitations." Outdoor AT pursuits really belong the page of the pag

physical limitations.
"Outdoor AT pursuits really help those suffering with long term mental health issues. Participation improves morale, wellbeing and self-confidence. The past two weeks have been a real success and RNATT will look to build on this by supporting this cohort past year and supporting this cohort next year and in future with a raft of enjoyable and challenging activities.



One of those who got a lot out othe of those who got a lot out of the Falmouth week was Marine Reuben Bairstow-Binns from 42 Cdo, who through injury has been undergoing rehabilitation in the Unit for several months. "The rehab process can be lengthy and a repetitive process which is very

and a repetitive process which is very taxing on the soul, "said Reuben. "This was my first adventurous training week within rehab, and it was such a positive experience for everyone who attended. It gave us a break from the routine and got us outside and away from our camp, built on troop cohesion and relationships, meeting new people and in some cases learned new skills.

"More opportunities like this can't come fast enough for me!"



Injured personnel battle back

SAILORS, soldiers and Royal Marines battling back from injury showcased the progress they have

made with a day-long endurance sports event on Plymouth Hoe. For six hours, the injured, wounded and sick military personnel swam, cycled and

rowed in full public view in the Rehabilitation Triathlon. The event, normally hosted by

the Commando Training Centre at Lympstone, near Exmouth, moved to Plymouth this year as part of the city's Armed Forces Week

The action began at Tinside Lido at 11am where the first wave of athletes competed in the swim.

Next they moved to the Hoe and surrounding roads for the cycling time trials, before finally the athletes switched to static rowing machines.



WOMEN PEAK WITH SOUTH AFRICA TOUR

THE Women's Royal Navy Rugby Union team conclutheir historic 2022 season, which saw them play at Twickenham, with a first southern hemisphere tour.

Twickenham, with a first southern hemisphere tour.

In a year where the annual Army v Navy match was a double header and the Women also played at the home of English rugby the Royal Navy Rugby Union (RNRU) have continued to provide a platform for the women's game to flourish with a tour to South Africa.

As with many things that have happened in 2022, the Twickenham debut and inaugural tour were both delayed from previous years by the global Covid-19 pandemic. But the women's side used that playing pause to identify and grow new talent which provided greater strength and depth to the playing pool.

There had been tremendous growth throughout the year which had not always been reflected in the results and so there was a confidence heading into the Inter-Service Championship. The Navy pushed a strong RAF side to their limit in a pulsating encounter where the last 15 minutes swung in the favour of the Light Blue and despite showing moments of individual brilliance at Twickenham the Navy were well beaten by an excellent Army team.

Army team.
Just a few days after the Army v Navy match and without time for the adrenaline to subside the women were on a flight to Cape Town where they would experience a range of opposition, cultural experiences and collective growth that only occurs through such opportunities. With the tour gaining endorsement of



Springbok legend Bryan Habana, through a chance encounter on the flight, the omens were good that the tour was going to be special.

There was little time to settle into the new surroundings for the tour party before they were on the pitch for the Royal Navy Women's first ever competitive outing South of the equator against Stellenbosch University. Playing in the shadow of Table Top Mountain against an institution famed worldwide for its rugby calibre the rugby was of course fast paced and free flowing, especially in the shortened format chosen by the hosts. The effects of the Army v Navy match the week before were still apparent and Stellenbosch sneaked the match but it gave the Navy a good idea of the standard to expect in South Africa.

It was a very different setting four days later when the Navy travelled from the manicured grass of Stellenbosch University to the township of Langa to play the Busy Bee's, a club whose history places them as a bastion of rugby amongst the black community in South Africa. The visit to the township was part of a programme that was more than just a rugby match and included a tour of the area and an outreach session where the players and staff took a fun coaching session with local children from Sivabulela Primary School The

where the players and staff took a fun coaching session with local children from Siyabulela Primary School. The team's coach, Chief Petty Officer Sarah Jenkins had organised the session and was certainly impressed by the talent displayed by the young players and certainly thought there could be a few future Springboks!

After the coaching session the side were pleased to donate items that had been brought from the UK to support young people and women associated to rugby in Langa, an area where over 50 per cent of the community is unemployed and there is significant amounts of domestic violence. The RNRU brought items



that included rugby boots through to clothing and feminine products. These were brought out from the UK together with a children's football strip donated by Fareham FC.

UK together with a children's football strip donated by Fareham FC.

The focus then shifted to the fixture against the Busy Bees Women. It was a great game to watch and both teams were fairly evenly matched, despite the Busy Bee's being the largest contributor of players to the Western Provence team and the Springboks. In a match reminiscent of the RAF fixture the Navy kept the game close until the home team pulled away in the last 15 minutes and the final score was 27-19.

The post match reception was one where the touring party were treated to a banquet of African delicacies, traditional entertainments by local musicians and for the Siya Hani Chairman and Head Coach of the Busy Bee's team, to exchange kind words and gifts with Captain Suzi Nielsen, RNRU Vice President and Commanding Officer of HMS Raleigh.

Despite the highs of being on tour the party were very much aware that the team had lacked a win in their Inter-Service Campaign and tour matches of 2022 with the opportunity to get one now resting on the match against False Bay RFC. This was due to be their toughest encounter of the tour but the ladies were battle hardened and by now very much in tune with each other. The team that took to the field started match against raise Bay RFC. Inis was due to be their toughest encounter of the tour but the ladies were battle hardened and by now very much in tune with each other. The team that took to the field started with a bang unlike their usual slow start! Engineering Technician Sian McLaughlin, Leading Air Engineering Technician Abi Sondack, Lieutenant Abi Ashby and Petty Officer Sam Alderson crossed the white wash to give the team a 22-15 victory, it was a moment of truth in False Bay as the last playing moment of the season was the high the team's hard work deserved.

Lieutenant Commander Paula Bennett-Smith, the Assistant Director of Rugby for the RNRU Women, said: "This was a great fixture to watch. Both teams committed to open rugby and were evenly matched. A well-fought game from start to finish! It's fantastic to achieve a win at the last game of the tour, and the last of the 21/22 season. Many memories have been made this season, and I'm so proud to have been involved in this momentous season!"

LH Rose Dixon, the 2022 Inter-Services Captain,

this momentous season!"

LH Rose Dixon, the 2022 Inter-Services Captain, added: "The tour was humbling and emotional, it made us feel so grateful for what we have in life and the realisation that so many struggle for basic necessities. It has been the experience of a lifetime, completely unforgettable and has capped off an incredible year to be part of the Women's Navy Rugby team."



36 · AUGUST 2022 royalnavy.mod.uk/navynews



Pictures: LPhot Ben Corbett

JOHNSTON'S TEAM AIM TO BOUNCE BACK

CAPTAIN AB1 Ben Johnston's side might have missed out on winning the Inter-Services T20 tournament but they are looking to bounce straight back when the 50-over Inter-Services tournament takes place.
The IST T20 tournament began at

Aldershot CC when the Royal Navy were narrowly beaten by three runs by the Royal Air Force.

Skipper Johnston said: "The RAF got off to a bit of a flyer and they were 92/2 after 11 overs. I wasn't too concerned as we have had a habit of turning it around and finishing strongly – which is exactly what we did, after Sgt Alvin Pollard had an outstanding spell of 4-23 and AB CS Chef Jerron John claimed 2-31, taking the key wicket of the opposition captain SAC (T) Shorthouse. This allowed us to restrict them to 168-8 which I felt was slightly below par on a good batting

we too got off to a good start being 48/0 after seven overs before we lost our first wicket. LET Jack Watson and myself then managed to pick up the run-rate in the middle overs, to get us up to 102/1 before losing LET Jack Watson for a well-

played 51.
"I was relatively happy with the position we were in to go on and chase down the score. I then tried to kick on and pick up the run-rate again, leaving us 148/3 needing 21 from the last two overs. I think only scoring seven from the penultimate over probably left us a little we fell short by just three runs, which is highly disappointing as I felt we were in a great position to win the game."

Two days later, Johnston's side

knew that only a win against defending champions the Army would keep their slim IST T20 hopes alive, and the squad headed into the Lord's fixture in good spirits, but the game didn't quite go according to plan.
A disappointed Johnston commented:

"I wasn't too disappointed to have lost the toss and to field, as chasing is something we had been executing quite

"This innings was not too dissimilar to that of the Royal Air Force game, as they started very strong only losing a couple of wickets and being 133/2 after 14 overs. Again, we showed great resilience to pull back the run rate in the last quarter of the innings thanks to very tight bowling from AB CS Chef Jerron John with figures of 12-1 from his four overs. The Army then finished on 171 from their 20 overs.

finished on 171 from their 20 overs.

"Our innings got off to a shaky start, losing three wickets in the first three overs, which put us behind the run-rate straight away. LET Jack Watson again batted very well for his 69 but we had nobody to go with him at the other end as we lost wickets at regular intervals.

"As the run-rate crept up, we did not up the tempo as we fell 43 runs short. It was a very disappointing loss but Navy cricket is heading in an incredibly

positive direction, and I think it would be dangerous to rule us out of any future

competitions.
"We now move onto our preparation for the 50-over IST games, which I am looking forward to immensely as this form of the game is more naturally suited to our style of cricket as a team."

Royal Navy Cricket Association Coach Lieutenant Commander Keith J Adams

echoed the positive sentiments of his captain.

He said: "Our journey started in the

Navy Cricket Association Academy, ending with an academy training week at the start of May. We are seeing our players become performers and they've developed in all aspects of the game.

"With five new capped T20 players we

"With five new capped T20 players we are showing serious growth in the depth of our squad. It was great to be able to cap these players and bring them into Senior Representative cricket.

"This year was about building a competitive side that understands what playing under pressure as a torm is all.

against the Army has presented learning opportunities for us to progress with.

"We now reset and are focussing on the 50-over format in July/August. Our journey as a team continues and use of the control of the cont

journey as a team continues and we move forwards together, striving to better ourselves every time we get together."

Report: James Bairstow



LPT Amber Donaldson competed in six events, including the discus

Navy athletes return with haul of medals

THE Royal Navy Track & Field team demonstrated great endeavour, commitment and strong team ethos at the first post-covid UKAF Inter Services T&F Championships, at RAF Cosford.

The medal haul of 12 comprised two gold two silver and eight bronze.

The medal haul of 12 comprised two gold, two silver and eight bronze.

Leading the way was Lt Kiani Pay (DMS Whittington) with wins in the women's shot putt (11.40m) and javelin (33.15m) and third in the long jump (4.59m), just missing out with fourth places in both 100m hurdles and high jump

Silver medals were won by Lt Chelsea Baker (UKSTRATCOM) in the women's 5,000m (17 mins 26.6 secs), realising the benefits of long-term commitment to aerobic development, plus AET Lyle Sargent (207 Sqn) won in the men's 400m, setting a personal best

of 50.21 secs.

Women's bronze medals were won by: LET(ME) Rachel White (HMS Queen Elizabeth) in shot putt (10.25m) and javelin (27.99m), AB Alice Botting (HMS Scott) in hammer (35.73m - personal best), Sub Lt Ellie Johnson (FOST) in discus (24.77m) and Mid Sam Hill (NAS Yeovilton) in her debut (never attempted before!) pole vault (1.70m).

Men's bronze medals were hard won by a very determined Mne Ben Di Salvo (CLR) in 1,500m (4.04.73 mins:secs), plus AB Andrejs Safars (King Alfred) in the men's 400m hurdles (60.1 secs) just holding off RN Athletics Sports Development Officer, Lt Neal Edwards (Temeraire), who was racing two hours after returning to UK after taking bronze at the World Masters Championships

(400m hurdles, 50+ age group) in Tampere (Finland).

There were 15 RN athletes just missing out on medals with fourth-place

Team spirit abounded, demonstrated by many covering more than one event, with special mention for the six event commitment of AB Safars, Lt Pay, LPT Amber Donaldson (Raleigh) and the five events of LET White.

AB Safars's commitment and focus to

all of his events drew great admiration and support from the athletes of all three

Errices.

LTs Pay and Baker, plus AET Sargent, were selected to compete for UKAF at the Combined Inter Counties/England National Championships at Bedford at the end of July.

Report: Paul Winton



Double gold medallist Lt Kiani Pay on her way to long jump bronze

AUGUST 2022 · 37 royalnavy.mod.uk/navynews

Seven podium places for car-racing squad

ROUNDS three and four of the Armed Forces Race Challenge saw the RNRM Car Racing Team head to Croft circuit in North Yorkshire in a 29-car grid.

Croft is one of the more challenging tracks in the UK with fast straights into tight technical corners with very little run.

These sections require commitment from the drivers to get the absolute best out of their cars while also trying to stay within the track limits or risk taking an excursion into the neighbouring farmer's field.

All drivers set some very reasonable track times for qualification with Veteran Mark Inman (Caterham Sigmax) and Mne Adam Dewis (Vauxhall Astra) managing to qualify first and third in class respectively for both of the races with Mark qualifying on pole for the entire grid.

This happened to be the first time ever at Croft for many of our drivers and saw great improvement across the three sessions. One of our Novice drivers, LH Daniel Blackett, using the team owned BMW 116i, pictured below, took advantage of the test day on the Friday and saw dramatic reduction in his times as he started to gain more confidence.

Race 1 got underway and unusually for Croft there were no incidents, which with the nature of the first section at the end of a very fast straight is a

Race 1 got underway and unusually for Croft there were no incidents, which with the nature of the first section at the end of a very fast straight is a testament to the ability of the drivers out on track.

All cars were performing reliably and everyone settled into the rhythm of the race. Adam found himself in a great scrap with RAF drivers Alex Smith (Honda Integra Type R) but found himself slightly run off track compromising his lap.

Dan (in Class D) was doing well against the other identical BMW 116 from the RAF but lost out when the faster cars came through tot lap the field, unfortunately a conceding place to the RAF's James King.

CPO Gareth Moss (Mazda MX5) who was running second was having a solid drive and was running 2nd in Class D, however overcooking it into turn one on the final lap saw him in the gravel trap and not seeing the chequered flag.

Despite these incidents overall the team had a brilliant result for race 1, with Mark placing first in Class B and taking the overall win. Lt Cdr Keith Attwood (Mini R53 Cooper S) who qualified 14th overall and 7th in class managed to finish 8th overall and second in Class C. And with Keith's race and consistent finish 8th overall and second in Class C. And with Keith's race and consistent lap times he managed to place third overall with the Performance Index (PI)



Dan also secured his first every podium, with a third in Class D. This allo ws all racers across all the different power classes to compete together by rewarding consistency in there driving but still encouraging wheel-to-wheel

rewarding consistency in there driving but still encouraging wheel-to-wheel racing.

Back in the pits, Adam was left checking over his car after noticing an oil leak weeping from somewhere on his charger which was not a big concern for the next race, however his gearbox started to develop a weird sound and wasn't able to select third gear, with this he decided to retire. Gareth was also left sorting his car out, noticing that the exhaust had split where it had been caught in the gravel.

Race 2 quickly came around and Gareth made it back to the grid and he managed to claim back his second place in Class D he narrowly missed out on in race 1.

Mark put another cracking set of laps together with a copy of race 1 while also managing to get 1st for the PI element of the race. Keith managed to claim another podium with a third-place finish in Class C and finishing seventh

claim another podium with a third-place finish in Class C and finishing seventh overall, but also manage a second place in the Pl.

Dan scored another third place Class D finish, but this time beating the RAF BMW 116. Mne Ben McLaughlin (Renault Clio 172) had a solid race and was very close to gaining another position in the final laps of the race, however coming up on lapped traffic his speed was compromised as he took a different approach into Tower Bend. He managed to pick up six points over the weekend for the Novice championship putting him in first position with a five-point lead.

Overall a solid performance from the team, with a total of seven podiums

coverain a solid performance from the team, with a total of seven podiums across the classes and PI results.

For anyone who would like to watch from the perspective of Keith's car while during his stellar performance, the videos were streamed live on our Facebook page which you can find by searching "Royal Navy Royal Marines Car Racing Team".

Anyone wishing to get involved, either racing or supporting, should contact Lt Cdr Keith Attwood; carracing@rnrmmsa.co.uk for more details visit www.rnrmmsa.co.uk and www.armedforcesracechallenge.net



AET Natalie Cro based at RNAS Culdrose, currently on LAET QC at HMS Sultan, reports on her success with the Royal Navy Royal Marines Road Race team.

I had wanted to join the team ever since I saw images of personnel racing motorcycles covered in RN/RM colours online.

My intention was to just pit crew for them, having always wanted to work for a race team, and this was a perfect opportunity.

I spent the 20/21 season assisting the riders in

the paddock, and eventually took over from the previous pit crew chief; Adam Myhill, who had made the switch to racer. I saw how incredibly happy it made him, so I thought I'd make the leap from motorcyclist to novice racer.

I managed to book onto a last-minute ACU course to gain my race licence at Brands Hatch, where the team had just been for the first race of this season.

Having spent many years as an advanced rider with the IAM and RoSPA, I was all about the smooth progressive ride, having also coached others to pass their advanced tests. The transition to racing seemed impossible to me, but my teammates reassured me that I'd be fine and to just give it a

When I got to Brands Hatch, I was a mix of nerves and anticipation as it would be my first time ever on a track.

I had done an online class to learn about all the safety precautions and marshal signals, which actually makes riding on a track much safer than the public roads.

I unloaded my Honda CB500 and hit the starter button, but all I got was a click of the motor. I panicked and thought the battery had gone flat. I tried to bump-start and troubleshoot it but I only had 45 minutes until I needed to be suited, booted and on track.

With help from Adam on the phone, and an

With help from Adam on the phone, and an incredibly helpful fellow ACU student called Adrian, I found that the engine had been completely filled with fuel during transportation to the point that the engine was hydro-locked.

In my previous decade as a motorcycle technician prior to joining up, I have never seen a literal waterfall of oily fuel pour out of the filler cap of an engine and the air box.

One of the best things I have found with motorcycle racing is how generous and friendly

motorcycle racing is how generous and friendly the community is; everyone wants to help anyone

Having just met Adrian, he gave me all his spare oil and tools and helped me to do a trackside oil change, drained the engine of fuel, dried the spark plugs and managed to get the bike running just in time for noise testing and the safety brief, ready to head out on track.

It then rained... a lot. However, the actual time on time on track flew by and after a couple of



hours, that was it, I officially had a race licence! I disconnected the fuel lines this time, loaded up and headed back to base. That was Monday, By Friday I had travelled to

Saturday morning we all met early for our morning track walk to check the track and discuss braking markers and race lines.

I checked my bike over countless times, I paced and advanced the population of the track and the proportional track.

up and down and then eventually the time came to get my leathers on and head out on track for session one of six.

Having had no training in track riding, I pretty much rode like I was on a Sunday morning bimble to the bacon butty van, and I was later told my unofficial lap time was around 2:06 (painfully

unofficial lap time was around 2:06 (painfully slow!) but I had done it.

On Sunday we were first group out for qualifying, and the track had seemed damp on the morning track walk, which made me very apprehensive but my teammates told me to trust the tyres and just do my best.

As I went round I experimented every lap with

As I went round I experimented every lap with adjusting my lines and trying to brake a little later every time. I managed to qualify 22nd out of 23 riders which I was happy with as I wasn't last!

Race 1 had arrived so I lined up on the grid, but was so busy looking where my friends were for

reference I went past my grid position and had to awkwardly paddle my way backwards into my spot, at least I gave the spectators a laugh. The red flag went down, the red lights went on

and a few seconds later the lights went out and we

With every lap I gained more confidence and chipped away at my lap times, but I started getting rear tyre slips and I found it was because I had begun using the edge of the tyre for the first time ever and I now needed to begin moving my body around the bike to keep progressing.

Race 2 was similar and I concentrated on being consistent with my lines and braking markers.

consistent with my lines and braking markers, which I achieved. I also discovered I needed to forget mechanical sympathy, having now become

orget mechanical sympathy, having now become comfortable with my new race bike.

I'd learned to keep the revs high and whip the throttle back to the stop on the straights having experimented with finding my rev limiter during testing and I learned to change just before it kicked in, to maximise acceleration.

in, to maximise acceleration.

On Monday, my group was once again out first for warm-up, everything felt good and my confidence was high.

Later that morning it was time for race 3. This is where it all clicked into place. This was going to be our longest race of the weekend at 12 laps.

The lights went out and I got a great start, I stayed with the pack, carrying speed into the first corner and into the first chicane.

I approached the first corner: I aimed for my late

Lapproached the first corner: Laimed for my later

I approached the first corner; I aimed for my later marker, braked hard and went to change down a gear but heard several crunches and felt the gear shift lever bounce. I had hit a false neutral and was hurtling towards the edge of the track towards a barrier, with no gear engaged.

This was where I was pleased to have years of bike control under my belt as I managed to stay calm and brake hard, quickly scrub off as much speed as I could in a straight line, change down two gears and get back on my race line into the second corner. My heart was pounding, and the adrenaline rush was very real.

corner. My heart was pounding, and the adrenaline rush was very real.

I got my first overtake in and achieved my fastest ever lap which was a whopping 39.2 seconds faster than my first session of testing on Friday.

I've recently been diagnosed with DCD (Dyspraxia). Whilst this doesn't directly affect my driving or riding at my road experience level, it means that I take longer to process and learn new skills and need a lot of repetition and coaching. However, once I've learned a physical skill it's However, once I've learned a physical skill it's permanent

I have completed my first weekend and become a racer, not a very fast one, but everyone must start somewhere and I'm incredibly proud and excited to continue representing the Royal Navy Royal Marines Road Race Team as their first ever female rider, but more importantly, as just another team

If you fancy giving motorcycle racing a go or If you fancy giving motorcycle racing a go or if you want to come along and see what it's all about; contact us on Bikeracing@rnrmmsa.co.uk, rnrmrt@hotmail.com or www.RNRMMSA.co.uk Search MoD Neuro Inclusivity Network or e-mail DESHR-NeuroNetwork@mod.gov.uk





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38 : AUGUST 2022 rovalnavv.mod.uk/navvnews

Deaths

Roy Edward 'Ted' Amory. POAF(AE). Fleet Air Arm. Served from 1952 to 1978 in HMS Eagle, Ark Royal, Albion, Hermes, Bulwark, RNAS Culdrose, Brawdy, Lee-on-the-Solent, Arbroath, Boscombe Down and RNAS Yeovilton. Saw action at Suez in 1956 and awarded Suez Medal. Died February 2022, aged 87. Lt Cdr AWT 'Terry' Gooch. Served 30 years from 1947 to 1977, joining HMS Fisgard having passed the RN Artificer Entry Examination. Awarded a Commission and went to St Johns College Cambridge and gained a degree in Electrical Engineering and gained a degree in Electrical Engineering.
Served in HMS Duchess, Centaur, Barfleur, Hermes,
Collingwood and Eastbourne (WEO) and at HM
Dockyard Devonport, ARL Teddington, AUWE Portland and DHP Bath. While at Bath, in a new post, he was responsible for establishing electrical repair and test facilities in the Royal Dockyards. On leav-ing the Navy he was involved with the 909 Radar Project at Marconi Radar Systems in Leicester. Died

June 11, aged 90.

Martin Prime. Joined aged 16 in 1941. Member of Wansbeck and District RNA. Died June 11, aged 97.

PO William Ian Nicholson, AKA Nick. Joined in 1988 and served for 33 years as a submariner aboard HMS Osiris, Tireless, Victorious, Talent, and Trenchant. Died June 6, aged 53. Leaves three children, William, Jack and Chloe.

Lt Patrick M Dalton. HMS Fulmar, Victorious,

Osprey. Died June 18, aged 80. Cdr Kenneth F Harding. HMS Seahawk, Osprey, Gannet. RNLO Cyprus. Latimer, DNAW. 826 NAS. Died June 18.

Capt Leonard A Harpum. HMS Daedalus, Seahawk, Ark Royal, DGA(N), RNAY Fleetlands. FOF3. Died June 7, aged 89. Elect Lt Leslie W Munden. HMS Collingwood.

Died June 12, aged 104.

1/O WRNS Anne Tipper MBE. HMS President, Victory RNB, Fisgard, RNC Greenwich. Died June 11, aged 90.

Lt Cdr Timothy J Notley. 803, 764 and 800 NAS. NAS Point Mugu USA. Died June 9 Lt Kenneth W C Readings. 815, 825 and 849

NAS. Died in the Spring.

Captain Robert Stopford (Bobby). Joined as Writer rating 1954. As a Supply Officer he served until 1991 in various sea and shore appointments, including HMS Falcon, HMS Kent, HMS Arethusa, HMY Britannia, HMS St Angelo, HMS Centurion, HMS Nelson and several posts in the MoD, including Serveral to the Centrality of the Navy (2nd Serveral). ing Secretary to the Controller of the Navy (3rd Sea Lord) and Director of Fleet Supply Duties. Died July

2, aged 85. Warrant Officer Class 1 David Wade. Served in HMS Osprey, 737/772 Squadrons, HMS Heron, 707/846/ AED/Exec RN CDT. Awarded Gulf Medal

1990-91: Long Service Medal 1994: Meritorious Medal 2004. Died June 10, aged 60. **Reg Bishop, AB.** Served 1942 to 1946 in HMS Gan-

ges, HMS Hecla, HMS Venomous, HMS Bonaventure He survived the sinking of HMS Hecla which was torpedoed by a German U boat with the loss of 290 men. Member of Norwich RNA. Died June 4,

aged 99. John Pain, AB stoker mechanic. Served 1945 to 1948 in HMS Royal Arthur, HMS Duke, HMS Imperious, HMS Pembroke, HMS Nerissa. John was a founding member of the Norwich branch of the RNA, along with his late wife Dorothy, then re-joined the branch between 2000 and 2019. Died June 25, aged 95.

Association of Royal Navy Officers and RNOC

Capt Anthony Casdagli CBE. HMS President, Se-ahawk, Wiston, Osprey, Achilles, Bristol, Centurion, and FONAC. DNAW. Died June 16, aged 90. Cdr William H Melly. HMS Warrior. Ministry of Aviation. Died June 9, aged 93. Lt Henry Lennox. HMS Cochrane NATO. Died June, aged 78.

3/O WRNS Lady Kenya Tatton-Brown. Died June, aged 98.

£50 PRIZE PUZZLE



THE mystery ship in the June edition of *Navy News* (right) was the WW2 battleship HMS Vanguard, whose guns came from HM Ships Courageous and

Peter Nash, from Cheshire, wins £50

Feter Nash, from Cheshire, Wins £50 for sending us the correct answers.

This month's mystery ship (above) is a Ton-Class cruiser which served frm 1938 to 1952 and gained four battle

1. What was her name and

2. Where did she win her second battle honour? Please complete the coupon and

send it to Mystery Picture, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY.

We will also accept emailed entries to subs@royalnavymail.mod.uk with



August Mystery Ship in the email header.

neader.

Coupons and emails giving the correct answers will go into a prize draw to establish a winner. Entries must be received by September 12.

More than one entry can be submitted but photocopies cannot be

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 October edition.

Reunions

HMS Zulu Final Commission 1982-1984: We are arranging a reunion for all theofficers of the final T81 commission for Saturday September 3. I have found many of the officers, including those from the Royal Australian Navy, but one or two have not been contacted. If you are one of those please contact me Sym Taylor at symtaylor@ btinternet.com

HMS Troubridge: Final Commission Association 1966-69 2022 reunion will be at the North Euston Hotel, The Esplanade, Fleetwood FY7 6BN October 3 to 7, 2022. Contact Bryan Pace at Romft1@GMail.com or visit http://HMSTroubridge.com

HMS Ajax and River Plate Veterans Association: Reunion and annual meeting takes place at the Union Jack Club in London from October 7 to 9. For details email: h.m.s.ajax.

Loch Class Frigates Association: Annual reunion takes

place at The Sketchley Grange Hotel, Hinckley, Leicestshire, from October 7 to 9. For details please contact Andrew Nunn Hon. Sec. LCFA Email: andrew.nunn@blueyonder. co.uk or tel: 0117-9505835. Membership is open to all who served on any of the Loch Class ships or their variants (Bay Class, Admirals Yachts, survey ships and repair ships).

AREA 3 RN Association: Our reunion will take place at the Holiday Inn, Sittingbourne in Kent, from Friday October 14 to Monday October 17. A Trafalgar Night gala dinner takes place on the Saturday. Ken B Chandler. Kencathcpa@hotmail.co.uk

Undaunted/Yarmouth/Eagle Association: Annual Dinner and Dance Reunion 2022 will be held from October 28 to October 31 at the Holiday Inn Hotel, Castle Road, Cardiff, CF10 1XD. For further details contact Alan (Whiskey) Walker on 01268 548041 or email:- whiskey666@outlook.com.

Royal Navy Photography Branch: Reunion planned

for Friday November 4 to Monday November 7 at the Royal Beach Hotel, Southsea. All ex and serving phots, plus partners, welcome to mark the 103rd anniversary of the branch formation. Contact Danny du Feu. ddf. photography@gmail.com; Tel: 07711 083465.

BENBOW 41: A reunion of the class from HMS Raleigh in October 1982 is planned. Please contact Glenn Gowling on ggowling37@gmail.com or call 07581 468527

HMS Ganges: A 60th anniversary celebration is planned fo 54 Recruitment November 1962 Hawke 291 and 292 classes at Chatham in November. Any old boys who are interested please contact Robin Potter at r.potter60@talktalk.net

HMS Bulwark, Albion & Centaur Association: The 2023 reunion is confirmed at the Queen's Hotel, Southsea, from May 12 to 15. Contact Secretary Denis Askham at 07773651213 or email askhamd3@c

Address

MYSTERY PICTURE 330

My answers: (1)

Name

NOTICEBOARD ENTRIES

- Notices for this page should be brief, clearly written or typed and addressed to The Editor, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY, or email: news@royalnavymail.mod.uk
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- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
- Please send in reunions at least two months (preferably three) before the month of the event. There may be a delay before items appear, due to the volume of
- Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.
- The Editor reserves the right to edit or refuse publication of submitted notices.

Ask Jack

FRADU: I would like to contact the following former Fleet Requirements and Air Direction Unit Hunter pilots who mounted detachments at RAF Gibraltar from 1980 to 1983: Tommy Thompson, Godfrey Underwood, Simon Willoughby and Derek Morter

Tony Fairburn, Sqn Ldr (Rtd)
ony.fairbairn@btinternet.com

STEAD: Colleagues and friends of the late Lt Edward Keith Stead RCNC are asked to please contact his sister Isobel.

Isobel Stead isobelstead@gmail.com

Johnny Craig: We are trying to contact Johnny for our 40th secondary school reunion. We know he joined the Royal Navy and served in submarines. He left St Columba's College in Dublin in 1982, aged around 18.

William Simpson

Whpsimpson@gmail.com

Peter Pawsey: Geoff Cummings RN (Rtd) is trying to contact Peter, who served in HM Submarines. Gcummings10@outlook.com

HMS Kent. My father Ronald Tinsley served aboard the WW2 cruiser, I believe in 1941-1942, during the Arctic Convoys to Murmansk and the attack on Tirpitz. He said very little about his experiences so would love to hear from anyone who had a father or grandfather aboard who may have known him. have known him.

David Tinsley david2tinsley@btinternet.com

HMS Dainty: My father is trying to contact Dave Irwin and 'Crash Carl', with whom he served with aboard HMS Dainty. My dad's name is Reg Grogan. Lisa Hughes

Book winners

THE following readers have each won a copy of Chris Terrill's book *How to* build an aircraft carrier. A B Vivian, from Somerset Mrs D Welch, from Hertfordshire Mr N Leslie, from County Down Mr A J Turner, from Reading Mr John Newson, from Essex Len Pardy, from Southampton

The answer to the question in the June edition's competition was: Captain Jerry Kyd was the first commanding officer of **HMS Queen Elizabeth**

NAVY NEWS

Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY

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Submissions for the Deaths, Reunions and Ask Jack columns in September's Noticeboard must be received by

AUGUST 12 2022

Gibraltar bids farewell to its commander

COMMODORE Steve Dainton has bade farewell to The Tower and Her Majesty's Naval Base after two years as Commander British Forces Gibraltar (BF Gib).

Commodore Dainton arrived in Gibraltar in 2020, amidst the COVID-19 pandemic. He will now head back to the UK and take

He will now head back to the UK and take up his promotion to Rear Admiral. He left The Tower aboard patrol boat HMS Cutlass with his wife, Caroline, waved off by staff.

During his time in Gibraltar, Cdre Dainton has been instrumental in the implementation and development of plans in support of the Integrated Review, he has led British Forces Gibraltar during the COVID-19 pandemic, supporting resilience plans to help protect Gibraltar against the virus as well as being committed to contingency plans surrounding ongoing EU exit negotiations. exit negotiations.

As well as being the instigator for the First Armed Forces Day in Gibraltar, in 2021, Cdre Dainton oversaw the arrival of HMS Cutlass and HMS Dagger and has championed the development of the Royal Gibraltar Regiment's new maritime capability.

Cdre Steve Dainton said: "I have

thoroughly enjoyed my time here and I am very sad to leave. I was very fortunate when I found out that I was coming to Gibraltar. I have been coming back to Gibraltar since I was 18, so it has become my second home.

"I have had the privilege of working with the back of the part of the privilege of working with the privilege of the privilege of working with the privilege of the privilege of working with the privilege of the pri

some fantastic people whilst being here."
One of his final tasks was to hand out awards to Ministry of Defence Staff in Gib.



Mrs Stevie Roche received a CBF commendation for playing a vital role in the self-funded Entertainments Committee, volunteering her own time on a weekly basis to assist the HIVE and Community Support Team with event planning for service personnel and their families.

Stevie is described as a resourceful member of the Community who goes above and beyond to help everyone.

The Royal Gibraltar Regiment's Catering

Department ensure British Forces Gibraltar personnel are catered for.

They provide meals for BF Gib personnel as well as ensuring that visiting units, mess functions and VVIP events are also catered for.

The department are continuously striving



to deliver, researching menus and planning future functions in their own time. Mrs Lindsay Edmeades received a CBF

commendation for playing a vital role in providing her swimming services to the military personnel and their children.

Shortly after arriving in Gibraltar, Lindsay assisted the Pool Manager to find a way to open the facility for recreation and military swimming, tirelessly working with groups of

swimmers, teaching the essential life skill of swimming.

Despite having to commit more time to teaching than originally planned, her determination ensured that the heavily

oversubscribed six-week per person plan, gave every infant, child and adult the chance to learn to swim.

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