On its fifth leg of the Rugby World Cup tour, the Webb Ellis Trophy was brought onboard the ship as she made her way into her berth at the Victoria and Albert Waterfront. Accompanied by a team of handlers and former England Rugby 7s Captain Ollie Phillips, the ship provided an interesting backdrop although unfortunately the magnificent sight of Table Mountain was blocked by dark skies and heavy cloud.

Despite the best efforts of the weather, it did little to dampen the spirits of Ship’s Company who all had plenty of opportunity to get their picture or take a ‘selfie’ with the trophy. Members of the Ship’s rugby team were also given an opportunity to visit the Newlands Stadium and take part in the ‘DHL challenge’ which involved a series of mini competitions with Rugby World Cup winner Martin Corry and South African cricketer Jacques Khallis. SLt Oliver Gwinnutt, one of the Ship’s Young Officers said:

“The opportunity to throw a rugby ball around with two big sporting personalities at a fantastic stadium was a once in a lifetime opportunity and not something I am going to forget anytime soon. It was surreal to think that morning I had been on the bridge bringing the ship back in and by the afternoon I am playing rugby in Cape Town!”

The day continued with a team from Iron Duke marching through the V&A providing an escort to the Webb Ellis Trophy and Martin Corry, the march finished at the Springbok Experience, the official South Africa Rugby museum where yet another photo opportunity took place. The day finally culminated in the Webb Ellis Trophy taking centre stage during the evening’s capability demonstration onboard.

Whilst docked at the V&A Waterfront in Cape Town, South Africa, a few members of the ships’ company and the embarked Royal Marine detachment from 40 Commando were lucky enough to bump into a few celebrities.

First came Ricky Tomlinson, the star of ‘The Royale Family’. The other was Johnny Vegas; comedian, actor, and drinker of PG tips.

During a goodbye celebration for 40 Commando, who sadly left us in Cape Town, one of the Royals walked outside a popular bar in the centre of town to find Johnny Vegas relaxing with his film crew. The Marine and Vegas began chatting and found plenty to talk about. Jonny revealing that he was in town filming a new motion picture. Vegas and his film crew joined the ships company for a short while when Tomlinson soon arrived. Shortly after, following few photo opportunities, this lucky encounter ended.

That night we said farewell to the men from 40 Commando, who we have spent the last two months with. They have been a welcome addition to Ship’s Company as the ship has made its transit along West Africa.
Iron Men go Adventurous

Whilst the ship was alongside in South Africa, there were many opportunities for the whole ship to take part in various Adventurous Training or organised tours.

This had been months in planning courtesy of both HMS Temeraire and the Ship’s Physical Trainer, LPT Daniels. Tours included an overnight safari and vineyard tours and for the more adventurous there were opportunities to go surfing, sand boarding, mountain biking or a chance to take a hike up the spectacular Table Mountain.

The surfing included a free lesson in the morning while hitting some waves on Muizenburg Beach, which is also a known danger zone for sharks. In the afternoon after a light lunch, it was then an hour’s drive to Atlantis where you could sand board or toboggan down some steep sand dunes.

Those that dared Table Mountain by foot were taken up some very challenging routes by the RN’s AT team from HMS Temeraire and many came back with sore legs from the steep climb. The ship company are looking forward to what other challenging but fun activities LPT Daniels will have in store for us next.

Iron Duke Gets All the Action

In preparation for the visit to the Falkland Islands, on transit to South Georgia the ships company did exercise which included the Ship closing up to Action Stations, Defence Watches and Defence Watch Emergency Party.

On the 18th of September “Hands To Action Stations” was piped and Ship’s Company manned their ‘wartime’ positions, taking on secondary roles as fire-fighters, first-aiders and submarine look-outs to name but a few. Action Stations was tested to prove manpower and keep the crew well practiced should there be any requirement for the ship to go to full action.

Once “safe” from the threat the crew were relaxed into defence watches which involves reassuming primary roles on board as well as maintaining vital secondary roles such as fire-fighting. The majority of the ship worked in rotations of 6 hours about, working 6 hours on watch before being relieved by an ‘opposite number’, allowing a period of 6 hours to rest, eat and sleep. Maintaining 50% of the crew on watch means that Iron Duke can maintain a constant high state of readiness in more hostile environments and that the Ship and it’s crew can react immediately to any eventuality at any time of day or night.

At midday on the 19th, “Hands to Action Stations” was piped again, mustering all of the ships company back to their stations, another short exercise was conducted which included ‘Action Messing’ otherwise known as feeding all 189 of the ships company within 45 minutes. This was swiftly followed by simulated air attacks and dealing with the fallout of subsequent simulated damage and casualties. The Ship’s Company dealt with it admirably with all damage repaired and casualties healed by 1500, just in time for the long awaited sound of “End of Exercise”. Iron Duke returned to regular cruising watches and routines now with a well practiced and alert crew, ready for any eventuality.

MEET A SAILOR

Name: John Haslam
Known as: Scouse Haslam
Age: 26
Married/Single: Married
Music: Rock/Dance
Favourite Quote: Time waits for no one
What do you do on HMS IRON DUKE? Operations room supervisor
What do you enjoy about HMS IRON DUKE? A good, close ships company and good lads that work for me.
How long have you been in the RN? 6 years.
**Flight go flying—South African style!**

Whilst HMS Iron Duke enjoyed some time alongside in Simon’s Town, the Ship’s 207 Flight dis-embarked to the South African Air Force Base, Ysterplaat providing an opportunity to meet their contemporaries and to practice a number of worthwhile disciplines courtesy of their generous South African hosts.

Among the many highlights was mountain flying in the 7000’ high peaks of the Engelsman se Baken mountains; a challenge imbued with beauty but worthy of respect. In addition, 22 Sqn SAAF organised a ‘Secondary Roles’ competition; our RN Lynx, the SAAF Lynx and the SAAF Oryx (similar to a Puma) competed in winching, load-lifting and in the execution of a pinnacle landing. The hosts, much practiced, were magnanimous in victory but the traditional “braai” – that’s a BBQ to we British folk, provided plenty of consolation to Iron Duke’s flight.

**Afrikaans – for beginners**

Afrikaans is the official language of South Africa, spoken as a first language of 13.5% of the population and understood widely as a second or third language; it is also widely spoken as a second language in Namibia. The language has Dutch origins courtesy of some of the early Cape settlers. In order to make sure we knew out ‘lekker’ from our ‘liquor’, it was important to brush up on the basics!

<table>
<thead>
<tr>
<th>AFRIKAANS</th>
<th>ENGLISH</th>
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<tbody>
<tr>
<td>LEKKER</td>
<td>NICE, GOOD, GREAT</td>
</tr>
<tr>
<td>BRAAI</td>
<td>BBQ</td>
</tr>
<tr>
<td>BRA/BRU</td>
<td>BROTHER, DUDE</td>
</tr>
<tr>
<td>SLAPGAT</td>
<td>LAZY PERSON</td>
</tr>
<tr>
<td>KWAAI</td>
<td>COOL</td>
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The story of Just Nuisance

Whilst in Simon’s Town we came across the quirky story of Just Nuisance. Just Nuisance was the only dog ever to be officially enlisted in the Royal Navy. He was a Great Dane who between 1939 and 1944 served at HMS Afrikander, a Royal Navy shore establishment in Simon’s Town, South Africa.

Just Nuisance was owned by a gentleman called Benjamin Chaney, who moved to Simon’s Town to run the United Services Institute (USI). Just Nuisance quickly became popular with the patrons of the institute and in particular the ratings. He was a very friendly dog and as such was treated to all sorts of titbits, pies and beer by the sailors who loved him and to whom the dog in turn took a great liking, especially as they would often take him for walks and as such, he considered that all sailors were his friends. He recognised his matelot mates by their bell-bottom trousers and square blue collars – they all looked pretty much the same to him, so every sailor was his friend! Service men in a different type of uniform were normally given the ‘by-pass’. He started following them around and that led to the naval base and dockyards and eventually onto the ships moored alongside, with HMS Neptune being one of his favourite vessels. His favourite spot was to lie on the deck on the brow at the top of the gangplank. No-one could easily get past him and he was loathe to move. The sailors would say - “You're just a nuisance, why do you have to lie here of all places?!” - and that's how he got his name.

Nuisance was allowed to roam freely he would regularly follow the naval liberty men when they went for a "run-ashore" in Cape Town some 22 miles and 27 stations north on the electric railway. Nuisance always knew which station he wanted and he soon became well known on the trains and would jump on and off at different stations. Apparently, the sailors would try to hide him from the Ticket collector, but as he was such a big dog this was not always possible and he would be put off at the next station, but being a very clever dog, he would walk back to the previous station or just wait at the station in question and board the next train to continue his journey. A few times, when approached by an angry conductor, he showed how serious he was about rail travel by standing on his hind legs, putting his huge paws on the conductor’s shoulders and growling in the poor man’s face. Amused civilians would sometimes offer to pay his fare but exasperated railway officials sent a stream of demands to Mr. Chaney his owner to confine the dog, pay his fares, or get rid of him.

The news that Nuisance was in danger of being put down spurred many of the sailors and locals to write to the Navy, pleading for something to be done. Although somebody offered to buy him a season ticket, naval command instead decided to enlist him by the book. As a member of the armed forces, he would be entitled to free rail travel, so the fare-dodging would no longer be a problem. He was enlisted on 25 August 1939. His surname was entered as "Nuisance" and, rather than leaving the forename blank, he was given the moniker “Just”. His trade was listed as "Bonecrusher" and his religious affiliation as "Scrounger", although this was later altered to the more charitable "Canine Divinity League (Anti-Vivisection)". To allow him to receive rations and because of his longstanding unofficial service, he was promoted from Ordinary Seaman to Able Seaman.

All things considered, Just Nuisance was more than just a dog. He did much to boost the morale of all those involved in fighting the War from the South Atlantic Station and he was renowned for the love and care he showed for his sailor mates. However, Just Nuisance was no angel, as his "Conduct Sheet" shows. He was guilty of several misdeeds, such as travelling on the train without his free pass, sleeping on a bed in the Petty Officer’s dormitory, going AWOL, losing his collar and resisting eviction from pubs at closing time. His most serious offence was fighting with the mascots of other Royal Navy vessels. He caused the death of the mascots on both the HMS Shropshire and the HMS Redoubt. His Conduct Sheet, now in the Simon’s Town Museum, shows three recorded offences:

- Traveling on the railways without a pass. Punishment Awarded: Confined to the banks of Froggy Pond, Lily Pool, with all lamp posts removed.
- Did sleep in an improper place, namely in a bed in the Petty Officers’ dormitory. Punishment Awarded: Deprived of bones for seven days.
- Did resist ejection from the Sailors’ & Soldiers’ Home. No punishment awarded.

Unfortunately for Nuisance, he was at some point involved in a car accident. This caused thrombosis, which gradually paralysed him, so on 1 January 1944 he was discharged from the Navy. His condition continued to deteriorate, on 1 April 1944 he was taken to Simon’s Town Naval Hospital where, on the advice of the naval veterinary surgeon, he was euthanised. The next day he was taken to Klaver Camp, where his body was draped with a Royal Naval White Ensign and he was buried with full naval honours, including a gun salute and the playing of the Last Post.
Jackspeak

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civvies</td>
<td>Normal Clothes (Not Uniform)</td>
</tr>
<tr>
<td>Aft</td>
<td>Towards the back (blunt) end of the ship</td>
</tr>
<tr>
<td>Dhobi Shack</td>
<td>The Ship's Laundry Room</td>
</tr>
<tr>
<td>Gangway</td>
<td>The walkway between ship and shore</td>
</tr>
<tr>
<td>Scab Lifter</td>
<td>Ships Doctor</td>
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</tbody>
</table>

On this Day

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st October 1748</td>
<td>The British Caribbean Squadron were successful against the Spanish in the Battle of Havana</td>
</tr>
<tr>
<td>14th October 1939</td>
<td>HMS Royal Oak is sunk in Scapa Flow</td>
</tr>
<tr>
<td>20th October 1827</td>
<td>Battle of Navarino. A combined Turkish and Egyptian armada was destroyed by an allied British, French, and Russian naval force</td>
</tr>
<tr>
<td>21st October 1805</td>
<td>Battle of Trafalgar. Admiral Lord Nelson defeats combined Franco-Spanish fleet under Admiral Villeneuve. Nelson is killed during the action.</td>
</tr>
</tbody>
</table>

Word Search

Find the following words in the puzzle. Words are hidden → ↓ and ↘ .

- ACTION
- CLIMBING
- CELEBRITY
- IRON DUKE
- DIVING
- FOOTBALL
- IRON DUKE
- RUGBY
- SHARKS
- SIMONSTOWN
- SOUTH AFRICA
- SURFING
- TABLE MOUNTAIN
- WALKING
- WEBB ELLIS
As well as the Ship’s rugby team taking part in the DHL challenge, Ollie Phillips also provided the team with an opportunity to train with him and take part in a game of touch rugby at the Naval Sports ground near Simon’s Town.

The rugby theme continued during the visit with Ship’s Company having the opportunity to watch Western Province play the Lions in the ABSA Currie Cup in the Newlands Stadium. The home team romped home to victory taking an early lead. Lions continued to take the fight to Western Province, scoring a couple of convincing tries but the game was never theirs much to the delight of the home crowd.
Iron Duke vs AFC De Beers

HMS Iron Duke took on South African amateur football side, AFC De Beers in north Cape Town located in an old mining area, a club with a long history, founded in 1902 by two Scottish workers who were Glasgow Rangers fans.

Iron Duke kicked off with rain falling heavily on a bumpy pitch slowly water logging. The passing game used so well against Namibia’s navy team proved difficult to re-enact, as the home team took advantage through a combination of errors and sloppy play all round to build on an early lead they took via a soft penalty. Soon they were 4-0 up without having to play well, with the end of the first half fast approaching the score looked to stay that way, but for the determination of Sub Lieutenant Dan Robbins who pulled one back, finishing low after beating his man.

A few substitutions were made at half time with the team agreeing to try and salvage some pride. It was great to see no heads dropping, with the team backing each other they headed back onto the pitch with a determined attitude to win the second half.

Iron Duke began dominating as the team grew in confidence from Robbins’ constant, powerful runs at the De Beers defense and Able Seaman Ollie Darnell and Able Seaman William Roe dominating the wings. Leading Writer Matthew Ireson’s superb shielding of the defense along with the two full backs Engineering Technician Jon Winfield and Leading Regulator Jodi Phillips pushing up supporting play.

Iron Duke pulled one back as the ball fell nicely to Leading Seaman Braidon Mahmud from a corner for a tap in. De Beers added to their lead from a corner soon after, but Iron Duke kept going strong and after Robbins pulled the score back to 5-4 with a second half brace, there was nothing going to stop Iron Duke getting a result. As they put the De Beers goal under siege and after a few missed chances Winfield (later voted man of the match) slotted home an equalizing goal to the delight of his Iron Duke team mates, completing a great come back. All the team agreed this was a great game to be involved in.

After the game the team had a few drinks with the De Beers players in their club house taking the opportunity to socialise with this friendly team.
HMS Iron Duke football team arrived in the small town of Fish Hoek, which was just 20 minutes north of where the Ship was based in Simons Town, to play a friendly game with the local team.

After a warm welcome from the hosts the teams took to the pitch ready for kick off. The home team were comfortable on the ball and passed it well, but Iron Duke matched them well enough in the opening stages.

Fish Hoek almost got the breakthrough hitting the cross bar after lobbing Engineering Technician Terry Johnson who did well to make himself big, Fish Hoek broke through again and could have scored if it wasn’t for a brave goal line clearance by Engineering Technician Jon Winfield.

Iron Duke had a sense of solidarity about them, keeping tight and working hard all over the pitch. The deadlock was broken midway through the first half when Leading Seaman John Bayne was tripped over in the box attempting to get past his man and the ref pointed to the spot. Bayne took the penalty himself sending the goalkeeper the wrong way, resulting in Iron Duke scoring the first goal of the match.

Iron Duke doubled their lead after great work on the right wing by Able Seaman Ollie Darnell who beat his man and played a perfect through-ball to Bayne who took it on the first touch from about 25 yards, curling the ball over the flat footed keeper into the net! This was the best goal of the deployment so far.

Fish Hoek got back into the game before half time, scoring from a corner, headed into the goal via the post. Iron Duke Continued to work hard against a better passing team.

It cannot be left out that our midfield duo of Leading Writer Matthew Ireson and Engineering Technician Ross Turnbull got turned inside out by a female player who had great feet and genuine talent.

In the second half as Iron Duke’s legs got tired, they were forced to defend very deep for most off the half. Fish Hoek dominated and piled on the pressure. Iron Duke held firm and defended very well as a team with everyone working hard to try and hold onto the lead.

That was until with 4mins left, substitute goalkeeper Able Seaman Gary Russell made a very big error, and instead of a simple catch, he pushed it into the roof of his own net attempting to tip it over the bar. The conceded equaliser was a big blow to the Iron Duke team whom had worked so hard to keep the lead. Overall though a very good match which showed just how far the team has come along, with everyone playing for each other, and partnerships and understandings developing all over the pitch.

Iron Duke Football team continues to enjoy the deployment football with Fish Hoek being their fifth match of the trip. We take the team to the Falklands next and hopefully we will come away with some good results.