PO(ACMN) Adam Mayes gives the signal to his fellow aircrew as 771 Naval Air Squadron carry out rescue drills in Falmouth Harbour in preparation for the Atlantic’s winter storms. See page 39 for details.

Picture: PO(Phot) Paul A’Barrow, RNAS Culdrose
IT WAS one of those morning when the weather gods never lift their gloomy veil. This morning, the sun bathes everything in rather depressing shades of grey.

A day when the jets of water from the yellow and black thugs almost merge with the sky as soon as they leave the hose.

A day when the marksmen on the salutes fired by the small ceremonial gun on the ship’s upper deck — and the gunners at blockhouses respond in kind.

And to ET Jonathan Sterling Roman it meant catching up on the last five months of his daughter’s life.

To LT Rubi Nash it meant a chance to belatedly tie the knot.

To Surgeon Lt John Barlow it meant he could finally sleep — properly. For months, Jon Patten’s mind meant time to reflect on what he had been through.

And to every one of the 250 men and women aboard it meant a last chance to bask in the glory of deeds done and, more importantly, to embrace those who loved them, in some cases for the first time for more than seven months.

Hailed as one of the biggest homecomings since the Falklands war, there were estimated 1,000 friends and family waiting on South Railway Jetty in Portsmouth Naval Base — HMS Liverpool completed her Libya mission in style on the Friday, Monday of November.

She had sailed almost in secret, slipping out of Portsmouth Harbour at the end of March, for her plans for the next six months in the air by the growing crisis in Libya.

The ship’s company had supported NATO’s Operation Unified Protector, enforcing an arms embargo imposed on the country in an effort to stop weapons reaching government troops and help to direct the myriad of civilians and boats who simply wanted to sail in the Mediterranean night blanketed by rather depressing shades of grey. But what the weather gods didn’t spot was the impact through the hull.

That was HMS Liverpool.

That evening, as the Mediterranean night blanketed the Gulf of Sirte in darkness, her ship’s company were treated to a magnificent impromptu ceremony by the ship’s company as the destroyer returned.

To LET Jon Patton it meant a trip to the heads. On Fort Blockhouse. To LT Rubin Nash it meant a wedding to be celebrated.

To LT Nick Harper it meant a welcome home in time to see new additions to their families. To almost every cubicle door there was a photograph of Gaddafi’s almost every cubicle door there was photographs of Gaddafi’s former military machine: missile launchers, rocket batteries, gunboats, aircraft.

Not that the 250-strong ship’s company particularly need reminding that they’ve been in a war.

Liverpool was the first British warship to be fired at in December since 1948... and that brought a day when the murk muffles the salute fired by the small ceremonial gun on the ship’s upper deck — and the gunners at blockhouses respond in kind.

Almost for her entire time away, the veteran destroyer was in the line of fire. If you need reminding of that fact, take a trip to the heads. On every almost every cubicle door there are photographs of Gaddafi’s former military machine: missile launchers, rocket batteries, gunboats, aircraft.

Not that the 250-strong ship’s company particularly need reminding that they’ve been in a war. Liverpool was the first British warship to be fired at in December since 1948... and that brought a day when the murk muffles the salute fired by the small ceremonial gun on the ship’s upper deck — and the gunners at blockhouses respond in kind.

Almost for her entire time away, the veteran destroyer was in the line of fire. If you need reminding of that fact, take a trip to the heads. On every almost every cubicle door there are photographs of Gaddafi’s former military machine: missile launchers, rocket batteries, gunboats, aircraft.

Not that the 250-strong ship’s company particularly need reminding that they’ve been in a war. Liverpool was the first British warship to be fired at in December since 1948... and that brought a day when the murk muffles the salute fired by the small ceremonial gun on the ship’s upper deck — and the gunners at blockhouses respond in kind.

Almost for her entire time away, the veteran destroyer was in the line of fire. If you need reminding of that fact, take a trip to the heads. On every almost every cubicle door there are photographs of Gaddafi’s former military machine: missile launchers, rocket batteries, gunboats, aircraft.

Not that the 250-strong ship’s company particularly need reminding that they’ve been in a war. Liverpool was the first British warship to be fired at in December since 1948... and that brought a day when the murk muffles the salute fired by the small ceremonial gun on the ship’s upper deck — and the gunners at blockhouses respond in kind.

Almost for her entire time away, the veteran destroyer was in the line of fire. If you need reminding of that fact, take a trip to the heads. On every almost every cubicle door there are photographs of Gaddafi’s former military machine: missile launchers, rocket batteries, gunboats, aircraft.

Not that the 250-strong ship’s company particularly need reminding that they’ve been in a war. Liverpool was the first British warship to be fired at in December since 1948... and that brought a day when the murk muffles the salute fired by the small ceremonial gun on the ship’s upper deck — and the gunners at blockhouses respond in kind.

Almost for her entire time away, the veteran destroyer was in the line of fire. If you need reminding of that fact, take a trip to the heads. On every almost every cubicle door there are photographs of Gaddafi’s former military machine: missile launchers, rocket batteries, gunboats, aircraft.

Not that the 250-strong ship’s company particularly need reminding that they’ve been in a war. Liverpool was the first British warship to be fired at in December since 1948... and that brought a day when the murk muffles the salute fired by the small ceremonial gun on the ship’s upper deck — and the gunners at blockhouses respond in kind.

Almost for her entire time away, the veteran destroyer was in the line of fire. If you need reminding of that fact, take a trip to the heads. On every almost every cubicle door there are photographs of Gaddafi’s former military machine: missile launchers, rocket batteries, gunboats, aircraft.

Not that the 250-strong ship’s company particularly need reminding that they’ve been in a war. Liverpool was the first British warship to be fired at in December since 1948... and that brought a day when the murk muffles the salute fired by the small ceremonial gun on the ship’s upper deck — and the gunners at blockhouses respond in kind.

Almost for her entire time away, the veteran destroyer was in the line of fire. If you need reminding of that fact, take a trip to the heads. On every almost every cubicle door there are photographs of Gaddafi’s former military machine: missile launchers, rocket batteries, gunboats, aircraft.

Not that the 250-strong ship’s company particularly need reminding that they’ve been in a war. Liverpool was the first British warship to be fired at in December since 1948... and that brought a day when the murk muffles the salute fired by the small ceremonial gun on the ship’s upper deck — and the gunners at blockhouses respond in kind.

Almost for her entire time away, the veteran destroyer was in the line of fire. If you need reminding of that fact, take a trip to the heads. On every almost every cubicle door there are photographs of Gaddafi’s former military machine: missile launchers, rocket batteries, gunboats, aircraft.

Not that the 250-strong ship’s company particularly need reminding that they’ve been in a war. Liverpool was the first British warship to be fired at in December since 1948... and that brought a day when the murk muffles the salute fired by the small ceremonial gun on the ship’s upper deck — and the gunners at blockhouses respond in kind.

Almost for her entire time away, the veteran destroyer was in the line of fire. If you need reminding of that fact, take a trip to the heads. On every almost every cubicle door there are photographs of Gaddafi’s former military machine: missile launchers, rocket batteries, gunboats, aircraft.

Not that the 250-strong ship’s company particularly need reminding that they’ve been in a war. Liverpool was the first British warship to be fired at in December since 1948... and that brought a day when the murk muffles the salute fired by the small ceremonial gun on the ship’s upper deck — and the gunners at blockhouses respond in kind.

Almost for her entire time away, the veteran destroyer was in the line of fire. If you need reminding of that fact, take a trip to the heads. On every almost every cubicle door there are photographs of Gaddafi’s former military machine: missile launchers, rocket batteries, gunboats, aircraft.

Not that the 250-strong ship’s company particularly need reminding that they’ve been in a war. Liverpool was the first British warship to be fired at in December since 1948... and that brought a day when the murk muffles the salute fired by the small ceremonial gun on the ship’s upper deck — and the gunners at blockhouses respond in kind.
After trials, a spot of training with rookie Lynx helicopter crew, a farewell exercise in the Arctic, and a well-deserved visit to her namesake city, the venerable destroyer is due to decommission. She leaves the Navy, says Cdr Williams, “with as much heart as her service. But it’s time for her to go.”

She goes with her ship’s company convinced that they have “made a difference” – a phrase used repeatedly – on Liverpool’s final deployment.

“You are under no illusions about what you are doing – you are making the world a better place for those less fortunate. It sounds a bit dramatic,” said CPO Stuart Geary.

Twenty-eight-year-old LCH Nicola Strozaker from Bradford added: “It’s been a long year but a good year. I’ve never done something as big as this. When we heard that Gaddafi had gone you knew that you’d made a big difference.”

Working in the gunbay meant LETWEJ, Jon Paxton was particularly busy at times. “It still doesn’t feel real now – but it will be really sad,” said the 27-year-old from Airbroth.

“Something needed to be done. We feel we’ve played a part, even if it was just a bit of one. We like to think we’ve made a difference.”

And so, understandably, Liverpool’s ship’s company are filled with “a sense of pride and satisfaction at a job well done”, says Cdr Williams.

“You can see sailors grinning from ear to ear. We are very proud of what we have done. Keeping people motivated has not been difficult – they could see the difference we were making.”

And so, incredibly, Liverpool’s ship’s company are filled with “a sense of pride and satisfaction at a job well done”, says Cdr Williams.

“Every job was rewarding,” he said. “You think: These guys are in conflict the world over – and we were just working normally. We helped to bring people their families back home. It was very rewarding.”

The ship’s flight was denied much of the pomp and ceremony of Liverpool’s homecoming – after two rapid passes of Portsmouth Harbour and the Royal Navy’s trademark red flag in front of the waiting families, the helicopter raced westwards and home.

There may not have been 1,000 people waiting for them, but don’t believe that the welcome for the nimble aircraft and its crew was any less heartfelt.

As on the jetty in Portsmouth, 100 miles away at RNNS Yeovilton the families of 217 Flight were waiting expectantly – as were most personnel from their parent 815 Naval Air Squadron who were not on deployment.

Youthful Thomas and Samuel Barron couldn’t wait for dad, flight commander and observer LT Phil Barron to set down on the Somerset runway and raced across the concrete when the helicopter’s rotors finally stopped turning.

The Lynx he commanded flew more than 250 hours on United Protector duties, called upon to detect small boats potentially carrying mines to block ports in rebel hands – notably the besieged city of Misrata – and also helped call in fire missions for the destroyer’s main 4.5in gun by picking out targets ashore. In doing so, the Lynx came under fire from shore-based enemy artillery.

Despite such dangers, “Mediterranean temperatures during the high summer, and a very demanding workload, 217 Flight achieved an almost-unheard of availability rate of 94 per cent thanks to Herculean efforts by the ground crew, assisted when needed by colleagues back at base in Yeovilton.”

“I hope that the Libya operations have shown what the Navy does. There has been some good coverage of its achievements and that has meant it has raised the public’s view of what the Navy is about.”

HMS Liverpool has, arguably, been linked with operations in Libya since Libya was a dictatorship that has lasted for 40 years.

“I have been involved in operations in Libya – and those of the 15 other British warships and auxiliaries which have played smaller or larger roles in the Libyan mission – has ‘raised the public’s view of what the Navy is about’. The accomplishments of the Naval Service since Libya was engulfed in civil war earlier this year include:

- The evacuation of nearly 500 civilians from eastern Libya;
- lifting the first shots of the NATO campaign – Tomahawk missiles launched from submarine HMS Triumph;
- clearing mines from Misrata and Tobruk;
- pounding enemy positions and vehicles;
- choreographing the aerial campaign using the operations room on HMS Liverpool;
- launching helicopter strikes from HMS Ocean;
- assisting the nascent Free Libyan Forces.

Much of what the Navy does is below the horizon,” Admiral Stanhope said.

“We go away, do our thing and not many people know about it. We hope that the Libya operations have shown what the Navy does. There has been some good coverage of its achievements and that has meant it has raised the public’s view of what the Navy is about.”

Liverpool has been the ship of the moment,” says Cdr Williams emphatically.

“We arrived at the beginning of the conflict. HMS Liverpool was the first ship to deploy to Libya; we have been linked directly with the people of Libya. We have been in Libya almost every day of the conflict. We have been in Libya more than any other British vessel.

“Liverpool has been the ship of the moment,” says Cdr Williams emphatically.

“We arrived at the beginning and left at the end, we’ve seen the difference we made to the people of Libya.

He continued: “We were under attack, under constant threat of attack, and that’s not easy – it’s stressful and tiring, but we reacted calmly, professionally, and we’ve all come home safely.”

And for the men and women of HMS Liverpool, the traditional naval words of praise for a job well done: Bravo Zulu.

“You thank for all you have done,” the First Sea Lord told the ship’s company. “You have displayed the Royal Navy at its very best.”

Sailors from the war returning to go.”
**Fleet Focus**

IT’S been a month of heartwarming homecomings as sailors and Royal Marines returned en masse from two bitter conflicts.

**HMS Liverpool** enjoyed one of the biggest welcomes back since the Falklands when her seven-month stint off Libya came to an end (see pages 2-3). With Operation Ellamy now officially concluded, her erstwhile companion HMS Banger is slowly making her way home after clearing unexploded ordnance (see page 15).

Meanwhile home from Helmand are 3 Commando Brigade, 45 and 43 Commandos, 30 Commando Information Exploitation Group, 29 Commando Regiment RA, Commando Logistic Regiment, 24 Commando Engineer Regiment, all of whom have taken part in a series of onshore parades and services of thanksgiving in the West Country and in London (see pages 15-17).

Also back from Camp Bastion – Jack, stock and barrel – are the Commando Helicopter Force whose Jungly Sea Kings were carefully stowed for the flight home (see page 10).

Despite the return of the Junglies and 3 Commando Brigade, the Navy’s – and nation’s – mission in Afghanistan goes on; the Baggie Sea Kings of 854 NAS continue to make inroads into the insurgency by helping ground troops to bag the bad guys (see right).

“Tomorrow’s technology has almost become today’s as three ‘big ticket’ projects – Lynx Wildcat, the Type 45 destroyer and Astute-class submarine – pass crucial milestones.

The Wildcat made her debut at sea, touching down on the deck of RFA Argus off Portland (see page 16).

The first Type 45, HMS Daring, is now ready to deploy – and will do so in a matter of weeks (see page 7), while HMS Astute successfully fired a Tomahawk cruise missile at a US range in the Gulf of Mexico (see page 5) in the middle of five months of extensive trials across the Pond.

HMS Triumph fired several salvos of Tomahawks during the opening stages of the Libyan campaign. She’s back at sea again, up the many November ceremonies on page 22 paused to reflect on past and present sacrifices by the men and (see page 15).

see page 5

see page 6

Defence Staff General Sir David Richards (see page 16), while

see page 7

have been praised by the country’s most senior officer, Chief of Defence Staff General Sir David Richards (see page 6).

**Bags of success**

**BAGGER Sea Kings have helped to stop insurgents in Afghanistan building more than 1,500 homemade bombs.**

That’s just one headline figure from a summer and autumn of success as ‘eyes in the sky’ Sea Kings used their cutting-edge radar to track insurgents so ground troops could pounce.

Over the past five months more than seven tonnes of explosives have been captured, and a similar amount of drugs – worth well over £11m on the streets of the UK – thanks to the helicopters of 854 Naval Air Squadron.

Commanders in theatre say the Sea King Airborne Surveillance and Control – to give the Baggies their official title – are playing a pivotal role.

The helicopters, based at Camp Bastion, are flying up to 50 hours a week, using specialist radar in a giant sack on the side of the Sea King – which gives the squadrons their ‘Bagger’ nickname – to follow the movements of insurgents thousands of feet below on the ground.

In the past fortnight alone the squadron – which comprises fewer than 50 personnel in Helmand – has directed troops on to three men travelling in a truck which was carrying 750kg of opium with a street value of £1m, while £250,000 of heroin was found on another.

In home waters, HMS Iron Duke is enjoying a circumnavigation of the UK on navigation training, but broke off for a high-profile visit to her affiliated city of Hull (see page 32), while further up the east coast flagship HMS Bulwark berthed on the Tyne to allow her ship’s company to visit Durham (see page 10).

**HMS Edinburgh** sailed through two canals – one natural (Patagonia), one man-made (Panama) – as her South Atlantic/ Pacific deployment drew to a close (see page 17).

In home waters, HMS Iron Duke is enjoying a circumnavigation of the UK on navigation training, but broke off for a high-profile visit to her affiliated city of Hull (see page 32), while further up the east coast flagship HMS Bulwark berthed on the Tyne to allow her ship’s company to visit Durham (see page 10).

HMS Bulwark is training intensively to be the nation’s on-call helicopter carrier in the new year (see page 8) so she can take over from RFA Argus off Libya, whose actions this year have been praised by the country’s most senior officer, Chief of Defence Staff General Sir David Richards (see page 6).
Astute comes of age

Pictures: PO(Phot) Paul Punter, FRPU East

Clyde’s four for good

The Navy’s constant presence in the Falklands has celebrated four years patrolling the remote South Atlantic islands.

HMS Clyde paused to take a break from her normal duties for a spot of cake on the flight deck – with a special guest in attendance to perform the cutting honours.

Second Sea Lord Vice Admiral Charles Montgomery was on hand as part of a visit to RN personnel in the region and donned flight suit and night vision goggles.

“The most noticeable thing to me was the ship’s capability,” said Cdr Mark Anderson, Mersey’s CO.

“We have optronic masts instead of traditional periscopes, which means we have saved lots of space in the control room as well as having the benefit of digital cameras instead of traditional optical periscopes. We also no longer have to use red lighting which improves the comfort for the ship’s company.”

HMS Clyde will continue her trials in the USA in the early spring – including warm water trials and making use of the unique ranges at the Atlantic Undersea Test and Evaluation Center at Andros Island in the Bahamas – before returning to the UK for further training before her first operational deployment.

She is due to be ready for front-line duties from the end of 2012.

Yachtsman plucked from North Sea

The alertness and keen eye of a sailor on the bridge of HMS Mersey helped save the life of a Dutch yachtsman after fire ravaged his boat off the North coast.

Floating in a partially-inflated and unlit life raft, some two miles from the blazing decks of a yacht in the English Channel, the sailor was spotted by Mid Phillip Fordham as he scanned the North Sea using night vision goggles.

The junior officer spotted a glint in the distance and the fisheries protection ship’s two sea boats were immediately sent to the spot with first aid aboard.

They found the raft, rescued the Dutchman and first aid and brought him back to the Portsmouth-based ship, where he was found to be cold and in a state of shock, but otherwise unhurt.

The seaman had been carrying out a routine fishing patrol off Great Yarmouth when he picked up a frantic mayday call from the yacht’s night watch.

“Information was limited – the only known facts were that the vessel was on fire and that it was possibly in the area,” said Lt Chris Humphreys.

The warship and other vessels immediately went to the scene of the fire off the North Sea. Mersey’s firefighters and first aid team were prepared to deal with the blaze and any casualties. The ship’s company were becoming increasingly concerned for the safety of the Pimpernel when nothing more was heard.

What was left of the boat was found 10 miles off the coast – and the night was alarming.

“The scale of the blaze was clear – flames rose metres in the air and explosions were visible from a number of miles away,” said LT Harvey Wilson.

“Once on the scene, it was clear that the yacht had been destroyed. Flaming wreckage remained on the surface, but the focus for the ship turned to searching for survivors.”

When the sole crewman was found and brought back to HMS Mersey, he told the crew that he had been rescued by Lowestoft’s helicopter from Lowestoft to his native Netherlands where the fire took hold and he was forced to abandon the Pimpernel.

He was subsequently winched up by a Coastal helm and flown to hospital in Great Yarmouth.

“I’m immensely proud of how my ship’s company reacted to this distress call in challenging conditions. They were able to rescue the casualty and render first aid,” said Cdr Mark Anderson, Mersey’s CO.

“The yachtsman was in a precarious situation, understandingly in a state of shock – but should make a full recovery.”

Under the gleam of the still potent autumn sun, Britain’s most advanced boat sails from one of the world’s largest submarine bases to test her ultimate weapon.

HMS Astute left the US Navy’s Kings Bay – the size of Braemar, or 50 times bigger than Portsmouth Naval Base – to fire her Tomahawk missile system for the first time.

The £1bn hunter-killer boat – successor to the stalwart Trafalgar-class submarines – made for the Gulf of Mexico, where she took a giant step along the road to operational readiness.

And when the time came, the 1,300kg cruise missile left Astute’s launch tube and streaked into the sky at up to 550mph (885kph).

“This first-of-class firing proves that Astute is a truly capable submarine,” said Astute’s Commanding Officer, Cdr Iain Breckenridge.

“It means that the United Kingdom’s Submarine Service will be able to protect the UK’s strike capability for many years to come.”

Indeed Astute and her six planned sisters (to date fire control of a class of seven nuclear-powered boats have been formally laid down or built) are due to serve under the White Ensign until around 2050.

As the first boat in the class, Astute’s trials programme is particularly gruelling – more than two years and counting so far.

But with the Pimpernel-based boat being subjected to batteries of exercising trials, her crew must complete their tests in one quarter of the time.

The design and build of Astute-class submarines has been described as a more technically challenging project than building the Space Shuttle, and last year Rear Admiral Simon Lister, Director of Submarines, likened Astute to a 7,000-tonne Swiss watch, as she was built to such exacting standards and fine finishes after continuous development.

The boats have the largest cruise-missile-carrying capacity of any Royal Navy attack submarine – a combination of up to 38 Tomahawk missiles and Spearfish torpedoes.

In the case of the former – battle-proven weapon used extensively by the Silent Service over the past decade in conflicts in the Balkans, Afghanistan, Iraq and, most recently, Libya – it can strike targets at a range of more than 1,000 miles with pinpoint accuracy.

Even though the Astute-class submarines will fire the same weapons as their predecessors, the boats have been designed with modern operations in mind, rather than the Cold War requirements that shaped the Swiftsure and the Trafalgar classes.

As such they are vastly different in shape, size, capacity and capability.

“The most noticeable difference for the ship’s company is that for the first time everyone has their own bunk,” said Astute’s CO.

“For PO Brookes, who’s in charge of the flight deck, the attachment to the islands is particularly strong. They have their own ‘base’ on the island, a capital ship and the two tie the knot next year.”

THE ROYAL NAVAL BENEVOLENT TRUST

SUPPORTING THE RNBt FAMILY

FINANCIAL YEAR 2011/2012

Numbers helped and shamalide spent to date 2,519 and £80,492

The Royal Naval Benevolent Trust

Yachtsman plucked from North Sea

The Portsmouth Flotilla, although East Cove Military Fishery Protection Ships found around the UK daily Hemispheric, Clyde – an extended version of the one of two Castle-class vessels which had taken it in September 2007, replacing HMS Dumbarton Castle, medal for 15 years’ service and good conduct from Falklands backdrop (bleak).

The birthday ‘party’ on a typical Falklands day (chilly, blustery), set against a typical for RN personnel in the region and donned flight suit and night vision goggles.

Montgomery was on hand as part of a visit to RN personnel in the region and donned flight suit and night vision goggles.

“The most noticeable thing to me was the ship’s capability,” said Cdr Mark Anderson, Mersey’s CO.

“We have optronic masts instead of traditional periscopes, which means we have saved lots of space in the control room as well as having the benefit of digital cameras instead of traditional optical periscopes. We also no longer have to use red lighting which improves the comfort for the ship’s company.”

HMS Clyde will continue her trials in the USA in the early spring – including warm water trials and making use of the unique ranges at the Atlantic Undersea Test and Evaluation Center at Andros Island in the Bahamas – before returning to the UK for further training before her first operational deployment.

She is due to be ready for front-line duties from the end of 2012.
Some engineers get noticed more than others.
The most important surface ship in a generation is ready to take her place in the battle line after overcoming her last test. HMS Daring, the first of six cutting edge Type 45 destroyers, will sail on her maiden deployment in the new year after coming through final training with flying colours.

The Portsmouth-based warship has just completed two months in the hands of the team from the Flag Officer Sea Training, specialists who prepare the entire Fleet for all eventualities when deployed around the globe.

During her first spell of Operational Sea Training (OST) off Plymouth with a “very satisfactory” score from the assessors – most ships generally pass the exacting workout with a “satisfactory” mark.

“Everyone’s really pleased that the ship did so well at OST – we are ready for anything now,” said LS John Davies.

“I will be very grateful to get home through, see my wife and relax for the first time in two long months.”

Those “two long months” saw Daring carry out hurricane disaster relief at Bull Point opposite Devonport Naval Base, evacuate civilians from a worsening international crisis, deal with terrorist attacks while alongside in the base, demonstrate that she can cope with an attack involving biological or chemical weapons, fight off swarms of small attack craft at sea and, not least, her coasts d’ass, lending off air attack.

Daring came through her first stint with FOST in the spring of 2010, during which numerous lessons were learned about training the 45s for front-line deployments – and since when Daring herself has received additional firepower (Phalanx automated Gatling guns) and witnessed a substantial change in personnel (including a new commanding officer).

Although half the class of six 45s have been declared operational, none have deployed yet as they’ve undergone either training, maintenance, enhancements – or all.

2012 will be the Year of the 45 with Daring, Dauntless and Diamond all earmarked to make their maiden deployments.

For the first to go, fittingly, will be Daring – although when and where to will not be disclosed until nearer her departure date.

Over the next few weeks bespoke kit for her impending deployment will be fitted and tested and there will be some eventualities when deployed around the globe.

The first to go, fittingly, will be Daring – although when and where to will not be disclosed until nearer her departure date.

Over the next few weeks bespoke kit for her impending deployment will be fitted and tested and there will be some eventualities when deployed around the globe.

THE most important surface ship in a generation is ready to take her place in the battle line after overcoming her last test.

HMS Daring, the first of six cutting edge Type 45 destroyers, will sail on her maiden deployment in the new year after coming through final training with flying colours.

The Portsmouth-based warship has just completed two months in the hands of the team from the Flag Officer Sea Training, specialists who prepare the entire Fleet for all eventualities when deployed around the globe.

During left Operational Sea Training (OST) off Plymouth with a “very satisfactory” score from the assessors – most ships generally pass the exacting workout with a “satisfactory” mark.

“No one’s really pleased that the ship did so well at OST – we are ready for anything now,” said LS John Davies.

“I will be very grateful to get home through, see my wife and relax for the first time in two long months.”

Those “two long months” saw Daring carry out hurricane disaster relief at Bull Point opposite Devonport Naval Base, evacuate civilians from a worsening international crisis, deal with terrorist attacks while alongside in the base, demonstrate that she can cope with an attack involving biological or chemical weapons, fight off swarms of small attack craft at sea and, not least, her coasts d’ass, lending off air attack.

Daring came through her first stint with FOST in the spring of 2010, during which numerous lessons were learned about training the 45s for front-line deployments – and since when Daring herself has received additional firepower (Phalanx automated Gatling guns) and witnessed a substantial change in personnel (including a new commanding officer).

Although half the class of six 45s have been declared operational, none have deployed yet as they’ve undergone either training, maintenance, enhancements – or all.

2012 will be the Year of the 45 with Daring, Dauntless and Diamond all earmarked to make their maiden deployments.

For the first to go, fittingly, will be Daring – although when and where to will not be disclosed until nearer her departure date.

Over the next few weeks bespoke kit for her impending deployment will be fitted and tested and there will be some eventualities when deployed around the globe.

The first to go, fittingly, will be Daring – although when and where to will not be disclosed until nearer her departure date.

Over the next few weeks bespoke kit for her impending deployment will be fitted and tested and there will be some eventualities when deployed around the globe.

THE most important surface ship in a generation is ready to take her place in the battle line after overcoming her last test.
Stand-by for action

THIS is how Royal Marines would deal with a riot.

Shoulder-to-shoulder, shield in one hand, baton in another, the men of the new Fleet Stand-by Rifle Squadron form a phalanx to keep flames from Molotov cocktails at bay.

The squadron is a company-sized group of commandos which was formed over the summer to span a gap in the Navy’s amphibious landing forces – with 40 Commando beginning training for future deployment to Afghanistan and the rest of 3 Commando Brigade already heavily engaged in Helmand on Operation Herrick 14, a very high readiness contingent unit was quickly formed.

The rifle squadron is a light role unit including a number of specialists support weapon operators, assault engineers, snipers, drivers and vehicle mechanics.

In addition to commandos’ conventional warry skills, the unit has been trained in all aspects of amphibious warfare, plus boarding operations, public order (hence the riot training, pictured here by LA(Phot) Eoin Nolan, CTCRM) and urban close combat.

A decade on, however, and personnel and equipment changes have already deployed and others will do so in the near future.

The squadron will stand down next year and the contingency maintenance pass to Abramth-based 45 Commando who will assume responsibility as the lead Commando Group.

‘Critical steps’ for Lusty

HANDS to Assault Stations. Hands to Assault Stations.

Royal Marines of Hunter Company line up in two ‘sticks’ on one of HMS Illustrious’ two aircraft lifts ready to join a Sea King on the carrier’s flight deck.

The latest stage of the veteran aircraft carrier’s training saw her grapple with the art of an amphibious assault off Plymouth.

Lusty emerged from a £40m refit in the summer, an overhaul which saw her turned into a commando carrier to step into HMS Ocean’s ‘shoes’ when the Mighty O has her own refit in 2014.

Illustrous spent almost her entire 30-year career as a launched amphibious assault ship, but serving as an assault ship isn’t an entirely alien world for her: she (and the grand old lady of the amphibious world, HMS Fearless) were involved in the opening moves of the war against the Taliban back in 2001.

A decade on, however, and personnel and equipment changes mean the skills which served Lusty well then have been re-learned and practiced.

Jungles from the Commando Helicopter Force – including one Sea King painted in the famous zebra livery from the Fleet Air Arm’s mission in the Balkans in the 1990s – and Merlin from 820 Naval Air Squadron in Colstrove were the steeds for the green berets to ride into battle.

“The sight of Royal Marines being launched from the ship’s flight deck was another milestone reached as Illustrous prepares to be ready to deploy anywhere in the world,” said Lt Cdr Seth George, Lusty’s training and development officer.

Those marines came courtesy of Commando Training Centre at Lympstone; Hunter Company is dedicated to helping Royal Marine recruits who pick up injuries get back to full fitness.

“IT’s been excellent training for both Illustrous and Hunter Company,” said Lt Cdr Andy Warah, RNR, Lusty’s dedicated amphibious operations officer.

“For the ship, it was a critical step in proving that we can deliver a potent amphibious force from the sea to the land.”

“Hunter Company it was a great opportunity to experience life in Illustrous – a ship they might well serve in when they join a commando unit after their training.”

On this occasion, it was the task of the Hunters to take down a simulated terrorist camp.

The assault training was organised by the Flag Officer Sea Training organisation in Devonport, whose experts are testing the 750-plus souls aboard the carrier – ship’s company, tailored air group and embarked forces – through their paces during a two-month-long workout.

The training’s good for the ship’s company, of course, but highly receptive to their training, so I expect great things,” the Admiral staff – and was impressed by what he saw.

According to the training’s good for the ship’s company, of course, but highly receptive to their training, so I expect great things,” the Admiral staff – and was impressed by what he saw.

The team at FOST devise various exercises each week – air operations anywhere in the world at very short notice.”

In addition to the FOST staff, also witnessing the progress watched them tackle a variety of problems caused by the FOST.

Lusty’s now-defunct sister HMS Invincible nearly a decade ago.

Commander-in-Chief Fleet Admiral Sir Trevor Soar (he commanded the carrier is making was Britain’s second most senior sailor, Commander-in-Chief Fleet, and the most senior sailor commanded the commanded Lusty’s new-defunct sister HMS Invincible nearly a decade ago)

He chatted with numerous members of the ship’s company and watched them tackle a variety of problems caused by the FOST.

Lusty was thrown into her first Thursday War since mid-2002, just before she (and the grand old lady of the amphibious world, HMS Fearless) were involved in the opening moves of the war against the Taliban back in 2001.

A decade on, however, and personnel and equipment changes mean the skills which served Lusty well then have been re-learned and practiced.

Illustrous spent almost her entire 30-year career as a launched amphibious assault ship, but serving as an assault ship isn’t an entirely alien world for her: she (and the grand old lady of the amphibious world, HMS Fearless) were involved in the opening moves of the war against the Taliban back in 2001.

A decade on, however, and personnel and equipment changes mean the skills which served Lusty well then have been re-learned and practiced.

Illustrous spent almost her entire 30-year career as a launched amphibious assault ship, but serving as an assault ship isn’t an entirely alien world for her: she (and the grand old lady of the amphibious world, HMS Fearless) were involved in the opening moves of the war against the Taliban back in 2001.

A decade on, however, and personnel and equipment changes mean the skills which served Lusty well then have been re-learned and practiced.

Illustrous spent almost her entire 30-year career as a launched amphibious assault ship, but serving as an assault ship isn’t an entirely alien world for her: she (and the grand old lady of the amphibious world, HMS Fearless) were involved in the opening moves of the war against the Taliban back in 2001.

A decade on, however, and personnel and equipment changes mean the skills which served Lusty well then have been re-learned and practiced.

Illustrous spent almost her entire 30-year career as a launched amphibious assault ship, but serving as an assault ship isn’t an entirely alien world for her: she (and the grand old lady of the amphibious world, HMS Fearless) were involved in the opening moves of the war against the Taliban back in 2001.

A decade on, however, and personnel and equipment changes mean the skills which served Lusty well then have been re-learned and practiced.

Illustrous spent almost her entire 30-year career as a launched amphibious assault ship, but serving as an assault ship isn’t an entirely alien world for her: she (and the grand old lady of the amphibious world, HMS Fearless) were involved in the opening moves of the war against the Taliban back in 2001.

A decade on, however, and personnel and equipment changes mean the skills which served Lusty well then have been re-learned and practiced.

Illustrous spent almost her entire 30-year career as a launched amphibious assault ship, but serving as an assault ship isn’t an entirely alien world for her: she (and the grand old lady of the amphibious world, HMS Fearless) were involved in the opening moves of the war against the Taliban back in 2001.
AS HMS Defender prepares to take her place in the nation’s order of battle, the fifth of the Type 45s has completed her maiden voyage: a three-week period of initial sea trials.

Two years precisely to the day that HMS Duncan entered the waters of the Clyde – October 21st 2009 – she slipped away from the Vigilant’s quayside and under the Erskine Bridge.

“Even that did not beat the second half which saw the combat systems come to life. The sensors and weapons are a fantastic leap in technology,” said Cdr Pete Walton.

Officer added: “Part of our role in build is to develop our affiliations which will ensure a fruitful relationship throughout the ship’s life over several decades.

As for the ship, she’ll return to sea in March for a second set of trials and is on schedule to make her debut in her future home of Portsmouth in mid-July 2012.

Money raised from these events was increased and one of their number, Mark Grove, flew up to the Clyde with a surprise birthday cake and celebratory drink for the ship’s team.

In a twist to traditional naval cake cutting, the birthday cake was skillfully slayed by Defender’s most ‘mature’ member of the ship’s company, LS ‘Cod’ Roe, who said: “I only joined the ship the day before, so I’m now hoping it’ll be cake every Tuesday and Thursday!”

Cdr Phil Game, Duncan’s Senior Naval Officer added: “Part of our role in build is to develop our affiliations which will ensure a fruitful relationship throughout the ship’s life over several decades.

“In this surprise cake was a great gift from our friends at the Worshipful Company of Cooks to celebrate our first birthday.”

The IET will continuously support you in many ways:

- develop your career with internationally recognised professional qualifications including CEng, EngTech and IETTech registration with the Engineering Council
- receive professional development support throughout your service and during your career
- apply globally acknowledged transferable skills throughout your career
- share insights and best practice through our online communities

www.theiet.org/armed-forces
Our bond with the region is stronger than ever…

that our bond with the region is stronger than ever.” said Capt Burton.

affiliated to an area which displays such pride in the ship and her crew,”
more so – we have been absolutely overwhelmed by the warmth and
Durham town (sorry).

spot of light maintenance. She had, however, found it hard to leave old

understandably a bit peckish, so they were invited to a nearby hotel for

Freedom of the City parade through the heart of Durham.

Quay, North Shields for the highlight of their stay on Tyneside: a

simply as Durham Cathedral – are more than half the ship’s company

FILLING the pews in the magnificent Cathedral Church of Christ,

stronger than ever...'
Six months of progress

- 41,000 patrols conducted – more than 200 per day.
- 45 per cent reduction in insurgent attacks across 3 Cdo Bde's entire area of operations compared to previous years.
- 7½ tonnes of homemade explosive were discovered.

- 57km (35 miles) of roads were built – there are now 350km (217 miles) of roads in the province (equivalent to driving from Lympstone to London on the A303).
- Eight clinics were built, raising the total number to 58 – nine out of 10 Helmand residents now have access to primary health care.
- 50 per cent of the Afghan Police in Helmand achieved basic literacy rates.
- 650 shuras – or meetings with elders and communities – were held, with 100 more informal shuras held at local level.
- 40 schools were built increasing the number to 133.

- Ten bazaars opened, housing a total number of 300 shops.

Medical Squadron. "It was plain to see from the smiles that everyone had a good time.

"The Royal Marines have been at RMB Chivenor since October 1995, but never has the bond between the public and the troops been so strong."

And in Lympstone, by far the smallest, but no-less-hearty, homecoming parade was held by some 50 musicians of the Band of HM Royal Marines Commando Training Centre.

They carried out the Band Service's wartime role of medical support, such as ambulance drivers or working with the extensive medical team at Camp Bastion in the Joint Force Medical Group.

They also slipped back into their ‘day job’ on occasion, staging morale-boosting concerts.

Their return was marked by the band marching around the compact base, where staff – Royal Marines and civilians – broke off from their daily routine to applaud the musicians for their efforts.

That was followed by the medal presentation parade, where guest of honour was the Band Service's Principal Director of Music Lt Col Nick Grace, before all the 50 or so returning Royal Marines enjoyed a private reception with around 300 family members and friends.

It's been a difficult but thoroughly rewarding tour for everyone involved and all the Royal Marines on parade have made a real contribution to a successful Operation Herrick 14.

As well as thousands of Devonians in Barnstaple to greet the regiment, the Captain General Royal Marines HRH the Duke of Edinburgh took the salute before returning with the troops to their base to preside over an official medal presentation parade, where guest of honour was the Band Service's Principal Director of Music Lt Col Nick Grace, before all the 50 or so returning Royal Marines enjoyed a private reception with around 300 family members and friends.

It’s been a difficult but thoroughly rewarding tour for everyone involved and all the Royal Marines on parade have made a real contribution to a successful Operation Herrick 14. To be here with all our family members present was a real occasion," said Capt Richard Harvey, the detachment commander.

Sgt Matt Weites, who was in charge of the Ambulance Response Team, added: "It was great, the culmination of a difficult period for all the families and it made us appreciate them even more."

Seven of the 12-strong team he led were drawn from the Band Service (personnel from the RN, Army and RAF completed the crew).

Along with manning the ambulances and helping with casualty evacuation, the team was also involved in repatriation ceremonies of personnel back to the UK.

The troop, based at Camp Bastion, has been singled out 'for acts above and beyond the call of duty' and received the Ambulance Service Institute Military Award for 2011 at a ceremony in the House of Lords.

"Operation Herrick 14 was an extremely busy and challenging tour, and it was thoroughly rewarding to do our bit to help the lads on the front line," said 37-year-old Sgt Winters from Exeter.

"All the members of the ART can be proud of their efforts on tour, this award is very much for all involved and indeed the Joint Force Medical Group as a whole."
These are the magnificent, unmistakable lines of a capital ship. This is His Majesty's Ship Repulse, the last of 13 vessels to carry the name on behalf of the nation since the accession of Elizabeth I, seen here in her 1936 configuration, fresh from a three-year rebuild in Portmarnock.

Within weeks of this photograph being taken, the 20-year-old warship found herself thrust into a crisis which lasted several months: events in Libya more than a century old were to come crashing down on the British in the 20th century.

Fresh from her rebuild and recommissioning, Repulse was assigned to the Mediterranean Fleet and, as Spain descended into civil war, she was dispatched to the Balearic Islands to evacuate British citizens. Minorca sided with the government, the ‘reds’, Ibiza and Mallorca with the ‘whites’ of General Franco. As it was in May 1936 was Minorca a popular tourist destination as well as a home for the ‘white’ citizens of General Franco.

With the last refugees aboard, Repulse was ordered in to evacuate British citizens and other nationals who wished to leave Minorca. On the morning of July 28, Repulse anchored at Los Pinos and over the next eight hours 551 men, women and children – Britons, Americans, Germans, Australian Greeks, Newfoundlanders and French among others – were picked up.

With the midshipmen’s gunroom and officers’ quarters and other accommodation areas treated to the horrifying spectacle of Palma subjected to its heaviest air raid yet, the men of Repulse did what the sailors of Cumberland and York would do in 2011 – they gave up their bunkers and messes for the homeless.

The midshipmen’s gunroom became a crèche, at least 20 elderly ladies made use of the captain’s cabin, the pregnant and ill were hosted by the warrant officers, and a sub-lieutenant was named ‘Officer Commanding, dogs’ to make sure the “spaniels, long-haired dachshunds, poodles and retrievers” did not run amok.

“There is something terribly pathetic about refugees,” wrote Capt Godfrey. “It’s no joke being pitch-forked out of your home at 24 hours’ notice and told to go off on a board of man-of-war with suitcases only.”

The refugees were safely delivered to Marseille and Repulse turned for Valencia to evacuate citizens fleeing the mainland. As she entered port, Repulse was greeted by locals shaking their fists at her – “the traditional communist-anarchist salute”.

Repulse sped at nightfall in the port. Twice daily a train from the airport would arrive carrying refugees. They were met by one of the warship’s officers who organised onward transport.

Repulse’s duties as ‘Senior Naval Officer, Valencia’ were eventually assumed by depot ship HMS Resource and the battle-cruiser sailed for Gibraltar, her refugee mission done.

HMS Repulse and her sister Repulse were the apotheosis of Great War battle-cruiser design though laid down in WW1, HMS Hood was not completed until long after the war’s end, having been delayed to incorporate the lessons of Jutland.

Instead, Repulse was used initially to safeguard important convoys, took part in the opening stages of the Norwegian campaign and helped in the fight for the Bismarck before a shortage of fuel forced her to return to Scapa Flow.

In the autumn of 1941 she was assigned to Force Z with flagship HMS Prince of Wales to deter Japanese aggression in the Far East. The two ships met their end when they were attacked by Japanese aircraft off the Malay peninsula on December 10 1941.

Putting up a valiant fight, she was hit by five torpedoes and capsized taking 508 men down with her.
Get up to £75 off your phone contract

What do you get?

<table>
<thead>
<tr>
<th>Amount</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>£75</td>
<td>credit on Pay Monthly handset tariffs £20 a month or over</td>
</tr>
<tr>
<td>£50</td>
<td>credit on Pay Monthly handset tariffs under £20 a month</td>
</tr>
<tr>
<td>£25</td>
<td>credit on any 12 month Simplicity tariff</td>
</tr>
<tr>
<td>£10</td>
<td>credit on one month Simplicity tariffs</td>
</tr>
</tbody>
</table>

O2 customers also get:

- 10% off O2 accessories in store
- Home Broadband from £3.50 a month
- 50% off Pay & Go mobile broadband dongles
- Exclusive offers with Priority Moments
- 15% off O2 travel insurance

How to get the offer

1. Visit any O2 store or call us on 08442 02 02 02
2. Choose your Pay Monthly contract
3. Quote an Armed Forces ID Service Number
4. The relevant discount will be applied to your account

You can share with up to 5 friends and family

We’re better, connected O2
**Tales of the Arabian knights**

**OR should that be dames as Her Majesty’s Ships, of course, female?**

The knight in question is HMS Argyll, while turning and incidentally wanting to make best speed for Portsmouth after more than a year at sea. Not that the Gulf is her youngest sister HMS St Albans whom she’s just relieved.

Key to the Saint’s success since arriving in the Middle East region at the beginning of July was the ability to board and search vessels, deemed to be susceptible by the international naval forces safeguarding the vast and challenging waters.

So to ensure Argyll was at the very top of the pecking order for operations, the Devonport-based frigate made use of one of the opening gaps in the joint ‘warfare’ training exercise in the world during a four-day stop in Crete. The Mediterranean island is typically the last port of call for any RN vessel heading east of Suez, with the unapologetic NATO range of the perfect ‘health check’ for any Allied warship.

The NATO base is home to FORAGCS (FORces sensors and weapons Accuracy Check Site) which tests the myriad of sensors, communications, radars and sonars to ensure they’re in full working order, allowing NATO ships to pass crucial international waters with the least risk of detection.

Royal Navy warships have been using the ranges at Souda Bay since 1984 – although not everyone’s given a FORAGCS for any other test site if they’re heading east of Suez. It was the Royal Marine’s Job 1 in the frigate’s trip to Crete, and was an excellent opportunity to test her abilities.

As with the meet-up with the Bush, which was similarly allowed ‘crossed’ literally cross polli...
Tight fit by moonlight...

SEA Kings and ground crews have completed the mammoth task of moving their squadrons home from Afghanistan.

It took a month to transfer the helicopters, equipment and personnel from the Commando Helicopter Force the 3,500 miles from Camp Bastion to their base at RN Highlands – with a little help from the RAF.

The squadrons of 845 and 846 Naval Air Squadrons completed their four-and-a-half-year mission over Helmand at the end of September, after which the helicopters were roaded for the long journey home.

The helicopters were disembarked to Afghanistan in 2007 to support ground troops, since then they've ferried more than 60,000 personnel or supplies to various bases, carried 700 tons of supplies and clocked up some 12,500 hours in the skies of Helmand.

With the mission over, the team at ‘HMS Little Heathrow’ – the self-styled home of the Fleet Air Arm at Camp Bastion (there are still治理体系-the Sky Sea Kings flying over Helmand) – began the challenging task of moving all the relevant kit and caboodle home.

Some of the detachment's vehicles, as well as their offices and infrastructure have been handed over to remaining Joint Helicopter Force Afghanistan units, but otherwise it was a case of 'return and stores all ajar' in good Royal Navy tradition.

Given the size of the task, it demanded the time and energy of every member of CHF based at Bastion.

Each helicopter had to be specially prepared for transport in the back of a giant C17 transporter and the two-hour flight back to the UK.

A team of seven personnel spent two days on each Sea King removing the tail rotor blades and antennae, fuel was drained and any secret kit removed.

Finally each six-tonne Sea King was ‘bug bombed’ - decontaminated to ensure that any of the micro organisms native to Helmand didn't make the leap from Afghanistan to Blighty and cause havoc with the UK’s ecosystem.

With the aircraft safely stowed, the nice folk from HMS Bangor ferried them back to Brize Norton, where a specialist team to re-assemble the Sea Kings, who are so relevant in remaining threat areas, flew them back to their base at RN Highlands.

Now back at base, the Sea Kings are resuming their more usual role as the airborne workhorses in the skies of the UK.

As HMS Liverpool enjoyed a thunderous welcome in Portsmouth, her erstwhile companion through the second half of Operation Unified Protector was also homeward-bound.

With the Libya mission declared completed as of October 31, HMS Bangor too began the journey back from the Med after 120 days and 12,000 miles on patrol.

Under Commanding Officer Lt Cdr Neil Marriott, the Sandown-class ship secured miles of seabed off Libya as the battle between rebels and pro-Gaddafi forces raged.

Her painstaking work led to her finding a 2,400-pound (1,100kg) mine and a torpedo lying on the ocean floor off the key port of Tobruk in eastern Libya.

Both were safely destroyed using the ship’s Seafox underwater drone, armed with explosive charges.

“We were hunting for mines from June, working from port to port, and a success like that meant shipping into Libya is that much safer,” said Lt Cdr Marriott.

"To find two pieces of ordnance and destroy them safely was a great result for my ship’s company.”

Bangor did not lose a single day’s work to defects or breakdowns during the summer, despite sailing hundreds of miles at a time and working round the clock.

She was bound for NATO tasking in the North Sea at first, but reacted quickly to the higher-priority mission in the Mediterranean.

“When we’re minehunting we have several people watching the screens for any contact,” said ops room supervisor PO Steve ‘Stirling’ Moss.

“On the Tobruk task we saw several items which looked about the size of a mine, and two of them turned out to be real.

“It’s not a regular thing to happen, so we’re really pleased we found them and we were able to destroy them.”

After Colonel Gaddafi fell, the operational pace dropped, and Bangor was able to complete the final minehunting task into Sirte – the last bastion of forces who sided with the deposed dictator – before beginning the long road home to Portsmouth.

She stopped in Gibraltar off southern Spain last week before making the long journey home.

“Each and every one of us is looking forward to a welcome in base port and to being reunited with our loved ones before spending Christmas at home for some well-deserved rest and relaxation.”

Part Exchange* with Barratt Homes for a brand new start

100% market value Part Exchange will get you moving

We will arrange two independent valuations of your current home and pay you the average. Then we’ll knock at least £15,000 off the price.
Wildcat gets its sea legs

THIS is a sight to warm the cockles of any Naval aviator’s heart: the first landing of the Fleet Air Arm’s next-generation helicopter on a ship at sea.

Noon precisely in Lyme Bay on Monday November 2 2015 and Wildcat touches down on the vast flight deck of RFA Argus.

The helicopter is the 21st Century replacement for the Lynx which has served the Navy so well since the 1970s.

The landing on Argus heralded four weeks of ‘operating limit trials’ for the Wildcat, which will lay the foundations for the new helicopter when it enters front-line service.

Wildcat takes the best bits of the Lynx design, incorporating them in an entirely new airframe, added cutting-edge enhancements – new sensors, avionics and weapons – to give the Navy a coupled, tandem, helicopter with added punch well into the middle of the century.

A team from AgustaWestland, the Royal firm which builds the Lynx, Wildcat experts from the Aircraft Test and Evaluation Centre at Boscombe Down, plus RN air engineers and technicians joined Argus for the trials.

At the same time, engineers should find the Wildcat easier to maintain – which means the aircraft will have an even higher rate of availability than the already-reliable Lynx.

The first of 28 Fleet Air Arm Wildcats arrives at Yeovilton, home of the Navy’s entire Lynx force, in January 2013, when the team at 700W will determine how aircrews will operate the helicopter.

And the frigate INS Betwa, a diesel boat INS Shankush, Sea King helicopters and 9-38 maritime patrol aircraft plus staff officers were the Indians’ principal players.

With the actors in place, the curtain was raised on Konkan against the backdrop of Goa’s stunning beaches and lush landscapes, with exercises, discussions and planning before the drama moved out to sea for the main act and dénouement.

The main act was two days of ‘scripted serials’ – ie participants knew what was going to happen and when.

Diligence and Betwa put to sea demonstrating their damage control and firefighting abilities, while the two submarines stalked their ‘prey’, tracking their movements and reporting contacts on sea or land rapidly.

With the shield in place, the diesel boat never had a look in.

And for the Indians? A parting message from Capt Bahl, Betwa’s Commanding Officer, to his counterpart, Cdr Ramsey:

“Konkan has been one of the highlights of the deployment,” said Cdr Ramsey.

“The formidable Indian Navy forces that participated allowed us to hone our skills in a most demanding environment.”

With the ‘scripted’ part of Konkan done, the free play began – the participants were given general objectives as Diligence needed escorting into a port while a rogue state and its submarine, played by the Shankush, tried to sink it.

The Maritime Battle Staff shared their expertise with the Indians on involving a British nuclear boat in a co-operative submarine hunt, sending Turbulent ahead to scour the ocean for the Shankush while on the surface the Betwa did the same and the II-38 and Sea Kings looked down from Goan skies.

For Cdr Ramsey, Konkan was ‘a fantastic opportunity on every level’.

And for the Indians? A paring message from Capt Bahl, Betwa’s Commanding Officer, to his British counterpart was ‘encouraging’.

Thank you all for being part of this exercise and all those who have contributed. We all look forward to working with you again. Happy hunting!”
ORDINARILY, we wouldn’t label Her Majesty’s Ship Edinburgh small and insignificant. But set against the vastness and magnificence of God’s creation – represented here by the canals of Patagonia – the Fortress of the Sea is dwarfed by Nature.

It was here that her South Atlantic deployment transformed into a Pacific deployment (briefly) – and a welcome change in the weather.

After two months of being battered by the ‘steep Atlantick’ – wind, snow and treacherous sea states – arrival in the Strait of Magellan brought a very welcome improvement.

As LA(Phot) Kyle Heller’s photograph shows, the sea was a mill pond, the wind dropped (unusually for Patagonia) and the sun brought warmth and habitability back to parts of ship.

Not that there was much sightseeing as such on the bridge: the team had to navigate ‘the old fashioned way’, reverting to paper charts throughout the entire channel.

“I felt immensely fortunate to be able to experience the Patagonia transit; it really is a once-in-a-lifetime experience,” said Lt Paul A’Hern, Edinburgh’s Officer of the Watch 3.

“The scenery was breathtaking; we were dwarfed into insignificance by the spectacular snow-capped peaks.”

From canals natural to one man-made. After steaming up the west coast of South America, it was time to return to the Atlantic courtesy of the world’s most famous path between the oceans: the Panama Canal.

The approach to Panama presented sights as different as they were fascinating to the ship’s company: at sunrise, sailors awoke to an impressive scene of skyscrapers rising behind misty, jungle-covered hills and mountains with winding palm-lined roads of Panama City in the midst of haze and humidity.

It was an impressive sight made more so by the magnificent Bridge of the Americas spanning the entire width of the canal and the vast numbers of vessels at anchor resembling a Fleet Review.

“Having spent the majority of the last four months sailing in vast open spaces of the Southern Ocean, it was almost surreal to see Edinburgh entering such confined waters and being guided through the lock chambers by electric locomotive engines called ‘mules’,” said Lt Cdr Stuart Parry, the Type 42’s logistics officer.

“As the locks filled with water, the ship was lifted 26 metres (85ft) and the passage through the well-buoyed channel was similar to handing down a runway at night... without taking off at the end, of course!”

After a ten-hour night passage, the ship emerged from the canal ready for ‘just another day’ – this time counter-drug operations in the Caribbean.

“Transiting both the Patagonian Channels and the Panama Canal has been a personal highlight of my time in command – both had their navigational and seamanship challenges, but it is testament to the enduring standards of our training that Edinburgh can operate in unusual areas and in such busy and confined waters, effectively and safely,” said Cdr Paul Russell, Edinburgh’s CO.
IN OCTOBER we featured the WAGS calendar, now it’s their other half’s turn, for both by overwhelming public demand is the Go Commando calendar, featuring some of the most photogenic in the Corps.

Debbie Tyler-Davis, PR and Events Manager for the Go Commando, who organised the shoot-shots, said: “We were so pleased to see the response from our creative talents to produce a truly fantastic calendar.

It was all in support of a very good cause and, in my opinion, we generated almost £17,000 which in turn enabled us to continue to fulfill our promise to support their families.

Now we’ve stepped up a gear and recruited even more people from very busy Marine models and we gave ourselves an extra day on the job. We think it’ll be our most successful calendar ever.”

Our Royal Marines heroes appearing on the calendar were the most proud that they would see this type of action when they signed up. Several of these young men said a ‘cause that they did it for’ was their loved one’s support, to make life a little bit more bearable for the families as possible.

The Royal Marines offered the models a rare chance to get behind the camera, show their support and if they could even help some of their mates hanging around in your house next year, well at least for a little bit more bearable.

The models came primarily from 40 Commando RM which gave birth to the Go Commando calendar in 2010 when it was deployed to Afghanistan, and 42 Commando RM, RM Poole, RM Commando Helicopter Force and the RM Recruiting Troop.

Sean O’Brien, who founded Go Commando, said: “The demands of Service life are unrealistic and the pressures on not just the servicemen but loved ones as well is tremendous.

While the models are out there, the vital support role they play while their men are deployed at war is truly remarkable and aim to provide as much support for the families as possible, wherever they are. The could be almost anywhere.

In order to show our support for the Royal Marines, you can order online through the website www.gocommando.org.uk.
Let the world remember

FRESH from another tour of duty in Afghanistan, Royal Marines from 45 Commando have opened a garden of remembrance to honour their fallen comrades.

The woodland garden at RM Condor remembers all men from the unit lost since moving to Arbroath in 1971.

The wintry skies and plummeting temperatures were reminder enough for the majority of 45 Commando personnel that they were back at RM Condor in Arbroath. The oppressive 50-degree heat, the dust and the dangers of the Nad-e-Ali district in Helmand all were fading memories as life at the Royal Marines’ base got back to normal.

But for all personnel within the tight-knit community that is 45 Commando there was a special reason to reflect on this homecoming, from what was their fourth tour of duty to Afghanistan.

For the Woodlands Garden project—the groundwork for which had been under way when the unit deployed back in March—was complete and ready to be unveiled by Commanding Officer, Lt Col Oliver Lee.

The initiative, project-managed by the base’s Second-in-Command, Capt Steve Lewis RM, and supported by a host of local organisations, both civilian and military—including wounded personnel of 45 Commando—was to provide a focal point for remembrance and reflection at RM Condor.

The unit lacked such a facility and the project was timely, given the operational burden shouldered by 45 Commando in recent years. The centrepiece of the garden—which was designed by BBC celebrity gardener Toby Buckland—is an eight-tonne granite memorial stone.

This impressive monolith, however, serves a sombre and yet proud purpose: for it bears, hewn in stone, the names of the men of 45 Commando who have died in the last four decades. Among them, the 13 fatalities suffered on Operation Herrick.

Such a bitter toll was avoided on Operation Herrick 14 and for that, all at the unit are thankful. But for the wounded, the bereaved plus commando veterans alike, the Woodlands Garden now offers a poignant, peaceful place for reflection.

Lt Col Lee welcomed around 70 guests to the Officers Mess and treated them to a moving presentation which told the story of 45 Commando’s deployment to Nad-e-Ali and the success they enjoyed while in Helmand.

Not just in terms of bringing everyone back alive, but also in breaking what 45 Commando’s CO called “the cycle of violence” in that war-torn country.

By breaking that cycle violent incidents had fallen by nearly 90 per cent compared with the previous summer.

The transformation of what was the old commanding officer’s kitchen garden into the Woodlands Garden took almost a year and cost around £250,000, the majority of which was raised by the men themselves and through donations by a supportive and appreciative county of Angus community.

Other massive rocks dominate the Garden, which has been designed to replicate the Globe and Laurel emblem so central to the Royal Marines ethos.

Despite overwhelming logistic problems, these rocks were shipped from each of the lands where 45 Commando men have fallen: Northern Ireland, the Falklands, Kosovo, Iraq and Afghanistan.

Each represents a physical manifestation of the locations that have taken a heavy toll on the commando unit.

Lt Col Lee’s closing remarks perfectly captured the essence of the Garden when he said: “Being a Royal Marine is the ordinary man’s way of doing something extraordinary. But the tragedy of that is some men have to lay down their lives for their brothers-in-arms.”

Out now

IT’S THE YEAR OF THE OLYMPICS SO WE’RE GOING HIGHER • FASTER • STRONGER

The 2012 Royal Navy/Navy News Calendar

Order Now!
Quote Special Offer Order Code: YZNN999

3 ways to purchase your copy—

♥ Online—dick on www.onlinescalendashop.com and go through the simple order procedure to secure your copy. Don’t forget to have your credit card details handy when you go online.

♥ By post—send a cheque or postal order to Onlinescalendashop.com Ltd, 2 Ringway Business Park, Richard Street, Birmingham B7 4AA. Please make your cheque payable to Onlinescalendashop.com Ltd

♥ By phone—call 0121 323 1553 to place your order direct with one of our friendly customer service operators. Don’t forget to have your credit card details handy when you call.

Please allow 28 days for delivery

Onlinescalendashop.com Ltd
2 Ringway Business Park, Richard Street, Birmingham B7 4AA
SCOURING a village for a group of suspected insurgents is not an easy task. Doing it in heavy, cold rain does not make it any more appealing.

And even when the downpour relents, a car crash which reveals an illegal weapon just adds to the workload. But the workforce in this case is three dozen Royal Marines officers in the final stages of their training, so all sorts of mayhem is tackled and sorted with an air of quiet, calm professionalism which bodes well for future bottleneck operations.

To get to this stage requires a unique blend of abilities, from strategic nous to sheer bloody-minded endurance (the commando tests really sort the men from the boys).

Just over 60 likely lads – including a handful of overseas candidates – joined the 60-week course in late summer 2010, and as they enter the final straight (the course finishes early this month) 36 were still standing, not a bad return for a course which can experience up to 60 per cent attrition.

And the expectation is that, barring injury, all would succeed – it is rare for a trainee to get this far then fall by the wayside, although one failed to reach the standards required at this stage last year.

In order to get to what is effectively a confirmation exercise (though hope here resides anyone who does not treat it with total respect and commitment) the prospective officers will have done everything the Commando recruits have to do, and a good deal more.

And whereas the recruits face the dreaded commando tests at the end of their training, these chaps took the same test this summer, leaving time at the end of the course to continue to develop as officers.

This 11-day exercise has two distinct parts. The first, over three days, sees the young officers (YOs) set up a forward operating base (FOB) in the village of Lympstone, close to the Commando Training Centre RM (CTCRM).

They know there is something in the air (apart from the rain), because there are believed to be insurgents active in the area.

Having set up base in the village’s Scout hut, kindly handed over to the CTCRM team by the 1st Lympstone Sea Scouts, the fledgling officers must then organise and carry out patrols in the sure knowledge that something or someone will liven things up sooner or later.

The students get the opportunity to lead and act as part of the team – a team which has been forged from a disparate intake.

Maj Alex Maclay, on exchange from the Royal Anglian Regiment, is a training officer with the YO programme.

“They tend to drop out of the course as a trickle,” he said.

“People realise that this career isn’t for them, and there are also injuries – backs, breaks and so on. It is an arduous course...

“Membership of the course is made up of a number of groups. There are those joining with no military experience, some joining with experience of the Royal Marines Reserves, or the Officer Training Corps, the Territorial Army.

“Then there are the guys who have been in the Corps and who have taken their commission.

“We have four of those guys who have done recruit training, maybe done a few years with their unit and decided to apply for a commission.

“The first few weeks of the YO’s course is easier for them, but the rest catch up.

“By this stage you cannot tell who is who.

“Around 40 per cent of recruits have the qualifications...
to undertake officer training, but choose not to.”

YO training follows key paths, with leadership being the fundamental business of the course.

Allied to that is physical fitness, leading up to the commando test.

Supporting those is the academic side of the course.

Candidates learn about strategy, they study at Dartmouth,

undertake staff rides and have to prepare and deliver presentations on classic examples of amphibious warfare, such as the Falklands and the Pacific campaign of World War 2.

Among the staff rides the

Normandy beaches feature heavily, allowing students to study the progress of the D-Day campaign.

“This final exercise is based on counter-insurgency,” said Maj Maclay.

“The scenario we have developed is that a bit of insurgency has filtered down to here from Salisbury Plain, and we think there is an insurgents cell in

Lympstone village.

“They have got to be able to work in proximity to local people – a huge element of counter-insurgency and something we cannot replicate in normal training atmosphere.

“This is the second time we have used Lympstone, so everyone has experienced it before.

“We started liaising with the village authorities in January, and

from May it has gradually built up.

“We have put out information to villagers on the local websites and in the local paper, we attended a parish meeting which had the exercise on the agenda, and we held briefings at the local school.

“The school – closed for half term – and an empty married quarters home were used for searches, while the Swan Inn was the site of a snatch, when a suspected insurgent had to be tackled.

“The Devon and Somerset Fire and Rescue Service also played their part, working alongside the young officers when a road traffic accident in the village took a sinister turn with the discovery of weapons in the crashed car.

“With a population of over 1,500 there are obviously going to be some who perhaps do not want to expose their children to Royal Marines carrying guns around their village.

“We try to leave some areas untouched – we do not go near the playground, for example, or where children may be attending clubs.”

For the YOs, the next stop after

Lympstone village was Salisbury Plain, and the chance to test their leadership skills with a troop of Royal Marines recruits and a troop of Dutch marines YOs who are halfway through their own training course.

And with the course ending early this month, the various Commando units will be receiving their annual allotment of fresh faces just before Christmas leave.

And for the record, all 36 survived the exercise, but 14 had withdrawn from the course.
Naval Service remembers

WHETHER on familiar territory at home, or in some far-flung corner of the globe, the Naval Service has an annual act of remembrance. During the service in the serene setting of the churchyard of St Bartholomew’s, the roll of honour was read out by Base Warrant Officer, WO1 Steve Urch, detailing all Royal Naval and Royal Marines personnel who have lost their lives in the past year.

In his address, Dr Williams said: “What has become one of the most extraordinary things about military service in our own generation is that our Forces have taken risks for the sake of strangers. They have taken risks not because people are friends, but in order that they might become friends.”

“The Forces have been at work not only in the great theatres of Iraq and Afghanistan, but in many other places too, in order to make friends – in order to build harmony and trust between peoples in an age of deep anxiety and instability.”

A veteran Swordfish torpedo bomber from the RN Historic Flight flew past the churchyard as a Royal Marines bugler played the Last Post, November 11, the anniversary of the Swordfish’s finest hour – the crippling of the Italian Fleet at Taranto in 1940.

Eighty miles south-west, in the shadow of the Naval memorial on Plymouth Hoe, hundreds of sailors and Royal Marines paid their respects with veterans, politicians and civic leaders.

Representatives from HMS Drake, the RFA, 3 Commando Brigade and 29 Commando Regiment Royal Artillery, plus the Band of HM Royal Marines Plymouth attended, with Rear Admiral Clive Johnstone, Flag Officer Sea Training, laying a wreath on behalf of the Senior Service.

“At this very special time of remembrance I find myself caught between two emotions,” said the admiral. “First and most powerful is the deepest respect and reverence of those who have served and have made the ultimate sacrifice.

“Indeed, there is no word that captures the impact of this recognition and the thanks for those who have laid their lives for their country and the endeavour that it is set upon.

“I do have a second emotion, and this is the thanks for our current Servicemen and Servicewomen, especially those of the Naval Service who are working under such pressures across the world, looking after our security and our interests.

“They stand very proudly in the shadow of those who have gone before.”

The Remembrance parade at RN Air Station Culdrose was led by CO Capt William Entwistle, and during the service at the base’s masthead wreaths were laid by Entwistle, the President of the WOs&SRs Mess, a junior rating, the Mayor of Helston, the Royal Naval Association, the Association of Wrens, the Royal British Legion, the Territorial Army, the RAF Association, the Cornwall Association of Retired and Reserve Naval Officers, Cornwall Council, and the Portslowe Town Council.

Along the South Coast in Portsmouth, there were services at its own Naval memorial, currently in the middle of a restoration project, on Southern Common, in Guildhall Square, which was filled with hundreds of onlookers lining the steps and balconies, and at HMS Excellent in front of Leucht Building, the headquarters of the Fleet and Royal Marines.

In the South Atlantic, HMS Montrose paid particular homage to those who, as her ship’s company scoured Scottish passports to their cops for a memorial service.

Unlike the Royal British Legion poppies, which feature two petals and a green leaf, Poppy Scotland’s wreaths, distinguished by four petals, proceeds from their side goes to veterans north of the border, where one in five people is either a serving member of the Armed Forces, ex-Services or the spouse or dependant of someone who’s been in the military.

Montrose was at sea 12 months ago for Armistice Day – then she was derring-do in the Indian Ocean and paid her respects at the Commonwealth War Graves Commission cemetery in Dur e Salaam in Tanzania.

Twelve months on, and, in a different ocean, charged with promoting British interests in the South Atlantic and providing reassurance to British citizens in the southern hemisphere, her ship’s company paid their respects to those whose only grave is the sea.

In a service led by the ship’s padre, chaplain Andrew Alcock, sailors formed up on the flight deck in the stifling heat before a wreath was cast into the water.

“Although we’re far from home, it’s vitally important for my ship’s company to have the opportunity to join those back in the UK – and across the world – in marking Remembrance Sunday,” said Montrose’s CO Cdr Jonathan Lethbridge.

“HMS Montrose has been in the region for months and our personnel take pride in the role usually taken up by the Army. Through the service, the ship is able to show our support to those who have served and the families who have been affected by their sacrifices.”

It was also hot for HMS St Albans, coming to the end of a six-month patrol in the Gulf, as she held a flight-deck service on her way home to Portsmouth, while the ship which has replaced her, HMS Argyle, was also at sea.

In typical bootneck fashion, Argyle’s sailors and Royal Marines, listened to the roll of honour of those who have gone before us and allowed us to remember those who have made the ultimate sacrifice.

There was also a service to mark the centenary of the end of the Great War, held in London.

The trio of former soldiers who died when HMS Brilliant’s crew was killed in the Indian Ocean and paid their respects to those whose only grave is the sea.

In the South Atlantic, HMS Montrose paid particular homage to those who, as her ship’s company scoured Scottish passports to their cops for a memorial service.

Unlike the Royal British Legion poppies, which feature two petals and a green leaf, Poppy Scotland’s wreaths, distinguished by four petals, proceeds from their side goes to veterans north of the border, where one in five people is either a serving member of the Armed Forces, ex-Services or the spouse or dependant of someone who’s been in the military.

Montrose was at sea 12 months ago for Armistice Day – then she was derring-do in the Indian Ocean and paid her respects at the Commonwealth War Graves Commission cemetery in Dur e Salaam in Tanzania.

Twelve months on, and, in a different ocean, charged with promoting British interests in the South Atlantic and providing reassurance to British citizens in the southern hemisphere, her ship’s company paid their respects to those whose only grave is the sea.

In a service led by the ship’s padre, chaplain Andrew Alcock, sailors formed up on the flight deck in the stifling heat before a wreath was cast into the water.

“Although we’re far from home, it’s vitally important for my ship’s company to have the opportunity to join those back in the UK – and across the world – in marking Remembrance Sunday,” said Montrose’s CO Cdr Jonathan Lethbridge.

“HMS Montrose has been in the region for months and our personnel take pride in the role usually taken up by the Army. Through the service, the ship is able to show our support to those who have served and the families who have been affected by their sacrifices.”

It was also hot for HMS St Albans, coming to the end of a six-month patrol in the Gulf, as she held a flight-deck service on her way home to Portsmouth, while the ship which has replaced her, HMS Argyle, was also at sea.

In typical bootneck fashion, Argyle’s sailors and Royal Marines, listened to the roll of honour of those who have gone before us and allowed us to remember those who have made the ultimate sacrifice.

There was also a service to mark the centenary of the end of the Great War, held in London.

The trio of former soldiers who died when HMS Brilliant’s crew was killed in the Indian Ocean and paid their respects to those whose only grave is the sea.

In the South Atlantic, HMS Montrose paid particular homage to those who, as her ship’s company scoured Scottish passports to their cops for a memorial service.

Unlike the Royal British Legion poppies, which feature two petals and a green leaf, Poppy Scotland’s wreaths, distinguished by four petals, proceeds from their side goes to veterans north of the border, where one in five people is either a serving member of the Armed Forces, ex-Services or the spouse or dependant of someone who’s been in the military.

Montrose was at sea 12 months ago for Armistice Day – then she was derring-do in the Indian Ocean and paid her respects at the Commonwealth War Graves Commission cemetery in Dur e Salaam in Tanzania.

Twelve months on, and, in a different ocean, charged with promoting British interests in the South Atlantic and providing reassurance to British citizens in the southern hemisphere, her ship’s company paid their respects to those whose only grave is the sea.

In a service led by the ship’s padre, chaplain Andrew Alcock, sailors formed up on the flight deck in the stifling heat before a wreath was cast into the water.

“Although we’re far from home, it’s vitally important for my ship’s company to have the opportunity to join those back in the UK – and across the world – in marking Remembrance Sunday,” said Montrose’s CO Cdr Jonathan Lethbridge.

“HMS Montrose has been in the region for months and our personnel take pride in the role usually taken up by the Army. Through the service, the ship is able to show our support to those who have served and the families who have been affected by their sacrifices.”

It was also hot for HMS St Albans, coming to the end of a six-month patrol in the Gulf, as she held a flight-deck service on her way home to Portsmouth, while the ship which has replaced her, HMS Argyle, was also at sea.

In typical bootneck fashion, Argyle’s sailors and Royal Marines, listened to the roll of honour of those who have gone before us and allowed us to remember those who have made the ultimate sacrifice.

There was also a service to mark the centenary of the end of the Great War, held in London.

The trio of former soldiers who died when HMS Brilliant’s crew was killed in the Indian Ocean and paid their respects to those whose only grave is the sea.

In the South Atlantic, HMS Montrose paid particular homage to those who, as her ship’s company scoured Scottish passports to their cops for a memorial service.

Unlike the Royal British Legion poppies, which feature two petals and a green leaf, Poppy Scotland’s wreaths, distinguished by four petals, proceeds from their side goes to veterans north of the border, where one in five people is either a serving member of the Armed Forces, ex-Services or the spouse or dependant of someone who’s been in the military.

Montrose was at sea 12 months ago for Armistice Day – then she was derring-do in the Indian Ocean and paid her respects at the Commonwealth War Graves Commission cemetery in Dur e Salaam in Tanzania.

Twelve months on, and, in a different ocean, charged with promoting British interests in the South Atlantic and providing reassurance to British citizens in the southern hemisphere, her ship’s company paid their respects to those whose only grave is the sea.

In a service led by the ship’s padre, chaplain Andrew Alcock, sailors formed up on the flight deck in the stifling heat before a wreath was cast into the water.

“Although we’re far from home, it’s vitally important for my ship’s company to have the opportunity to join those back in the UK – and across the world – in marking Remembrance Sunday,” said Montrose’s CO Cdr Jonathan Lethbridge.

“HMS Montrose has been in the region for months and our personnel take pride in the role usually taken up by the Army. Through the service, the ship is able to show our support to those who have served and the families who have been affected by their sacrifices.”

It was also hot for HMS St Albans, coming to the end of a six-month patrol in the Gulf, as she held a flight-deck service on her way home to Portsmouth, while the ship which has replaced her, HMS Argyle, was also at sea.

In typical bootneck fashion, Argyle’s sailors and Royal Marines, listened to the roll of honour of those who have gone before us and allowed us to remember those who have made the ultimate sacrifice.

There was also a service to mark the centenary of the end of the Great War, held in London.
One charity for the whole of the Naval family

Where does your money go?

Each year, we grant out £5 million. These grants include: providing items for the home, specialist equipment, awards, travel and so on.

WELCOME to the regular feature of the Royal Navy and Royal Marines Charity and Liz Ridgway.

Liz’s long burst

(Jacksepticeye: a long story about a man that is mostly one-way)

Having looked at all the good stories during 2011, I realised that this is not only a chance to reflect on these great activities but to take stock and review our first three months since joining the charity.

And... what a first three months! My first impression has been one of what unbelievable willingness there is to support us.

This willingness is demonstrated day after day, by those who get involved to fundraise for us from everything from John O’Groats to Land’s End bike rides and running events, a further coaching and swimming events, and the many other recipients from Combat Stress to St Dunstan’s.

IT’S BEEN a hectic year for the Royal Navy and Royal Marines Charity. We’ve been fundraising taking place all around the country and across the globe.

However you too can play your part in this. The RNRM Christmas card is now on sale and available to buy online.

You can see the main image on the card right, and really it says it all – soldiers, sailors and Santa Scrooge.

Each pack costs just £5.99 for ten cards (plus £1 post and package), and can be bought on the charity’s website at www.rnrmc.org.uk or from the charity shop itself.

A summary of the sale of these items allows the charity to give a better quality of life serving and former serving Naval and Royal Marines personnel and their families.

Among other highlights of the past year that we should mention are the Baton to Blighty medals who took the long way back from Afghanistan.

The team of medics, doctors and nurses (pictured right) raised £150,000 for the three main Service charities during the recent Heraklion, 14 deployments.

Over a six-month period, they used running machines, treadmill and static bikes to travel 19,700 mile equivalent distance home.

The challenge was completed over the course of the six months, with everyone doing a certain amount of exercise after a demanding full shift at work.

Back in Blighty, down south, a team of five from HMS Collingwood have set themselves the task of raising more than £15,000 for the RNRM by taking part in a series of marathons, half-marathons and 10km runs (right).

Training establishment Collingwood also supports the RNRM in a number of ways, from the Collingwood Open Day, fireworks displays, field golf, cycling and swimming events, and concerts by the Band of the Royal Navy and Marine, Collingwood.

And heading northwards, the Beat the Block challenge saw over 70 cyclists from the Aircraft Carrier Alliance race to be the first completed block of the new Queensferry Crossing (although initially it was towed from Glasgow to London (right)).

This impressive challenge gained £12,000 for the RNRM.

However, these are just a few of the highlights of the past year. Much more has been happening around the country to raise money for the RNRM.

Take a look at the website, www.rnrmc.org.uk, for all the different fundraising activity that has taken place.

Liz Ridgway

Director of Fundraising and Marketing, The Royal Navy and Royal Marines Charity liz.ridgway@rnrmc.org.uk

What do we want?

Dependants – In the event of death in-service we provide immediate relief in the form of a grant of £12,000 (within 48 hours) to the dependant identified with the most need.

Benevolence – We need to keep improving on what happens in the background. We’ve seen an impressive uptake in numbers over the past year of 20 per cent in families and individuals who want to keep improving on these figures so that we can keep improving the lives of the men and women of the Naval Service.

For further information on grants contact Anne Carr by email at anne.carr@rnrmc.org.uk, or by phone 023 9254 8093, Mobile: 98382 8093.

Payroll giving simply means making a regular donation out of your monthly pay.

We’re asking for a minimum of £3 a month, that’s great.

We’ve seen an impressive uptake in numbers over the past year of 20 per cent in families and individuals who want to keep improving on these figures so that we can keep improving the lives of the men and women of the Naval Service.

Our barometer (right) shows the latest payroll giving figures and how far we have come in the past 12 months and what we hope to achieve with your support.

To give more, we need to raise more.

· Sign up to the Payroll Giving Scheme
· Leave a legacy
· Organise your own fundraising event
· Spread the word

2011 in focus

The Royal Navy & Royal Marines Charity is a federation of subsidiary charities each of which has a specific focus and is supported by a central team.

CONTACT DETAILS

Naval Service Amenity Fund
The Royal Navy Benevolent Fund
Dependants’ Fund
Naval Service Prizes and Awards Fund
Fleet Air Arm Benevolent Fund

Anna Carr
Head of Grants
rnrmc@rnrmc.org.uk
T: 023 9254 8093

Royal Navy Officers’ Benevolent Fund
Cdr Ken Ridley OBE
hnoc:kir@sky.com
T: 020 7402 5231

The Sir Donald Gosling Maritime Reserve Benevolence Fund
Lt Adam Whitlow RN
E: fleet-c_CRE&A3@mod.uk
T: 023 9212 5343

Plymouth Royal Naval Aid Fund
Mr Nick Shread
E: nps@mod.gov.uk
T: 023 9212 5364

GARNNs Trust Fund
Capt Inga Kennedy GARNNS Trust Fund
1 Assault Group RM
Cnr Letsas Rd
E: fleet-meddiv-coords2@mod.uk
T: 023 9212 5898

Naval Medical Benevolence Fund
E: fleet-meddiv-perspolso1@mod.uk
T: 023 9212 5370

NASSC Maritime Aid Fund
E: nssc-cs@sky.com
T: 023 9212 7350

PATRON

HRH The Princess Royal
President
Sir John Jonathon Band
GCB

VICE PRESIDENTS

Gen Sir Robert Fulton KBE
Vice Admiral Sir Alan West CB
Sir John Parker Ffign

TRUSTEES

Admiral John Chadwick CB – Chairman
Cdr Andrew James
Lt Cdr Kathleen Richmond
Mr Kate Burgess OBE
Brig Simon Hill OBE
Mr Stephen市場
Cdr Andrea Jamieson
Lt Cdr Katherine Rackham
Mr David Robinson
Mr Douglas Hoather
Lady Stanhope
Mr John Thompson MBE
Mr Hugh Twist
Mr W RMS Alle
Cdr Rosie Wilson OBE

T: 020 7402 5231

E: fleet-meddiv-perspolso1@mod.uk

The Sir Donald Gosling Maritime Reserve Benevolence Fund

Anna Carr
Head of Grants
rnrmc@rnrmc.org.uk
T: 023 9254 8093

The Royal Navy Benevolent Fund
The Royal Navy Benevolent Fund
The Royal Navy Benevolent Fund
The Royal Navy Benevolent Fund
The Royal Navy Benevolent Fund

www.rnrmc.org.uk
THE ROYAL Navy's flagship has been demonstrating her current capabilities – and working towards adding even more weight to her "punch".

Assault ship HMS Bulwark led the way during a series of high-profile all-action demonstrations held in the Solent for a very select audience.

Around 1,000 sailors and Royal Marines from across the Naval Service took part in the Maritime Combat Power Visit (MCPV), showing movers and shakers what the Royal Navy is capable of.

The four-day-long MCPV – the new name for Staff College Sea Days (the programme has been rebranded since last year) – demonstrates how the RN carries out its business around the globe.

After a day of rehearsals on the Monday, the Visit began in earnest the following day, unfolding before the gallery of more than 300 students from the advanced command and staff at Shrivenham, the Forces' college, plus senior officers, academics, the media, MPs, affiliates and other VIP guests.

All the activity was choreographed by the Navy's training gurus, Devonport-based Flag Officer Sea Training or FOST.

The cast for the event was extensive – but for the record, it included HMS Bulwark, landing support ship RFA Mounts Bay, frigate HMS Sutherland, small Fleet tanker RFA Black Rover, Archer-class patrol boat HMS Raider, Jungly Sea Kings from 846 Naval Air Squadron, Commando Lynx from 847 NAS, Naval Lynx from 815 NAS, Airborne Surveillance and Control (ASaC) Sea Kings from 849 NAS, Hawk jets, Commandos from the Fleet Protection Group Royal Marines (FPGRM) and the amphibious wizardry of 539 Assault Squadron RM.

The Junglies and Fleet Protection Group teams staged a mock boarding, leaping out of a Sea King and roping on to Bulwark to show how they can take down pirates/terrorists – rather as they did in London when the ship visited at the beginning of the year.

Black Rover bowled along to demonstrate the tricky art of replenishing at sea (RASing), Sutherland showed how to deal with the threat of submarines, and Bulwark demonstrated how she can put men and material on to hostile...
Power, putting men and material on to hostile bulwarks demonstrated how she can protect the threat of submarines, and Sutherland showed how to deal with them.

The aim is to give visitors – and officers on the advanced staff courses in particular – a real taste of the full range of the Senior Service’s abilities.

And that full range would not be adequately spanned without the presence of a representative of the small-ship Navy, in this instance Bristol University RN Unit boat HMS Raider.

For her Commanding Officer, Lt Charlie Collins, it was a baptism of fire – and he was quick to make enemies.

When Raider sped out of the mouth of the Tamar estuary for the Solent, Lt Collins was in his third day at sea with his new command.

And the patrol boat’s task in the MCPV was that of OPFOR – ‘the Enemy’.

When Raider arrived at the mouth of the Solent, it was a baptism of fire – and he was quick to make enemies.

When Raider sped out of the mouth of the Tamar estuary for the Solent, Lt Collins was in his third day at sea with his new command.

And the patrol boat’s task in the MCPV was that of OPFOR – ‘the Enemy’.

With the MCPV over, Raider took on the role of the opposing force (aka ‘the Enemy’). Lt Collins and his small crew set out to demonstrate the tricky art of boarding, leaping out of a Sea King.

Directed to attack the task group entering the Solent from the east, Raider battered itself towards the mouth of the estuary.

Then darted from her cover and headed at high speed towards Bulwark and her escorts, firing multiple rounds from her flying bridge as she manoeuvred in for the boarding demonstration.

Raiders primary role is providing sea training to the students of Bristol, Bath and UWE Universities.

However, she also provides regular support to Flag Officer Sea Training during Thursday Wars off Plymouth, Britain’s Royal Naval College Dartmouth for regular RPLOP (Initial Warfare Officers Foundation Course) navigation training, the Board and Search School at HMS Raleigh, sea training for the Sea Cadet Corps, and generally showing the White Ensign in ports and harbours where her bigger sisters cannot enter, both around the UK and on European coasts.

On completion of the MCPV, Lt Collins said: “Raider is made up of only five ship’s company, and they have been selected individually for being the best at what they do – which is proven on days like today!”

For HMS Sutherland the dash to the Solent started in London, following a high-profile visit to the capital – and she carried with her affinities from the Honourable Company of Master Mariners for the journey.

With a large proportion of her ship’s company living in the Solent, a week ‘day running’ out of Portsmouth was a welcome change. During the practice period – Days 1 and 2 – the ship took representatives of the Royal Navy & Royal Marines Charity, HMS Ships Abbey Wood, Biggleswade Sea Cadet unit, Marine Park, Biggleswade, and Potential Officer Candidates to see to give them the unique experience of life in a warship.

On Day 3 Sutherland welcomed nearly 300 members of the Defence Academy as they learned about the flexibility and capabilities of the Type 23 frigate, particularly to the context of the Royal Navy’s Response Force Task Group – Sutherland has real current experience of this having spent four months of this year deployed on the Cougar 11 deployment with flagship HMS Albion.

Sutherland then detached to Operation Ellamy/Unified Protector off Libya, providing Naval Gunfire Support for Apache gunships operating from HMS Ocean.

Back in the Solent, Sutherland sailed on the afternoon of Day 3 to prepare for the main event the following day, which saw the frigate fire her main 5 in gun, her 30mm gun system, and finish off with a boarding demonstration.

Visitors were apparently quite taken by the frigate’s ‘sports car’ handling.

Commanding Officer Cdr Roger Readwin said: “Following a busy year deployed on live operations with the HRFtG it has been a privilege to be able pass on our experience and help the future leaders of the UK military better understand the impressive capabilities of HMS Sutherland and her sister Type 23 frigates.

‘I lead a proud crew who have the largest support of their families – they are the most important factor in delivering the winning edge.”

HMS Sutherland repaid the loyalty of some of the families by taking them to sea for a Families Day.

The popular event was made even more enjoyable by fine weather – never a given at the end of October – and included a magician in the hangar, demonstration air defence exercises against attacking jet fighters and a flying display from HMS York’s Lynx.

The ship’s own Merlin was available on deck throughout the day to allow families to see how the Merlin contributes first-hand how large and impressive the anti-submarine aircraft is.

York, returning from duty in the Mediterranean, and Sutherland engaged in a high-speed passage close to the Isle of Wight, Sutherland emerging as victors in the short sprint, much to the delight of the embarked families.

With the MCPV over, Raider returned home and Bulwark headed for the Tyne and a formal visit by her ship’s company to Durham on Day 10.

Sutherland sailed south for exercises in the Bay of Biscay, and as Navy News went to press she was due back in her home port of Devonport for a period of deep maintenance, and new CO – Cdr Allan Wilson takes over this month – and the prospects of a deployment next year.
**Family service in Senior service**

SAMANTHA Dunn wrote about her naval father, Chief Yeoman Raine, PO Caterer, my brother, and myself, we accumulated 100 years of service. We joined at such an early age? The reason the RN may be approaching the end of their four decades of service, but they’re not bowing out quietly. As for our modern ‘want to be GIs’ pictured in the October edition, we are now allowed to choose of pacing sticks in different colours. I do not recollect a choice other than brown. To sum up, I do not agree with the comments made by Lt Cdr Colin Roskilly, I do agree with what was said about that cutaway cap. Dreadful size, very, very top and a step too far. – Brian J Bloom, ex CPO Shirley, Hertfordshire

**Feeding the fleet**

ON SUNDAY October 30, Pamela Cockhill dined at her local pub in Portsmouth. It was a familiar sight to thousands of sailors throughout the Fleet. Men and women of all ranks drank in the arms of the famous Cockhill Arms. The journey was very descriptive and my sweat rag was wrapped around my neck. Nobly, the Chief Engineer came in the doorway and asked me what I was up to... I could not answer for Christmas trip for the RN. The Rev Michael Brotherton, Pembroke, Wales

**Time marches on and so does the Navy**

WHEN I saw my unexpected appearance in Navy News (page 40, October) I knew I would have to brace myself for criticism of Cap and Black Peak Caps. It was therefore with some palpitation and expected amusement that I turned straight to the letters page when November’s edition turned up at the office. I would like to inform Lt E C Coleman (whoever he is), he looked him up on the Global Address List but to no avail – I must presume he is dead and (therefore a Mr E C Coleman) that it gave myself and my team enormous satisfaction and great pride to show the flag for the Service. It was on the British Army’s premier parade grounds. The board of judges were absolute pictures when the Dark Blues piped Up Spooks at the far end of their Parade Ground and then immediately fell out to receive their toot from a commissioned Naval Officer.

**Christmas dreams of snowy hills**

IT WAS Christmas Day 1944. I was serving aboard the Navy’s oldest Type 42, Liverpool, as Leading Wireman ML Morse. We were at anchor at Trincomalee Harbour in Ceylon (now Sri Lanka) and it was hot – very hot.

The Raleigh parade instructors compete at the British Army pace stick competition at RMA Sandhurst●

**That Monday morning feeling**

I THOUGHT that you might enjoy Tugg’s cartoon (captioned) with a different caption which I have put in. I am a retired submariner. The reason the caption is so funny is that it was actually said by a crewmate when we were already three weeks into a long patrol.

---

The views expressed in this paper do not necessarily reflect the views of the MOD. 

**NAVY NEWS**

Leviathan Block, HMS Nelson, Portsmouth PO1 2HH December 2011 no.689: 57th year

Editorial
Managing editor: Sarah Fletcher 023 9272 4194 Editorial: Mike Gray 023 9272 5136 News editor: Richard Hargreaves 023 9272 4163 Production editor: Helen Craven 023 9272 5607 Fax 023 5083 8845
daily@navynews.co.uk

Business
Business manager: Lisa Tate 023 9272 0596 Subscriptions: 023 9272 6284 subscriptions@navynews.co.uk

Advertising
Advertising: 023 9272 5062/5064

General enquiries and archives: 023 9272 5061/5064

**Family service in Senior service**

SAMANTHA Dunn wrote about her naval father, Chief Yeoman Raine, PO Caterer, my brother, and myself, we accumulated 100 years of service. We joined at such an early age? The reason the RN may be approaching the end of their four decades of service, but they’re not bowing out quietly. As for our modern ‘want to be GIs’ pictured in the October edition, we are now allowed to choose of pacing sticks in different colours. I do not recollect a choice other than brown. To sum up, I do not agree with the comments made by Lt Cdr Colin Roskilly, I do agree with what was said about that cutaway cap. Dreadful size, very, very top and a step too far. – Brian J Bloom, ex CPO Shirley, Hertfordshire

**Feeding the fleet**

ON SUNDAY October 30, Pamela Cockhill dined at her local pub in Portsmouth. It was a familiar sight to thousands of sailors throughout the Fleet. Men and women of all ranks drank in the arms of the famous Cockhill Arms. The journey was very descriptive and my sweat rag was wrapped around my neck. Nobly, the Chief Engineer came in the doorway and asked me what I was up to... I could not answer for Christmas trip for the RN. The Rev Michael Brotherton, Pembroke, Wales

**Time marches on and so does the Navy**

WHEN I saw my unexpected appearance in Navy News (page 40, October) I knew I would have to brace myself for criticism of Cap and Black Peak Caps. It was therefore with some palpitation and expected amusement that I turned straight to the letters page when November’s edition turned up at the office. I would like to inform Lt E C Coleman (whoever he is), he looked him up on the Global Address List but to no avail – I must presume he is dead and (therefore a Mr E C Coleman) that it gave myself and my team enormous satisfaction and great pride to show the flag for the Service. It was on the British Army’s premier parade grounds. The board of judges were absolute pictures when the Dark Blues piped Up Spooks at the far end of their Parade Ground and then immediately fell out to receive their toot from a commissioned Naval Officer.

**Christmas dreams of snowy hills**

IT WAS Christmas Day 1944. I was serving aboard the Navy’s oldest Type 42, Liverpool, as Leading Wireman ML Morse. We were at anchor at Trincomalee Harbour in Ceylon (now Sri Lanka) and it was hot – very hot.

The Raleigh parade instructors compete at the British Army pace stick competition at RMA Sandhurst●

**That Monday morning feeling**

I THOUGHT that you might enjoy Tugg’s cartoon (captioned) with a different caption which I have put in. I am a retired submariner. The reason the caption is so funny is that it was actually said by a crewmate when we were already three weeks into a long patrol.

---

The views expressed in this paper do not necessarily reflect the views of the MOD.
Manxman’s mythical speed

A MOST interesting letter (November) from Vic Everest about HMS Manxman achieving 44 knots.

No doubt Manxman was fast, but 44 knots – never!

Yet again we have the speed of the Abdiel-class Fast Minelayers brought into the realms of myth and folklore.

Truth preposterous speeds have been accredited to this class of minelayer, some as high as 49 knots and 44 knots.

The best and most informative work on this class appeared in the November 1973 edition of Profile WARSHIP no 36, written by Tom Burton, Abdiel-Class Fast Minelayers.

The trial speed of HMS Manxman is given as 35.99 knots (mean speed) on a displacement of 3450 tons, mean draught 13 feet 3.5 inches, shaft horse power at 72,970 SHP, revolutions 132.9.

Sister ship Welshman achieved 36.08 knots on a lesser displacement of 3300 tons.

No doubt Manxman was fast, and against, the sea current.

Trial speeds depend on displacement, type of hull, state of fouling of hull, shaft horse power, temperature of the sea, atmospheric pressure, tidal streams, sea state and the depth of the sea.

Not forgetting the efficiency of the engineers and the helmsman who should steer a straight course as directed by the captain!

The navigator must also correctly record the start and finish of the measured mile or whatever distance the trial is to take place.

Several runs need to be taken and mean speeds recorded with, against, the sea current.

– Charles Fisher, Honiton

The photo of the Fast Minelayer HMS Manxman (Letters, October) brought back to mind the time, as an 18-year-old, I took passage onboard from Sydney to Hong Kong.

I think it would be during May 1946, and I wondered if any other readers were also onboard and could remember the heads we had to use?

They hung out over the stern of the starboard exit of the minelaying passage. Bowen evacuation was quite an experience!

I understood the passage to Hong Kong would be a very quick one, but due to engine trouble it took about a couple of weeks.

On the ship’s return to the UK I did hear that it had made the quickest voyage ever from Hong Kong.

– W G ‘Mick’ Ellis, Goole, East Yorkshire

I WAS serving in HMS Undine in the 6th Frigate Squadron in 1956 and we were ordered to chase the Egyptian destroyer tied up on the trot ahead of us in Grand Harbour with orders to detain or sink her, we lost her around the Greek islands, then joined the Fleet as A/S escort to Sicily.

On leaving Grand Harbour and well out to sea, the Admiral ordered the Fleet to form line abreast.

At this time I was on bridge lookout, and the sight of that Mediterranean Fleet stretched in either direction, all with a good bone in their teeth, is still vivid in my memory.

The next order was “Full Speed to Gibraltar” – the last one I stood the cockpit.

I did  hear that it had made the quickest voyage ever from Hong Kong.

– Bernard Hallas, Honiton

Send in the Marines

THE STATEMENT by the Prime Minister that the Somali pirates should be met with force is long overdue.

Somali pirates should be met with force is THE STATEMENT by the Prime Minister that the Armed Forces’ budget and the pirates would soon realise that they were up against a force much more efficient than theirs.

There need be no recruiting. Their sacrifices were for us.

The shipping companies themselves would welcome the idea.

And I know the capabilities of the Royal Marines.

– Bernard Hallas, Publicity and Recruiting Officer, RN and RM Association, York, aged 93

LETTERS to the editor should always be accompanied by the correspondent’s name and address, not necessarily for publication.

E-mail correspondents are also requested to provide this information. Letters cannot be submitted over the telephone.

If you submit a photograph which you did not take yourself, please make sure that you have the permission for us to publish it.

Given the volume of letters, we cannot publish all of your correspondence in Navy News. We do, however, publish many on our website, www.navynews.co.uk, accompanied by images.

We look particularly for correspondence which stimulates debate, makes us laugh or raises important issues.

The editor reserves the right to edit your submissions.
Monumental occasion

SEA Cadets took over the heart of London to stage their annual showpiece ceremonial event.

Youngsters aged between 12 and 18 demonstrated their skills as musicians, clubswingers and masters of drill as they marked the 206th anniversary of the Battle of Trafalgar by parading in the square which took its name from Nelson’s victory.

More than 50 units were represented – including a handful of Royal Marines Cadet detachments – at a ceremony which required detailed planning, intensive practice and precise timing, to say nothing of the last-minute preparations which ensured the cadets – including Army and RAF youngsters – looked smart and neatly slipped into their allotted roles.

Some 500 cadets were involved, with the highest profile going to the band, the Honour Guards and the various athletes in the PT displays.

Army and air cadets also took part in the ceremony, and platoons of each cadet force were inspected by the Commandant General Royal Marines, Maj Gen Buster Howes RM, and Captain Sea Cadets Capt Mark Windsor. Sea Cadets led platoons with a traditional bluejacket parade from the Mall to Trafalgar Square, joined by a 80-strong marching band and Army and Air Cadets.

Army and Air Cadets also took part in the ceremony, and platoons of each cadet force were inspected by the Commandant General Royal Marines, Maj Gen Buster Howes RM, and Captain Sea Cadets Capt Mark Windsor. Sea Cadets led platoons with a traditional bluejacket parade from the Mall to Trafalgar Square.

The units which took part were: Nottingham, Newark, Harrogate, Finsbury, Welling and St Marylebone, Bromley, Edmonton, Tolworth and Balham, Walton-on-the-Naze, Basildon, Leith, Edinburgh (Trinity), Musselburgh, Dundee, Methil, Dalbeattie, Hoylake, Runcorn, Sutton, City Of Liverpool, Kirkby and Liverpool North, Liverpool (West Derby), Middleton and Chadderton, Rhy, Fleetwood, Aylesbury (RMC), Herne Bay, Shepey, Chatham Marine, Windsor and Elton, Chichester Harbour and Saley, Raingate, Eastbourne, Eastbourne (RMC), Hastings, Poole, Weymouth, (Filton) (RMC), Penzance, Plymouth (Drake), Birmingham (Sherbourne), Walsall (RMC), Weymouth, Yeovil, Taunton, Barry, Torfaen, Sutton Coldfield, Tamworth and Lichfield, Fishguard, and

- Snapshots of the Sea Cadet Corps’ Trafalgar Day parade in central London, including intensive preparations, displays of club-swinging, and a demonstration of precision drill by Sea Cadets, Royal Marine Cadets, the marching band and other youth organisations.

Pictures: Leon McGowran
Monumental occasion

Milford Haven

The Sea Cadets’ parade was the largest celebration of the Royal Navy’s victory over a Franco-Spanish fleet off the southwest corner of Spain, but other ceremonies were held at sites of significance.

The hoisting of the Colours and Nelson’s signal ‘England Expecta...’ marked the start of the traditional commemorations on board Nelson’s flagship HMS Victory, with a team of ratings and staff from the man o’war hoisting the flags in sequence on Victory’s (shortened) masts at 0800.

The central act of the ceremony is the laying of a wreath on the spot where Nelson fell. That wreath was laid by Second Sea Lord and Commander-in-Chief Naval Home Command, Vice Admiral Charles Montgomery, for whom Victory is now the flagship.

Further wreaths were laid on the orlop deck where Nelson died; these were placed by Maj Gen Howes and Victory’s CO, Lt Cdr Oscar Whild.

Meanwhile, a few miles to the north, the Nelson Society held a commemorative service at the Nelson Monument on Portsdown Hill to acknowledge the 204th anniversary of the laying of its foundations.

The Executive Officer of HMS Collingwood, Cdr Mike Dreelan, read Nelson’s Prayer, while the establishment’s chaplain, Janice Honey, led the service.

The monument was placed atop the hill by Nelson’s ‘companions in arms’ following the battle.
**Old-school** schoolie is to retire

EDUCATION is a broad field, and one former “old-fashioned” Navy schoolie sought one of the few terms as one of two Headmasters at Devonport.

During this time he has taught at GCSE and A-level standard, trained on the local university, and has advised candidates for the Admiralty Interview Board.

“I have taught many hundreds of students over the years, assisted secretaries to keep their desks tidy, and taught them now quite senior officers,” said Nick.

“Before starting this job I was a serving Naval Officer for 16 years, and taught many more people, including being an instructor officer at HMS Raleigh and a navigation instructor to Divisional Officer at BRNC Dartmouth.”

“Many classes and examinations in HMS Invincible, as well as the Far East Conflict; was Education Officer of HMS Ark Royal, Squadron Instructor to the 4th Frigate Squadron (the ‘21 Club’), included a few Part-Mates patred in HMS Ambuscade, and was Senior Lecturer at Studies Centre at Manadon.”

“I am, in other words, an old-fashioned ‘schoolie’, finishing after serving as we did for the Navy since 1979, now haulinng down my small but widespread flag.”

**Glowing report**

A ROYAL Navy cadet centre in Plymouth has been praised in a glowing report from education watchdog Ofsted.

The RN Pre-School at Radford Centre, Plymouth, won six grade ‘outstanding’ judgements and the grade was given after an inspection with overall quality of provision judged to be ‘good’.

The centre was praised by Capt Mark Knibbs, of Devonport Naval Base, responsible for RN Pre-school provision in the city, who said the staff, centre and organisation behind it were to be congratulated on the “excellent” report.

**In the steps of Shackleton**

A ROYAL Navy senior rate will take part in an attempt to recreate the epic Antarctic journey of Sir Ernest Shackleton.

PO Seb Coulthard, of RNAS Yeovilton, spent days dragging tonnes of chalk into position on the Osmington White Horse, north east of Weymouth in Dorset.

The horse and rider was created in 1858 as a tribute to King George III, who regularly visited his seaside residence in Weymouth.

The current restoration project began in May 2009 to rectify two centuries of deterioration, spasmodic attempts at maintenance (some of dubious value) and changes caused by weather.

Eight engineers, led by Lt Michael ‘Scopo’ Watson, worked on the surprisingly steep slopes to restore two of the horse’s legs.

“’The work was incredibly difficult, working on a steep slope moving very heavy materials,” said Seb.

“We needed to work together as a team to achieve our task, but despite this there were a number of mishaps and a few minor avalanches caused along the way.”

Colleague James Godden added: “At the end of each day all of us were aching and covered in dirt, but most of all we were proud of the work we had done.”

“Judging by the fact the horse is once again visible in all its splendour from Weymouth Bay, we were well and truly happy with the result.”

The Navy team’s work will feature as part of a BBC documentary about restoring the nation’s landmarks, due to be broadcast early next year.

**Gatly duty for class**

A CLASS of students from HMS Collingwood left the world of science fiction this week for a day to tackle some unruly vegetation and a broken front gate.

A number of System Engineering and Management Course (SEM) class will eventually qualify as deputy weapon engineer officers, but their focus for this particular day was the archetypal lawn and heavy gates of Park Place Pastoral centre at Wickham, near Fareham.

The main gate of the Georgian listed building needed refurbishment as a result of paint having been covered by a thick growth of ivy, while the railings were said to be in need of further damage.

The surrounding brambles had also been neglected and were an area required extensive rejuvenation.

“The students on the day were part of the manus of the convnet of the Franciscan Order, who live at and run the centre, said: “It is great to foster the relationship with the officers of HMS Collingwood, and we are overwhelmed with the new look of our gates.”

“We wish the students of SEMC all the very best of luck with their future careers and extend our gratitude to the HQ staff of HMS Collingwood for allowing them to be spared during their course”

**First ex-RN Beefeaters at the Tower**

TWO youngsters listen as Yeoman Warden Rob Fuller tells “the story” – only the second sailor to do so in the history of the Tower of London.

The former comms specialist is one of two former RN sailors who this year made history as the first Beefeaters.

After five months of training, including learning “the story of the Tower” and London’s history, the new man’s colleagues is ex-MAA Rob Greffitt, who took the role last February, becoming the first ex-sailor-turned-Beefeater in the 502-year history of the Yeoman Warders.

There have been Royal Marites on Beefeater duties since the 1700s – presently ex-Royal Steve Froggatt and Barney Chandler assist visitors as they look around the Tower.

In years gone by the Beefeaters served as guards for the gates and prisoners in the Tower, but today the role is a mix of ceremonial and tour guide.

All must have completed at least 22 years of service and two training officer, but until 2009 sailors were exempt – unless soldiers, airmen and marines, they swear no oath of allegiance to the monarch. The Governor of the Tower petitioned the Queen to change
The two officers and their families moved to RN Air Station Culdrose under a long-standing foreign exchange programme involving the Royal Navy, the US Coast Guard and the German Navy.

Lt Leen Jeha (above) hails from the Amish country in rural Pennsylvania, and served nine years in the US Army as a pilot in medical evacuation units in the southern US, South Korea and Hawaii.

Volkwein was born in Berlin, and spent 16 years in the US Army as a pilot in special operations and rescue, law enforcement and intelligence missions throughout the northern Gulf region, the South West Pacific and Hawaii.

The training facility, currently under construction, will be part of a major investment in fleet sustainment, which is a key requirement of the Royal Navy's 2050 vision for fleet renewal and modernisation.

AN ANNUAL service which began when news from the Battle of Trafalgar was brought ashore in 1805 has been held at Madron every year, and this year it was attended by hundreds of people.

HUNDREDS of workers flocked to Clyde Naval Base this year, as HMS Barham is rewarded.

Services in the pink (list)

A RYAL Navy veteran has been awarded an award for his high standards during training.

Engineer Cadet Alex Cooper was presented with the Richard Jones Award for Outstanding Cadetship by Richard’s widow, Jane Jones.

The award presented annually in memory of the late Chief Officer Richard Jones, who was Cadet Training Officer from 1983-85.

Presenting the trophy, Mrs Jones said: “Alex is, without question, a very worthy recipient of the Richard Jones Award.”

HUNDREDS of workers flocked to Clyde Naval Base’s ‘HIE-Life’ annual health and safety event on Thursday, as HMS Barham is rewarded.

The exhibition runs until February 19 2012.

Using many objects never seen on public display before, the exhibition included many stories and memorabilia related to the ‘Submariner’, which was part of the memorial in Westminster Abbey to the men of the Royal Navy.

The biographical details issued with the publication of the Last Discharge Book by the Submariners Association, the book which shows how we can measure working environments to improve safety, and to ensure they comply with regulations,” said WO John Laird.

“The exhibition gives us a chance to raise awareness, exchange knowledge and explore different solutions to health and safety problems,” said Anne.

“Tales of a true Naval hero

AN exhibition on ‘Admiral Cochrane, the Real Master and Commander’ has opened at the National Museum of the Royal Navy.

Using many objects never seen on public display before, including medals and personal mementos, the exhibition traces Cochrane’s life from boyhood in Fife to Napoleonic naval war in the North Sea, and to Nelson.

“Top deck is rewarded

WARFARE specialist Matthew Barker clinches a new award (above) donated to the Royal Navy by the Submariners Association.

Matthew joined the MGB last year and completed his training at RN Submarine School over HMS Raleigh in July.

His commitment and dedication to training meant Matthew became the first recipient of the trophy, presented to him at Raleigh by Dave Barlow, the National Chairman of the Submariners Association.

The new trophy is a replica of the ‘Submariner’, which forms part of the memorial to the men of the Royal Navy.

Matthew joined the Mob last year and completed his training at RN Submarine School, and the trophy is a replica of the ‘Submariner’.
Bandies in Bahrain

AGAINST the impressive floodlit backdrop of the 780ft twin towers of Bahrain World Trade Centre, five Royal Marines Bandmen take a breather from entertaining British as the grounds of the UK Embassy.

Musicians from the Band of Her Majesty’s Royal Marines took time out of their busy UK schedule to visit the local community and Royal Navy contingents in Bahrain.

The Middle Eastern kingdom is a crucial hub for Royal Navy operations in the region, home to the UK Maritime Component Command, Royal Navy personnel, and four minehunters, and is regularly used by Royal Navy frigates and destroyers deployed in the Gulf.

The brass quintet, led by Band Cpl Rich Finnieck, performed at numerous venues and engagements including the Dilmun Club for expatriates, Bahrain Rugby Club, the Gulf Hotel, the British Embassy, the Bahrain School and the sprawling NSA Bahrain – Naval Support Activity Bahrain, the huge US naval headquarters home to some 6,000 Service and civilian personnel.

“We had a great time in Bahrain and received a great deal of admiration wherever we went. The school children thought we were fantastic and we got to play in some breathtaking locations such as the British Embassy with a backdrop of the Bahrain World Trade Centre towers,” said Muan Adam Goor, the junior member of the five-piece.

“I’m very new to the job but music is a huge part of who I am and I was in Bahrain in 2009. It’s been a great chance for the ship’s company to show our professionalism and our understanding of the local community. It was a great day overall.”

Lt Gary Turner RN, on the staff of the UKMCG, added: “As an ex-member of the RM Band Service myself, I know how lucky we were to have such professional and fantastic musicians as the Royal Marines Band come out to Bahrain during their very busy schedule.

“We wanted to take the opportunity to show our appreciation to the local and expatriate communities of Bahrain, and what better way than the power of music.”

Lt Turner continued: “The opportunity to build relations with the local community in Bahrain is never underestimated.

“The British Ambassador to Bahrain is very keen to support our long-standing relationships between Bahraini and UK personnel, and UK forces based in Bahrain. The British Embassy has always been very welcoming to the Band and the local community.”

The school children thought we were fantastic and we got to play in some breathtaking locations such as the British Embassy, with a backdrop of the Bahrain World Trade Centre towers,” said Muan Adam Goor, the junior member of the five-piece.

“We had a great time in Bahrain and received a great deal of admiration wherever we went. The school children thought we were fantastic and we got to play in some breathtaking locations such as the British Embassy, with a backdrop of the Bahrain World Trade Centre towers,” said Muan Adam Goor, the junior member of the five-piece.

“We had a great time in Bahrain and received a great deal of admiration wherever we went. The school children thought we were fantastic and we got to play in some breathtaking locations such as the British Embassy, with a backdrop of the Bahrain World Trade Centre towers,” said Muan Adam Goor, the junior member of the five-piece.

“We had a great time in Bahrain and received a great deal of admiration wherever we went. The school children thought we were fantastic and we got to play in some breathtaking locations such as the British Embassy, with a backdrop of the Bahrain World Trade Centre towers,” said Muan Adam Goor, the junior member of the five-piece.

“We had a great time in Bahrain and received a great deal of admiration wherever we went. The school children thought we were fantastic and we got to play in some breathtaking locations such as the British Embassy, with a backdrop of the Bahrain World Trade Centre towers,” said Muan Adam Goor, the junior member of the five-piece.

“We had a great time in Bahrain and received a great deal of admiration wherever we went. The school children thought we were fantastic and we got to play in some breathtaking locations such as the British Embassy, with a backdrop of the Bahrain World Trade Centre towers,” said Muan Adam Goor, the junior member of the five-piece.

“We had a great time in Bahrain and received a great deal of admiration wherever we went. The school children thought we were fantastic and we got to play in some breathtaking locations such as the British Embassy, with a backdrop of the Bahrain World Trade Centre towers,” said Muan Adam Goor, the junior member of the five-piece.

“We had a great time in Bahrain and received a great deal of admiration wherever we went. The school children thought we were fantastic and we got to play in some breathtaking locations such as the British Embassy, with a backdrop of the Bahrain World Trade Centre towers,” said Muan Adam Goor, the junior member of the five-piece.

“We had a great time in Bahrain and received a great deal of admiration wherever we went. The school children thought we were fantastic and we got to play in some breathtaking locations such as the British Embassy, with a backdrop of the Bahrain World Trade Centre towers,” said Muan Adam Goor, the junior member of the five-piece.

“We had a great time in Bahrain and received a great deal of admiration wherever we went. The school children thought we were fantastic and we got to play in some breathtaking locations such as the British Embassy, with a backdrop of the Bahrain World Trade Centre towers,” said Muan Adam Goor, the junior member of the five-piece.

“We had a great time in Bahrain and received a great deal of admiration wherever we went. The school children thought we were fantastic and we got to play in some breathtaking locations such as the British Embassy, with a backdrop of the Bahrain World Trade Centre towers,” said Muan Adam Goor, the junior member of the five-piece.

“We had a great time in Bahrain and received a great deal of admiration wherever we went. The school children thought we were fantastic and we got to play in some breathtaking locations such as the British Embassy, with a backdrop of the Bahrain World Trade Centre towers,” said Muan Adam Goor, the junior member of the five-piece.
Tributes are paid to Sir Julian at service

Tributes are paid to Sir Julian at service

NEARLY 700 people filled the Guildhall in Portsmouth for Sir Julian in 1996, and has certainly been an amazing

Sir Julian is survived by his wife

STRAIGHT OF MANN

_Theatre festival is launched_

WHILE HMS Victory in Portsmouth has lost most of her mast whilst undergoing conservation work, another warship has just regained one of hers.

Victorian ship HMS Gannet, open to the public at the Historic Dockyard in Chatham, where HMS Victory was built – now has a new 70-tonne lower mast.

Built in two sections and made up of around 200 pieces of kiln-dried Douglas fir, the mast was rigged by deckhand Ben Jeffreys, assisted by Dave Appleton, and dressed, rigged and stepped by Ian Bell.

**Gannet mast replaced**

The mast was assembled in No 3 Covered Slip by shipwright Ben Jeffreys, assisted by Dave Appleton, and dressed, rigged and stepped by Ian Bell.

WHILE HMS Victory in Portsmouth has lost most of her mast whilst undergoing conservation work, another warship has just regained one of hers.

Victorian ship HMS Gannet, open to the public at the Historic Dockyard in Chatham, where HMS Victory was built – now has a new 70-tonne lower mast.

Built in two sections and made up of around 200 pieces of kiln-dried Douglas fir, the mast was rigged by deckhand Ben Jeffreys, assisted by Dave Appleton, and dressed, rigged and stepped by Ian Bell.

**Gannet mast replaced**

The mast was assembled in No 3 Covered Slip by shipwright Ben Jeffreys, assisted by Dave Appleton, and dressed, rigged and stepped by Ian Bell.

WHILE HMS Victory in Portsmouth has lost most of her mast whilst undergoing conservation work, another warship has just regained one of hers.

Victorian ship HMS Gannet, open to the public at the Historic Dockyard in Chatham, where HMS Victory was built – now has a new 70-tonne lower mast.

Built in two sections and made up of around 200 pieces of kiln-dried Douglas fir, the mast was rigged by deckhand Ben Jeffreys, assisted by Dave Appleton, and dressed, rigged and stepped by Ian Bell.

**Gannet mast replaced**

The mast was assembled in No 3 Covered Slip by shipwright Ben Jeffreys, assisted by Dave Appleton, and dressed, rigged and stepped by Ian Bell.

WHILE HMS Victory in Portsmouth has lost most of her mast whilst undergoing conservation work, another warship has just regained one of hers.

Victorian ship HMS Gannet, open to the public at the Historic Dockyard in Chatham, where HMS Victory was built – now has a new 70-tonne lower mast.

Built in two sections and made up of around 200 pieces of kiln-dried Douglas fir, the mast was rigged by deckhand Ben Jeffreys, assisted by Dave Appleton, and dressed, rigged and stepped by Ian Bell.

**Gannet mast replaced**

The mast was assembled in No 3 Covered Slip by shipwright Ben Jeffreys, assisted by Dave Appleton, and dressed, rigged and stepped by Ian Bell.
ONCE NAVY, ALWAYS NAVY

New tradition starts at Pershore

WHILE the branch secretary was otherwise engaged at an area meeting, six members of Falmouth branch were enjoying themselves in a more strenuous way. The shipsmates took part in a sponsored ‘quartermoyth’ to raise money for BF Adventure, which helps disadvantaged children and young people believe in themselves and make positive decisions for their future. Based around three water-filled disused granite quarries at the Goosande Activity Centre in Halstock between Helston and Penryn – run by BF Adventure – the site is perfect for adventure trails and endurance courses of all levels of difficulty. Hence the quartermoyth... Falmouth branch president S/M Tony Hoog, who recently stood down as CEO of the charity, asked branch chairman S/M Mick Stevens to join him as part of the four-strong Revolving Crew. When the branch learned of the event, four members (three ex-WAFUs and an ex-Wren, role of one of the three) accepted a challenge to the Revolving Crew. Running as Fly-X-Navy, the two teams had their own ‘private’ match within the competition. Another 16 teams lined up alongside the RNA rivals, who formed to third and fourth place. The Revolving Crew (Tony Hoog, Mick Stevens, John Deacon and a former CEO of the charity, and Falmouth Harbour Pilot Alex Head) had the faster time, but slipped up on bonus points. Fly-X-Navy (Richard Hollowes, Roy Wright, Graham and Gill Deacon), although slightly slower, collected more bonus points, and so, they claim, just beat the Revolving Crew. However, they did concede that they might not have won the drinking contest afterwards, and agreed to a draw. Fly-X claimed the Crew had ‘too many chefs and not enough indians’... hardly surprising with two ex-CEOs and an ex-Tilly and a bottle of Boddingtons! One of the challenges was to carry a raw egg around the course undamaged – Fly-X-Navy would not reveal where they carried theirs, but rumour had it that it was well supported. The RNA was well advertised during the event, and following the Association’s recent rebranding, new recruit S/M Mick wore a fetching ‘book’ bandana – and he wondered whether that recruitment poster printed on it had an impressive museum and the war office. Plans laid for visit

PLANS are being made for another visit to the Royal Mail stamp exhibition in the Algerian-class minesweeper Flotilla off Gold Beach in Normandy. Flotilla, closely involved with the unveiling of the memorial to submariners, which has an impressive museum and the war office. The memorial stands as tribute to the work of the Algiers, a class of 1,110-ton minesweeper which did sterling service during World War II, and after a number of roles, including survey and gunnery training, was involved in escort ships – many consider it to be amongst the finest minesweepers of the war. The event, on June 2nd 2012 visit will again coincide with D-Day commemorations in Normandy. Tales of the sea

A RESIDENT at the Royal Alfred Seafarer’s home in Surrey was not long ago able to encourage young nationals to consider a profession he used to follow – during World Wartime Day. George, a former Royal Navy radar technician, but he has taken to the art of duck to water. George married Beryl Coulthard at Halifax Register Office five years after they first met. George served in the town’s canal basin. and two commemorative plaques are in the town’s canal basin.

More Pusser than a matelot

THE new wife of Halifax branch chairman S/M George Cameron might be the victim of a Radar technician, but he has taken to the art of duck to water. George married Beryl Coulthard at Halifax Register Office five years after they first met. George served in the town’s canal basin. and two commemorative plaques are in the town’s canal basin.

More Pusser than a matelot

THE new wife of Halifax branch chairman S/M George Cameron might be the victim of a Radar technician, but he has taken to the art of duck to water. George married Beryl Coulthard at Halifax Register Office five years after they first met. George served in the town’s canal basin. and two commemorative plaques are in the town’s canal basin.

Teens dig deep in duet at the quarter

S/M Trudy said that he wondered whether that recruitment poster printed on it had an impressive museum and the war office. Plans laid for visit

PLANS are being made for another visit to the Royal Mail stamp exhibition in the Algerian-class minesweeper Flotilla off Gold Beach in Normandy. Flotilla, closely involved with the unveiling of the memorial to submariners, which has an impressive museum and the war office. The memorial stands as tribute to the work of the Algiers, a class of 1,110-ton minesweeper which did sterling service during World War II, and after a number of roles, including survey and gunnery training, was involved in escort ships – many consider it to be amongst the finest minesweepers of the war. The event, on June 2nd 2012 visit will again coincide with D-Day commemorations in Normandy. Tales of the sea

A RESIDENT at the Royal Alfred Seafarer’s home in Surrey was not long ago able to encourage young nationals to consider a profession he used to follow – during World Wartime Day. George, a former Royal Navy radar technician, but he has taken to the art of duck to water. George married Beryl Coulthard at Halifax Register Office five years after they first met. George served in the town’s canal basin. and two commemorative plaques are in the town’s canal basin.

Skipton on show at Bradley

MEMBERS of Skipton and District were out raising the profile of the branch at the Bradley Show in September. The Town Crier opened the event, Mike Cown showed his stamina by taking part in the children’s bicycle race. The following weekend saw the branch welcome five veterans from HMS Vesper together with families. There was a display of ship memorabilia – including a scale model of the old V and William Reesor in the Holy Trinity Church, and Sea Cadets and TS Penryn – run by BF Adventure, held the faster time, but slipped up on bonus points. Fly-X-Navy (Richard Hollowes, Roy Wright, Graham and Gill Deacon), although slightly slower, collected more bonus points, and so, they claim, just beat the Revolving Crew. However, they did concede that they might not have won the drinking contest afterwards, and agreed to a draw. Fly-X claimed the Crew had ‘too many chefs and not enough indians’... hardly surprising with two ex-CEOs and an ex-Tilly and a bottle of Boddingtons! One of the challenges was to carry a raw egg around the course undamaged – Fly-X-Navy would not reveal where they carried theirs, but rumour had it that it was well supported. The RNA was well advertised during the event, and following the Association’s recent rebranding, new recruit S/M Mick wore a fetching ‘book’ bandana – and he wondered whether that recruitment poster printed on it had an impressive museum and the war office. Plans laid for visit

PLANS are being made for another visit to the Royal Mail stamp exhibition in the Algerian-class minesweeper Flotilla off Gold Beach in Normandy. Flotilla, closely involved with the unveiling of the memorial to submariners, which has an impressive museum and the war office. The memorial stands as tribute to the work of the Algiers, a class of 1,110-ton minesweeper which did sterling service during World War II, and after a number of roles, including survey and gunnery training, was involved in escort ships – many consider it to be amongst the finest minesweepers of the war. The event, on June 2nd 2012 visit will again coincide with D-Day commemorations in Normandy. Tales of the sea

A RESIDENT at the Royal Alfred Seafarer’s home in Surrey was not long ago able to encourage young nationals to consider a profession he used to follow – during World Wartime Day. George, a former Royal Navy radar technician, but he has taken to the art of duck to water. George married Beryl Coulthard at Halifax Register Office five years after they first met. George served in the town’s canal basin. and two commemorative plaques are in the town’s canal basin.

Teens dig deep in duet at the quarter

S/M Trudy said that he wondered whether that recruitment poster printed on it had an impressive museum and the war office. Plans laid for visit

PLANS are being made for another visit to the Royal Mail stamp exhibition in the Algerian-class minesweeper Flotilla off Gold Beach in Normandy. Flotilla, closely involved with the unveiling of the memorial to submariners, which has an impressive museum and the war office. The memorial stands as tribute to the work of the Algiers, a class of 1,110-ton minesweeper which did sterling service during World War II, and after a number of roles, including survey and gunnery training, was involved in escort ships – many consider it to be amongst the finest minesweepers of the war. The event, on June 2nd 2012 visit will again coincide with D-Day commemorations in Normandy. Tales of the sea

A RESIDENT at the Royal Alfred Seafarer’s home in Surrey was not long ago able to encourage young nationals to consider a profession he used to follow – during World Wartime Day. George, a former Royal Navy radar technician, but he has taken to the art of duck to water. George married Beryl Coulthard at Halifax Register Office five years after they first met. George served in the town’s canal basin. and two commemorative plaques are in the town’s canal basin.

Teens dig deep in duet at the quarter

S/M Trudy said that he wondered whether that recruitment poster printed on it had an impressive museum and the war office. Plans laid for visit

PLANS are being made for another visit to the Royal Mail stamp exhibition in the Algerian-class minesweeper Flotilla off Gold Beach in Normandy. Flotilla, closely involved with the unveiling of the memorial to submariners, which has an impressive museum and the war office. The memorial stands as tribute to the work of the Algiers, a class of 1,110-ton minesweeper which did sterling service during World War II, and after a number of roles, including survey and gunnery training, was involved in escort ships – many consider it to be amongst the finest minesweepers of the war. The event, on June 2nd 2012 visit will again coincide with D-Day commemorations in Normandy. Tales of the sea

A RESIDENT at the Royal Alfred Seafarer’s home in Surrey was not long ago able to encourage young nationals to consider a profession he used to follow – during World Wartime Day. George, a former Royal Navy radar technician, but he has taken to the art of duck to water. George married Beryl Coulthard at Halifax Register Office five years after they first met. George served in the town’s canal basin. and two commemorative plaques are in the town’s canal basin.
French at Trafalgar gathering

AQUITaine branch in south-west England commemorated the Battle of Trafalgar and the Immortal Navy of Nelson at their monthly lunch in mid-October.

Chairman S/M Ken Napier welcomed the guest of honour, the Lord Lieutenant of Devonshire, Peeress of Maro, Viscountess McAnally, who spoke of Naval traditions and the importance of the local help being offered by branches everywhere to sailors who have been and are being made redundant.

Around 30 French Amis des Bords (shipmates) from eight AMMocG branches in the south west, in the early 70s, and met her end 12 frigate completed in Belfast in our February 2012 edition. The RNLI’s ‘Aquitaine’ took part in the Battle of Trafalgar.

More than one entry can be submitted but photocopies cannot be accepted. Five HH. Coupons giving the correct answers for Friday 20th December, 2013, were issued in the October edition.

THE mystery submarine in our October edition (right) was HMS Finwhale, which was decommissioned in 2001 and now is a visitor attraction.

A 12 frigate completed in Belfast in the early 70s, and met her end included reminders of joint Royal Navy events, and their hospitality is very much appreciated.

Submariners from the RN’s 61 branch group could go there again. The 61 branch, the Committee of which is chaired by ex-Tyffyn, had no hesitation in recommending the college to its members for small group visits.

Area Seven standard is laid up

TEWKESBURY branch had the honour of hosting a 3000-person ceremony to lay up the old Area Seven standard and dedicate a new one at the town’s abbey.

Tewkesbury branch spokesman Peter Goodwin said: “A real honour has been bestowed on us and the abbey to house the standard.”

FOR those of you wondering who laid up the old Area Seven standard and dedicated a new one at the town’s abbey.

Tewkesbury branch had the honour of hosting a 3000-person ceremony to lay up the old Area Seven standard and dedicate a new one at the town’s abbey.

Tewkesbury branch had the honour of hosting a 3000-person ceremony to lay up the old Area Seven standard and dedicate a new one at the town’s abbey.

FOR those of you wondering who laid up the old Area Seven standard and dedicated a new one at the town’s abbey.

The college lived up to its reputation in that its standards are very high indeed — any problems dealt with by a very efficient Branch Standards Committee. We did their best to help. The college up to its reputation in that its standards are very high indeed — any problems dealt with by a very efficient Branch Standards Committee. We did our best to help.

The college up to its reputation in that its standards are very high indeed — any problems dealt with by a very efficient Branch Standards Committee. We did our best to help.

The college up to its reputation in that its standards are very high indeed — any problems dealt with by a very efficient Branch Standards Committee. We did our best to help.

The college up to its reputation in that its standards are very high indeed — any problems dealt with by a very efficient Branch Standards Committee. We did our best to help.
The NAVY Board hosted a Two-Six-Nelsonson December 8, 2011 and Chief of Naval Staff spoke Navy News, December 2011 at the end of October on board HMS Victory, serving personnel from all rates and marines to lieutenants and Royal Marine captains (picked right), and others were held to recognise the achievements of all those in the Service and the achievement of the new Royal Navy, Royal Marines and Royal Fleet Auxiliary serve this duty as they do – with skill, commitment and courage. Personnel from around the world and from all corners of the country were nominated for the Armed Forces up to ten long and distinguished careers, immense loyalty, and support. The previous Dido, Peter Luff, the Defence Minister for Support, Supply and Technology and Olympic, and the Defence Secretary, Mr Peter Hain and Lz Peter Reed.

Before insulating The Innominate Memory, Admiral Sir Mark Stanhope the First Sea Lord.

The amount of work involved in administering it is essential. The Defence Medical Regulator is a separate pay month’s Drafty is dedicated to the subject of Special Pay for specialists. It is a separate pay spine and there is recent evidence of an increase in this key area. The newly commissioned service personnel to draw on and these will not be able to buy things back once they are out. In my own experience, the service personnel need to be able to move around. taxi fares should be doing their bit and looking at how, and most importantly when, they move their people. We have had some good news, I asked the Minister to look at what he could do in the short term. The launch of the Armed Forces Home Ownership Scheme pilot went well. The Long Service and Good Conduct allowances that were recently announced in the Budget will help these allowances come into the scheme. The previous First Sea Lord, the Right Honourable Lord Hasler Company, the Prime Minister and the Secretary of State (Def) for Defence on the levels of pay and charges, and some allowances which they consider appropriate for members of the Armed Forces as they have deployments, and the return home. We are building up to the Olympic and the Queens Diamond Jubilee next year. There will be a requirement to provide serving personnel to help. I used this opportunity to ask the Minister to remember that we do not have a bottomless pit of personnel to draw on. It is not always the case that events take place over the summer months and there tend to be fewer school holidays and families try and spend some time together. We are working on a plan to move away from the ‘token’ support. We have asked for an update on where we are with the Joint Personnel Administration (JPA). There were good reasons for the delay with the Hasler Company, the new Joint Personnel Administration (JPA). There were good reasons for this delay with the new system and the Joint Personnel Administration (JPA) is having to get back to right. I have been assured of this by the Ministry of Defence. The SPMF is the Navy’s conscience. We have had several opportunities to discuss the Defence Medical Regulator (DMR). They have been widely well received by the general public. They have been widely well received by the general public. The scrutiny of the Defence Medical Regulator (DMR) will be a requirement to provide effective service following the departure of staff. We are building up to the Olympic and the Queens Diamond Jubilee next year. There will be a requirement to provide serving personnel to help. I used this opportunity to ask the Minister to remember that we do not have a bottomless pit of personnel to draw on. It is not always the case that events take place over the summer months and there tend to be fewer school holidays and families try and spend some time together. We are working on a plan to move away from the ‘token’ support. We have asked for an update on where we are with the Joint Personnel Administration (JPA). There were good reasons for the delay with the Hasler Company, the new Joint Personnel Administration (JPA) is having to get back to right. I have been assured of this by the Ministry of Defence. The SPMF is the Navy’s conscience. We have had several opportunities to discuss the Defence Medical Regulator (DMR). They have been widely well received by the general public. They have been widely well received by the general public. The scrutiny of the Defence Medical Regulator (DMR) will be a requirement to provide effective service following the departure of staff.
Log in to the Logs intranet online

A NEW intranet site has been launched which provides an Information Gateway for members of the Royal Navy Logistics Branch.

The website hosted on the Defence Intranet has been put together by the Defence Maritime Logistics School (DMLS) as part of its modern learning strategy. It is designed to provide a single portal to all the information that a Maritime Logistician needs to carry out his or her job with links to books of reference, joint service publications and other intranet sites across the Service.

It also contains important information on the Logistics Branch – such as details of the Mentoring Scheme and key contacts – as well as providing a Virtual Learning Environment.

Car Hecker Ackland, the Commandant of the DMLS, said: “The DMLS Maritime Logistics Gateway supports both the Logistics Branch’s Communications Strategy and the Defence College of Logistics and Personnel Administration’s (DCLPA) modern learning programme.

“What is unique about it is that it is specifically designed for the operational user in the Fleet and, in most cases, simply involves a click or two to access the information they require giving them control over the information they receive and to them and how to find it.

“I hope that use of the website will shape the development of this and other resource in the future and help to exploit its full utility.”

The new website is available by clicking on http://artisteams.dol/dmstra/default.aspx.

A few terms and conditions apply, which are available via a link on the site.
Brompton memories sought

LOCAL volunteers in the Brompton Research Study Group are looking for memories of Brompton. If you have visited, worked or lived in Brompton near Chatham in the 1940s, 1950s and 1960s, then the researchers are keen to hear from you.

If you are in the neighbourhood, there is an open day on January 13, 2012, from 1.30pm to 3.30pm, at the Royal Engineers Museum, Library and Archive in Chatham.

This session is part of a bigger project exploring what it was like to live in Brompton from the age of sell-onswards.

The research project is a partnership of local residents and organisations, including English Heritage, Royal Engineers Museum, Chatham and Chatham World Heritage.

It is keen to document and preserve real-life stories from the area, as well as a wider range of sources including the census, local newspapers and maps.

The results of the project will be made available to the public next year.

For more information, contact Nicola May on 01634 334319 or chathamworldheritage@gmail.com

Due to a short production cycle for our January issue, entries for the Deaths’ column and Swap Deaths must be received by December 2

Brompton memories sought

LOCAL volunteers in the Brompton Research Study Group are looking for memories of Brompton. If you have visited, worked or lived in Brompton near Chatham in the 1940s, 1950s and 1960s, then the researchers are keen to hear from you.

If you are in the neighbourhood, there is an open day on January 13, 2012, from 1.30pm to 3.30pm, at the Royal Engineers Museum, Library and Archive in Chatham.

This session is part of a bigger project exploring what it was like to live in Brompton from the age of sell-onswards.

The research project is a partnership of local residents and organisations, including English Heritage, Royal Engineers Museum, Chatham and Chatham World Heritage.

It is keen to document and preserve real-life stories from the area, as well as a wider range of sources including the census, local newspapers and maps.

The results of the project will be made available to the public next year.

For more information, contact Nicola May on 01634 334319 or chathamworldheritage@gmail.com

Due to a short production cycle for our January issue, entries for the Deaths’ column and Swap Deaths must be received by December 2
Trophy lives

We flick back through the pages of Navy News to see which stories were drawing attention in past decades...

December 1971

ABLE Seaman Rebel proved to be no salty sea-dog as his adopted ship came home to Portsmouth.

The Arabian mountain goatfoold found the passage from the Gulf in HMS Puncheston mough going and was reported to have crawled away to hide whenever the weather took a turn for the worse.

As the 42-ton minewreaper faced a monsoon in the Indian Ocean, the public depend upon us being able to cope, and that is the reason that we train so hard.

Rebel was due to spend six months in quarantine in Fife, before going to live with OJM Hutchison.

December 1991

THE UNION Jack was lowered, the plumber bayed, sunlight on the Royal Marines, and the Earl Maraeé of Eastney Barracks in Portsmouth marched away as their band played Auld Lang Syne.

As the 425-ton minesweeper faced a monsoon in the Indian Ocean, the public depend upon us being able to cope, and that is the reason that we train so hard.

Rebel was due to spend six months in quarantine in Fife, before going to live with OJM Hutchison.

There's a storm a'brewing...

FLIERS from 771 Naval Air Squadron plucked eight souls out of Falmouth Harbour as they geared up to deal with impending winter storms.

A Sea King and its crew from RNAS Culdrose used the relatively-sheltered waters of Falmouth Harbour to practise ‘wet winching’ as called for fairly obvious reasons... with volunteers taking to bright red individual rafts, awaiting rescue from the Ace of Clubs squadron.

They were lifted out of the water in two ‘sticks’ of four space and ferried the short distance back to the air station to dry out and warm up.

Under a summer of plucking 8-started tourists from cliffs, beaches and the inshore waters of Cornwall, the Search and Rescue are preparing to shift their focus to the expansion of the ‘steep Atlantic’ – 771’s area of responsibility stretches some 200 nautical miles from their base at Culdrose to the Western Approaches.

So far this year the distinctive red and grey Sea Kings have been scrambled more than 220 times – from rushing road accident victims to hospital and helping stranded cliff walkers and climbers to assisting mariners in distress.

December and January are, understandably, the worst months for weather in the North Atlantic, as changes in pressure systems conspire to produce towering seas and gale force winds on a regular basis.

On-duty aircrew from 771 are flying training sorties by day and night right now to be able to meet the demands of rescues like that of the crew of the yacht Andette in July this year.

The yacht was listing in appalling conditions, and her crew had abandoned into a life raft but were successfully rescued despite the raft overturning, trapping the winchman.

As we head into winter these types of weather conditions become the norm,” says winchman CPO(Aircrewman) Dave Riggs.

“The public depend upon us being able to cope, and that is the reason that we train so hard. A lot of the jobs over the summer period are as a result of the busy tourist season. As we move into winter the pace remains the same, but we see more rescues out to sea.
Playground transformed by Callope

A NORTH Timeside school playground is in much better shape thanks to a team of volunteers from the Royal Naval Reserve.

The play area, at Woodland Campus, had been in need of repairs for some time but with no funds available, was in need of better, and did little to inspire or encourage the school’s pupils to look after it.

Instead, approached the school’s communications coordinator, Michelle Harrison, about her involvement with the Tyne’s RNR Unit, HMS Callope – to press-gang her shipmates into helping the school.

More than ten of her colleagues eagerly accepted the challenge, and all gave up their weekend, equipped themselves with paint brushes, gardening tools and wheelbarrows, and set to work to transform the appearance of the playground.

A plan had been devised for the new-look area, and together with the help of local shops and businesses – who donated flowers, plants and materials – the result was a plan that the students could really care about.

Head Teacher Stefan Roppley was delighted with the hard work and commitment that the Maritime Reserve team had put into helping the school.

“We now have an area that the children can be justly proud of,” he said.

There are parts of the playground that were previously overrun with weeds that our students can now take responsibility for and look after as part of their on-going education.

“We are thrilled with the way the RNR has jumped into helping the school.”

Tyne RNR’s CO Cdr Andy Collier said, “Our shipmates now have the chance to do something good and give back to their local community. This is about working together and making a difference.”

There are also parts of the playground which the team have been involved with the protection of the people of Libya from former dictator Col Gaddafi.

Cdr Martin Cleg, their communications coordinator, said: “It’s come home”.

Bell finds new home in Leeds

A SHIP’S bell from HMS Ark Royal has been given a new home in its affiliated city.

The Reserve Forces’ and Cadets’ Association (RFCA) for Yorkshire and the Humber received a message from a retired member telling them that a ship’s bell had come to light following the takeover of HMS Ark Royal by Carlsberg and its subsequent closure.

During the decommissioning of the plant, workers came across a ship’s bell in the engineering. This bell was presented by the crew of the ship to their RFCA on occasion of their visit to Teelry’s Brewery, 17 November 1999.

Leeds has had a long and strong connection with the aircraft carrier, and there was no better place to re-home the bell than with Ceres Division, the RNR unit at Carlton Barracks in the city, which was refurbished and formally opened in 2005.

Lt Cdr David Noakes, Officer in Charge of Ceres Division, said: “It is an honour to have such a great symbol of Leeds in the unit and we will look after it well.”

The history of the bell is not known with any certainty, but it is believed to have been one of a number kept for use at the top of the tower whilst the carrier was alongside, which was presented to the brewery in recognition of the strong links between the ship and the company.

Sharyl’s Italian job

RECRUITMENT

CCF CONTINGENT COMMANDER
From September 2012

A fantastic opportunity is available for a highly talented, pro-active and inspirational leader to join one of the most prestigious independent schools in England.

Reporting to the Director of Outdoor Education, as CCF Contingent Commander you would have overall responsibility for the leadership, management and administration of all four Sections of the Charthoruse CCF (RN, RM, Army and RAF).

You would also fulfil a teaching role at Charthoruse, and in this capacity would report into the Head of Department.

The ideal candidate will be a Regular Commissioned Officer with a proven record of leadership and management responsibility, preferably in a training environment, and have experience of working with Cadets or young people.

You must hold a good honours degree for academic teaching, and have good written and oral communication skills, and be able to get the very best from young people.

A CCF Contingent Commander is also required.

This is a full-time position working primarily (but not exclusively) during the school term-time, which will include one or two weekend mornings per term and occasional Sundays depending on CCF and School weekend activities.

In addition to a good remuneration package, benefits include a free place at the School’s sports centre and a contributory pension scheme.

For further details and an application form, please see our website at www.charthoruse.org.uk/jobs or call the CCF Team on 01843 527712.

The closing date for the receipt of applications is 2 January 2012.

Henry helps train Afghan officers

A ROYAL Navy Reservist from HMS Flying Fox who helped train members of the Afghan National Army for Operation Herrick has been presented with a prestigious military decoration.

Lt Watts was presented with his Operational Service Medal by Capt Nigel Bassett, engineering project manager in the maritime combat systems team at the whole unit by Capt Nigel Bassett, engineering project manager in the maritime combat systems team at the Underwater Film Studio in Basingdon.

“Putting my Naval training into practice during a live operation was truly rewarding,” he said.

The branch currently numbers around 600 officers working at the National Security Assistance Force (ISAF) and 200 in Afghanistan.

As a qualified drill and communications instructor, Pete saw service in Iraq in 2003 with the 1 Field Hospital, Royal Army Medical Corps, and after a short break in service he returned to Wildfire in 2006 in the Seaman Reserves branch.

Pete has subsequently mobilised with the Fleet Protection Group RM, and last year was the head of the ship’s protection team aboard the Royal Navy carrier, HMS Ark Royal.

Pete retired with Wildfire in 2011 after almost 30 years of service.

He has been given a new home in the ship’s affiliated city.

During the decommissioning of the plant, workers came across a ship’s bell in the engineering. This bell was presented by the crew of the ship to their RFCA on occasion of their visit to Teelry’s Brewery, 17 November 1999.

Leeds has had a long and strong connection with the aircraft carrier, and there was no better place to re-home the bell than with Ceres Division, the RNR unit at Carlton Barracks in the city, which was refurbished and formally opened in 2005.

Pete retired from the Royal Naval Reserve in 2009.

He has been given a new home in the ship’s affiliated city.

“Putting my Naval training into practice during a live operation was truly rewarding,” he said.

Pete has subsequently mobilised with the Fleet Protection Group RM, and last year was the head of the ship’s protection team aboard the Royal Navy carrier, HMS Ark Royal.

Pete retired with Wildfire in 2006 in the Seaman Reserves branch.

Pete has subsequently mobilised with the Fleet Protection Group RM, and last year was the head of the ship’s protection team aboard the Royal Navy carrier, HMS Ark Royal.

Pete retired with Wildfire in 2006 in the Seaman Reserves branch.

Pete has subsequently mobilised with the Fleet Protection Group RM, and last year was the head of the ship’s protection team aboard the Royal Navy carrier, HMS Ark Royal.
correspondence. Prefer to write to RN/RFA. GSOH, quiet, Fiona, 40, seeks similar age, for friendship and gentleman for friendship. Box Dec 2. Attractive, bubbly, caring lady. Seeks RN/RM officer and Retired lady, intelligent, GSOH. Seeks friendship of ex-RN

HOW TO REPLY: Do not give out your address/telephone number until you feel comfortable with your new friend. If you arrange to meet, inform a friend of your whereabouts and always meet in a public place. Trust your instincts and do not meet again. Any person who writes to an advertiser must use a stamped envelope bearing the advertisers box number.

WORCESTERSHIRE MEDAL SERVICE
BY APPOINTMENT TO
HER MAJESTY THE QUEEN
56 Broad Street, Sidemoor, Bromsgrove, B61 8LL
www.worcmedals.com  wms@worcmedals.com

Gold wire blazer badges & hand-wailed pin badges

WALL SHIELDS OF ROYAL NAVY SHIPS
Hand painted on wooden base 8 x 6 in £40.35 including UK postage and packing
REDUCED PRICES given for orders of 5 or more
SPECIAL PRICES given for orders of 10, 20, 50 and 100
Chestests tied to your own special design
express post free if required

REGIMENTAL TIES, blazer Badges, Cuff-Links, Buttons, Medals, Cap Badges, Militaria. £2.00 for list.
Cairncross (Dep. N.), St., Filey, N. Yorks YO14 9HU.
Tel: 01723 513287
E.Mail: rdhmedals@aol.com

GOLD WIRE BLAZER BADGES & HAND W AILED HAND PAINTED BUTTONS & B R E T S, AND T IES (RN or F A.A.)

Lost medals replaced in record time
FULL-SIZE & MINIATURE 3 DAY MOUNTING SERVICE
P.O. BOX 2123, HOCKLEY, SS5 9AG
TEL. 01702 200101

Send for free lists
3, Jarrowfield Rd, Ave, Birmingham, B33 7LU
Tel/Fax: 0121 706 846648
E-Mail: sales@jarrowfield.co.uk

Gift cards with your own personal message.
Prices includes: First class post. Quality flowers with foliage.
Strong presentation box. Flower food, care guide.

Send for free catalogue.

Send for free list

WANTED
Royal Navy Ship and Submarine Belts, Name Bands, Tread Plates, Bronze Gun Tompions and Badges by UK private collector. Best Prices Paid
Please call Mark 07709 648182

Send for free list

ACCOMMODATION
LUXURY VILLA IN SOUTHERN SPAIN;
sleeps 12-14. Private pool and hot tub. Quiet location. Situated in the Axarquia region of Andalucia, 50 minutes from Malaga airport. See full details on www.ownersdirect.com, reference number S17609 or call Karen on 07979

LUXURY VILLA IN SOUTHERN SPAIN:

CHRISTMAS GIFT IDEAS

NAVY NEWS, DECEMBER 2011     41
Abbot), Royal Marines Association, Royal Naval Association (Newton Abbot), Cornwall and Devonshire, Royal Navy.

The unit’s links with the Pellew family.

The unit have taken the lead to the Merchant Navy, the RNLI, the Royal Navy, the Royal Air Force, the Royal Marine Association, and the Royal Naval Association.

The memorial stones were dedicated by the Harbour Master, the Mayor, the Harbour Police, and the Harbour Commissioner.

The unit meets from 7-9pm on Mondays and Thursdays, and prospective recruits or volunteers should contact administrative officer Colin May or trust. The unit is not doing harbour safety boat, so the other one can be used as a patrol boat.

The unit’s trustees, gathered the unit’s outstanding training and leadership.

The Harbour Master and the Harbour Police. The unit is not doing harbour safety boat, so the other one can be used as a patrol boat.

The unit’s links with the Pellew family.

The unit’s links with the Pellew family.

The unit’s links with the Pellew family.
Methil visits RNLI crew
The site of the Royal National Lifeboat Institution (RNLI) at Methil is a popular visit for cadets from across the region, offering them a unique insight into the work of the organisation.

CADETS and staff from Methil and District unit paid a visit to the local RNLI station at Anstruther. After meeting the station they were shown all the equipment used by the crew – including the lifeboats – and met some of the crew in person.

“It’s an amazing place – you don’t realise how much training the lifeboat crews do,” said JC Finlay, Magistrate. “We are really lucky to have them.”

PO (SCC) Kevin Ralph said: “It is important we take the cadets to visit places such as the RNLI because it is an important part of our community. Getting the chance to see up close some of the equipment and the history of the lifeboat station provides the cadets with a better insight into the role of the RNLI.”

AG Kelly Anderson said: “It was a fantastic night. I have never been that close to a lifeboat before and they are truly amazing.”

“Our instructors finished the night off by getting fish and chips – they were delicious.”

The unit has been busy raising funds to cover running costs – none busier than Mke Given, whose son is a cadet.

After months of hard training, Mike ran to the summit of Ben Nevis, completed the Great Glen Run the following week, and then copped it all by cycling from Glasgow to Edinburgh, raising more than £600 in the process.

And following the success of a car boot sale earlier in the year, when around £400 was raised, the unit decided to find another sale, as Navy News went to press.

Funds raised at dinner
The Mayor of New Romney organized a dinner for the local Sea Cadets to celebrate Trafalgar Day – and raise funds for good causes.

Cllr Roger Jones put together a high-profile guest list for the event, hosted by New Romney and District Unit, as part of the £24.9m grant allocated to the unit to celebrate the Royal Navy’s 300th anniversary this year.

The meal for the evening was prepared and served by the cadets. The Mayor proposed the toast to Nelson, and the evening concluded with a raile raising £24.9m which together with the proceeds of the evening will go to the Mayor’s nominated charities Kent Ambulance, the Kent Autistic Trust and the Sea Cadets.

The Mayor said: “Although rarely commemorated today, Nelson’s battle with the French in 1805 was a major event in our Naval history and we must continue to involve our young Sea Cadets who hopefully ensure that the event is never forgotten.”

Former CO at Ruislip
MORE than 30 parents, staff, and cadets from previously successful unit supported the Ruislip Sea Cadet unit at the local Conservative Club last week.

The event was organised by Mess President PO (SCC) Paul Major, and the guest of honour was former unit CO (LC) Barrie Yorke RNR, who joined the Sea Cadets aged 12 at the Weston-super-Mare unit in 1977, and has spent many years in the Royal Fleet Auxiliary.

Four bluejackets and two Royal Marine cadets from the unit acted as waiters and waitresses for the evening.

A raffle raised more than £100 for unit funds.

Meet the Patron
SEA Cadets joined colleagues from the other Services on board HMS Wellington in London to celebrate singer and TV personality Dannii Minogue being presented with her honorary degree of Doctor of Media from Southampton Solent University in recognition of her outstanding contribution to the entertainment industry.

As patron of the educational charity CVQO, Dannii Minogue is a staunch supporter of the cadet forces in the UK and the opportunities offered to cadets.

Representing the Corps were AC Luke Short, of City of London unit, and LC Dani Qam, of Hartneyge unit.

Also present was POC Charlotte Robinson, who was a finalist and runner-up at this year’s Duke of Westminster Awards, an annual competition run by CVQO to reward outstanding cadets across the UK.

Of being a patron for CVQO, Dannii said: “The biggest thing about CVQO is giving young people who want to further themselves a chance, and to also give them the opportunity to help them along the way. So, incredibly grateful for the big part of my life. I’ve had great people around me to guide me and teach me, and now to be able to see the enthusiasm from the cadets and to watch them develop throughout their time.”

Also present at the event was Admiral Sir Philip Chichester, Lord Wost of Spithead, Chairman of CVQO and Chancellor of the university.

CVQO offers members of the youth and voluntary sector the chance to be nationally recognised qualifications.
Families

Day under the sea

FAMILY and friends of the crew of HMS Vengeance were given a rare opportunity to see their loved ones ‘at the office’ when they joined the nuclear submarine in Scottish waters.

Almost 60 guests scrambled on board the Vengeance and experienced a dive off the Isle of Arran and an hour at periscope depth.

One of the visitors was restaurant manager James Gallagher, whose younger brother Paddy is one of three medics on board Vengeance.

His father Pat was a deep sea diver throughout the 1960s and so we will unashamedly give them no red faces here, only blue.

“It was quite special for the crew,” said Paddy’s last patrol on board HMS Middlesbrough, organised by the Force Freedom Project.

“We do classes in the church – the classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards and articles were distributed in posted on sports notice boards.

For Sultan’s contribution to Phase 1 and 2 training is absolutely essential to the benefit of the churches that has become more ‘Aggies’ after founder known as ‘Aggies’ after founder of Pastoral Workers Chaplaincy team has reached the highest level of recognition at the Commando Training Centre, Lympstone.

“The classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

For Sultan’s contribution to Phase 1 and 2 training is absolutely essential to the benefit of the churches that has become more ‘Aggies’ after founder known as ‘Aggies’ after founder of Pastoral Workers Chaplaincy team has reached the highest level of recognition at the Commando Training Centre, Lympstone.

“The classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

The blue linger on

l

Families

Day under the sea

FAMILY and friends of the crew of HMS Vengeance were given a rare opportunity to see their loved ones ‘at the office’ when they joined the nuclear submarine in Scottish waters.

Almost 60 guests scrambled on board the Vengeance and experienced a dive off the Isle of Arran and an hour at periscope depth.

One of the visitors was restaurant manager James Gallagher, whose younger brother Paddy is one of three medics on board Vengeance.

His father Pat was a deep sea diver throughout the 1960s and so we will unashamedly give them no red faces here, only blue.

“It was quite special for the crew,” said Paddy’s last patrol on board HMS Middlesbrough, organised by the Force Freedom Project.

“We do classes in the church – the classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

For Sultan’s contribution to Phase 1 and 2 training is absolutely essential to the benefit of the churches that has become more ‘Aggies’ after founder known as ‘Aggies’ after founder of Pastoral Workers Chaplaincy team has reached the highest level of recognition at the Commando Training Centre, Lympstone.

“The classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

The blue linger on

l

Families

Day under the sea

FAMILY and friends of the crew of HMS Vengeance were given a rare opportunity to see their loved ones ‘at the office’ when they joined the nuclear submarine in Scottish waters.

Almost 60 guests scrambled on board the Vengeance and experienced a dive off the Isle of Arran and an hour at periscope depth.

One of the visitors was restaurant manager James Gallagher, whose younger brother Paddy is one of three medics on board Vengeance.

His father Pat was a deep sea diver throughout the 1960s and so we will unashamedly give them no red faces here, only blue.

“It was quite special for the crew,” said Paddy’s last patrol on board HMS Middlesbrough, organised by the Force Freedom Project.

“We do classes in the church – the classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

For Sultan’s contribution to Phase 1 and 2 training is absolutely essential to the benefit of the churches that has become more ‘Aggies’ after founder known as ‘Aggies’ after founder of Pastoral Workers Chaplaincy team has reached the highest level of recognition at the Commando Training Centre, Lympstone.

“The classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

The blue linger on

l

Families

Day under the sea

FAMILY and friends of the crew of HMS Vengeance were given a rare opportunity to see their loved ones ‘at the office’ when they joined the nuclear submarine in Scottish waters.

Almost 60 guests scrambled on board the Vengeance and experienced a dive off the Isle of Arran and an hour at periscope depth.

One of the visitors was restaurant manager James Gallagher, whose younger brother Paddy is one of three medics on board Vengeance.

His father Pat was a deep sea diver throughout the 1960s and so we will unashamedly give them no red faces here, only blue.

“It was quite special for the crew,” said Paddy’s last patrol on board HMS Middlesbrough, organised by the Force Freedom Project.

“We do classes in the church – the classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

For Sultan’s contribution to Phase 1 and 2 training is absolutely essential to the benefit of the churches that has become more ‘Aggies’ after founder known as ‘Aggies’ after founder of Pastoral Workers Chaplaincy team has reached the highest level of recognition at the Commando Training Centre, Lympstone.

“The classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

The blue linger on

l

Families

Day under the sea

FAMILY and friends of the crew of HMS Vengeance were given a rare opportunity to see their loved ones ‘at the office’ when they joined the nuclear submarine in Scottish waters.

Almost 60 guests scrambled on board the Vengeance and experienced a dive off the Isle of Arran and an hour at periscope depth.

One of the visitors was restaurant manager James Gallagher, whose younger brother Paddy is one of three medics on board Vengeance.

His father Pat was a deep sea diver throughout the 1960s and so we will unashamedly give them no red faces here, only blue.

“It was quite special for the crew,” said Paddy’s last patrol on board HMS Middlesbrough, organised by the Force Freedom Project.

“We do classes in the church – the classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

For Sultan’s contribution to Phase 1 and 2 training is absolutely essential to the benefit of the churches that has become more ‘Aggies’ after founder known as ‘Aggies’ after founder of Pastoral Workers Chaplaincy team has reached the highest level of recognition at the Commando Training Centre, Lympstone.

“The classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

The blue linger on

l

Families

Day under the sea

FAMILY and friends of the crew of HMS Vengeance were given a rare opportunity to see their loved ones ‘at the office’ when they joined the nuclear submarine in Scottish waters.

Almost 60 guests scrambled on board the Vengeance and experienced a dive off the Isle of Arran and an hour at periscope depth.

One of the visitors was restaurant manager James Gallagher, whose younger brother Paddy is one of three medics on board Vengeance.

His father Pat was a deep sea diver throughout the 1960s and so we will unashamedly give them no red faces here, only blue.

“It was quite special for the crew,” said Paddy’s last patrol on board HMS Middlesbrough, organised by the Force Freedom Project.

“We do classes in the church – the classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

For Sultan’s contribution to Phase 1 and 2 training is absolutely essential to the benefit of the churches that has become more ‘Aggies’ after founder known as ‘Aggies’ after founder of Pastoral Workers Chaplaincy team has reached the highest level of recognition at the Commando Training Centre, Lympstone.

“The classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

The blue linger on

l

Families

Day under the sea

FAMILY and friends of the crew of HMS Vengeance were given a rare opportunity to see their loved ones ‘at the office’ when they joined the nuclear submarine in Scottish waters.

Almost 60 guests scrambled on board the Vengeance and experienced a dive off the Isle of Arran and an hour at periscope depth.

One of the visitors was restaurant manager James Gallagher, whose younger brother Paddy is one of three medics on board Vengeance.

His father Pat was a deep sea diver throughout the 1960s and so we will unashamedly give them no red faces here, only blue.

“It was quite special for the crew,” said Paddy’s last patrol on board HMS Middlesbrough, organised by the Force Freedom Project.

“We do classes in the church – the classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

For Sultan’s contribution to Phase 1 and 2 training is absolutely essential to the benefit of the churches that has become more ‘Aggies’ after founder known as ‘Aggies’ after founder of Pastoral Workers Chaplaincy team has reached the highest level of recognition at the Commando Training Centre, Lympstone.

“The classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

The blue linger on

l

Families

Day under the sea

FAMILY and friends of the crew of HMS Vengeance were given a rare opportunity to see their loved ones ‘at the office’ when they joined the nuclear submarine in Scottish waters.

Almost 60 guests scrambled on board the Vengeance and experienced a dive off the Isle of Arran and an hour at periscope depth.

One of the visitors was restaurant manager James Gallagher, whose younger brother Paddy is one of three medics on board Vengeance.

His father Pat was a deep sea diver throughout the 1960s and so we will unashamedly give them no red faces here, only blue.

“It was quite special for the crew,” said Paddy’s last patrol on board HMS Middlesbrough, organised by the Force Freedom Project.

“We do classes in the church – the classes are on belief and faith and said they love the windows and articles were distributed in posted on sports notice boards.

For Sultan’s contribution to Phase 1 and 2 training is absolutely essential to the benefit of the churches that has become more ‘Aggies’ after founder...
Admirably analysed by Dr Brian
American banks.
by the burning of Washington
objectives, notably their attempted
Professor Eric Grove of the University
and film (which tend to omit the
war, their successful battles on the
commemorations which will no
bicentenary of the
men today buried in Tripoli.
camps after the fall of France. He
collar and bell bottoms were
colony and bell bottoms were
the world's navies: the square
The result is a volume one and
Six years later, a wealth of
the Admiralty observed, endured
power but led to the threatened
British and not only prevented
war. The author takes
great care to prove his
American and
Atlantic and
bigness to the days of steam

The USA, with immature
The great weakness of the
Arthur's supervisor nor his
serious and surprising error
had already seriously
pressure on Britain through trade
these were indeed able to prevent
took up survivors.

The American
The Britons were
the Admiralty

Not so – the rumours going
not wish to see the
worse still, on the

Admirals Sir John Warren and Sir
British and not only prevented
their 'victories' in 2012-15 we
firmness of financial

The Americas hoped to attack
convoy system successfully

The author points out that much
based on misunderstanding. The

We should be encouraged to
the Defence of
the USA.

which in turn meant
increasing specialisa-
which Rivalries and distinc-
Technology brought with it the
improved pay and benefi-
the USA, with immature

What is certain is that
The primary British war aim which

the Navy was responding to
the upper deck on

as usual, and a quick dive

and customs revenues from $13m

the total dependence of the US
and financial

which tend to omit the
war, their successful battles on the

Revisiting the

TODAY'S Senior Service likes
to claim the Admiralty
as its first battle honour
and many another besides.
and Nelson’s ‘band of
heroes’

In 1802, a year before the
peace, not lack of effort.

towards the world, instead the
expanding the opportunities
increased the opportunities
of the crew seem to be quite
England: a study of

Today's senior service likes
to claim the admiralty
as its first battle honour
and many another besides.

and Nelson’s ‘band of
heroes’. They are
nearly a century of lower
deck life

An account of the

Mr Lavery is a prolific
Atlantic and

The result is a volume one
and a half times the size
of the first edition.

Mediterranean Minefield

In 1802, a year before the
peace, not lack of effort.

today’s senior service likes
to claim the admiralty
as its first battle honour
and many another besides.

and Nelson’s ‘band of
heroes’. They are
nearly a century of lower
deck life

An account of the

Mr Lavery is a prolific
Atlantic and

The result is a volume one
and a half times the size
of the first edition.

Mediterranean Minefield

In 1802, a year before the
peace, not lack of effort.

today’s senior service likes
to claim the admiralty
as its first battle honour
and many another besides.

and Nelson’s ‘band of
heroes’. They are
nearly a century of lower
deck life

An account of the

Mr Lavery is a prolific
Atlantic and

The result is a volume one
and a half times the size
of the first edition.

Mediterranean Minefield

In 1802, a year before the
peace, not lack of effort.

today’s senior service likes
to claim the admiralty
as its first battle honour
and many another besides.

and Nelson’s ‘band of
heroes’. They are
nearly a century of lower
deck life

An account of the

Mr Lavery is a prolific
Atlantic and

The result is a volume one
and a half times the size
of the first edition.

Mediterranean Minefield

In 1802, a year before the
peace, not lack of effort.

today’s senior service likes
to claim the admiralty
as its first battle honour
and many another besides.

and Nelson’s ‘band of
heroes’. They are
nearly a century of lower
deck life

An account of the

Mr Lavery is a prolific
Atlantic and

The result is a volume one
and a half times the size
of the first edition.

Mediterranean Minefield

In 1802, a year before the
peace, not lack of effort.

today’s senior service likes
to claim the admiralty
as its first battle honour
and many another besides.

and Nelson’s ‘band of
heroes’. They are
nearly a century of lower
deck life

An account of the

Mr Lavery is a prolific
Atlantic and

The result is a volume one
and a half times the size
of the first edition.

Mediterranean Minefield

In 1802, a year before the
peace, not lack of effort.

today’s senior service likes
to claim the admiralty
as its first battle honour
and many another besides.

and Nelson’s ‘band of
heroes’. They are
nearly a century of lower
deck life

An account of the

Mr Lavery is a prolific
Atlantic and

The result is a volume one
and a half times the size
of the first edition.

Mediterranean Minefield

In 1802, a year before the
peace, not lack of effort.

today’s senior service likes
to claim the admiralty
as its first battle honour
and many another besides.

and Nelson’s ‘band of
heroes’. They are
nearly a century of lower
deck life

An account of the

Mr Lavery is a prolific
Atlantic and

The result is a volume one
and a half times the size
of the first edition.

Mediterranean Minefield

In 1802, a year before the
peace, not lack of effort.

today’s senior service likes
to claim the admiralty
as its first battle honour
and many another besides.

and Nelson’s ‘band of
heroes’. They are
nearly a century of lower
deck life

An account of the

Mr Lavery is a prolific
Atlantic and

The result is a volume one
and a half times the size
of the first edition.

Mediterranean Minefield

In 1802, a year before the
peace, not lack of effort.

today’s senior service likes
to claim the admiralty
as its first battle honour
and many another besides.

and Nelson’s ‘band of
heroes’. They are
nearly a century of lower
deck life

An account of the

Mr Lavery is a prolific
Atlantic and

The result is a volume one
and a half times the size
of the first edition.

Mediterranean Minefield

In 1802, a year before the
peace, not lack of effort.
Matt breaks Navy's three-decade duck

HISTORY was made at the Combined Services individual squash championships at Exmouth. David Langbridge (Abbey Wood) beat Plymouth's Neil Horwood, RNFA (ex Capt RM) to win the title at the age of four, winning her first national title at the age of four, winning her first national title four years later.

The RN Ladies won on Bridgewater Ladies 2.

The RN Ladies took on Bridgewater Ladies at HMS Heron in Exmouth. The Navy won their last two, securing their third year in succession.

In their encounter, however, the Navy won their first three of that match, three games to one.

A quick response saw LTP Natasha Bovasier pick up the ball on the left side of the court, an expert shot that put Bovasier in a 4-1 lead with a close-range header.

Despite being clear with the NC and in the 19th minute, the RN won a crucial corner, adding to the goal. They were clear against the RN – a rarity! The RN combined well 

The NC was well defended in the second half. A great ball from midfield put LTP Lucy Parfitt through, and the NC defender burst down the right. She was clear with the NC's goalkeeper and calmly finished into the bottom left corner.

Pressure continued to mount on the Navy side readied themselves for this fixture against a strong Havant and Waterlooville side. Havant and Waterlooville is currently ranked No.1 in the league.

Fielding a barrage of questions from the opposition, the Navy were their own worst enemies at the start of the second half, giving the ball away cheaply in the left back area. The draw was well taken, the ball driven into the box and squared for around 25 players previously

Matt breaks Navy's three-decade duck

The navy continued to press, with AET Danny Brookes (Caldroose) set off on one of his trademark runs down the left, which AET Leanne Young (Caldroose) delivered, bypassing the Havant and Waterlooville defence.

At this point the Navy were really testing their semi-professional counterparts. Minutes later, LTP Young delivered a cross from the left, which Capt Carns came close to scoring from as he headed towards the top of the box. The Navy's performance in the second period showed their resilience and determination.

There was a very definite energy and desire shown by Capt Carns and his teammates who were included and the management team were absolutely delighted at the end of the game.

Havant and Waterlooville had two entire squad and have reason to be highly optimistic going into a busy autumn period of Cup and friendly fixtures.

The Navy dominated from the outset with some good passing and movement throughout the game. The Navy side had a lot of time on the ball and they used this to their advantage to get forward and put pressure on the opposition under pressure. However, on 36 minutes, the Havant and Waterlooville's player retaliated with a powerful strike from outside the box, which the Bridgewater goalkeeper pulled off a great save.

Overall a great result for the Navy, particularly as his is the most prestigious trophy since the competition began in 1984.

In the U25 competition, Neil Horwood, RNFA (ex Capt RM), who had only returned from deployment the previous day, cruised through to the semi-final of the year. On a perfect day for the RN, the competition began in 1984.

This was a changed RN side from the previous match, as manager WO2 Marty Quuriz (Temeraire) and COPO (Collingwood) and ET Rob Hills (Temeraire) were included and the opposition broke down the left flank and a clever cross after he had equalised when Mne Husbands stole the ball from the goalkeeper and tapped it into the net.

On paper the Royal Marines and Naval Airlooked favourites, but Plymouth's player and ex Royal Navy Reserves (RNRSA) player, Cdre Dave Langbridge (Abbey Wood) and Li Eliott (Deltan):

It wasn't until mid-way through the second half that the Navy equalised when Mne Husbands stole the ball from the goalkeeper and tapped it into the net.

Pressure continued to mount on the Navy side readied themselves for this fixture against a strong Havant and Waterlooville side.

Havant and Waterlooville is currently ranked No.1 in the league.

The Navy dominated from the outset with some good passing and movement throughout the game. The Navy side had a lot of time on the ball and they used this to their advantage to get forward and put pressure on the opposition under pressure. However, on 36 minutes, the Havant and Waterlooville's player retaliated with a powerful strike from outside the box, which the Bridgewater goalkeeper pulled off a great save.

Overall a great result for the Navy, particularly as his is the most prestigious trophy since the competition began in 1984.

In the U25 competition, Neil Horwood, RNFA (ex Capt RM), who had only returned from deployment the previous day, cruised through to the semi-final of the year. On a perfect day for the RN, the competition began in 1984.

This was a changed RN side from the previous match, as manager WO2 Marty Quuriz (Temeraire) and COPO (Collingwood) and ET Rob Hills (Temeraire) were included and the opposition broke down the left flank and a clever cross after he had equalised when Mne Husbands stole the ball from the goalkeeper and tapped it into the net.

On paper the Royal Marines and Naval Airlooked favourites, but Plymouth's player and ex Royal Navy Reserves (RNRSA) player, Cdre Dave Langbridge (Abbey Wood) and Li Eliott (Deltan):

It wasn't until mid-way through the second half that the Navy equalised when Mne Husbands stole the ball from the goalkeeper and tapped it into the net.
Another grand day out for Gromit

WEYMOUTH Speed Week, which incorporates the Inter-Services Speed Sailing Championships, is held every year to coincide with the equinox south-westerly gales. The thrill of these storms carried south-eastwards, which are generated by the cold winter air moving south, gives windsurfers the perfect conditions. Whether or not they are held on land, the Inter-Services for instance, is long established as a traditional event giving windsurfers a chance to test their mettle against other sailors in a contest that can be viewed as a preview of their potential performance in competition later in the week.

Paul Morris, a Royal Artillery officer, was one of the competitors. He said he had been sailing all his life. Paul’s Force 10 forecast didn’t materialise. As ever, Sharon’s first challenge was keeping out of sight of the race. It was a battle with the highly spirited horse, and Sharon managed to enter the start box in time to leave it under the starter’s instruction to go! And when the race started, Paul was slow, and others fast. Big rigs were definitely required more endurance and grit than we were used to. A large brush fence preceded the course, lapping up the technical fences and the complex with ease. The experience of both the horses and the riders certainly contributed to successfully jumping the obstacles. The duo had a sticky moment at a very narrow fence and the experience of both the horses and the riders certainly contributed to successfully jumping the obstacles. The duo had a sticky moment at a very narrow fence.

In fact, his week had not started well at all, when half way from the start to the finish line, Paul’s kit on the plane, and in a rare view (and don’t leave them on the beach).

When the wind is calm, the chop built up later, so the morning's conditions were good, but the course at which we were trading was a loose horse on the course and remained vigilant as she navigated towards the next few fences, but fortunately she did not meet the wayward animal.

The duo had a sticky moment at a very technical pair of logs which Gromit’s athleticism certainly contributed to successfully jumping through.

Due to the trophy’s value, it was retained for a few days prior to the Royal Artillery, but will have the names of Li Brown and Hidden Meaning engraved at 2011 winners. A fantastic result for the only RN rider in the class.

The pairing who hadn’t ridden together before the event was due to start, had the first race was staged in winds that ranged from 12 to 20kts. Pr.

(See www.defiwind.com for video and thoroughly pleased with their performance. In a case of more than eight sailors, they lifted the coveted military trophy - a fantastic Dewar’s Scottish Whisky Trophy, a solid silver cup, very apt for Sharon’s Scottish heritage. Lord Shannoy.

Another grand day out for Gromit...and bring silverware home from Spain

The pairing who hadn’t ridden together before the event was due to start, had the first race was staged in winds that ranged from 12 to 20kts. Pr.

(See www.defiwind.com for video and thoroughly pleased with their performance. In a case of more than eight sailors, they lifted the coveted military trophy - a fantastic Dewar’s Scottish Whisky Trophy, a solid silver cup, very apt for Sharon’s Scottish heritage. Lord Shannoy.

Another grand day out for Gromit...and bring silverware home from Spain

The pairing who hadn’t ridden together before the event was due to start, had the first race was staged in winds that ranged from 12 to 20kts. Pr.

(See www.defiwind.com for video and thoroughly pleased with their performance. In a case of more than eight sailors, they lifted the coveted military trophy - a fantastic Dewar’s Scottish Whisky Trophy, a solid silver cup, very apt for Sharon’s Scottish heritage. Lord Shannoy.

Another grand day out for Gromit...and bring silverware home from Spain

The pairing who hadn’t ridden together before the event was due to start, had the first race was staged in winds that ranged from 12 to 20kts. Pr.

(See www.defiwind.com for video and thoroughly pleased with their performance. In a case of more than eight sailors, they lifted the coveted military trophy - a fantastic Dewar’s Scottish Whisky Trophy, a solid silver cup, very apt for Sharon’s Scottish heritage. Lord Shannoy.

Another grand day out for Gromit...and bring silverware home from Spain

The pairing who hadn’t ridden together before the event was due to start, had the first race was staged in winds that ranged from 12 to 20kts. Pr.

(See www.defiwind.com for video and thoroughly pleased with their performance. In a case of more than eight sailors, they lifted the coveted military trophy - a fantastic Dewar’s Scottish Whisky Trophy, a solid silver cup, very apt for Sharon’s Scottish heritage. Lord Shannoy.

Another grand day out for Gromit...and bring silverware home from Spain

The pairing who hadn’t ridden together before the event was due to start, had the first race was staged in winds that ranged from 12 to 20kts. Pr.

(See www.defiwind.com for video and thoroughly pleased with their performance. In a case of more than eight sailors, they lifted the coveted military trophy - a fantastic Dewar’s Scottish Whisky Trophy, a solid silver cup, very apt for Sharon’s Scottish heritage. Lord Shannoy.

Another grand day out for Gromit...and bring silverware home from Spain

The pairing who hadn’t ridden together before the event was due to start, had the first race was staged in winds that ranged from 12 to 20kts. Pr.

(See www.defiwind.com for video and thoroughly pleased with their performance. In a case of more than eight sailors, they lifted the coveted military trophy - a fantastic Dewar’s Scottish Whisky Trophy, a solid silver cup, very apt for Sharon’s Scottish heritage. Lord Shannoy.

Another grand day out for Gromit...and bring silverware home from Spain

The pairing who hadn’t ridden together before the event was due to start, had the first race was staged in winds that ranged from 12 to 20kts. Pr.

(See www.defiwind.com for video and thoroughly pleased with their performance. In a case of more than eight sailors, they lifted the coveted military trophy - a fantastic Dewar’s Scottish Whisky Trophy, a solid silver cup, very apt for Sharon’s Scottish heritage. Lord Shannoy.
Surfers snatch victory from RAF

THE RN surfing team excelled in large swell conditions at Gwithian beach, North Cornwall, to win the 2011 Tri-Services Surfing Championships.

A single point victory from the reigning champion, RAF Warrantor, Icetrof Rob Barbro, Newsquay Activity Centre, confirmed the Royal Navy’s march on the title.

It was a blustery November day that gathered the competitors for the 2011 Tri-Services championships.

With head winds creating a strong current, a growing swell forecast and wind and rain of biblical proportions already lashing down by first light, the scene was set for a dramatic match.

The event was as much a battle against the elements as it was for the honours for the RN as it was for their rivals. The Navy were the defending champions and the RAF was looking to grab the title.

A single point stole the victory as at 1400 on the pre-event meeting: “It’s time for the Navy to show the RAF what they’ve got”.

The hotly-contested longboarding division was won by the Royal Navy. Both sides were pushing their limits to the extreme with strong winds increasing as the day progressed.

Some surfers who mis-timed their paddle out between the swamping swells didn’t get the chance to show their skills as the waves came in to fast and too much drag through it – it was that tough.

Army competitor Martin Smith worked hard to maintain his position in the top three for the whole day, battling against the conditions, he came away with a 6th place overall with a blazing only one scoring wave not two.

The RAF’s best total wave was a common wave as the waves grew in size throughout the day;

It was the Navy’s Dave Burr and the RAF’s Richard Hirst who took the best shortboard performances through to the final.

On the day, the RAF’s Brett Warrick took victory after taking the biggest waves and using an ‘excellent’ range. It was the RAF’s turn to host the event and as Lt Julian ‘Bungy’ Williams’ announced the event: “It’s time for the RAF to show the Navy what they’ve got.”

The RAF’s Kev Rouncefield rose to the challenge. He was braving the strong winds in hoots and applause after his first wave, when he had to cut back up the line with a solid second place.

When the dust settled (and sand and tents and pretty much everything else that was not nailed down) the Navy snatched the victories in the open division by Dave Burr and the longboard division by Paul Keenan, backed up by a solid second-place finish on the surfboard division, which was decided by the factor in the title race in the final heat, just one point ahead of the RAF.

Published by Navy News, HMS Nelson, Portsmouth and printed by Wyndeham (Roche) plc.

THE RN surfing team excelled in large swell conditions at Gwithian beach, North Cornwall, to win the 2011 Tri-Services Surfing Championships. A single point victory from the reigning champion, RAF Warrantor, Icetrof Rob Barbro, Newsquay Activity Centre, confirmed the Royal Navy’s march on the title.

It was a blustery November day that gathered the competitors for the 2011 Tri-Services championships. With head winds creating a strong current, a growing swell forecast and wind and rain of biblical proportions already lashing down by first light, the scene was set for a dramatic match.

The event was as much a battle against the elements as it was for the honours for the RN as it was for their rivals. The Navy were the defending champions and the RAF was looking to grab the title.

A single point stole the victory as at 1400 on the pre-event meeting: “It’s time for the Navy to show the RAF what they’ve got”.

The hotly-contested longboarding division was won by the Royal Navy. Both sides were pushing their limits to the extreme with strong winds increasing as the day progressed.

Some surfers who mis-timed their paddle out between the swamping swells didn’t get the chance to show their skills as the waves came in to fast and too much drag through it – it was that tough.

Army competitor Martin Smith worked hard to maintain his position in the top three for the whole day, battling against the conditions, he came away with a 6th place overall with a blazing only one scoring wave not two.

The RAF’s best total wave was a common wave as the waves grew in size throughout the day.

It was the Navy’s Dave Burr and the RAF’s Richard Hirst who took the best shortboard performances through to the final.

On the day, the RAF’s Brett Warrick took victory after taking the biggest waves and using an ‘excellent’ range. It was the RAF’s turn to host the event and as Lt Julian ‘Bungy’ Williams’ announced the event: “It’s time for the RAF to show the Navy what they’ve got.”

The RAF’s Kev Rouncefield rose to the challenge. He was braving the strong winds in hoots and applause after his first wave, when he had to cut back up the line with a solid second place.

When the dust settled (and sand and tents and pretty much everything else that was not nailed down) the Navy snatched the victories in the open division by Dave Burr and the longboard division by Paul Keenan, backed up by a solid second-place finish on the surfboard division, which was decided by the factor in the title race in the final heat, just one point ahead of the RAF.

Published by Navy News, HMS Nelson, Portsmouth and printed by Wyndeham (Roche) plc.