IN THE full glare of the global media spotlight, Royal Marines and the Commando Helicopter Force deliver the Olympic Flame to the heart of the host city. Some 2,600 sailors and green berets have vital security and ceremonial roles to perform through the Olympic and Paralympic spectacular. See pages 2-3 and 20.

Picture: PO(Phot) Maz Merrill, CHF
Well it seems we’ve come full circle. Two months ago we were telling you about the Fleet Air Arm flying the Olympic flame across the globe in a Sea King Mk 7 Airborne Helicopter.

In the run up to the Olympic Games, a special ceremony involving the Royal Marines and the Royal Navy was held in the grounds of the Tower of London and with the Olympic flame lit by Dame Kelly Holmes, the flame was handed over to the Royal Marines.

One of the key roles undertaken by the Royal Marines was to provide security for the Olympic Games, which included patrolling and providing an escort to the Olympic flame as it travelled through the capital.

The Royal Marines were also involved in providing security for the Olympic venues and training hubs around the UK.

In total, some 1,600 personnel from the Royal Marines were deployed to provide security for the Olympic Games, which included the protection of Olympic sites such as Wembley Stadium and the Olympic Park.

The Royal Marines were also involved in providing security for the Paralympic Games, which were held in London in August 2012.

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authorised aircraft – everything from commercial liners to business jets, helicopters, balloons, even model aircraft – will be allowed over the capital. “That means that if there’s something we don’t know about, we’re automatically interested in it,” said Lt Cdr Ling.

It will be down to helicopters to intercept and investigate slower-flying aircraft, the Typhoons will deal with larger contacts.

They will use all manner of efforts to coerce a suspicious aircraft away from the area – from holding up signs and radio calls to flashing lights and firing flares – but Air Vice Marshal Stuart Atha, in charge of the nation’s air defence, said lethal force would be used “as a last resort”.

Beyond the importance of providing one section of the aerial shield, the Culdrose airmen have been looking forward to the Olympic experience. “You don’t often get the chance to fly over London, to see the sights. It’s good to be able to see some landmarks as opposed to the sand of Afghanistan,” said pilot Lt ‘MV’ Hammond.

Lt Cdr Ling added: “It’s a privilege to be part of the Olympics – it’s a once-in-a-generation event. To be here as opposed to the sand of Afghanistan is something I hope my men and women will have the chance to experience some of the atmosphere.”

MEANWHILE, off the South Coast, 814’s Culdrose bedfellows are also in unfamiliar surroundings for the next few weeks courtesy of Op Olympics. Merlin helicopters from 814 NAS – known throughout the Fleet Air Arm as the Tigers – have swapped Cornwall for Somerset and RNAS Yeovilton.

From there it’s just ten minutes’ flying time to Weymouth Bay, where flagship HMS Bulwark is serving as the floating command centre for the police-military-civilian effort protecting sailing events in Dorset.

Although the Merlin was designed as a submarine hunter, in the decade since the helicopter entered service, it’s evolved into an all-purpose aircraft and has proved particularly adept at tracking pirates and drug traffickers over the Indian Ocean, operating from the back of Royal Navy frigates. And that latter maritime security mission makes 814 the ideal choice for keeping watch on seafarers off Weymouth from now until mid-September.

The Tigers have been preparing for their Olympics role for months, and have already taken part in a series of demanding training missions, working alongside other Royal Navy and Royal Marine units, and other Government agencies.

In addition to conducting maritime surveillance in the Weymouth Bay area, 814’s crews will be on call to respond to any incident as directed by Maritime Force Commander Dorset – Bulwark’s Commanding Officer Capt Alex Burton.

“A lot of hard work has gone on behind the scenes by both my engineers and aircrew over many months to ensure aircraft and flying crews are ready for Operation Olympics,” said Cdr Christopher Stock, 814’s Commanding Officer.

His helicopters will operate daily out of Yeovilton, flying into and from HMS Bulwark which is positioned in Weymouth Bay close to the Olympic Sailing Regatta.

 WHICH brings us neatly on to the nation’s flagship, the final piece in the Navy’s Olympic security jigsaw. The 16,000-tonne warship, the hub of a huge operation safeguarding sailing events off the seaside town.

In addition to Bulwark and 814, the Royal Navy has also committed RFA Mounts Bay, P2000 patrol boats, landing craft and fast boats to the effort off the Dorset coast. That’s the hardware. But there’s also a large number of sailors, Royal Marines and reservists deployed alongside the civilian security and policing experts.

As the hub of the effort, Bulwark is home to Coastguard staff, police officers, officials from the UK Border Agency and the RNLI who’ll all work side-by-side in the flagship’s impressive operations room.

All of which was put into practice back in May during the cunningly-titled Exercise Olympic Guardian when the ship, civilian and government agencies tried out the concept of ‘controlled access’ to the coastline, air and sea around the sailing venue.

The exercise gave all involved an insight into the challenges they might face, the environment around Weymouth and allowed them to work out shared communications and procedures.

“Bulwark’s task this summer is to support the policing operation in a discreet manner,” explained Capt Burton, who likened his ship’s versatility to a Swiss army knife in the past.

“Over the past year our military planning team has established a strong and effective working relationship with Dorset police. “The Royal Navy stands ready to support the nation on home water. Together we’ll deliver a safe and secure Games venue in the region – it’s going to be a spectacular showpiece for the country and Bulwark’s particularly looking forward to supporting this unique event.”
GLOBAL REACH

THE Olympics rather dominate the media agenda this month. And whilst they demand heavy Senior Service involvement – Bulwark Ocean, RFA Mounts Bay, 814 NAS, 815 NAS, 854 NAS, 539 ASRM inter alia, some 2,600 personnel in all – they’re not the only show in town.

Indeed, the past month has seen the RN no less committed around the globe than it was in July or May. Or April. It’s something which the nation’s most senior admiral, First Sea Lord Sir Mark Stanhope, drew attention to in a recent keynote speech (see opposite).

Admiral Stanhope also stressed the importance of Naval air power – for which it’s been a good month. There’s been the first fistfänger to the UK military of both its next-generation jet (the F35 Joint Strike Fighter, see opposite) and next-generation helicopter (the Wildcat, see page 8), while Commando Helicopter Force air and ground crews are grappling with the Merlin Mk3 as they look ahead to the successor to the venerable Sea Kings (see page 8).

Already gone from the inventory of CHF is the ‘skidded’ Lynx (847 NAS, formally retired from service (see page 8) after putting in a final public appearance at Yeovilton Air Day (see page 23), before the squadron will fly Army wheeled Lynx briefly before converting to Wildcat.

Also in the realm of cutting-edge technology... five of the nation’s six Type 45 destroyers have been making their mark nationally and internationally: class-leader HMS Daring entered service (see page 23) on Operation Pedestal (see page 14) courtesy of the crew rotation Protector

The ship’s company changed on a regular basis. What it perhaps lacked in razzamataz, it made up for in accomplishment: uncharted waters now mapped, remote scientific bases re-supplied, a couple of rescues.

Although built as an icebreaker, until she was taken on loan by the RN last year, in her ship’s company changed on a regular basis. What it perhaps lacked in razzamataz, it made up for in accomplishment: uncharted waters now mapped, remote scientific bases re-supplied, a couple of rescues.

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One in, one out
IN IS HMS Ledbury.

And out is Ledbury, Mediterranean-bound to take over from her on NATO duties. Ledbury spent six months attached to the international coalition’s permanent mine-hunting force whose 2012 duties were focused on the task of clearing the Mediterranean of historic minefields from two world wars (including a German WW2 mine dispatched off Sardinia) as well as a series of exercises with the other ships assigned to the group.

During her six-month attachment to the NATO force, the Hunt-class ship clocked up 12,000 miles and patrolled 18 ports in eight countries, including Spain, Portugal and Italy.

“I am very proud of the efforts of my crew who have supported us during this deployment,” said Ledbury’s CO Lt Cdr Tony Williams.

“The deployment was challenging but very rewarding and I am particularly proud of my team’s efforts in finding and destroying the mine off Sardinia.”

“My crew and I would like to thank all those who have supported us during this deployment and who have made it very glad to be home with our families after such a long time away.”

Something which loved ones and the 40 souls aboard HMS Ledbury are always grateful for.

The Sandown-class warship spent the morning of the handover at her home port of Portsmouth and on the last day of 2012 it was time for the crew to say farewell to their ships.

She too is patrolling the Black Sea, although the second half of 2012 also sees the group making a passage through the Suez Canal.

That will allow a very rare chance to work with the Romanian, Greek, Cypriot and Turkish navies – as well as the German, Italian, Spanish and Portuguese minehunters currently part of the NATO mine-hunting group.

“The Mediterranean provides a testing and different environment to what the ship’s company have experienced in Scotland and makes it an ideal location for us to develop our capabilities,” said the ship’s navigator Lt Hamish Maxwell.

Stick it up yer Junkers
A GERMAN wartime bomb found close to Dover harbour was safely disarmed to ensure no risk to the public.

The 250kg Luftwaffe bomb – containing a 250kg, 183mph Tornado jet fighter, a two generation ‘jewel’ capable of reaching more than one and a half times the speed of sound, carrying twice the payload of a Harrier and giving the pilot an unparalleled view of the airspace around him thanks to sensors and cutting-edge technology.

“Juts at sea offer unmatched persistence and can guarantee the delivery of airpower around the globe,” said Fleet Commander Admiral Sir George Zambellas, also present at the handover.

With the advent of Lightning II, UK defence has its opportunity to maximise the utility of our carriers and this extraordinarily capable aircraft through a range of sea and land operating options.

The result will be a strategic capability which will deliver for many decades to come.

“Like the Harrier before it, the Lightning II is capable of striking 400 miles of the Mediterranean’s coastline within a 400 mile radius,” said Mr Hammond.

“We can now proceed confidently to re-capitalising our carrier strike capability with these cutting-edge stealth combat aircraft.”

The UK is the first country outside the US to receive an F35 – these have been delivered initially to Whitehall for evaluation and trials – with Mr Hammond announcing that the MOD intends to order a fourth Lightning II aircraft next year.

There’s already a Royal Navy training squad on F35 projects, including engineers and technicians who flew with the US Navy’s test flight school outside Washington DC, where they’re learning how to maintain the complex jet.

It’s due to begin flight trials off HMS Ocean as the Navy’s first Carrier Strike Group, the group of warships committed the Royal Navy, Royal Marines, Fleet Air Arm and RFA in 2011.

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the UK’s first F35, BK1, lifts off on a demonstration flight at Lockheed’s Fort Worth works on the day of the handover.

The UK’s first F35B, Loyal Wingman, lifts off from Marine Corps Air Station Beaufort, South Carolina, US.

AUGUST 2012: 5

GLOBAL REACH

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IT HAS been a month of honouring the past, celebrating the challenges of today and looking to the Fleet of tomorrow in this year’s round of Type 45 destroyers.

Three of the class are now in their maiden deployments – which is (Daring’s ends this very month), No. 4, Dragon, is most definitely operationally firing her Sea Viper for the first time this year.

And No. 5, Defender, should be in her new home of Portsmouth by now.

For us, as the leaders of the class, HMS Daring, the first Type 45 to visit the “gateway to the world”, has been a particularly heart-warming day.

And that was India Time to begin the long journey home to Portsmouth.

In the latest stop on her African tour, Type 45 No. 2, better known as HMS Dauntless – paid a high-profile visit to the up-and-coming Angolan capital, Luanda.

When Dauntless left Portsmouth back in the spring all the media talk was of Falklands, Falkland, Falkland – this year it is the 30th anniversary of the conflict and relations between London and Buenos Aires remain tense.

The reality of Dauntless’ Aurora deployment however, has been Africa, Africa, Africa, edging her way down the west coast of the continent visiting countries well known for her White Ensign battler, and some of her historic connections, Namibia, Somalia, Ivory Coast, and now Angola.

“Tough, Dauntless mission has been twofold. Firstly, and foremost, to promote maritime security, especially in the Gulf of Guinea, an area which has seen many incidents of criminal activity at sea in recent years. And, secondly, to fly the flag for the best of Britain, from Dauntless and her crew to the nation’s industry to cultural ties.”

That both the destroyer provided the impressive venue for a security conference held by the closely respected think-tank Chatham.

Tasks included painting classrooms and school classrooms, providing educational and installing playground equipment.

It’s not something that is easy to put into words, being here, I felt, as soon as we knew we were coming close to the site, that it was something we had to do – to prove that we can do exactly what we were trained for.

The Dutch aboard certainly respected the men of the Gulf of Nauplia.

We have a vital role to play in keeping these seas safe for international trade, not just for the UK but for the good of the wider global economy,” says Cdr Clarke. “It is a massive and important role.”

As is the first firing of a Sea Viper missile – HMS Dragon became the fourth and latest Type 45 destroyer to blast a target out of the Scottish skies with her main armament and prove she can do exactly what she was built for.

On a perfect conditions on a rare sunny summer afternoon off the Outer Hebrides, a Sea Viper missile left the silo on Dragon’s forecastle, accelerating to three times the speed of sound in little more than the blink of an eye.

And if all this effort wasn’t enough, virtually the entire ship’s company for an evening reception to celebrate their host Indian warship, INS Tarsha.

And that was India Time to begin the long journey home to Portsmouth.

pictures: la(pht) gaz weatherston and keith morgan; mbda; bae systems

AUGUST 2012

6:08

DEFENDER

airport... HMS Dauntless fired her Sea Viper for the first time while below) Diamond’s port Phalanx gun stands guard as the anti-aircraft system produces a trail of smoke in the air.

Robinson and 30 of his ship’s marines were invited to a reception in the school’s classrooms and school staff, who also managed to procure some replica England football shirts, containing letters and e-mails from family members over recent years.

Throughout, Dauntless’ force protection team. Eagers, one of the state-of-the-art controllers, was on the dance floor, but it was a right trying to do dance offs with them.”

That’s because Forbin is the mightiest warship (Dauntless’ ends this very month).

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The destroyer hosted an evening reception for the children who had been through much of her east of Suez deployment, during as the “exhibition hall” for British firms to display their technology and lower to the Indian market – one of the world’s fastest growing economies – at a Defence and Security Industry Day.

It’s what the sailors did away from the ship were enriched in the lives of others, an experience that will be remembered for a long time to come,” said fighter pilot Slamat.

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Past, present and future

($1000mph) – disintegrated over the Atlantic. Splash one bogey.

Five days were allocated to make sure the ship’s company and systems were ready to deal with the threat of an incoming missile. Three days in and all was ready. The call came to authorise a ‘hot run’ – a real firing exercise, increasing the working tension, as sensors and communications circuits were tested to make sure they were properly functioning.

The missile was coming in towards the vicinity of the ship and the Command order to “take” the target (the executive order to engage with Sea Viper) was made by Dragon’s operations officer, Lt Cdr Duncan MacRae RAN.

“I have been involved in a couple of missile shoots but this one was by far and away the most rewarding as I was in the hot seat giving the order to engage,” the Australian officer said. He was only one member of the team that ensured the firing went as planned.

Lt Cdr Kevin Miller, Dragon’s weapon engineering officer, said: “The engineering behind the scenes to ensure that the missile accurately reaches the target and destroys it is immense.”

The head of the team responsible for looking after Sea Viper aboard Dragon, CPO Ian Dryburgh, added: “I am over the moon that it all went according to plan. I had no doubts that it would all go well and the kit performed admirably throughout.

“All we’ve got to do is scrub off the marks made by the efflux on the top of the missile silo.”

NO NEED to spruce up HMS Defender. She’s brand, spanking new. And now she too should be flying the Royal Navy’s standard.

Defender departed BAE’s yard at Scotstoun in late July, escorted part of the way down the Clyde by her affiliate, the world’s last passenger paddle steamer Waverley (which was also present at her launch on Trafalgar Day in 2009).

The Type 45 was due to enter Portsmouth for the first time on the very day we rolled off the presses... and once securely alongside, the White Ensign was scheduled to take the place of the Blue as Defender was formally handed over.

Certainly her first Commanding Officer Cdr Phil Nash believes D36 is ready for all the challenges ahead.

“Defender is a magnificent ship – a credit to BAE Systems and the British shipbuilding industry,” he said. “Sailing into Portsmouth for the first time is a very proud moment for me and my ship’s company.”

And what of the final Type 45 in the programme, HMS Duncan?

Well, she’ll put to sea this month for her first period of trials. She’s on track to be handed over to the RN next year.

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www.navynews.co.uk AUGUST 2012
while the Navy is receiving 28 maritime and therefore the conversion to Wildcat will be relatively easy, “class frigates which are due in service from 2013. UK as its Navy looks to buy a new helicopter to fly from FFX-

There is already a small cadre of trained Wildcat crews, among them flying instructor Major Paul Nolan RM who’s been working with the Army on Wildcat training and support. The latter duties 847 will perform once more in the skies of Helmand and, whilst mourning the passing of the venerable Mk7 “RAF” – for the historical and, the last Mk4 to fly with the squadron was ZD282 – the squadron is getting into good hands with a superior aircraft.

As for Daring, she’s completed her maritime security mission in the Middle East and is due to return to Afghanistan. “The area of duty in Helmand is complete, 847 will return to Somerset and become the first squadron in the Armed Forces to convert to the Wildcat Army version of the Wildcat (so it is). So this was an occasion 847’s Commanding Officer did not want to go unnoticed.”

“Throughout the squadron’s history is an unflinching desire to support the commands’ main effort, whether at sea or on land, and in a wide variety of aircraft types,” said Lt Col Venn. “And the future appears bright for the squadron with the arrival of the Mk9A, followed by the Wildcat.”

DEFINITELY a ‘me shot’ for the photo album.

Former Harrier pilot Lt Cdr James Blackmore savours the moment as he prepares for a two-hour flight in the USN’s No.1 strike aircraft: an F16 Super Hornet. The officer was catapulted aloft over the Arabian Sea – then safely removed at 40,000 feet, hours later back on the deck of the mighty USS Abraham Lincoln.

Lt Cdr Blackmore spent 48 hours with a US Navy squadron aboard the flattop during a port call. Flying operations for the carrier – typically in excess of 30 launches a day – are an integral part of large-scale carrier operations, which the RN will be returning to in five or so years’ time.

The Lincoln – currently flying missions in support of Enduring Freedom codename for the US mission in Afghanistan, as well as wider maritime security duties – is home to Carrier Air Wing Two.

That air wing – a ‘tailored air group’ in Royal Navy parlance – comprises a mix of helicopters, early warning AWACS aircraft, Prowler electronic warfare jets, and general duty propeller-driven early warning AWACs aircraft, Prowler electronic warfare jets, and general duty propeller-driven early warning AWACs.

The latter were introduced after the Falklands and, armed with TOW missiles, proved particularly effective in destroying Saddam Hussein’s armoured column on Basra in 2003. In 2005, 847 NAS switched to its current role: reconnaissance, light attack and battlefield surveillance.

Of those 62 Wildcats – set to replace the trusty Lynx serving with three Fleet Air Arm squadrons at RNNS Yeovilton – was officially handed over to the Armed Forces at the Farnborough International Airshow by manufacturer AgustaWestland.

Of those 62 helicopters, the Army has fly 37, while the Navy is receiving 28 maritime attack aircraft – and all will be based at Yeovilton. The Army received the first Wildcat ready for front-line duties from 2014, while the Naval Air Squadron – the Fleet Air Arm’s dedicated unit for introducing the Wildcat into service – its first four Wildcats, the new fleet helicopter later this year; it will deploy with 815 NAS from 2016.

Mr Hammond said: “Wildcat represents a considerable advance over the current Lynx helicopter, bringing greatly improved performance and capability. The contract to provide training and support will keep them flying wherever they are needed.”

That contract sees a £250m deal with AgustaWestland to provide a specialist training centre at Yeovilton, including flight simulators and a wide range of other equipment to train pilot, ground crew and engineers.

The Army and Navy variants are extremely similar but have been slightly adapted in the job the Army has to do. The noise levels are different as the Navy lands on ships while the Army lands on the Army’s own terrain.

“The Navy has a radar to prosecute targets at sea whereas the Aircrewmen Instructors. Technicians, while the aircrews

The Government’s most recent Defence Review identified the need for a new helicopter. The Army version of the Wildcat is intended to fly from the桥梁 of the Royal Navy’s fleet of in-service aircraft carriers and to be available to serve alongside the F-35B Joint Strike Fighter.

The Wildcat is a fully integrated combat helicopter that provides the Royal Navy with an advanced air combat capability, as well as the ability to carry out a wide range of non-combat roles. It is designed to operate from the RN’s new fleet of aircraft carriers, and is intended to be a key component of the Carrier Strike Group, allowing the UK to project a significant maritime presence.

The Wildcat is a highly versatile aircraft, capable of performing a wide range of tasks across the spectrum of military operations. It can be used for anti-submarine warfare, anti-surface warfare, air defence, surveillance, and search and rescue missions. It is also capable of carrying a variety of weapons, including missiles, torpedoes, and bombs.

The Wildcat is designed to be highly survivable, with advanced radar and electronic warfare systems to detect and confuse enemy radar. It is also equipped with a range of protection systems to defend against anti-aircraft missiles and other threats.

The Wildcat is armed with a 30mm chain gun, which can fire up to 2,000 rounds per minute. It also has a range of other weapons, including missiles and torpedoes, which can be carried on its underwing pylons.

The Wildcat is powered by two Rolls-Royce Pegasus 11 engines, which provide it with exceptional performance, allowing it to operate in a wide range of conditions.

The Wildcat is expected to enter service with the Royal Navy in 2015, and will replace the current Lynx helicopter in service with the Fleet Air Arm. It is expected to serve until the late 2020s, with plans for a further upgrade in the mid-2020s.
And thus the Turbulent age ends

STANDING at ease on the tarmac of Benbow car park in Her Majesty's Naval Base Devonport, this is the very last time the ship's company of HMS Turbulent will form up in the boat’s 28-year service.

For this muster of submariners – plus their affiliated Sea and Royal Marines Cadets – marked the formal end of the hunter-killer’s active life, six months shy of three decades’ service.

Guests included the submarine’s sponsor Lady Cassidi, 12 previous commanding officers and family and friends of the submarine over the years.

Lady Cassidi paid tribute to the submarine, her crew and the families who supported the vessel when at sea. The submarine’s bell was rung for the last time, the decommissioning pennant lowered on board, a religious service staged and the decommissioning event provides a memorable opportunity to officially decommission Turbulent from her fleet life,” he said.

“It was an opportunity for me to offer my and the Royal Navy's gratitude for the hard work the men of Turbulent have provided me and my predecessors over recent years. It is an honour to have Lady Cassidi attend the event as ship's sponsor after many years of unfaltering support.”

It will be around 18 months before the very last crew member leaves the boat as the process of removing equipment and making all systems safe is completed.

The submarine will eventually go into 3 Basin awaiting dismantling – a process which is the subject of a public consultation by the MOD.

There she’ll join the boat which gave the Trafalgar-class its name; she paid off at the end of 2009. There remain five T-boats on active service, with the youngest, HMS Triumph, due to conduct patrols until 2022.

Among the former commanding officers was Capt Tim Lightoller – grandson of 2/O Charles Lightoller on the Titanic and most senior officer to survive the liner’s sinking. He was the boat’s first captain back in 1982, when she was launched in Barrow.

“I must admit to being emotional at seeing the end of HMS Turbulent’s service today. I am surprised at how emotional it is. It is a day of mixed emotions for me – a sad day to say farewell to a very happy boat, but there is much to remember of a fantastic life of operational service,” he said.

“I was in charge of the boat for its first three years’ of life, was at the launch with Lady Cassidi and got it through trials and testing into operational service. It was then the Cold War and our prime role was monitoring Soviet submarine operations and working under the ice in the North Atlantic.

One of Capt Lightoller’s crew was former CPO Tony Chamberlain from Lowestoft, now working for Duchy College after 30 years in the RN.

“HMS Turbulent has always been a happy boat and this is obvious today, mixing with old shipmates at this event,” said Tony.

“A highlight was meeting a US boat the submarine Sea Devil at the North Pole on Independence Day and being escorted by her and having her captain on board. We worked a lot under the ice in northern waters collecting intelligence in the Cold War and testing systems in Norwegian waters. It is great being at this event and catching up with old colleagues.”

From the beginning of Turbulent’s career to her final years, notably a marathon east of Suez deployment in 2011 when she spent 268 days away from home, most of them east of Suez. The boat also provided Tomahawk cruise missile coverage in support of operations in Libya – although she was not called upon to strike, unlike her sister Triumph.

Cdr Ryan Ramsey, who captained the submarine on that deployment and now teaches new submarine commanding officers, said: “This was a chance to celebrate the success of the submarine and to see my former ship’s company who I led on so many operations – we formed a strong bond which remains. It was also very rewarding to see how my former team has moved on and developed and been promoted in some cases. He continued “I am always amazed by the quality of my ship’s people when I was serving on submarines and their unfailing ability to deliver security and operations to the UK.

“This was an exceptionally emotional time – to see the end of a submarine which has been so much part of my life and my family’s life for several years”. His successor, Cdr Nicholas Wheeler, is Turbulent’s final commanding officer.

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AUGUST 2012 | 9
ARCHING across the Indian Ocean, a series of plots marks each possible position over the coming seven days.

Off the Horn of Africa today Tomorrow the Yemeni coastline and the horn of Africa in five days’ time.

But it isn’t, in true BBC weather Carol Kirkwood-style, the path of a cyclone.

It is a spectre haunting the Indian Ocean and plotting its potential route will take the efforts of an international effort aimed at strangling such activity.

In a few weeks’ time that effort – under the banner of Combined Task Force 150 will be directed by a 23-strong Royal Navy team, currently in the final throes of training on Whithall Island.

For while pirate busting grasps most of the headlines – courtesy of some eye-catching images of skiffs going up in flames – the equally important task of stopping the terrorist scourge continues, impatiently, for years.

The mission goes back to the immediate aftermath of 9/11 when the combination of events in 2001 when world leaders realised not only that terrorism was a scourge, but that the Seven Seas could be a highway for terrorists – and those who support them.

Eleven years down the line and the fight against that scourge continues – not perhaps reaching the public profile of the counter-piracy campaign, but scoring noteworthy successes nevertheless. As long as there is a threat, the human (terrorist) soul (seeking to be HCIHM/HMS Westminster back in April).

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Not too high above the sodbred – and in many cases flooded – pastures and fields of Somerset, this is Swordfish LS326, the jewel of the vintage aircraft belonging to the Royal Navy Historic Flight. This photograph – by LA(Phot) Abbie Herron of Yeovilton’s photographic section – was part of a series taken in the run-up to next year’s major Battle of the Atlantic commemorations.

All three Services are focusing on one key event to mark as part of 70th anniversary commemorations of World War 2. The RAF marked the Battle of Britain back in 2010, later this year the Army will be paying tribute to Monty and his Eighth Army at Alamein.

And for the RN, the focus is on the Battle of the Atlantic – securing the nation’s seaborne lifelines and defeating the U-boats. That battle – described by Churchill as “the dominating factor all through the war” – reached its climax in the spring of 1943.

In May 1943, the Allied powers sank 43 German submarines – 34 of them in the Atlantic – which wiped out a quarter of the enemy’s front-line strength.

On May 24, the German Navy’s commander Karl Dönitz recalled his boats. He sent them back to sea later in the year and submarines continued to attack Britain’s supply lines until May 1945, but never again did they pose the threat that they had earlier in the war.

Liverpool – home in the war to Western Approaches, from where the struggle against the U-boat was directed – will be the focal point of 70th anniversary commemorations over the weekend of May 24-27, 2013, including a service of thanksgiving.

And as part of those events, the BBC is already gathering material for a documentary on the battle – not least footage of a Swordfish in flight, hence this particular run out for the venerable biplane. LS326 is a veteran of the titanic Atlantic struggle. Built in 1943 she served with 836 Naval Air Squadron, flying off the ‘merchant aircraft carrier’ Rapania – a former oil tanker converted into a makeshift carrier protecting convoys on the North Atlantic run.

After serving in a training role, this Swordfish became a display aircraft and also appeared in the film Sink the Bismarck! She’s been part of the Historic Flight for more than half a century and is currently painted in her Battle of the Atlantic livery. LS326 has already appeared at air shows at Duxford and Yeovilton, and took part in a Fajlánds 30th anniversary flypast honouring fallen Fleet Air Arm crews – although her starring role in the Diamond Jubilee flypast down the Thames was thwarted (as it was for other Naval aircraft) by the British summer, which was particularly frustrating after Herculean efforts to maintain her.

Weather and serviceability allowing, the Swordfish is due at Eastbourne air show and Wings and Wheels in Dunsfold, Surrey, particularly frustrating after Herculean efforts to maintain her. It was for other Naval aircraft by the British summer, which was pretty good evidence...

...take some consolation that it’s been rubbish on the other side of the Channel too – as HMS Argyll found when she flew the flag for Britain at Bergen’s Navy Days.

Fresh from landing an Armed Forces Day sail past in Plymouth Sound, the Devonport-based frigate made for Zeebrugge, joining ships from the host nation plus visiting vessels from USA, Russia, Latvia, Germany, and Netherlands.

The ship treated thousands of members of the public – armed with ubiquitous brollies – to a number of displays around the upper deck which demonstrated the full capability and wide range of roles that Argyll could fulfil as she stands ready for any eventuality.

“The weekend was a resounding success for all concerned, it is great to stand shoulder to shoulder with our naval partners and my team showed the true Argyll spirit and competitive edge that is so vital in all that we do.”

Having recently completed a busy period at sea undergoing trials and tests, Argyll is now preparing for an intensive period of training in the autumn under the guidance of Flag Officer Sea Training and his staff before deploying in 2013.

Ready for one last battle

IS THERE anyone who doesn’t love the sight of the Navy’s greatest aircraft taking to the skies? Well, apart from the Germans.

And the Italians.

Not too high above the sodden – and in many cases flooded – pastures and fields of Somerset, this is Swordfish LS326, the jewel of the vintage aircraft belonging to the Royal Navy Historic Flight. This photograph – by LA(Phot) Abbie Herron of Yeovilton’s photographic section – was part of a series taken in the run-up to next year’s major Battle of the Atlantic commemorations.

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Weather and serviceability allowing, the Swordfish is due at Eastbourne air show and Wings and Wheels in Dunsfold, Surrey, this month. Full details can be found at the Historic Flight’s website: www.royalnavyhistoricflight.org.uk/display
In the maelstrom of war

IN THE trademark ‘dazzle paint’ of the age, light cruiser HMS Charybdis scythes through – for her – relatively calm seas.

In this 70th anniversary month of the most famous convoy to sustain Malta, Pedestal, our focus falls upon one of the lesser-known warships in that battered force.

Charybdis and the 15 other ships in the Dido class were designed as all-purpose shields for carriers and battleships – able to fend off light enemy surface ships as well as enemy aircraft.

In the case of Charybdis, her active career was brief – not two years between commissioning and her loss – and she was rarely out of the line of fire.

Indeed, of the six ships to bear the name of the mythical whirlpool only one earned battle honours, first in the Med, then in the Atlantic.

And one woman’s name looms large in the first six months of the cruiser’s front-line service: Malta.

In April 1942 (Operation Calendar), May (Operations Bowery and LB), June (Stylet, Salient, Harpoon), July (Pinpoint and Insect), Charybdis was part of the escorting force putting shrapnel – what today we call the ‘high-value asset’ to the island: typically a carrier, delivering much-needed fighters to fend off the Axis aerial onslaught.

On Pedestal, however, the carriers provided the air cover, the ‘high value assets’ were the 14 merchantmen mustered to deliver vital supplies to Malta.

Having seen carrier Eagle torpedoed on Tuesday, August 11, Charybdis’ ordnance by fire began around 9am the following day.

For the next ten hours, she and the rest of the Pedestal force were subjected to a succession of attacks by conventional bombers, torpedo bombers, dive bombers and submarines, in seemingly endless waves.

When carrier Indomitable was hit, it was the cruiser which closed in to provide flank cover.

The Thursday was rather calmer – just an E-boat scare in the small hours and aircraft sighted in the morning.

Friday 14 was a day of unremitting terror. Two E-boat attacks in half an hour. Come the morning, the first Ju88 bombers appeared. Despite the strain of several days of battle, the 406-plus souls aboard Charybdis – and HMS Kenya – remained both alert and utterly determined.

One German bomber pilot complained that the two cruisers threw “an outrageous barrage of fire” at the attacking aircraft. “These chaps are unbelievably agile, so we only scored near misses.”

The bombers attacked at 7:45. And at 9.45, 10am. 10.30, 11.35, 11.45, 11.57, 12.11. At 1.03 the enemy planes dropped mines ahead of Charybdis, causing her to manoeuvre sharply. Another attack at 1.15, lasting 16 minutes – the final aerial onslaught of the day on the cruiser.

That was her Pedestal. By early evening on the fifteenth she was back in Gibraltar – but for just ten hours.

Before dawn on August 16 she was back to Malta once more, escorting carrier Furious delivering aircraft to the embattled island.

It is not for Pedestal that history remembers Charybdis, however, but for events closer to home.

With destroyer HMS Limbourn as her escort, in October 1943 Charybdis was sent across the Channel to disrupt German coastal convoys moving between Brittany and Normandy.

And it was off the Breton coast that the two ships were intercepted by German E-boats, whose torpedoes sank both RN vessels, with the loss of 500 lives.

Within a few days the bodies of 21 Royal Navy sailors and Royal Marines were washed up and the Germans decided to bury the men with full military honours.

They did, however, forbid locals attending the ceremony – but in a mass act of defiance some 5,000 Guernsey folk defied orders and showed their respect for the men who had died and to show their loyalty to Britain.

And they do so to this day. Islanders pay tribute at Foulon Cemetery in St Peter Port to the dead – and wherever possible a Royal Navy vessel is present in Guernsey – even memorial weekend.

PHOTOGRAPHIC MEMORIES

A COLUMN of fire and smoke rises into the Mediterranean sky as the Italian submarine Axum torpedoed the tanker SS Ohio – the ship synonymous with the defining battle of the naval war in the Middle Sea.

Our naval flashback courtesy of the Imperial War Museum’s photographic archives this month takes us to August 12 1942 and the first – and only – voyage to Malta made by the Ohio, one of 14 merchant ships in the Pedestal convoy.

In her two-year active career to date, the 9,000-tonne tanker had avoided the global conflagration, ferrying her black gold on merchant ships in the Pedestal convoy.

By the third day of Pedestal’s ordeal, August 12, carrier HMS Eagle had already been sunk, lost to U73. On the twelfth, air attacks were massed against the convoy – more than 120 Italian and German planes in the first two waves.

Amid the chaos of ships taking evasive action, the Axum seized its chance and torpedoed the Ohio.

The blast blew a hole 24 feet wide in the tanker’s port side, buckled and ripped her upper deck, knocked out her steering gear, blew a hole in the starboard side – and meant Ohio was the focus of the attention for the rest of Pedestal.

A series of near-misses from dive-bombers added to the damage and when gunners celebrated knocking a JU88 – the vaunted Stuka, out of the sky, the stricken aircraft struck the tanker. More near misses. The Ohio was shaken out of the water as sticks of bombs strafed her. Then direct hits.

Fires. Flood. In the end, first the engines, then the crew gave up.

HMS Penn took the Ohio under tow. When the bombers returned, the tow parted leaving the tanker at the mercy of the Luftwaffe and Axis naval forces.

The next day efforts to tow her resumed – and succeeded, at a painstakingly-slow five or six knots. There were now a cluster of ships around the Ohio – towing, protecting, acting as her rudder.

Yet more German attacks inflicted additional damage before the threat began to recede as the battered flotilla came within range of Spitfires based on Malta.

If the account sounds breathless, it is.

By the time Ohio arrived in Grand Harbour under tow with HMS Penn and Ledbury, her Italian escort, the Mediterranean was washing over her deck. Maltese lined the sandy walls and bastions dominating the port, cheering as a band played Rule Britannia.

The fuel Ohio carried was pumped out of her; with her tanks exhausted, she settled on the bottom of the harbour.

The fuel she delivered led the Spitfires and submarines based in Malta – and they in turn helped to strangle Rommel’s supply lines. He never got to Cairo or Suez in October he was driven back from Alamein, a retreat which didn’t stop until the Allied powers were masters of the North African shore.

Ohio was never repaired. After being used for storage and even as a temporary barracks, she was taken out to sea in 1946 and used for gunnery practice.

This photograph, HU 47560 – and 9,999,999 others from a century of war and peace – can be viewed or purchased at www.lwmcollections.org.uk, by emailing photo.lwm@lwm.org.uk, or by phone 0207 416 5333.
The group went through watch chef and warfare officer swapped coming second in football. a tug-of-war and swimming and various sports, with York winning competed against each other at exercise area in the Baltic Sea. Kaliningrad, heading into strong restricted) Russian district of part of the ‘closed’ (diplomatically American cruiser USS Normandy. RFN Yaroslav Mudray, the Russian frigate right, above) French frigate FS De Grasse visiting Russia for the first time. many of her ship’s company were South Atlantic, but this year visited British territories in the Petersburg.

The group then moved on to St Petersburg, where personnel went to a wreath-laying ceremony at the Piskaryovskoye Memorial Cemetery, which contains the graves of half a million military and civilian personnel, most of whom were victims of the 900-day wartime siege of Leningrad.

Members of York’s ship’s company also conducted charity work at a local orphanage, laying on a children’s party on board and opening the upper deck to more than 4,000 visitors over two days. The visit ended with an official reception on board on behalf of the Consul General, Gareth Ward, and among the local and overseas civilian and military guests was the Lord Mayor of London. Cdr Rex Cox, CO of York, said: “FRUKUS 2012 has been an excellent opportunity to interact with the Russian Federation Navy, both at sea and alongside in Baltiysk and the stunning and hospitable city of St Petersburg.

“My ship’s company have put in a cracking effort into strengthening the relationship between our two navies and have been excellent ambassadors for the Royal Navy and the United Kingdom. I am extremely proud of them.”

The diplomatic effort continued unabated at Tallinn, the veteran destroyer’s next port-of-call. York’s crew had to be quick to prepare the Type 42 for a last- minute visit by Estonia’s Prime Minister Andrus Ansip.

On the first evening alongside, under a torrential downpour, York hosted an ambassadorial reception for 120 guests representing ten different nationalities, including Chinese and Russian. The next day saw several British sailors, led by Cdr Cox, lay a wreath at the Kaitseväe Kalmistu Naval officers, including Cdr Rex Cox, Commanding Officer of HMS York (far right), lay wreaths at a memorial in St Petersburg to those who died in World War 2. Chris Holby, Defence Attaché Col Ian Watts and Commander Ivo Vark, the Head of the Estonian Navy, York prepared for the visit by Mr Ansip. After inspecting the guard of honour, Mr Ansip was taken on a short tour of the ship and conducted discussions with Cdr Cox and Mr Holby where he reiterated Estonia’s commitment to NATO and the strength of the UK-Estonian relationship.

Cdr Rex Cox said: “It has been a pleasure to bring HMS York to Tallinn. “The visit has been a huge success and allowed us to significantly further our relationship with the Estonian Navy.

“The Estonians have been fantastic hosts and my Ship’s Company have enjoyed the visit immensely.”

York returned to Portsmouth last month.

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A day to remember

CITIES, towns and villages across the country united in a visible show of support for the Armed Forces.

Thousands turned out to salute sailors, soldiers and aviators at the national Armed Forces Day event in Plymouth, with thousands more getting involved in their own communities in the weeks before and after the main event.

The Earl of Wessex, representing the Queen, took the salute as a parade of more than 1,200 Service personnel, veterans and cadets marched through the city streets and on to Plymouth Hoe, watched by Prime Minister David Cameron and First Sea Lord Admiral Sir Mark Stanhope.

A drumhead service followed the parade, and the Lord Mayor of Plymouth signed an Armed Forces Community Covenant for the city, with Service representatives adding their mark.

The ceremonial part of the day ended with a flypast by a Hawker Sea Fury of the RN Historic Flight.

The Naval Service contribution saw frigate HMS Argyll undertaking a steamin-part in Plymouth Sound and firing a 21-gun salute.

Two picket boats from Britannia Royal Naval College (BRNC) were part of the sail-past, under the command of Lt Sam Stephens, BRNC’s Navigation Training Officer, and S/Lt Tom Sleight, a trainer Warfare Officer. The boats were crewed by Officer Cadets from BRNC’s Lancaster Division, who are in the second phase of initial naval training.

Also off the Hoe was the auxiliary landing ship (dock) RFA Mounts Bay, carrying local schoolchildren and their families, as members of 29 Commando Regiment Royal Artillery fired a gun salute on behalf of Plymouth from the Royal Citadel.

The RAF provided Typhoons and a display by the Red Arrows. Admiral Sir Mark Stanhope said: “I’m delighted to be taking part in the national celebrations in Plymouth for Armed Forces Day, and showing my support alongside the many thousands gathered here for our Servicemen and women.”

“People across the country from all ages and backgrounds have a deep respect and appreciation for the Armed Forces, and Armed Forces Day is an excellent opportunity for us all to show our men and women realise how much they are appreciated.”

Plymouth is the fourth city, to host the National Event, following Chatham Historic Dockyard in 2009, Cardiff in 2010 and Edinburgh last year, and an announcement on the host city for 2013 is expected shortly.

More than 200 other events were scheduled across the UK and beyond as part of Armed Forces Day, many featuring traditional parades, while others included sporting events or musical performances, embracing veterans, serving personnel and the uniformed cadet organisations.

Earlier in the day the Olympic Torch relay also contributed to the Armed Forces theme, with VC holder Cpl Johnson Beharry taking part as the procession passed through the National Memorial Arboretum in Staffordshire.

Cpl Beharry carried the torch to the top of the Armed Forces Memorial, which commemorates members of the Forces who have lost their lives on duty since 1945.

Among the other communities celebrating AFD was Carrickfergus in Northern Ireland, where the ancient castle formed a spectacular and suitable military setting for the parade and displays, which included an appearance by patrol boat HMS Charger and a Search and Rescue Sea King helicopter from HMS Gannet in Scotland.

Some 30 sailors from HMS Duncan took part in the Armed Forces Day event in Dundee, travelling from Glasgow – where the ship is in build – to join the military parade on Tayside.

Ships’ staff, with support from HMS Scotia’s Tayside Division, also provided a stall in the static display on the edge of City Square.

This was the first opportunity the people of Dundee had had to see ‘their’ ship’s company – the city is one of Duncan’s two affiliations, the other being Belfast.

Events did not have to be on a large scale to make their point – CPO Chris Ricks, of the Diversity Awareness Team in London, took advantage of a careers event involving the Reach Society at HMS President to celebrate AFD 2012, by sending members of all three Services as well as two students from Welbeck Defence Sixth Form College.

The National Museum of the Royal Navy in Portsmouth Historic Dockyard turned the clock back 70 years to celebrate 1940s style, with a street party from that decade staged in the Victory Arena featuring wartime-style food such as eggless fruitcake and mock crab sandwiches.

Armed Forces Day 30 June 2012

The Red Arrows streak through the sky over Plymouth on Armed Forces Day; (bottom left) one of Dartmouth’s picket boats takes part in the sail-past in Plymouth Sound; (below right) a blind veteran is given a helping hand during the parade in Plymouth; (bottom left) RFA Mounts Bay off Plymouth Hoe; (bottom right) field gunners go through their paces on Plymouth Hoe.
Typhoon goes down a storm

NOTHING was quite as it seemed on the misty hillsides of mid-Wales, with Typhoon going down a storm from the MOD’s Sunnyridge Training Area.

A 70km circuit mysteriously stretched to 90km or more. And a minor foot injury could sideline one person, but stepping over three landmines in quick succession might not halt progress.

Jeremy Johnson, the officer in charge of Exercise Typhoon Revival, the culmination of years of education with a military thread running through it.

The exercise required students to apply brainpower, engineering nous and short bursts to a dozen scenarios, from building a chatbot to debriefing defence issues.

The engineering was relatively straightforward, as the exercise was part of the Defence Technical Officer and Engineer Entry Scheme (DTOEES), which recruits late starters, up to 165 undergraduates a year, into the military (or Civil Service – for the course on academic and science from Newcastle.

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We have transferred 36.0 terabytes of group data from legacy systems, more than three times the printed collection of the Library of Congress.

ATLAS is a consortium of four world-leading IT companies. Together we are delivering the Defence Information Infrastructure (DII) for the Ministry of Defence, the largest, most complex infrastructure rollout in Europe to date.

www.atlasconsortium.info
Key roles for Sherwood contingent

SEVEN reservists from HMS Sherwood had significant roles in the Queen’s Diamond Jubilee Thames River pageant.

When the Royal party disembarked the Royal Barge at HMD President as it neared Tower Bridge, they were met by a Guard of Honour and Colours Party made up of Reservist officers and ratings.

PO Rob Howse was the Senior Rate of the Piping Party, while Lt Renee Hipwell RNVR was given the role of Colour Party Lieutenant. Colours Party WO Sean Jones had the job of protecting the Colours, parading with sword drawn, while PO Cathy Gibbons and AB Sarah Newby were more conventionally armed as members of the Royal Guard of Honour.

LS Lorraine Richardson and AB Rebecca Hancock were both conventionally armed as members and AB Sarah Newby were more drawn, while PO Billy Somerville, LS Kenny Woods and LS Paul Ellis RNR, PO Billy Somerville, LS Kenny Woods and LS Paul Ellis RNR.

DEFENCE Secretary Philip Hammond has announced a new strategy on Reserve Forces that will see the Maritime Reserve grow by over 50 per cent by 2018.

In a written ministerial statement, Mr Hammond said the Government accepted the broad thrust of six recommendations made in the review of the UK’s Reserve Forces by an independent commission.

An additional £1.8bn is being invested in the Reserve Forces over the next ten years to stabilise the current situation and grow its capability as recommended by the commission.

The Maritime Reserve strength stood at 1,900 trained to Phase 1 level in October 2010, just before the Strategic Defence and Security Review (SDSR).

That figure will rise to 3,100 trained Reservists by 2018, and the new force will deliver a greater range and depth of skills.

Key areas of growth will be in the exploitation of existing niche capabilities such as medical, communications, intelligence and support to the Fleet Air Arm.

The Maritime Reserve will expand from 20,000 to 30,000, and the Royal Auxiliary Air Force from 1,011 to 1,800.

Reservists will be expected to commit to specific amounts of training time, although for Maritime Reserves routine mobilisation is expected to remain at similar levels to those currently experienced.

Mr Hammond said that delivering this step-change in the size and role of the Reserves will also require a change in the relationship between defence, the employer and the reservist.

“Many employers already give excellent support to reservists, for which we, and the nation, are grateful,” said Mr Hammond.

“But we need a new framework of partnership, with public and private sector employers, that gives us the confidence that trained reservist manpower will be available when it is really needed.”

A consultation paper is expected to be published in the autumn setting out detailed proposals, and after consultation the MOD will be able to make decisions early next year on terms and conditions of service, employer engagement, the Government’s own commitments as an employer, and any legislation necessary to underpin and support the initiative.

The Acting Commander of the Maritime Reserve Forces, Capt Gareth Derrick, said:

“The Maritime Reserve Forces, including the Naval Reserve give individuals from all walks of life a chance to work alongside regular officers, sailors and marines on operations worldwide.

“I know our reserve units throughout the UK are ready to welcome new applicants to this exciting and professionally rewarding part-time career.”

For information on how to join the Maritime Reserve Forces call 08456 675553 or visit www.royalnavy.mod.uk.

Reserve Forces set for major expansion

The 2013 Royal Navy/Navy News Calendar – send a cheque or postal order to www.onlinecalendarshop.com or call 08456 075555 or visit www.navynews.co.uk for further details.

This year marks the 70th anniversary of the Royal Navy’s first female officer, and the calendar features 12 fantastic images of the Royal Navy’s ships.

We’ve listened to what you’ve said so this year’s Official Royal Navy Calendar features 12 amazing ships of the fleet.

Four rewarded

FOUR Reservists from HMS Dalvay and Hermes have been recognised for their outstanding service.

LS Cdr Lesley Stephen RNVR, PO Billy Somerville, LS Kenny Woods and LS Paul Ellis RNR each received Certificates of Meritorious Service at a ceremony at Penley Town Hall.

Between them the four Reservists have served around the world, from the United States and Canada to the Gulf.

Reservists from HMS King Alfred travelled to Exbury House in the New Forest to commemorate the 70th anniversary of the King Alfred, including Cdre Steve Thorne RNR and Lt Cdr Tim Williams RNR, who works for Hillingdon Council, and was also responsible for raising the flag for the borough to mark the start of the week.

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RESERVISTS across the country left their normal work clothes in the wardrobe and headed in wearing their Service uniforms as part of Uniform to Work Day.

It was the 10th year in a row to demonstrate the huge contribution reservists, from gardeners to bankers, can make to the Armed Forces.

Many of those taking part were amongst the 1,000-plus Reservists who have volunteered for positions at the Olympic Games, and 250 of them had been on training by Uniform to Work Day.

In case your uniform is different day

A NOTTINGHAM Naval Reserve was one of 25,000 participants in Pride London, the capital's annual jubilee and gay pride event.

 Petty Officer Cathy Gibbons, who serves at HMS Sherwood, joined over 100 Servicemen and women from across the country at Pride London, which also hosted the World Pride 2012 festival.

"The cheers the Royal Navy got at Pride London made matching through the streets of Windsor for the Queen's Diamond Jubilee look like a muted affair in comparison," said PO Gibbons who was proud to represent the Royal Naval Reserve at the Armed Forces Muster and Parade at Windsor.

"Realising that there are others there who are out and proud can be a significant source of support."

PO Gibbons has served in the Reserve for 14 years and this was not an initial Naval Training Branch, responsible for training new recruits.

Younger people who serve have little awareness how much pride those of us who served in silence under the old rules still feel as much as.

Towards the end of the parade members of three Armed Forces depart from the main parade to march past the Cenotaph in Whitehall in order to say their respects to Service personnel and women who have lost their lives serving their country.

The Pride London event was part of a busy summer of naval service for PO Gibbons as well as participating in the Windsor and Eton Mess Muster and Parade at Windsor.

"Most people don’t realise that the journey through marriage, gay, bisexual and transgenders to people we adverts in the Armed Forces are very recent, and have little clue how much work the Royal Navy has done since the changes in the law in 11 years,“ said Petty Officer Gibbons.

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HOSTING the Olympic flame, joining in the torch relay, providing security for the sports arenas, competing – the Royal Navy has been closely involved in numerous aspects of the 2012 Olympics, writes Mike Gray.

At Naples Naval Base we are to look to the Olympic bandwagon, now bucking along with every Tom, Dick and Harry drawing links (many spurious) between their wares or services and the global games.

We could have simply pointed out the three names that echo facets of the games, a curious glance at Collegiate's ships of the Senior Navy came up with 17 HM ships Archer, Radnor, Boreas, Champion, Challenger, Duke, Flame, Javelin, Laurel (technically winners at the ancient Olympics were given olive wreaths, not laurel), so the RN can substitute HMS Olive Branch and later transferred to serve as an administration officer with the Olympic Games, perhaps the best – the RN’s involvement in the 1948 Games in London and as host to the Olympic Games, the 2012 Games in London.

The Olympic Games we are about to host are the 27th edition of the Olympic Games, those which were originally held in Athens. The modern Olympic Games, which have been held since 1896, are not the first Games to be held in Athens. The first modern Olympic Games were held in 1896 in Athens.

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Red and White Blue Day is being run jointly by the Royal Navy and Royal Marines Charity (RN&RMCF) and the Royal Air Force Charitable Trust Fund (RAFCTF).

The first ever Red, White and Blue Day was held in October 2011, with 850 events registered taking part. The event was part of the wider Ten for Ten project, which marked ten years of British forces involvement in Afghanistan.

This year we are taking the Red, White and Blue day to every school in the UK. Pupils can simply donate £1 per child to take part. In addition, they could hold a cake sale or sponsored event, perhaps they might have won or wonderful fundraising ideas of their own.

All funds raised will be divided among the three charities – get your school involved.

At time of going to press, 94 schools have pledged their support for this fundraising effort. Find out more about the national event at www.redwhiteblueaday.co.uk.
I joined Hasler Company [a unit which helps the recovery, rehabilitation and re-integration of seriously-injured or ill Royal Marines] just after Christmas last year and was tasked with the organisation of the Wounded Warrior Trials at Camp Pendleton, California. Earlier this year, writes Sgt Mo (N) Morris PIT RM (Sgt BRI Hasler Company).

These trials are designed for American soldiers who had been injured on operations and formed part of their rehabilitation.

The United States Marine Corp (USMC) conducted their own trials to select a team to compete at the national games against the US Army, Air Force, Navy and Coast Guard. For the second year in a row the USMC extended their invitation to a host of Marines from Allied nations, which included Canada, Germany, France, Australia and, of course, the UK.

These Marines would form the Allied team who would compete against a USMC Wounded Warrior Battalions team from the East and West coast. The Allies included a USMC Veterans team – a total of 757 competitors from around the world.

The competition was based on the Paralympic format at the games, the sports included wheelchair basketball, seated volleyball, track and field, cycling, 10km air rifle and pistol shooting, archery and archery.

The team that departed for the Games consisted of ranks from Hasler Coy, HMS Drake and Ternish Troop – 40 Cdo RM. These ranks included Cpl Marcus ‘Rosey’ Rose, Cpl Jon TD Davis, Cpl Matthew ‘Spider’ Webb, Cpl Philip ‘Scobes’ Scobie, L/Cpl Alec Robotham, Mne Lee ‘Coupees’ Couper, Mne Joe Townsend, Mne Martin ‘Jonah’ Jones, Mne Graeme Riegert, Mne Peter Beards, Mne Graeme Mercer and Mne Martin Dodge, with WO1 Paul Cook and I who were there as the ‘team babysitters’.

We arrived in San Diego tired and jet-lagged after a two-day journey which included a stopover in Washington, USA.

We were met by our USMC liaison officers G/Sgt Mike Palerino and S/Sgt Brandon Fairbanks, who were assigned to us for the duration of the trip and proved a vital link between the USMC and our team.

With this support, we had the opportunity to take them for granted and the USMC provided a platform for the team to compete and enjoy their time in America.

We were escorted to Camp Pendleton, the outskirt of San Diego, and so our journey really began.

There were many memories that stood out, such as winning seven gold medals, or Jonah failing to live up to his self-prophesy of ‘dominating’ at the games.

Some of my favourites include Spider, who has only been walking on his new legs for two months, performing the ‘two step’ at a line dancing club.

I am quite sure that move is not taught at Headley Court yet. I am also sure that they will be as impressed as the American contingent who witnessed it.

There was also the story of Scobie, who had been diagnosed with Q Fever – a condition contracted from Afghanistan that puts an extreme restriction on physical ability – and was advised that he would find it extremely difficult to perform even his daily routine.

He defied all odds, competed in the 10km air rifle shooting, and won silver.

To put this into perspective, Scobie had to share his rifle with other competitors and re-zero on every shoot, and was shooting in that discipline for the very first time.

He finished 0.5 points behind the winner – who was on the American development squad for the next Paralympics in that event.

The pride I felt for him when he took to the podium to collect his medal was indescribable.

I watched Coupees turn up for swimming training every day without exception and worked himself 100 per cent.

Even though he did not place in the eventual competition, he was admired by the swimming coaches for his efforts for the duration of the training.

This is something that he will only realise once reading this.

Joe Townsend, who lost both of his legs in an explosion four years ago, is now in the British Paralympic triathlon development squad for the 2016 Games in Brazil.

He dominated the Wounded Warrior Trials with seven gold medals, and you could see the inspiration he gave to the onlookers as he performed his events at an elite standard – I am sure Spider will echo for me.

The hope that he gave other people in his situation without even knowing about it was amazing to see.

There are many other stories to tell, but most of those will be left in San Diego – you know the tales.

Also congratulations to Rosey, Jonah, JD, Delph and Spider, who contributed to the medal tally with gold, silver and bronze between them.

In total the team won 11 gold, six silver and one bronze medal – an outstanding performance from such a small team.

When the results were all in, the team was in second place in the Allied event, behind the Australians – although the Executive Officer of the Wounded Warrior Regiments USMC, Col Jay Krail, still thanks the Brits for coming over rangers.

However, the tangible rewards were not the true success of the games – the personal achievement was the real success story.

Everyone had to battle with his physical and psychological demons to even get through the initial week of practice.

They were to discover that their physical limitations were actually determined by what they thought they could not do.

An event such as competitive cycling for someone who was visually impaired allowed confidence to grow in the individual as it proved the skill could be transferred to enjoying a bike ride with his children.

Alternatively, a triple amputee having to learn how to climb up and down the bus stairs every day to get to training made possible the thought of freedom at home.

The power of the games affected not only confidence and attitude, but the journey of self-discovery also allowed for a positive vision for the future and the realisation of what can be done, not what you can’t do.

I am privileged to have shared and witnessed the incredible human feats that were achieved against all the odds at the Wounded Warrior Trials.

They are the injured and the ill that have stared adversity in the face and prevailed.

They have had to face challenges every day like no other.

They ask for no help, but need it, they do not complain, when others would, and persevere where others may fail.

They strive for no praise, recognition or prize but merely to fight their disability or illness in an attempt to be ‘normal’ again.

Yet little do they know that they will never be ‘normal’ again and will always be special as they are the men who make a difference, inspire each and every person they meet and normalise those around.

They are the ones who are courageous, determined, cheerful under adversity and unselfish – the essence of the commander’s spirit.

They display these qualities in abundance and should be saluted for what they have achieved.

What I witnessed at Camp Pendleton was nothing short of amazing.

They are a small group amongst many.
**‘Action this day’ on WW2 medals**

**URGENT action should be taken to determine whether naval veterans who served in the Arctic in WW2 should receive a belated medal.** Senior diplomat Sir John Holmes has reported his initial findings after a two-month review of the controversial subject of campaign medals for Service in the Arctic and Antarctic.

Sir John was asked by Premier David Cameron to look into campaign decorations for service in the frozen Arctic, and recognize the actions of those who gave selfless service for years and years, including survivors of the Yangtze Incident and Arctic convoys, former marines, and senior commanders.

The ministerial review follows some long-running campaigns for recognition – Arctic convos, Bomber Command, the Malay emergency – as veterans felt Whitehall was often “unduly dismissive” of their claims for a medal. Arctic veterans stress that their campaign, delivering supplies to the USSR was entirely different from that in the Atlantic (keeping Britain’s sea bases open) different aims, different conditions – and should have been recognised with a specific medal, not the Atlantic Star.

The recent review has also found that some serving personnel and veterans would like medal recognition for their efforts during the Cold War submarine patrol, RN surface deployments beyond the Gulf, mine clearance work and a Libya medal (the latter is still being considered by the MoD). Over May and June, Sir John interviewed or received responses from more than 200 veterans, groups, officials and senior commanders, including survivors of the Yangtze Incident and Arctic convoys, former National Servicemen, MOD ministers past and present, MPs and First Sea Lord Admiral Sir Mark Stanhope.

Sir John believes royal British naval policy is sound and “there is no appetite or good reason to change”, there is a fine balance between recognising the actions of those who gave selfless service for years and delivering medals to a large number of people.

He adds: “A British military campaign medal should be something which has been hard-earned – and should be seen to be so by all concerned, so that it can be worn with special pride.”

However, he argues that the current “blanket refusal” to consider historic medals should change and, given the age of the dwindling band of survivors, the controversy around WW2 medals, especially Arctic veterans, should be dealt with first and foremost.

The ministerial review, the idea of a ‘National Defence Medal’ – recognising any service in the Armed Forces was raised and Sir John says the Cabinet Office should investigate the matter further.

Mr Cameron has welcomed Sir John’s report and has asked him to press on with his work for a second report to be placed before Parliament in the autumn.

The PM said the initial findings pointed the way ahead to deal with “past grievances while maintaining the distinctive British tradition that military medals are hard-earned.”

“Hope this will help to draw a line under past campaigns and provide a more open decision-making process in future.”

Sir John’s interim report can be found at data.parliament.uk/OPF/D0P012-1222/

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**‘Historically significant’ 3 Cdo**

ROYAL Marines have been singled out for their “historically significant” mission, which saw them begin their long fight back from Helmand province and cemented strong bonds within the two Allied powers.

For six months over the spring and summer, 3 Commando Brigade headed Operation Herrick 14, the British effort in the troubled country.

The brigade and its supporting units in Task Force Helmand – in total, 6,555 men and drawn from all three arms of the British military worked side-by-side with US Marine Corps counterparts of Task Force Leatherneck and ultimately came under the Americans’ II Marine Expeditionary Force.

And it is that effort alongside our US cousins which has earned the citation of the 3 Commando Brigade with its Historical Significance Award – given to outstanding British and American units which have contributed to the success of the ISAF/UK alliance – and to set an example for future so that other military commanders can follow their lead.

The club cited the two forces backing the Coalition forces with Britain’s and America’s personnel, the British 19, with more than fourfold.

The Americans lost 47 personnel, the British, 19, many more wounded as they strove to improve the lives of ordinary Afghans – and with that the security situation; the number of troops, police and other forces on the ground mushroomed from 6,500 to 40,000 Afghan and Coalition personnel.

More than 91 Britons were singled out for gallantry awards, commendations and recognition for their service – although, as the citation from the club states, the mission demanded “the resolve and emotional investment of every marine, soldier, sailor and airman.”

All of this was played out under the “watchful eye of the world’s media” where “every action, conversation, project and shout – meeting with village elders – played a vital role.”

As well as the recognition to the people of Helmand, the joint mission by the Royal Marines and US once again affirmed the much said celebrated “special relationship” between Britain and the USA.

The club closes its citation for 3 Commando Brigade with the laconic words: “Our UK-US bond remains as robust and resilient as ever and is a strong possible foundation for the future.”

Gen Ed Davis, who led 3 Commando Brigade throughout its demanding tour-of-duty and has since been promoted Commander General Royal Marines, said of the recognition: “Throughout a hard-fought summer in Helmand, the brave and selfless men and women of Operation Herrick 14 achieved extraordinary feats daily, day out.

“We are a small force, and the power of combinations’ the Task Force enjoyed with the Marine Expeditionary Force such feats would have been much rarer occurrence. A ‘sapper fiddler’ mindset matters when in harm’s way.”

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**The club closes its citation for 3 Commando Brigade with the laconic words: “Our UK-US bond remains as robust and resilient as ever and is a strong possible foundation for the future.”**

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**‘OPTIMISM’**

The club traces its origins back to the 1930s, when the Americans were invited to a cricket match at the Royal Marines’ annual reunion.

The club continues to promote the “watchful eye of the world’s media” where “every action, conversation, project and shout – meeting with village elders – played a vital role.”

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**A FAMILY SCHOOL AT TRINITY, TEIGNMOUTH**

Sympathetic to the unique demands faced by navy families.

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Early booking facilitates timely claim of Continuity of Education Allowance. Highly competitive Navy bursaries available.

For more information visit: www.trinityschool.co.uk
The engineers busy (that's one slightly under every three days).

AUGUST 2012:

Dawn patrol... Echo's impressive – and busy – bridge at first light on another fine morning and (below) a spot of right lining practice for the 20mm gun.

It's sometimes hard in the Royal Navy to quantify a successful deployment.

In 2004, the Air Warfare Destroyer HMAS Sydney (the same name as the city) was involved in an exercise with its comrades in arms to maintain the effectiveness of the men and women under his charge.

The previously uncharted sea mount 'the size of the Rock of Gibraltar' found by Echo in the Red Sea.

Yemeni fishermen evidently knew the mount existed – Echo found it. She found none.
ECHO'S JYMBLYMPICS — 24-HOUR CYCLING CHALLENGE RAISES OVER £2,450 FOR GREAT ORMOND STREET HOSPITAL

A Royal Navy ship has raised more than £2,450 for a hospital charity by completing a gruelling 24-hour cycling challenge.

The Royal Navy ship HMS Echo completed the gruelling 24-hour cycling challenge to raise money for Great Ormond Street Hospital. The challenge was completed in just 23½ miles (38km), with the money raised to help fund research into childhood diseases.

The Royal Navy ship HMS Echo has been on a seven-month deployment in the Middle East. The ship's company has been supporting families by providing medical care and assisting with relief efforts.

The money raised will go towards the hospital's research into childhood diseases, such as cancer, diabetes, and neurodisability.

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“ADAPT or die” as the RNA has told it at its conference (July edition). The views expressed in this paper do not necessarily reflect the views of the MOD.

RNA needs new blood

A LETTER in July posed questions alongside a photo of Gregory Peck.

You were right in surmising that it had to do with the making of the film On the Beach.

The submarine used was HMS Andrew and we were used at the USS Saratoga in August 1959 for all the bridge scenes and whilst under way leaving Melbourne.

Gregory Peck visited the boat several times before shooting began and somehow it became known that he liked Toad in the Hole, so on each occasion the chef made him one specially.

Alan Greenwood also visited whilst we were alongside at HMDS Penguin.

Gregory Peck visited the boat several times before shooting began and somehow it became known that he liked Toad in the Hole, so on each occasion the chef made him one specially.

Alan Greenwood also visited whilst we were alongside at HMDS Penguin.

When offered some white overalls to change into when offered some white overalls to change into...
SITTING here in Leach Building, looking across the water at the
former mighty HMS Liverpool while reading your June edition,
I notice that once again HMS Liverpool features in your paper.
It has been with enormous pride that I have followed my old
ship in your various articles and believe possibly we have featured
somewhere in your newspaper every month for the last year - is
this a record?

● Cdr Colin Williams,
Leach Building, Whale Island,
Portsmouth

THE things ex-matelots think about while sending their gardens!
(Rob Dixon’s letter in July asking what happened to Sylvia?)
Big Syl was seen most nights in the Lennox pub, near the town
station. I remember seeing her one night sitting on the top of the
jukebox.
It was playing Johnny was a
Joker, but Big Syl was singing
Johnny was a Sailor.
I do know that she married a
three-badge stoker from Scotland
and that after they married her
husband sent her up to live in
Scotland with his mother. I think
that was in the late ‘50s or early
‘60s.

Now Syl was a mate called
Geordie Joyce who also spent most
of her time in the Lennox with
Jack.
While Sylvia was in Scotland
Geordie Joyce found out that
Syl’s husband was playing away,
so she wrote to Sylvia and put her
in the picture.
Big Syl was on the next train
back to Portsmouth to sort new
husband out.
The next thing we knew was that
she was back in the Lennox sitting
on top of the jukebox.

A ship for all seasons

Big Sylvia, the sailors’ siren

I don’t know.
I’ve had a look at the Marshland
Maritime Museum’s old paper
cuttings from Portsmouth from
that time to see if Big Syl or
Geordie Joyce got a mention, but
no luck.
Please if any readers are in
Norfolk and like all things Navy,
pay us a visit, it’s all free.

Mike Smith,
Marshland Maritime Museum,
Clenchwwarton,
King’s Lynn, Norfolk

WTH regards to Big Syl, unfortunately I cannot shed any
light on her history, but I can tell
you that the last time I saw her she
was as a side street in Southsea
(I was surprised to see her so
distant). She was on a day-night
hitting a young matelot with her
right arm, which was encased in a
plaster cast.
There was a bit of an audience
but no one seemed inclined to
interfere.

Amongst Pompey ratings, she
was a legend in her own time.

Rick Richmond, Walsum

IN THI early 1970s I was
serving on the Type 15 Brighton
HMS Ulster, based in Portsmouth.

The forward seaman’s mess was
known as the LRDG (Long Range
Drinking Group) and we frequented
the hostelries of Commercial Road
regularly.
The Lennox, Yorkshire Grey, Great
Western and of course the Fleece
(probably the most famous
pub in the world at that time) to
name but a few.
The point is that Big Syl was
just one of the ‘social workers’ who
infested the bars looking for the
company of young matelots.

Others in the team were
Margaret, a stoker from
Blackpool, Scotch Annie, Runny Old
Linda and of course Slack Alice.

It was great to hear the name
of Big Syl again and I can assure
Rob Dixon that when I left the
Navy in 1973 her fur coat was as
well-used as ever and I’m sure that
Syl was the only thing that
lived in it.
It’s now nearly 40 years since
I was in Pompey and I am sure
things have changed a lot but the
memory of these characters lives
on in the hearts of ex-matelots
everywhere.

God bless them for making life
more bearable for young matelots
fed up and far away from home.

Graham Anderson,
Treasurer, Wigan RNA
IN RESPONSE to the letter from Ron Guthrie (July) about Benbow Division winning the Ganges Field Gun trophy in the autumn of 1953, I cannot enlighten him as to the whereabouts of the trophy.

The minute gun and limber were beautifully detailed, including the drag ropes, but not as Ron says in brass, but in silver plate.

Sadly where it is now, perhaps another reader could enlighten us?

The photograph features the trainer on the extreme right, Petty Officer Taylor, gunnery instructor, of 64/65 classes, and on his right is the Benbow Divisional Officer Lt Cdr Hodgson attending his last function in this post, his replacement was Li Cdr J K Lyon who, as we were to learn, lived and breathed Benbow Division.

In the Shielty Magazine of Christmas 1953 he said about Benbow winning the Field Gun competition: “Time and motion study was largely responsible for us winning the event. “The timing being done by the judges and the motion by our team.”

“It’s a handsome trophy, which we intend to keep permanently!”

Just for the record from Ron Guthrie’s letter about Benbow winning the Field Gun trophy, it was early in the morning of January 31 when Chief GI ‘Banjo’ West’s dulcet tones invited the residents of 19 Mess in Grenville Division to “remove their hands from their appendages” and on socket! No explanation was given, we were just told to grab a quick breakfast before being bussed to Tramley Marsh.

There we had to fill sandbags with earth to repair a breached sea defence. With a strong wind blowing in sleet from the North Sea, we had to work hard to keep warm.

The ground soon became a mass of mud, with holes dug for sandbags filling with water, making them a trap for the unwary.

Not an enjoyable experience, but one that I looked back on with a sense of pride and satisfaction because we had done what had been asked of us.

Many years later, I returned to the area to see whether our work had stood the test of time. I enquired at a farm, where a lady gave me directions, saying I would be disappointed, but did not say why.

Imagine how I felt when I saw the farmland we had worked so hard to protect had been flooded on purpose, and was now a fishing lake!

With regards to the fire aboard the Kronprinz Frederik, it happened on April 19 1953 when she was alongside Parkstone Quay, and was not related to the East Coast floods.

– Cyril Saunders, Drayton, Portsmouth

Ron Guthrie’s letter about Ganges Boys (July) brought memories flooding back (excuse the pun) of the East Coast floods.

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Ron says in brass, but in silver plate.

Ron Guthrie’s letter about HMS Ganges, these are some photos taken when I joined up in 1953.

Even the dustbins and shovels had to be shine to perfection! I hope these are of interest to your readers.

– Bob Warren, Avonmouth, Bristol

The letter June) and photo (left) from John Pittock is indeed the passing out class from Shielty (induction training) to the main establishment.

Trainees were known as ‘troggers’ and when you transferred you were a ‘trog’ (trainee rating of Ganges).

I picked up Navy News when I was in the doctor’s surgery and this picture took me back to 1962 when I was the next intake after this one, in September 1962.

The far right bottom row is Robin Britteny, who I served with in later years; the plaque holder was known as Tiny Tim, and on his right is R S Ferrer, behind him, I think, is Carrington, and to his left is Gunter?

The officer, I believe, is Lt Cdr Bland.

I passed as a ‘trog’ to Hawke Division class 352 and have many photographs of that time.

– Brian Butcher, JRO 2nd Class
Families learn about life on the high seas

THE Nation’s high readiness carrier swapped her helicopters and Royal Marines Commandos for mums, dads, sons, daughters and assorted others as they enjoyed a families day at sea.

HMS Illustrious hosted just over 800 relations, providing a unique and exciting opportunity to gain an insight into life on board a Royal Navy warship at sea.

With the weather remaining fair, the visitors spent most of the day on the ship’s flight deck.

Although many of them had experienced visiting the ship from Portsmouth’s famous Round Tower, this was a rare chance for them to wave to those on the Round Tower from the ship.

A family carrier sailed to the south of the Isle of Wight, where families enjoyed flying demonstrations from Fleet Air Arm Lynx AH1 and Sea King helicopters, as well as fire-fighting demonstrations by the ship’s company.

LS Andrew Cumbers said: “My family had a fantastic day and very much enjoyed the opportunity to get an insight into what I do when I’m away with Illustrious at sea on deployment.”

PHASE 2 officers and ratings from HMS Collingwood have spent a team-building weekend undertaking adventurous training at HMS Bristol and the RN Sailing Centre.

Participants had a wide range of activities to choose from, including yachting, kayaking, rowing, dinghy sailing and gliding, the latter taking place at the former HMS Duchaliz site in Lee-on-Solent.

All were accommodated on board the Type 22 destroyer HMS Bristol, which is permanently moored to a berth at Whale Island in the upper reaches of Portsmouth Harbour.

That gave them an early taste of what they expect when they deploy to sea – even down to the questionnaires which are given to sailors when they join a new ship.

Although AT took up the bulk of the day, there was still time for an evening barbecue, followed by a great party and dancinghall during HMS Excellent.

Team Britannia took the laurels, while the staff team, allegedly hampered by the contemporary nature of a brides’ dining hall at HMS Excellent.

Team Conqueror took an early lead after the canoe race, but the dinghy race was declared void as crews struggled with the conditions, and the rowing replaced by a lark race (complete with mud run).

Team Nanny was declared the winner of the Cockerell Trophy and the event – run for the first time this year and watched by several VIPs from Collingwood – looks set to become an annual feature.

Buddhist gathering is outgrowing venue

Buddhists from across the Armed Forces Chaplaincy Centre for their recently-attended conference so far.

More than 50 delegates attended this, the sixth such gathering, travelling from as far afield as Germany to take part.

The conference serves the needs of the Armed Forces Buddhist community and for anyone interested in finding out about the religion, which has no requirement for, but does not preclude, a belief in a creator god.

Over subscribed by 100 per cent, the conference organisers had to work hard with Amport House staff to ensure the event ran smoothly – and full credit goes to L/Bdr Tina Crowther, the Vice Chair of the Armed Forces Buddhist Society, for facilitating.

With the group split into teams there was scope for a little serious competition – and so at midday AT activities were called off. The day was staged, with canoe, dinghy and rowing races planned.

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An array of inspirational talks was given by presenters from the UK Buddhist community and a Buddhist monk from India.

THE conference also saw the official launching of the Armed Forces Buddhist Society (AFBS) website with 1300 members and over 120 ‘likes’ on Facebook. The website was set up to provide a central point to anyone interested in ‘Buddhism and the military’ but does not preclude a belief in a creator god.

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Although said to leave Amport House, where they have been well looked after over the years, it is likely that next year’s conference will be held at a different location to cope with increasing demand.
THE man and women of helicopter carrier HMS Illustrious decided to turn their hands to good deeds, and daily hefting their paint brushes headed over to the Portsmouth Deaf Centre to offer their services in sprucing up the place.

Thirteen of the ship’s company headed out to the centre for the day but quickly realised that they would need more than one day to do all that had to be done. And their paint supplies ran out at midnight.

Supplied with a further £50 from the Centre’s scant resources, one of Illustrious’ petty officers set to buy the paint. The senior rate explained the dire situation to the store managers, and was dosed 30 litres of paint free of charge by both BAe Systems and Johnson’s.

The next day, Illustrious’ numbers were bolstered by nine extra bod- ies, who all set to work brightening up the centre before its open day.

Anna Devaney, on the Centre’s committee, said: “The Deaf Centre is struggling for funds and want the centre to stay open. We need help with the funding and would like to help the centre out.”

The Portsmouth Deaf Association and Trustees would like to give a special thanks and recognition to the men and women of helicopter carrier HMS Illustrious and the Royal Navy.

Paul gets on his bike

CHIEF PETTY Officer Paul O’Shaughnessy says he was called to his roots when he left Portsmouth to pedal 800 miles through the most historic city of Liverpool.

The 44-year-old, based in HMS Collingwood in Fareham, was making a fundraising appeal to raise money for the Royal National Institute for the Blind, as his mother recently lost her sight due to retinal degeneration.

Paul’s mother attends the Branded Football, Blind, in West Derby, and Paul cycled to a football match where he arrived in Liverpool.

After spending some time with her, Paul decided to set off on his bike to the centre, where he finished his journey by cycling to the Liver Building.

Paul said: “I started this journey in February, before I left for Portsmouth, and I wanted it to be a challenging journey – a very important landmark for me.”

At 46, Paul knew the journey would be challenging, but he trained hard and discovered cycling through some of England’s most historic places.

To sponsor Paul, visit his website www.paulo-shaughnessy.com

Don cycles for the wounded

AMONG a team of injured servicemen pushing their bodies to the limit as Navy News went to press was former Royal Marine Ben Donohue, who was taking part in a gruelling cycle race despite his severe leg injuries.

When Don was injured by an IED in Afghanistan, the blast was so severe that it shattered all of his bones in the lower half of his body.

After 11 operations Don was able to get back into the sport and compete in the Race Across Florida. He is now taking on the awesome Trio Elapes – Trip Alp - 3,000 miles of cycling between the USA and the UK.

The trio treks over a three-day cycle race over three of the most imposing Alpine stages of the Tour de France, and are being joined by a team of professional cyclists when they compete.

The team is made up of professional cyclists including the 2008 Tour de France winner Carlos Sastre, do the riding, while the public provides entertainment and training for the soldiers.

He added: “There have been fatalities on the road and numerous injuries, there is also the prospect of encountering bandits and the issue is – it’s just too dangerous. Perhaps the worst aspect of the tour is that the men will be living for four weeks in a tent on this mountainous terrain, with overnights in hotels or spas. The plan is to camp by the roadside or in the car all the way.

The three, who are all based in RNAS Culdrose or Yeovilton, plan to raise money for the RNRMCC. Their target is £50,000 and they are already £2,000 towards it, with 13 months to go.

The evening raised £1,000 for the school. Cat got to work to persuade the ship’s company, and devised a route so that every volunteer had half an hour on the bike before the five days until the ship returned to her home port.

Cat said: “We started on the Monday at 1900 hours and ended up completing the distance at 1030hrs on Thursday, one day early.”

The exercise bike was in use for 34 hours, and among the record-breakers in the ship’s company of 43 were S/Lt Duffi for best distance in a 30 minute slot, at 20.1km and B/P(AB) Puxley and S/Lt Duffi for the longest distance (100km each).

The money raised will go to one of Ledbury’s official charities, St Michael’s Hospice in Hereford.

Ben’s big swim

EIGHT-year-old Ben Donohue lost his leg and wants to use his hobby to help a boy he has never met raise urgently needed funds for medical treatment.

Ben, whose father is a clearance driver serving in Gibraltar, hoped to swim around the Rock, but under health advice it was decided he should do the four-and-a-half miles in a swimming-pool.

Ben’s father, CPO/Daddy Donohue, said: “Ben is a gifted little swimmer and is determined to do this for Jamie Inglis, a kid whom he does not even know.”

“His idea of his own swimming pool has been realized and he has a passion for the water.”

The aim is to raise £50,000 for the charity. To donate, go to www.justgiving.com/roadtopool

Want talent? Look to Yeovilton

SPECIAL guests appeared at a RNAs YeoCulling fundraising event, raising money for the Royal Navy and Royal Marines Charity.

Britain’s Got Talent stars dancing duo Stavros Flatley – they didn’t win, but then again they were up against singer Susan Boyle and dance troupe Diversity, so third place is more than respectable – were joined by other Yeovilton denizens with stars in their eyes.

Airmen and marines on the base took up the challenge, all the champions of the city of my birth

When HMS Bulwark was about to make her maiden voyage to Portsmouth, ET(W) Cat Deely had a brainwave – why not cycle the equivalent distance on the ship’s exercise bike?

WHEN HMS Bulwark was about to make her maiden voyage to Portsmouth, ET(W) Cat Deely had a brainwave – why not cycle the equivalent distance on the ship’s exercise bike?

After calculating the total distance at 1,110km, Cat got to work to persuade the ship’s company, and devised a route so that every volunteer had half an hour on the bike before the five days until the ship returned to her home port.

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The money raised will go to one of Ledbury’s official charities, St Michael’s Hospice in Hereford.
**Dougie runs dry and high**

**Cockleshell recalled for H4H**

**Springclean from BRNC**

**Strongmen lift more than a minehunter**

**Nurses run a baker's dozen**

**Enterprise pities the fool**

**Adam has his angels**

**MARINE Adam Brown of 40 Commando was killed in action in August 2010 in Afghanistan, but his wife Kat is determined to keep his memory alive at a beach hut in North Devon, near where they lived together. Adam’s wife Amy Tardelli-Brown, along with friends Jemma Lewis and Georgina Woodcock – known as Adam’s Angels – walked from the Arts Centre in Dartmouth for the Royal Navy and Royal Marines Charity.**

**Once the money has been raised, the beach hut will be painted in Royal Marines colours, and will be used to raise funds for the RM Charitable Trust Fund which supports all Royal Marines families.**

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**Dougie Ward (right) and Major Dominik Rind of the German Air Force at the end of Dougie’s running of the KAIA marathon (and half marathon)**

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**TWO Navy Nurses, LNN Laura Fallon and LNN Samantha Marsh, have taken on an epic fundraising challenge, choosing to run 13 half-marathons through 2012, throughout raising money for the Royal Navy and Royal Marines Charities. The duo are both keen runners, but decided this charity challenge would be a great way to test their mettle and raise funds for the worthy activities of the RNRMC. At Navy News goes to press, the two are more than halfway through their challenge, with six half-marathons under their belts. That’s in amongst training for their upcoming deployments and their career courses. They began their marathon task at Bideford on March 4, swiftly followed by Falmouth, then on up to Edinburgh. Back down South they tackled the Tavistock 13, then on to Llandudno. In addition they have notched up the Torbay and Adderbury half-marathons.**

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**The Spartans gave us the immortal 300. Royal Marines and sailors went 100 better. The Royal Navy and Royal Marines powerlifters completed a 400-tonne challenge in the heart of Exeter to highlight the sacrifices made by British Forces in Afghanistan.**

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**The event has raised over £3,500 for the RM Charitable Trust Fund which supports all members of the Corps past and present. You can still donate (and check your final tally) at www.justgiving.com/400 and contact the team via Facebook.**

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**The strongmen were supported by veterans from the Exeter branch of the Royal Marines Association, led by chairman Jumper Callings, whose team did a fantastic job in collecting £1,400 on the day alone. A feature team from the RM Band was terrific in both drumming in the crowds and supporting the collection effort. Volunteer recruiters from Hunter Company at CTCRM in Lyme Regis manned a RM careers stand and were very happy to be asked to lay out a full kit mascot.**
THIRTY years almost to the day after the 99 Royal Naval Pilots Course received their wings at Cudbrooke, 13 of the 15 cadets on that day returned to the very spot where they began their professional flying careers to join 1111 Merlin Mk1 Course in celebrating the award of their wings. Admiral Sir George Zambellas – now Fleet Commander – was a member of 99 Pilots Course (pictured above, left), and took great pride in making the award to the last pilots, observers and navigators to leave the Merlin Mk1 before the fleet is converted to the Mk2 standard.

In a poignant address, Admiral Zambellas reflected on how the Royal Navy had changed over the 30 years since he received his wings, but after a very difficult time following the Strategic Defence and Security Review, he said that the Fleet Air Arm now had an exciting and challenging future.

With a replacement for the Commando Sea King and the award of Merlin Mk1, ideas and F35 Joint Strike Fighter all now shining bright on the horizon, the FAs were ‘on top of the world’.

And in remarks to the large number of guests both young and old, he also praised the families and friends of the new and more senior members of the FAA for their support, without which so much could not have been achieved.

In a remarkable “alignment of the planets” the 824 NAS ceremony was but one of a number of previously-planned events. Captain Gary Gapper was awarded with 99 RNFC’s 50th anniversary medals.

With the permission and strong support of Captain’s CO Capt Willie Entwistle, the proceedings began with a Fullard’s 50th Anniversary Dinner and culminated in a private Mess Dinner.

Over the four days the members of 99 Course (above right) – mugs with a little less hair and a little more waist – along with the spouses picked up the bonds of friendship exactly where they had been when they were last together. And whilst there was much to celebrate, there were also thoughts for Bill Martin’s family – Bill was the only member of the course to lose his life while carrying out his flying duties, and whilst he remains sadly missed, his character lives on in the memories of his friends from 99.

Members of the course came from Australia, both coasts of the USA, Thailand, the Middle East and across to the UK. Four are still serving, one only has just retired and nine are either still flying (professionally and recreationally) or are in an administrative capacity

Between them they have amassed almost 400 years of service between them, 70,000 hrs in the air and the FAW has been something special to all.

“Aimee has been surrounded by the Royal Navy all her life, with her mother leaving the Service as a PO Wren in the early 1990s and myself still serving.

“The Navy has been my life for the last 40 years,” said WO Terry Casey.

“The Royal Navy has trained me beyond my wildest dreams from when I joined, as a young 18-year-old in 2006, with only 13 CSEs and no goals in life, and to that Nathan has joined as a gunner-to-be – my mate.

“With him passing out just one month before I leave, I was a very emotional and proud dad standing alongside him, in what was my last opportunity to wear my uniform and all my medals.”

Aimee said: “I decided to join the Royal Navy to travel the globe, and because of the experiences my parents have had and told me about.”

Terry Casey is the Warrant Officer for the Naval Service – the Navy’s most senior Warrant Rating.

“We hope Aimee works hard but, most importantly, grasps every opportunity (military or otherwise) or are in an administrative capacity.

Aimo has been surrounded by the Royal Navy all her life, with her mother leaving the Service as a PO Wren in the early 1990s and myself still serving.

“We hope Aimee works hard but, most importantly, grasps every opportunity (military or otherwise) or are in an administrative capacity.

The parade consisted of 28 passing-out platoons. Among the guests was Rear Admiral Sir George Zambellas, Commander Royal Navy, and Hon Cdr Caffari presented the Outstanding Officer and Long Service and Good Conduct medals during Divisions.

HMS Collingwood has had a far share of visitors in recent visits. The Fareham training base hosted a high-level delegation in the Phase 2 LAET of the Year, WO Terry Casey is the Warrant Officer for the Naval Service – the Navy’s most senior Warrant Rating.

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**Top US prize for RN officer**

A ROYAL Navy officer has been awarded a leadership prize by the US Navy.

Cdr John Graig (above), the former Commander of the Portsmouth-based, Second Mine Countermeasures Squadron and now recently a graduating student at the US Naval War College, has been recognised with the award of the Rear Admiral John E. Strasser International Leadership Prize for his outstanding transformation as a team-builder.

The Strasser Prize was awarded to Cdr Graig in recognition of his contributions to the Naval Command College in advancing Admiral Arleigh Burke’s 1956 vision of International Programmes as a place for naval officers from around the world to foster trust, confidence, friendship and international cooperation.

Cdr Graig said: “I am deeply honoured to be selected for this award of distinguished service, which I believe as much about the skilled mentoring I have received from the US Navy as it does about my own performance.”

John is now also serving as a member of the instructional faculty at the US Naval War College, where he will teach Joint Military Operations to the future leaders of the US military by the civilian security agencies as well as other senior international officers.

**Students take a look at forecasting**

A GROUP of students from Park Michael in Yate stepped outside the classroom and into the Air Traffic Control tower of RN Air Station Vosperhorn as part of their studies.

The Year 8 pupils saw the workings of a typical RN hydrographic and meteorology office as part of their Key Stage 3 syllabus.

But they were not just there to look – staff gave them observation tasks using some of the more traditional methods employed by the ‘weather watchers’.

The Senior Met Officer, Lt Cdr John Gunn, said: “It’s important to know how to conduct the traditional skills at all times because there may come a time when the modern electronic systems fail and the back-up is needed.”

The Hydrographic and Meteorology Branch of the Royal Navy requires highly-skilled personnel who have excellent academic capabilities and the importance of learning meteorology was impressed upon the students.

The only thing the Met Branch couldn’t do during the visit was to promote an end to the prevailing wet weather.

**Thanks for support**

ROYAL Naval community workers who support military families across the South West whose spouses are on deployment have been presented with an award by the Royal Marines.

The Naval Volunteer and Family Service (NVFS) and Royal Marines Welfare Society (RMWS) have been awarded the Commandant General Royal Marines Commendation.

The award recognises community support work with families of Service personnel during the Afghanistan conflict last year, when 3 Commando Brigade, based in the West Country, headed the UK effort.

Cpl Martin Smith, Commanding Officer of 3 Cdo Bde, presented the award on behalf of the Commandant General to Helen Howlett and WO2 Jim Gillmum at Stonehouse House.

Helen represented the South West volunteer workers and WO Gillmum runs the community website keeping families informed of Mesure in Cornwall.

Between January and September last year the combined NVFS and RMWS Community Team planned and delivered an outreach support project throughout the UK in support of 3 Cdo Bde’s deployment.

**Civilian security agencies as well as College, where he will teach Joint faculty at the US Naval War as a member of the instructional**

**Farm opens its doors**

MORE than 160 Forces parents and children were treated to a visit to Penywell Farm at Buckfastleigh in Devon, thanks to the generosity of the farm’s owner.

Chris Murray, who offered Service families free entry for the sixth year in succession, was there to greet the visitors with his year-old Shire horse Fuadiler, which was decked out in all his finery complete with Union Jack – to celebrate Armed Forces Week.

The event was organised by Families and Friends of Deployed Units, run by community workers of the Naval and Personal Families Service at Devonport.

As the rain held off, visitors were able to handle pets, feed lambs and try pond-dipping.

**All smiles as dental duo visit Edinburgh**

TWO Naval dental specialists visited a destroyer in Portsmouth Naval Base to promote oral health.

As part of National Smile Month, runs for the Pershing Dental Health Foundation, CPODH Lyndsay White and LDH Judy Hill called in on HMS Edinburgh to put over three main messages.

“We conducted a 30-minute presentation throughout the ship, sharing the knowledge and awareness of oral health,” said LDH Hill.

“The presentation covered caries (tooth decay), periodontal disease and how to maintain good oral health. Visual aids were used throughout the presentation, including DVDs and a large mouth to show brushing techniques.”

All personnel who attended were given a toothbrush, toothpaste and leaflets on oral health and mouth cancer.

“Three presentations were delivered throughout the day.”

Sir Michael Parkinson has been given an insight into how the Royal Navy trains its sailors.

Sir Michael and his wife Lady Mary saw the wide range of training carried out at HMS Raleigh in Cornwall.

The couple toured ex-crew helicopter Sea Kings – to wet weather.

“Looking at the organisation doing their job every day was fascinating.”

Sir Michael, who did National Service in the Army said: “My visit was inspiring.”

“I had a view of the organisation doing important work with the greatest skill and professionalism, and most importantly great understanding for the recruits they were training.”

“Brush your teeth for two minutes twice a day with fluoride toothpaste; Cut down on how often you have sugary foods and drinks; Visit your dentist regularly, as often as they recommend.”

**Parky drops in at Raleigh**

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**Therapy**

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**Gaz wins memorial award**

Navy photographer PO(Phot) Gaz Armes is the final winner for this year’s Penguin Trophy competition.

The senior rate’s capture of the Mark Hipkin Achievement Award did not feature in last month’s report as the announcement is made on the website.

Gaz (above) was nominated for his dedication to the service, his professional ability and the selfless manner in which he offers help to others.

He has become the first point of contact for deployed photogs when things go wrong – in fact, an example! Gaz received a call in the early hours of a morning morning from a deployed photographer asking for help.

There was an operational requirement to edit video footage in a hurry and the IT supplied had become unusable.

Gaz was able to emulate to solve the problem, and after a series of emails, money and phone calls managed to provide a working solution, which got the operation up and running.

Gaz’s technical mind and inquisitive nature, Gaz offers photographic courses to members of the Community Branch and to those interested in photography.

His knowledge with IT, video and photography has been crucial to the Photography branch.

His work has revolutionised the current video work flow, and he is to be commended for his efforts and dedication which will make the whole process more efficient for Navy photographers and customers.

Gaz’s work also included creating a standing operating procedure for non professional photographers, providing thorough instructions for capturing high-quality, professional video footage from ship to shore.

His work is in honour of a highly-regarded and popular RN photographer who died in a road accident in early 2008.

**Wives choir on record**

THE West of Scotland Military Wives’ Choir is hoping for some chart success after Decca Records recorded a performance for an album.

Thirty-two members of the choir, which was founded to support serving military personnel, and all but four with husbands at Clyde Naval Base or attached to one of the bases, gathered at Pennywell Farm in East Kilbride to record 14 tracks.

The choir was invited to allow the use of facilities for the recording session, which will see profits going to the Military Wives Foundation.

Band members are sworn to secrecy on the contents of the album, which should be released in mid-November – there is already a ‘pre-order’ hot-line.

And for those who cannot wait until then, the choir is due to perform at the Erskine Military Ball in October, and plans are afoot for a concert in the Helfest pub, which is run by the Royal Marines Band.
**ONCE NAVY, ALWAYS NAVY**

Replica MTB is mooted

A PROJECT to build a replica of a wartime motor torpedo boat (MTB) has been mooted, following the success of a similar project in another branch.

Project 718, under the auspices of the Federation of Naval Associations, hopes to build and operate a full-scale Falmouth D MTB, based on MTB 718, as built by Alex Robertson in Scotland in March 1944.

Once built, the boat would be claimed as an operational replica - an accurate rendition of the original, but with modern adaptations to meet current safety regulations.

The intention is for the craft to be the forerunner of an 'operational replica' - a full-size recreation of the original, complete with modern adaptations to meet current safety regulations.

The vessel would be built in the first instance to Arthur Izzard, who tirelessly worked to erect a memorial in honour of their war comrades.

He went on to announce that future plans would include the creation of a parent social scene to ensure that they, too, were part of the new horizons envisaged within the unit.

Any enquiries regarding the development situation at TS Manadon should be directed to Arthur Izzard on 01752 849176.

More information on the Plymouth Branch and further activities can be obtained from Chairman S/M Bob Palmer on 01752 509931 or Social Secretary S/M Sue Goddard on 01752 849176.

**Sea Cadets from Plymouth unit with instructors and members of the new management team**

The family of a D-Day veteran called Billy Swift, who had been instrumental in the raising of the funds for the memorial project, has promised to continue the tradition of remembering the fallen each year.

"My father was highly instrumental in the raising of the funds for this project," said Raymond, who called the Sea Cadets "a wonderful group of young people who have made the pilgrimage to Normandy for many years.

"But the tradition of remembering them, and Billy himself, continues each year."
A BIRTHDAY present for a sailor who endured the Pedestal convoy to Malta will now go on to help other veterans.

The Pedestal veteran was Ronald Pearson, who was a popular member of the community in a small cul-de-sac in the village of Finningley in Yorkshire.

To celebrate his 80th birthday some years ago, Ron invited his neighbours to dinner in the town, even providing transport for his friends.

The dinner guests considered what they might get Ron, a co-founder of the HMS Indomitable Association, on celebrate his birthday a bottle of rum (on several from like-minded friends) did not seem a good idea as he was already "wobbly enough on his war-damaged feet," according to John Phillips.

One day, while talking with Ron, who was recovering on his navy years, he showed me a photograph of his ship, HMS Indomitable, in convoy with others on Operation Pedestal, he continued.

"It was on this trip that received the injuries to his feet from the hot deck plates after the carrier had been hit several times."

John, a fine-scale model railway buff, met talented artist John Wigston at an exhibition and discussed with him the possibility of a painting for his birthday present. Using a copy of Ron's photo and some artistic licence, John Wigston produced a beautiful painting.

"On the day it was presented to Ron, who was overcome with joy, and said he could picture himself and former shipmates going about their duties all those years previously," said Mr Phillips.

Ron has since crossed the bar, but before he died he considered what he should do with the painting.

He did consider leaving it to a museum in Malta, but in the end left it to his son. John Phillips often wished he had had prints made of the picture – and now, with permission of Ron's son and the artist, he has.

Operation Pedestal was a 16 by 21cm image (18cm by 14cm overall) on high-quality paper, and costs £215 plus post and packing of £4 – prints will be sent in a hard tube.

The venture is not commercial – once John has recouped the initial outlay, any surplus will be donated to military charities.

John is also planning to donate one of the prints to the museum in Malta – he hopes to deliver it by hand next year.

For further details on obtaining the print, contact John Phillips on 01302 771871 or email frustrateddiesel@hotmail.co.uk.

THE mystery ship in our June edition (right) was HMS Zest, of the RN, seen at the London Dockyard.

Mr D Hall, of Dundee, wins the £50 prize for providing the correct answer.

The £50 PRIZE PUZZLE competition is not open to RNA members, and included 25 standards from the local Sea cadet unit based in Brentwood.

The new standard was dedicated by branch chaplain the Revd Barry Gimmer following a short service at the war memorial.

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A DISASTROUS World War 2 raid which saw Allied forces take heavy casualties will be commemorated at the National Memorial Arboretum in Staffordshire this month.

The Dieppe Raid Memorial and 2 October Glory Maple tree will commemorate the 70th anniversary of the audacious raid on Dieppe Harbour on August 18-19 1942.

It was a complete failure, with Canadian soldiers bearing the brunt, though British commandos and Royal Navy forces also suffered a battering during the fighting on.

Operation Jubilee was supported by a Combined Operations Command which coordinated the air and naval forces, who also suffered heavy losses.

However, vital lessons were learned from this raid which was put to good use when the Allies invaded France on D-Day less than two years after Dieppe.

The annual remembrance service will be held at the Dieppe Raid Memorial at 11.15am this Saturday.

All set for signing
AN official signing of the Partnership Arrangement between the RN and the RNVA was due to take place on board HMS Victory in Navys New Quay on January 11.

See September’s edition of the paper for more details of the event.
Armed Forces training school to nuclear-powered boats is the first duties with the Navy's fleet of submariners for their front-line can progress to their submarine and – allow them to make tactical to calculate a tactical picture that fledgling submariners learn Examinations Regulation Ofqual. the Office of Qualifications and 'deeps' at the RN Submarine Command; it is a culmination of absolutely delighted to receive reaching it. was achieved on February 29, one Command Information Officer, at Jones, presented the award to and accredit the other Warfare comes to leave the Service. their personal development. who require access to it have displayed at least one photograph of suitable properties that match an explained the submarine school's no mean feat. level 3 in our assessment, which is IN 2012 DIN 01-142: Future Reserves 2020. The test was published just over a year ago, the Navy's fleet of nuclear-powered boats is the first Armed Forces training school to be recognised as an 'approved centre' for the instruction it delivers. Training provided to new officers of the effective risk School at HMS Raleigh in Torbay, Devon. Information is provided in the alliance of industry and the military which helps to support critical skills necessary to support the UK's submarine programme. That accreditation comes courtesy of the 'approved centre' title given to the Navy by the Defence Awarding Organisation, which is a body authorised and regulated by the Office of Qualifications and Examinations Regulation OQAR. During the training, aspiring budding submariners learn how to operate radar, electronic listening and communications systems which use information culled from a host of systems including sonar and periscopes, in a manner that enables a boat's command to keep track of what is happening around - and allow them to make tactical decisions. Successfully completing their training, submariners can progress to their submarine qualification phase. Here they will teach them how to operate beneath the waves. The first two Armed Forces school to become an approved centre by the Defence was prompted by a number of high profile information losses across the Defence. Information Assurance (IA) is about protecting and defending information assets that have digital information assets. A key responsibility of the Information Assurance (IA) team is to ensure that all systems are up to date with the latest technologies, that staff are trained and that all data is secure. The team is responsible for ensuring that user accounts are secure and that any vulnerabilities in the systems are addressed as soon as possible. If a breach does occur, the team will work closely with the Information Services (IS) team to restore services as quickly as possible. This ensures that the Defence can continue to function effectively despite the loss of computer systems.
Naval Service carrying the Olympic flame

IN EARLY July the Chairs of each of the Family Federations were amongst the invited attendees to the Armed Forces Covenant Committee in the Cabinet Room at 10 Downing Street. This was writes Jane Williams of the Naval Families Federation.

This was the first meeting chaired by Oliver Letwin MP, but part way through his tenure Defence Secretary, Mr Letwin had David Cameron took a place at the table, along with a Minister with responsibility for Health, Transport, as well as a Minister for Defence, and Housing to name but a few. (Quote from Chair of NFF, Kim Richardson – “I was gobsmacked!”)

‘Our Minister’, Andrew Robathan MP, Minister for Defence, summarised the meeting. Nick Harvey, Minister Armed Forces described the importance of the role they are playing and the work the Government is doing to support service personnel and families.

However, this isn’t always the case as we had learned at Torpoint and are wondering whether it’s something that the change of government has made or has been there all along. We continue to send messages to our local MPs and the Defence Intranet. I've been told that when you return to the UK for the Olympic flame, you will be there for a number of years under certain circumstances. It would certainly be worth raising when you return to the UK as something you could negotiate upon, it could be that your NCB might be assigned to another role.

Secondly, can you say whether you are continuing to take out insurance or do you feel that you are clear with the current policies? It would certainly be worth asking your insurer to see if there is a better deal available.

Q: We live in Service Community/Housing. Could you give us some information on the Travel Insurance companies that cover Service families – just in case the Olympic flame is lost.

A: For Travel insurance go to the website for Insurance pages/travel insurance for a list of recommended insurance companies that offer cancellation cover to reimburse you if you have to stop your travel plans because of Service commitments that non-service companies don’t necessarily include.

The review states that the Government should touch upon the rules and that whilst there is to be no outright ban on term-time holidays, headteachers have the discretion and should only give permission in exceptional circumstances, as long as the children’s attendance and behaviour records are good.

I am calling on behalf of my son who is in the RNVR, he’s interested in Long Service Advance of Pay and wonders whether he can call over to the Security Service to see if there is any way he can apply?

A: We are advised by the RNVR that you cannot apply for Long Service Advance of Pay (LSP) out of the Service. You must be on active service to apply for LSP.

Q: We live in Service Families Accommodation at Torpoint and are wondering whether we can take a number of years under certain circumstances. It would certainly be worth raising when you return to the UK as something you could negotiate upon, it could be that your NCB might be assigned to another role.

The family could consider to speak with their nearest police station in order to contact the nearest police station or any other organisation that they trust and know the family commitments. What do I do?

A: In JSP 464 (available via the internet under the MOD's website), the guidance to researchers is as follows: Please take a little time to come over the guidance so that you are clear with the process.

Support from either NPF or RPMI (whichever is applicable) is also suggested. DIO will answer any questions that you may have about a retention telephone number: 0800 169 2912.

The family could consider alternative accommodation as a longer term option, some of the house purchase schemes that are available may well suit the family circumstances.

A: For information on the Long Service Advance of Pay (LSP) as well as the joint service Housing Advice Office (JSHAO) website go to:

www.mod.uk/DefenceInternet/ DefencesFor/ DefenceHousing.

One of their ‘Key Documents’ is an LSP fact sheet that you can download and give to your son.

In regard to your second question, your son needs to speak to his Divisional Officer as it will depend on when he joined: if after January 20 2011 he needs to look at JSP 746 Ch 7.

Q: We currently live in SFA not in an area that is part of the Port Area Agreement. My husband is due to be deployed to a role outside the area, but our children have special medical needs and we wonder whether there is a way so that we continue to have the same family commitments that we trust and know the family commitments. What do I do?

A: If you have any issue around the patch, you should always call the local Police.

The three chairs of the Family Federations outside of the door of No.10. (left to right) Julie Spencer, Army Families Federation; Kim Richardson, Navy Families Federation; Dawn McCafferty, RAF Families Federation.

No 10 contacts to the Covenant

www.navynews.co.uk
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Get ready to mount up

THE Royal Navy Individual Pre-Deployment Training (IPDT&MC), based in Portsmouth, is the task of coordinating Pre-Deployment Training (PDT) for personnel deploying to land-based operations worldwide.

Or put another way, giving sailors sufficient soldering skills so they can be capable and confident in performing force protection for themselves and those around them.

Established in March 2003 in direct support of Op Telic, the RNIPDT&MC was tasked with an administrative role to provide deploying RN personnel with the correct kit and documentation prior to deployment to Iraq.

With the cessation of operations in Iraq the deployment of personnel is now predominately Op Herrick focused.

The RNIPDT&MC remains the focal point for all Individual Pre-Deployment Training (IPDT) personnel to deploy and the delivery of training designed to give them “the specific skill set, built upon collective war-fighting training, that equips the individual for deployment in a specific theatre, role or environment.”

The delivery of this training is mandated by Chief of Joint Operations (CJO).

The main remit is to support individuals through their preparations and coordinate training in common core military skills for their subsequent tours of duty.

All personnel nominated for duties under the Operational Command (OPCOM) of CJO deploy via the RNIPDT&MC.

Whilst this is now predominantly for operations in Afghanistan the RNIPDT&MC also trains personnel for the more benign deployments.

The two-week training process is designed to alleviate the fears and apprehensions of the individual associated with sending RN or RM personnel off to (mostly) sunnier climes for sending RN or RM personnel off to (mostly) sunnier climes for deploying to operations that equips the individual to their particular role in theatre.

Look at the Job Specs for your particular role in theatre. Arrange to be released for a complete training and administrative checks.

It is essential that the following are achieved before you arrive at the RNIPDT&MC for PDT:
- Completed the appropriate pre-deployment course for the weapon system with which you will deploy, NATO 104 (5.56mm Small Arms course for the Colt 5.56mm) or NATO 109 (9mm Pistol ADQUAL), or seek advice from your Divisional Officer or Line Manager.
- If you already hold these ADQUALs, ensure you pass the NAVFDT within six months of your theatre joining date, and your WFT within two months post passing, if required.
- All weapon handling must be completed on your Personal Firearms Handling History Sheet.
- Ensure your Respiration has been tested on the new Respirator Testing System and you have an in date S3138 Queen Respirator Test System Stamp on your deployment Haversack here.
- Pass the RN Fitness Test (RNTF) and remain in date for the whole of your deployment.
- You are advised to increase your physical fitness by attending PDT.
- Enrol in date for for PULHSEEM and vaccinations.
- Obtain advice on Anthrax vaccination and the requirement for Anti-Malaria prophylaxis.
- Make sure you are dentally fit to deploy.
- Ensure your passport has 12 months remaining from the date you are to deploy.
- On arrival at RNIPDT&MC for your PDT, the following must be carried:
  - Completed RNIPDT&MC pre-deployment tasks proforma.
  - Passport.
  - Driving Licence (if held) plus a photocopy of passport and plastic version.
  - S067 965 (Obtained from Sick Bay).
  - Royal Navy Firefighting History Sheet plus photocopy
  - EHIC – Reciprocal National Health Arrangements for EC countries.

The two week PDT courses are held monthly, based centrally at HMS Nelson, with nominees generally loaded around their deployment dates.

The course remains valid for six months from completion and for 12 months on returning from theatre.

Both is physically and mentally demanding.

As well as having passed the RNIPDT&MC students are advised to embark on a physical training programme to prepare them for physical tasks.

This will include a 24km walk wearing Osprey Body Armour weighing 20kg.

A simple guide to the course preparations is:

**Week 1**

**Day 1 & 2** Admin Day (issue of personal weapons, document checks, kit issue etc). Operation within a unit leading Operational Law, ComSec, Media, Environmental Health, Operational Stress, and Cultural Awareness.

**Day 3** C-IED Briefing

**Day 4 & 5** CBRN Training and Wound Casualty Drills - First Aid Training.

**Week 2**

**Day 1** Move to Longmoor Training Camp – Common practical training element

**Day 2** Continue practical element and in theatre briefings.

**Day 3 & 4** Ex Desert Heat 02 (pre-flight training for Desert Base, Fort Polk). Air Assault, Vehicle Anti-ambush drills, Contact Drills etc. On return to RNIPDT&MC.

**Day 5** Final briefings on Pay and Allowances and final Pop.

Before being pronounced ready to deploy, individuals have a personal part to play in ensuring they are ready to meet the demanding commitment to land-based operations.

Last but not least, you have an appointment/assignment to an operation within a war zone can be daunting and challenging.

You will receive the best training available and can rest assured that although you may be in a new, land-based environment, you have all the competences, equipment and resources available at your fingertips.

Start planning now. You never know you might even enjoy it!

Full details are available in DSN2012 DHCP-021 and on the RNIPDT&MC website.

The RNIPDT&MC staff are dedicated to helping you through the whole process.
Trophy Lives

Capt. Christopher Seagull Sums.

45 years ago on August 3rd, 1970, a man was born who would go on to become one of the most influential figures in the Royal Navy. Christopher Seagull was born into a family of naval officers, and his love for the sea was instilled in him from a young age. He attended the Royal Nautical School and later joined the Royal Navy, where he served with distinction.

In 1990, he was appointed as the CO of a destroyer, and his leadership was praised for its effectiveness in maintaining a safe and secure environment. He later went on to become the CO of the Queen’s Battery, where he was noted for his innovative approach to training and his focus on safety.

Christopher Seagull was known for his dedication to his family and his community. He was a member of the Royal Yacht Club and was involved in many community service projects. His legacy lives on through his contributions to the Royal Navy and his commitment to serving his country.

Deaths

Sharp Family. My father’s name was John Sharp. He was a member of the Royal Navy and served on various ships, including the HMS Queen Elizabeth and the HMS Queen Mary. He was married to Mary Sharp and had two children, John and Margaret. My father died in 2005, and we lost our mother in 2010.

Admiral van Capellen’s offer for a corvette under Vice-Admiral of its defences. Admiral van Capellen’s offer for a corvette under Vice-Admiral of its defences. Admiral van Capellen’s offer for a corvette under Vice-Admiral of its defences. Admiral van Capellen’s offer for a corvette under Vice-Admiral of its defences. Admiral van Capellen’s offer for a corvette under Vice-Admiral of its defences. Admiral van Capellen’s offer for a corvette under Vice-Admiral of its defences. Admiral van Capellen’s offer for a corvette under Vice-Admiral of its defences. Admiral van Capellen’s offer for a corvette under Vice-Admiral of its defences. Admiral van Capellen’s offer for a corvette under Vice-Admiral of its defences. Admiral van Capellen’s offer for a corvette under Vice-Admiral of its defences. Admiral van Capellen’s offer for a corvette under Vice-Admiral of its defences. Admiral van Capellen’s offer for a corvette under Vice-Admiral of its defences.

August 2012

The Royal Navy

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The Royal Navy
Admiralty was not going to release the late 17th century, and the stunning harbour as a base since if the siege was not lifted. The break point indicates that September 7 had been identified as breaking point of success; supplies were running to both sides, but the Axis powers declined to commit men and machines to the little island, instead setting to make and starve it into submission.

By the summer of 1942 the plan looked like it was on the brink of success, supplies were running very short and the long-suffering population of around 250,000 was facing capitulation – one record indicates that September 7 had been identified as breaking point of success; supplies were running to both sides, but the Axis powers declined to commit men and machines to the little island, instead setting to make and starve it into submission.

But within hours the enemy had landed its first blow, and a heavy blow at that – the elderly aircraft carrier HMS Eagle was the target of a textbook attack by U-73 and she sank within minutes. More than 900 of her ship’s company of 3,150 were rescued, but the convoy’s air cover had been slashed by a quarter at a single stroke and the operation was just hours old.

Eagle’s loss was just the overture, as it turned out. For three days and nights the combined might of German and Italian forces threw everything at the Pedestal ships as they headed east. Another carrier, HMS Indomitable, was hit by 500kg bombs, causing major damage for her to withdraw and steam back to Gibraltar for repairs. By that stage Furious had flown off her ‘cargo’ of almost 30 ‘Suppliers’, also returning to Gibraltar, leaving the convoy with just one carrier to provide air cover.

Cruisers HMS Manchester and HMS Cairo were both sunk, Manxman having been crippled by Italian motor torpedo boats. The tanker Ohio, with attendant warships and tugs, limps into Malta

The tanker Ohio, with attendant warships and tugs, limps into Malta

The Royal Australian Navy needs you and your skills

In the coming decade the Royal Australian Navy will deliver new capabilities in amphibious operations, air warfare and helicopter systems. We’re keen to hear from both sailors and officers who are interested in a new career and a new life in Australia.

Some ranks and specialisations are in high demand. If you think you may be interested in your skills, we’re standing by for your enquiry.

For comprehensive advice on recruitment procedures, immigration requirements and current ‘in-demand’ employment categories, please contact: RAN.Lateral.Recruiting@defence.gov.au

Alternatively contact:
The RAN Lateral Recruitment Team at; RAN.OverseasRecruiting@defence.gov.au or your local resettlement officer.

COURSES

Centre for Peace and Reconciliation Studies - CPRS Coventry University

Online MA in Maritime Security

CPRS is launching a new Online MA in Maritime Security in December 2012. Candidates can gain this unique and valuable postgraduate qualification in one year studying in two short workshops and on the internet.

The programme meets the needs of professionals in the maritime security domain, such as shipping, security, law, insurance, development, international relations and naval diplomacy.

Topics include: law of the seas; the land-sea nexus; piracy and other maritime crime; port security.

Candidates for the programme will typically have six years of advanced work experience in areas related to maritime security. Such experience may be acceptable to gain 120 credits, providing advanced entry to the programme.

For further information please contact
Dr James Malcolm, Lecturer in Maritime Security:
cjm2@coventry.ac.uk
tel: +44(0) 24 765 8610
Details are also available online at the following link: www.coventry.ac.uk/cprs
Falklands telese sale boosts Gosport funds

A TELELEX bearing one of the original copies of the message that the Argentinians had surrendered in the Falklands sold for £7,400 at auction – and benefited a Sea Cadet unit by more than £6,400.

The telex – transmitted by a system which combined telephone-style networks and printers – was donated to Gosport unit by Andrew Wing, of the Stokes Gallery, who offered it at a raffle prize at the official opening of the TS Horntor boat station.

But Captain Sea Cadets Mark Windsor and RN colleague Capt Gavin Fitchard advised CPO(Sc) Tony Salamon, of Gosport unit, that the telex was too valuable for a raffle, and it was withdrawn.

The telex, from ‘JJ Moore’ [Maj Gen Sir John Jeremy Moore, commander of British land forces in the Falklands] reports that Maj Gen Mendez had surrendered all Argentine forces to him on June 14 1982.

The raffle was unsuccessful, raising money for the vital safety equipment at the boat station.

But the teleex went to Bonhams, the auction house, where it was put into their Marine Sale in London.

Having generated considerable interest around the world, the teleex was eventually sold to a telephone company.
Birthday greetings from stars

THB Sanders, Melanie C, James Cracknell, Amanda Holden, Gary Neville, Helen Skelton, Simon Le Bon and Jessie Ware were just some of the Sea Cadet supporters who sent birthday messages as the Corps celebrated its 150th anniversary on June 23.

Girl band The Saturdays said: “Happy Birthday to all the Sea Cadets – what an amazing organisation!”

Girl band The Saturdays

Celebrate Music

Raece Harris, of Ryde unit, was judged runner-up in the Peregrine Awards Sea cadet section for this image entitled ‘Into the distance’.

The annual service commemorating the landing in 1915 of the Xth Lancashire Fusilier unit’s Diamond Jubilee which fell within a few days of The Queen’s 90th birthday.

The Queen’s Diamond Jubilee which fell within a few days of The Queen’s 90th birthday.

Top role for Barrow member

A MEMBER of the Barrow unit has been appointed Lord Lieutenant of Cumbria, Sir James Cropper.

POC Joshua Bell received his certificate from Lord Lieutenant of Cumbria, Sir James Cropper, in a ceremony at Carlisle Castle.

Joshua was accompanied by his parents Austin and Angela, his younger sister Catherine – who also has a similar role to her brother – and his unit’s CO Lt (SCC) Ted King RN.

And within days of the ceremony, Joshua completed his first engagement, at Carlisle Cathedral.

Joshua’s citation said he was an “outstanding cadet” and “a thoroughly dependable young man who spends most of his free time in the sea fulfilling a variety of tasks and assisting others.”

Gallipoli tribute

CADETS from Oxford unit made their annual trip to Gallipoli to support the Lancashire Fusiliers Gallipoli Commemoration in conjunction with the centenary of the landing in 1915. The annual service commemorating the landing in 1915 of the Xth Lancashire Fusilier unit’s Diamond Jubilee which fell within a few days of the Queen’s 90th birthday.

Three companies of the 1st Battalion were landed in open boats by ratings from HMS Exeter.

The Fusiliers famously won “six VCs” in just over a month, suffering countless appalling casualties in the process, which could have easily made the Xth Lancashire Fusilier unit... 43
Gun run team makes impression on frilths

THOUSANDS of people gathered to cheer on participants in the waterfront pageant to mark the Queen’s Diamond Jubilee. Not the one on the River Thames – this was the parade on the River Teign in Devon, in which Sea Cadets of the Canonteign unit also had a prominent role.

SERVING RN submariners WOs Ian Hurst and Brian Hall, the Officer-in-Charge and Boats Officer, led staff and cadets in four spectacularly-decorated Harbour Patrol boats in the Shaldon and Teignmouth Queen’s Diamond Jubilee Small boats parade.

More than 100 small boats, dinghies and yachts navigated the river and estuary at high water on the day before the Thames version, well supported from the banks and shore despite poor weather.

Staff involved included Senior WO Daniel Patters, formerly an engineer in HMS Invincible serving throughout the Falklands Conflict and going ashore with the crew of the Invincible in 1982. Patters has served 26 years in the unit, becoming the first person in the world to achieve the rank of Chief Engineer in the Royal Navy.

The other Jubilee river pageant...

A TEAM of six Sea Cadets from the Hoylake unit travelled from Wirral to Colwyn Bay in North Wales to take part in the seven-race Pico Challenge at Porthos Royal School – and managed to fill two of the top three places.

Many competitors capsized in the 25-30 knot winds, but Abigail Saunders took first place, with her twin brother Thomas finishing third.

The team, pictured left, was (standing, from left) Johnny Johnson, Manny James, Alex Laro, PO Chris Hoppins, Jess Hargreaves; (front) Thomas Saunders, Abigail Saunders.

Pico performance

AS a passionate follower of all things adventurous, challenging, and above all maritime, young Alan Kennedy wanted to join the navy and enjoy a fulfilling career as a sailor. He joined the Royal Navy as a boy seaman. Unfortunately his aunt, who brought him up, viewed the RN as a “scoundrel” list who were not to be trusted to look after her young charge, and she forbade it.

So, Alan gave up that first thing, and joined the Harrogate and District Sea Cadet unit at the end of 1944 – and the rest is history.

Enjoying the life of a Sea Cadet, Alan progressed rapidly up the ranks, and was promoted to Sub-Lieutenant in 1950 and achieved his current rank of Lieutenant Commander (SCC) in 1958.

He took command of TS Clophurst in 1959, but left Harrogate for Sheffield in 1961 because of work commitments.

He joined Sheffield unit, then spread his influence and efforts wider by becoming South Yorkshire District Officer and District Sports Officer.

In 1971 Alan moved back to Harrogate. He was firstly the DistrictStaff Officer (Training), and then District Officer for West Yorkshire until 1987.

Alan, staunchly supported by his wife Eileen until her death in 2002, was recognised for efforts with an MBE in 1987. He retired from active service and was made a vice president of the unit, he also represented the unit on the Yorkshire Metropolitan committee and president.

The unit is now quite as mobile as he would like, Alan feels it appropriate to stand down. Alan and Eileen had two daughters, and raised their family in Harrogate. Alan and Eileen’s final years together was spent at their home, was delighted that they will continue to see him at events and ceremonies for many more years to come.

SEA Cadets took part in the increasingly-popular Junior Leaders’ Challenge and managed to leave their mark on the competition.

The event was conceived to champion Naval ethos and teamwork by encouraging people from all backgrounds to become involved with Field Gun and experience the leadership and teamwork qualities instilled in the competing teams.

This year the competition has grown yet again, with 18 teams taking part at HMS Collingwood.

Four days of training for crews was staged before the event, and the Sea Cadet crew of 20 cadets and adult volunteers from all parts of the UK, aged 16-21, took full part in the competition.

Some had never laid hands on a rifle before, but they turned up at HMS Collingwood, but the team were yet again the only Navy crew to make it to the final.

NCT trainer WO2 Simon (Jan) Leeming, currently serving at Collingwood, gave up a week of work to voluntarily train and mould the cadets, building them into a working team of dedicated youngsters who pulled together to win.

For insurance purposes two is standing down by serving personnel, so a big thank you went to WO2 Jimmy Muthill, also of Collingwood, and also on this role, and joined the crew for the week.

Not only did the team make the final, but they also won the Endeavour Trophy presented to the team that has shown the most leadership and teamwork throughout the competition – and on its presentation the team learned that it had been a team effort by serving personnel to achieve the standard it did.

Other Cadets were presented with crew members would be awarded for their contribution.

Over the long weekend, the unit gathered at the Royal Navy Air Station Culdrose. The event gave the opportunity for guests to reminisce and recall fond memories while browsing old photographs and other memorabilia.

Vicki Marson RNR, Headquarters of the National Sea Cadets team, runs in the two heats prior to the final, and also acted as the event director and communicated with the formal dinnermarks 80th anniversary.

Culdrose visit

A GROUP of cadets from Sussex Wing Air Training Corps were hosted by the Royal Navy Air Squadron during their visit to RN Air Station Culdrose.

A group of 15 cadets had a close look at the Navy’s Merlin and Sea King helicopters, and visited the control tower and airfield fire station.

Sea Cadets

WE told you in our May edition about the National small-bore rifle competition at Bisley.

Not content with competing in the Cumberia District, North West Area and North West England, the 22 rifle team also finished first in the National small-bore rifle competition at Bisley.

The National squad of LC Victoria Gardner, LC Otto Nelson, LC Matthew Roblins and AC Harry Rose, supported by Capt Josh Duce, LC William Brooks, LC Laurence Nuttall and LC James Quinn, have been together as a team for less than a year.

And it’s not as if they are using the latest kit – CO LI SCC Clive Sumner RNR said that the rifles used by the team are as some in cases nearly 40 years old.

It is a passenger’s sweet victory for the unit as it celebrates its 70th anniversary this year.

The cadets are members of K Raths Club, and coaches Mike Staitfield, Roddy Johnston and Norman Williams, along with the manager COP Andy Edge, have put in many hours training the team.

Lessons in Lifewse

BARNSTLE cadets joined youngsters from across South Yorkshire, including police horses, the Fire and Police cadets, the Navy and Army cadet teams – the Army cadet team represented youngsters from across South Yorkshire, developed by the police learning centre for South Yorkshire, and York teams.

Lessons in Lifewse as part of the Cadet Inter-service Challenge, a new trophy given to the best team over the past four years in the competition.

– and on its presentation the team learned that it had been a team effort by serving personnel to achieve the standard it did.

A charity registered in England and Wales 313013 and in Scotland SC037808
The attempt to stop the naval arms race

THE Washington Treaty of 1922 was a major landmark in the naval history of the 20th century. It was hailed as a triumph of diplomacy, a testament to the power of international cooperation, and a symbol of the end of the naval arms race.

However, the treaty was not without its critics. Some argued that it was too lenient, allowing too much room for maneuver, while others accused it of being too harsh, too limiting of the freedom of the seas. And yet, for all its flaws, the treaty did succeed in limiting the growth of naval power for nearly three decades, allowing for a brief period of peace and prosperity.

So how did this treaty come about? And what were its effects? Let us examine the treaty in detail, exploring its context, its provisions, and its impact.

The context of the treaty

The treaty was the result of a long and arduous negotiation process, spanning nearly a decade and involving the major powers of the time. It was the culmination of a series of agreements and treaties that had been signed in the years leading up to the treaty, each one designed to limit the growth of naval power.

The treaty was signed by 15 nations, including the major naval powers of the day: the United States, the United Kingdom, France, Japan, Italy, and others. It was a testament to the power of international diplomacy, a reflection of the desire of the nations to avoid another catastrophic war.

The provisions of the treaty

The treaty contained a number of provisions designed to limit the growth of naval power. It set limits on the size of navies, the types of ships that could be built, and the armament that could be carried.

One of the most significant provisions of the treaty was the limitation on the size of navies. Each nation was assigned a “tาง” or “tonnage” limit, based on its population and economic power.

The treaty also contained provisions designed to limit the growth of naval power in the future. It established a system of inspections and monitoring, and set up a court of arbitration to settle disputes.

The impact of the treaty

The treaty had a number of important impacts. It limited the growth of naval power for nearly three decades, allowing for a brief period of peace and prosperity.

However, the treaty was not without its limitations. It was not binding on all nations, and it did not address the issue of land-based forces.

So what can we learn from the treaty? We can learn that international cooperation is possible, and that diplomacy can be a powerful tool.

We can also learn that the treaty was not without its flaws, and that it was a reflection of the times in which it was signed. But despite its limitations, it remains a testament to the power of international cooperation, and a symbol of the end of the naval arms race.
Thrills at Frilford

**STANDING on the top of Wales' highest mountain, former Royal Marine Major Aaron Moon joins the men and women who've scaled this peak—and two others—on his behalf.**

Major of Navy rugby glory volunteered to climb Ben Nevis, Scafell Pike and finally Snowdon within 24 hours, inspired by the green beret's courage and determination after he was wounded in a blast in Afghanistan, writes Graham Jones.

Aaron was a very promising player whose rugby career with the Royal Navy U23 ended in 2018 after his Viking struck a roadside bomb. The 25-year-old from Snowdon (1,085m), along with 'Cinders' Ellors and LS Will Cairns, has been and remains active in climbing for Aaron's behalf.

There were a few stiff bodies and legs and bodies.

The climb up to Bwlch Glas proved to be the most challenging. The early walk-in proved to be easy, but the Pyg track involves the least ascent. The climb up to Bwlch Glas reminded all that they already had two mountains in their path. However, the end of the challenge was too close for anyone to be denied. Snowdon's many summits reached by all within the 24-hour deadline and despite the biting cold made the warm, satisfying inner glow of achievement, could steep in to weary bodies.

The original plan had been for Aaron to walk the final leg. However this had to be revised following recent operations to solve complications with his amputation.

This did not prevent Aaron from returning to the Royal Marine railway to join the team at the summit and make the summit photograph complete. It also served to remind everyone that though the challenge had left them with tired and aching bodies, the weariness was one of course and not the taste of the(Pyg
track through has a sting in its tail. The climb up to Bwlch Glas reminded all that they already had two mountains in their path. However, the end of the challenge was too close for anyone to be denied. Snowdon's many summits reached by all within the 24-hour deadline and despite the biting cold made the warm, satisfying inner glow of achievement, could steep in to weary bodies.

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Men of steel rise bar the raise

The sound of clanking iron heralded the third annual RN Powerlifting and single lift championships. Open to all members of the Armed Forces, 16 athletes from all three services travelled to the Sail Loft Gym in HMNB Portsmouth for the event with a chance to face off against the stars in amongst the old veterans, the current RNPA, LPT. Hinds and his team had done much work in assist and was set up for a run.

The athletes competed in either the three-stone event (quag, bench press and deadlift) or single lift competitions. This year’s championship also incorporated a most sportively award, the Compulsory Drugs Test team to ensure fair play.

After weighing in and being tested with some immense efforts and several new RN records being set. In the 58.5kg category LPT Reg Cawley from HMS Neptune, weighed in at 55kg, breaking the previous RN junior records with both bench press and the deadlift and setting a total of 115kg, in the World and UK record Scott Jordan, from the NSA Scott Jordan, from the NSA

At 56kg Adam Young (HMS Plymouth) weight in at 56kg and set on the board clean setting new records of 135kg, 115kg and 55kg, in the 62.5kg age categories totalling 277.5kg.

In the 68kg category, another new record, the powerful Rees Moake, went from 64kg to 135kg and breaking the previous RN junior records with both bench press and the deadlift and setting a total of 256kg, in the World Record.

In the 71st.

The 50kg weight category promised to be intriguing and it didn’t disappear with two of the most experienced; the two muscular Maj Steve Congreve (11 September 1978) from HMS Hermes, and Maj Steve Weg, the 2008 World Champion in March where Doc had very little to do. At 50kg this category was equally close. Doc was set to the same mark but Steve pulled it back lifting more on the bench press.

It all came down to the deadlift. Luck was with Doc this year and he managed a personal best of 235kg winning the category with a total of 555kg as well as taking the overall Europe's crown. The second came second with 540kg.

Results of the world championship are awaited. If congrats to the Royal Navy Powerlifting and single lift team members to the Sail Loft Gym in HMNB Portsmouth where the event was held.

North West England Powerlifting Association RNPA.

Two RN Dirghy sailors were represented at the last sailing event to be held at Weymouth prior to the Olympic Games.

The Musto Skipper World Championship attracted 144 sailors from 15 nations, representing Australia, Germany, Russia and ten other nations, as well as a large contingent from Great Britain who put in a fantastic performance.

There was a real buzz about the boatpark which the event was held at, with both the top teams putting together the final phase of their preparations.

On the water, all the sailors were exposed to a week of difficult conditions, including, calm, mist, rain and strong wind which proved to be a true test of sailing skill.

Off the water, in contrast to their professional counterparts, the Musto sailors enjoyed a lively social week, including quizes, a charity auction, and the younger contingent made several sightseeing trips within Weymouth's nightclubs, as well as many international friendships were made or were.

The event was set off by Lt Cdr Dan Vincent (HMS Collingwood) finishing seventh overall and a single lift champion (HMS Echo) who's pictured in action, left – relatively new to the class – and fifth overall and a single lift champion (HMS Echo).

Doc had a very impressive day and was set to the final day's events.

I felt I sailed as well as I could have hoped and I am very pleased with finishing seventh overall,” said Lt Cdr Vincent.

“I now have two years to prepare for a real go at the next World Championship in Porth, Australia.

The Musto Skipper World Championship was an Olympic single-handed class to replace the Finn (which Ben Ainslie sailed). However, despite being sailed widely across Europe and Australia it has not been adopted by the Olympics, and is instead sailed by enthusiasts across the world.
THE Royal Navy defeated the Army and ran the Royal Air Force close in a dramatic Inter-Services competition at the home of cricket.

The sailors and marines edged their Army counterparts in the first of three Twenty20 matches at Lord’s Cricket Ground, before playing with patience and skill to set the Air Force a competitive score which they reached with eight balls to spare.

The Navy team captain Lt Matt Compton held aloft the trophy, while SAC Graeme Cessford was named man of the tournament for his dangerous fast bowling and powerful batting.

The Navy’s team coach Lt John Stephenson said: “It was wonderful to see an RN side come and compete in the manner which they did today.”

“Defeating the fancied Army team and running the RAF so close, until the cricket machine that is SAC Cessford took the game away from us, we were one over away from a fantastic day.”

“But we will come back strong in the 50-over format taking heart over away from a fantastic day.”

The Army were beginning to play their shots well with some free hitting late in the innings the Navy finished on 147-4 off 20 overs. They then attempted to restrict the RAF’s scoring as much as possible.

The match was evenly poised until SAC Cessford began to score quickly batting at number four, hitting four sixes until an attempted drive deflected on to his stumps on 56.

By that stage the innings were already at 139, and the team completed a win by six wickets.

Navy captain ET(WE(SM)) Matt Thompson (HMS Ambush) said: “We’ve so honoured to have been able to play at this legendary ground and grateful that we were given time to prepare when the Navy is so busy on operations.”

“Congratulations to the RAF on their win, we’ve disappointed obviously but we’ve put in a very strong performance we can be proud of.”

Proceeds from collections on the day and other giving will benefit the military fitness and youth charity Combat Stress.

Col Peter Sharland, Chairman of Combined Services Cricket, said: “This was a wonderful day of cricket with a keen competitive edge.”

“We are very grateful to the Marylebone Cricket Club for their fantastic hospitality and unwavering support to the Armed Forces.”

“I am delighted for the players who have played at Lord’s today and will remember this event for the rest of their lives.”

And so to Portsmouth, where lashing winds and constant downpours meant the Navy Cup was shared for the first time in recent memory.

HMS Excellent and BRNC Dartmouth were ready to compete for the knockout trophy but the unseasonable weather prevented a ball being bowled.

This year’s competition saw 12 teams play in rounds from May with Dartmouth topping the Western division and Excellent leading the East.

Despite the threat of rain Dartmouth’s team travelled up from Devon for the final in front of sponsors and VIPs at Burnaby Road in Portsmouth. However a brief sunny spell was overtaken by looming clouds and eventually thunderstorms.

Numerous pitch inspections took place but by the time the teams arrived at the ground the cricket outfield resembled a small lake.

The match was called off before the start and so Dartmouth and Excellent will hold the trophy for six months each.

**Handicap helps RN to victory**

The Senior Service narrowly beat the Army in pole’s hard-fought Jubilee Rundee cup match thanks to the 1½ point handicap lead the Navy started with.

The final score was 6-0, with the Army team playing strongly towards the end of the game but being unable to capitalise on penalties.

The glamorous Rundee Cup Day, which takes place in the grounds of Tedworth House in Tidworth, combines the dramatic speed and skill of two top-class polo teams with light-hearted good humour of well-known celebrities attempting to play polo – both on and off the field – in a charity match.

The impressive setting of Tedworth House – now a Private Rescure and Assessment Centre for sick, injured and wounded Service personnel – provided an ideal backdrop to the day.

Thanks to the excellent maintenance of Tedworth’s polo fields the matches could go ahead despite the non-stop heavy rain in the days leading up to the Rundee Cup.

Grey skies and intermittent showers did not dampen the enthusiasm of the large crowd who cheered on both teams.

The Navy set off with a purpose, keen to win back the cup after the Army won it last year, and scored two goals within the first few minutes of the start. A third goal was added by Mid Steve E, who hit the ball into the heart of the Army’s score sheet.

The Army were beginning to play their shots well with Capt Eyer-Brook scoring all five goals, but the Navy kept ahead with good defensive play and cemented their lead with two more goals by LT Suzuki.

It was the 17th Rundee Cup Day organised by Brig (Retired) John Wright who is leaving this year to become the Chairman of the Hurlingham Polo Association after many years of service to the military polo community.

**Round-up**

**DARTMOUTH**

**Super stock 1,000s**

Steve E, in his first outing and Pre-National 600s race, secured second place for the Team Navy.

He took the chequered flag with rider and bike in one piece.

It was then time for the GP1 with the Superstock 1,000s race.

Steve M, hit the low 1m 30s for the GP1 grid although this could have been quicker if he had not had issues with the quickshifter on the weekend.

He eventually qualified 23rd, while Steve E managed a 1m 24s, which placed them 26th on the grid for the Pre-National 600 race.

All the lights went green for Steve E’s first race as he got off to a good start and had soon made up three places by the first corner, but on lap three disaster struck the championship leader as he spun off second on the first lap.

Once re-started, Steve E soon settled into the flow – in only 13th place but was assured of gaining his lap back.

Steve E was then 1m 23s over after three laps, while Army 1 was 3m 20s and Army 2 was 3m 25s behind the lap leader.

Steve E’s corrected lap in 12th – not a bad result for his second race.

Steve E was then the man to watch, starting from the back of the grid racing into which the GP1 and Superstock 1,000s on track together.

He got off to a good start in the GP1 race (with a best of 1m 23s), although he was down on power and had the aim of gaining his lap back, which he did.

Steve E then was the man to watch as he took to the track again for the GP1.

Again he had a good start and maintained a steady rhythm to cross the line in eighteenth and a best lap of 1m 27s, taking a much-needed victory.

As he started the second lap the rain started to fall, with wets having been chosen over the dry conditions.

Steve E held position and then passed other riders in mid-pack, even though a wrong turn led him to lose some time on the last circuit.

Just before the finish the rain stopped, and he crossed the line in 15th – a good result for his second race.

**Pre-National 600s**

Steve E went out for race two of the day in the Pre-National 600s race, and despite the non-stop heavy rain in the days leading up to the weekend, it was time to go for it with the Superstock 1,000s race.

All in all the Team Navy novices had a good weekend bringing both bikes and riders home in one piece, and gained some more points for the Team Navy.

Steve E went out for race two of the day in the Pre-National 600s race, where there were no incidents – unlike the previous day.

He took the chequered flag with rider and bike in one piece.

It was then time for the GP1 with the Superstock 1,000s race.

Steve M was then out again for his final race lapping in the middle of the field.

He finished 17th and bagged his best lap of the weekend.

All in all the Team Navy novices had a good weekend both bikes and riders home in one piece, and gained some more points for the Team Navy in the Combined Services Championships to close the gap on the Army.

More information can be found at www.pedevportal.co.uk/ Sportnewsport retailers
"The fall before the pride"

NAVY and Royal and Royal athletes performed strongly as they competed against the Army and RAF at the annual Inter Services Triathlon Championships at Hever Castle in Kent. For the third year running, Royal Marine Maj Charlie Pennington was fastest over the course despite an early fall on the bike leg. Slightly bruised, he reeled in the Army’s Maj Chris Stuart’s advantage of two and a half minutes entering the final running leg to win the male open and overall event by almost a minute. His third course of the three services took part with guest racers from the Police and Prison Service.

Maj Pennington, who is very good at one discipline, and I was looking forward to this one. I’m happy to have won the event as it makes all the sacrifices my family and I make that little bit more worthwhile," said Maj Pennington.

"It was a tough day at the office; I was racing a different bike – I travelled from southern Holland the day before, I crashed almost immediately after leaving transition and took a wrong turn on the bike course and had to re-trace my route."

"As the great thing about this sport though is that it really is the strongest swim-bike-runner who wins, rather than the person who is very good at one discipline, and I hope I proved that this year."

"From a team perspective, it was great that the Royal Navy did so well, coming a close second behind the Army."

"The Army’s annual dominance at the event is looking more and more precarious as each year passes with the Royal Navy adding strength and depth to the team." In the male open team event the Navy came in a close second behind the Army, with an overall deficit of only six minutes for the top eight athletes. There were only ten minutes separating the top 20 competitors.

For the first time in three years the Navy had a female open team, who raced well against more experienced Army and RAF teams to finish third.

In the male veterans’ team the Navy placed second behind the Army again.

"We’re so pleased that there was a good standard of competition," said competitor Lt Cdr Ben Kadinopoulos.

"To have 96 participants for this Navy-organised event is great and we congratulate each of the winners for their success.

"We were looking for a location that could host the race within its own grounds and Hever Castle proved a perfect and challenging course for that."

Thrills at Fritford

THE 2012 RN Golf championships were played at Fritford Heath Golf Club, Abingdon – a course with a great reputation.

It’s hosted the Triby Tour, featured on the qualifying circuit for professional players, aspiring to join the European Tour and will host the English Amateur Championships in 2013, series Cab Belf/White, RNR/

Of the three courses at Fritford the championships were contested over the Blue Course, where conditions were “lush” given the recent run levels and spells of warm weather, any balls straying off the fairway were prone to drift into deep rough. The players enjoyed ideal golfer conditions with the wind becoming a factor as it freshened during the latter stages of the event.

The field of 50 men, with handicaps of ten and better, included three “scratch” and five players holding handicaps of one or two, so the competition for the RN champion (lowest gross score), had the hallmarks of being a highly-contested affair.

Round 1 saw Lt Cmdr Mark Selway (110 NNV) carding a superb 72 and Lt Cdr Guy Norris (77 RN) playing steady for a 75, as did Mme Andy Bell (43 Cdb).

Round 2 saw the same clutch of players continue their positions, joined by POP: Mike Settled (CCRM), with a commendable 72.

The third round – often referred to as “moving day”, returned a higher-than-average score, of which Selway’s 75 strengthened his lead.

PO(M) Scott Gilbert’s (MDHU Portsmouth) score of 74 saw him move into fourth spot. With Gilbert seven shots off the pace, the final round was effectively a three-way race between Selway, Norris and Settled.

After a blistering start to his final round, Settledfield was making headway but a disappointing back nine put paid to his chances. Gilbert carded a 75 to finish in third, but the best golf was the preserve of the two leaders, Selway and Norris; both playing steadily, producing great shots and exhibiting good recovery golf around the greens.

Having birdied the 15th, Selway opened a three-shot lead, but missing the green at the long par 3 16th he dropped a shot. Norris then produced a crucial birdie at the par 5 17th, which ensured they stood on the last tee separated by one shot.

With an aggressive tee shot, Norris found the fairway on the closing hole whereas Selway chose a “rescue club” leaving a long shot to the green. Selway narrowly missed the green to the left, leaving a difficult chip back to the surface and Norris hit a superb iron to the centre of the green with short of the hole.

With Selway’s chip not making the green, his fourth shot finished within 12 inches of the hole, a certain birdie, but a bogey.

Norris had putted well all week but the odds were on him putting to draw level and invoke a four-hole playoff.

After pearing the green, Norris studied the line of his putt and rolled the ball into the centre of the hole at perfect pace – he had finished par, birdie, birdie to clinch his third title by the narrowest of margins.

The ladies had one of their top players missing, so their equivalent event had all the hallmarks of being fairly open and this proved to be the case.

After round 1, four players were

Mr. The rest had better watch out for Chris

ROYAL Marine Chris Stuart’s efforts for Olympic glory this month after representing the UK and his Service at Judo for the past eight years.

The 28-year-old (pictured above, courtesy of the Judo Association) will be the first heavyweight to go to a Games to represent Great Britain in any Olympic Games, competing in the men’s +100kg category.

Based at Arden on the Solent and with 45 Commands, Chris is originally from Wigan in Lancashire and is ranked at 52nd in the world.

“I am naturally absolutely delighted,” he said. “It is a real relief to be honest because I feel like I’ve been waiting a long time to hear about whether or not I have been selected.

“I now know which direction I’m going in. This is my first Olympics and I am most honoured to have qualified. It’s a double honour because not only am I representing my country but also the Royal Navy and the Royal Marines who have been hugely supportive of my training and have helped me get where I am today.”

Chris, who has been married to Zoe for a year, joined the Corps aged 17 and began his judo career eight years ago I weighed 110kg

Now a three-time GB open winner, Chris took the gold medal at the World Cup in Samoa in November as part of the GB squad for the Olympic selection. Chris explained how his physical peak, Chris has been working hard to not only to reach the condition to meet his peers, such as reigning world champion Teddy Riner from France.

“When I started off in the sport eight years ago I weighed 110kg and went up to 140kg by putting on a lot of fat because that’s quicker than acquiring that much weight as muscle," he said. "However now I’m down to 125kg because I have learnt to not have the majority of that muscle and I’m in really good shape. I’m looking good at the moment – I’m fit and very, very mobile.

“Just as strong as I was when I was bigger but I am also much quicker which is important in this sport.

“It is hard to say who I’ll be watching out for because we’re talking about the top 24 players in

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