



# NAVY NEWS

NOVEMBER 2013

## WONDER DOWN UNDER

## DARING CELEBRATES IN SYDNEY



# HOME STRAIT

*Type 23 frigate HMS Kent returns to the Solent after a six-month 39,000-mile deployment which saw her carry out security and anti-piracy patrols in the Indian Ocean, the Red Sea and the Gulf as well as working and exercising with regional, Commonwealth and coalition navies.*

Picture: LA(Phot) Ian Simpson, FRPU(E)





**THE tell-tale masts of a submarine rise briefly between HMS *Illustrious* – her flight deck lined with *Merlins* and *Sea Kings* – and HMS *Westminster*.**

But who is the hunter – and who is the hunted?

Has hunter-killer USS *Dallas* got in a kill shot on *Lusty*?

Or has *Westminster* – the Royal Navy's No.1 submarine hunter – brought her foe to the surface?

Ah, the eternal game of cat and mouse between submarine and submarine hunter.

The game with the *Dallas* was sandwiched neatly between the latest exercises on the *Cougar 13* deployment by the UK's Response Force Task Group – *Red Alligator* in the Red Sea with the Saudis, and *Sea Khanjar* in the southern Gulf with the forces of the United Arab Emirates.

Last month when we ventured into the *Cougar* 'den', it was very marinye (technical term).

This month it's mostly shippy. And helicoptery. And a little bit submarinye (also technical terms).

There are few more challenging environments for hunter or hunted than the warm and shallow waters of the Gulf region.

It was the task of the *Dallas* – star of *The Hunt for Red October* (well, in addition to *Sean Connery*...) – to evade a formidable defensive screen thrown around first *Illustrious*, then supply ship *RFA Fort Austin*.

First the escorts had to shield *Lusty* – in modern terminology the Mission Essential Unit (ie it must be protected at all costs like, say, the Ohio on Operation *Pedestal*) – from the *Dallas*' torpedo attacks as she sailed along.

That's fairly typical fare for an anti-submarine exercise.

Less so the next phase when *Fort Austin* – laden with food, stores and ammunition – was the high-value target, but this time in a holding box (simulating an anchorage).

*Westminster* – home to the Captain Anti-Submarine Warfare, Capt Hugh Beard, a former boat commander and, hence, poacher-turned-gamekeeper – was once again doing the hunting, aided by her towed array sonar (2087), her *Lynx*, *Merlins* from *Illustrious*, and a *Seahawk* from the USS *Bulkeley*.

It's not just hunter-killers which can ruin a task group's day. A mine (or minefield) will

do exactly the same. It's a lot cheaper too.

So the opening stages of *Sea Khanjar* saw HMS *Quorn* challenged to clear a path for *Illustrious* and flagship *Bulwark* safely through mine-infested waters.

Unlike the bulk of the *Cougar* task group, *Quorn*'s based in Bahrain for three years as one of four British minehunters stationed in the Gulf for the long term.

"When we are given this type of tasking, we know that it is not only to keep Royal Navy vessels safe but also to ensure the freedom of navigation for anyone who wishes to use the seas for trade and peaceful purposes," said Lt Cdr Eleanor Stack, *Quorn*'s CO.

"Being able to lead both the Fleet flagship and *Illustrious* through waters that *Quorn* had made safe was extremely exhilarating and it is always rewarding to see the work we carry out coming to fruition."

The mine passage marked the opening phase of *Sea Khanjar*, the third major exercise of *Cougar 13* (which has already notched up *Albanian Lion* and *Red Alligator*).

Although *Sea Khanjar* was predominately about the ability to work alongside the UAE's Armed Forces, it also tested the ability of the Response Force Task Group as it underwent simulated air raids and water-borne attack from small fast in-shore craft, carried out amphibious landings, hydrographic surveys, modern urban combat, range live firings and boarding ops training.

Which is a hell of a lot to squeeze into about ten days of exercise.

"*Sea Khanjar* was hugely challenging: the operation was tactical, the heat oppressive and I know the Royal Marines loved it," said Cdre Paddy McAlpine, directing the Royal Navy's part in the exercise as Commander UK Task Group aboard *Bulwark*.

"This exercise provided the opportunity to build on relationships between our two countries and demonstrate the UK's long term commitment to the region."

This was the second run-out for *Sea Khanjar* (the inaugural exercise was when the *Cougar* task group last exercised in the Gulf back in 2011).

And although some of the components were different (*Illustrious*, for example, didn't take part), *Sea Khanjar 2* wasn't too different from *Sea Khanjar 1* – with one notable exception.

This time there were some steely gunships buzzing around.

Army Air Corps *Apaches* entered the fray – the first time they've joined a Royal Navy carrier in the Gulf.

The *Apaches* are Britain's current gunship of choice – although in just 14 months' time they'll be joined on the front line by both the Fleet Air Arm and Army's *Wildcat*, which are designed to operate at sea.

They've flown from the deck of HMS *Ocean* making repeated strikes against Col Gaddafi's forces in Libya in 2011, while 656 Squadron has joined *Lusty* on five occasions in the past two years, so the two have become firm friends.

"We now consider ourselves to be seasoned sailors and are beginning to understand the Navy's very own language – which raises a few eyebrows when we return home to *Wattisham*," said Maj Piers Lewis, Officer Commanding 656 Sqn.

Helped by near-perfect redders weather in the region, it took just two days from the *Apaches* arriving to them flying their first operational sorties.

Flying from ships is a skill which has to be kept current – particularly when it comes to an aircraft which is designed for combat over land, rather than the sea.

"This has proved to be the most demanding tactical application for the aircraft," explained Maj Lewis.

"The Royal Navy have been very patient with us learning their way of business. Together, we have proved the superb capability the *Apache* can deliver in conjunction with the ship, air surveillance helicopters and Army and Navy *Lynx*."

When not throbbing with whirring rotor blades – and other birds of prey, see page 17 – *Illustrious*' expansive deck has been infested with sharks.

In a break between flying ops, a spot of team building for sailors, cadets from *Britannia* Royal Naval College, officers and Royal Marines was arranged.

They were set a leadership task: get to safety with your precious cargo (a bucket of cold custard) using only the means available: some aircraft chocks, a physical training bench and some damage control timber.

Fail and there were ravenous sharks with an appetite for matelots and cold custard (must be pregnant...). And, obviously, if the Royal Marines fell in, they'd simply wrestle the sharks

to death, so nothing to worry about.

Such leadership tests are bread and butter at *Dartmouth* so, unsurprisingly, the *Britannia* cadets were the first to cross the deck safely.

"This brought back some memories of our five-day leadership assessment on *Dartmoor* – except this was rather warmer and drier.

"It was a pleasant surprise that we were each awarded a really good pen knife to fight away the sharks next time!"

With the shark infestation expunged, the flight deck was cleared again, the helicopters were moved aside, a makeshift screen erected and a few seats and hey presto: instant *Odeon*.

And the film? Appropriately it was the testosterone-charged, high-octane excitement of *Top Gun*.

The exploits of *Maverick* and *Goose* were followed by around 200 members of the ship's company and embarked aircrew and Royal Marines – dog tags at the ready.

Unfortunately, flight safety regulations prevented popcorn being served up (bit of a FOD issue...); instead ice cream was delivered which was much more fitting for the 35°C heat anyway.

"*Top Gun* on an aircraft carrier flight deck is one of those things that just has to be done!" said Lt Sarah Simmons who organised the film night.

"This was an excellent break. We saw an opportunity in the programme when the operational tempo allowed us to do this."

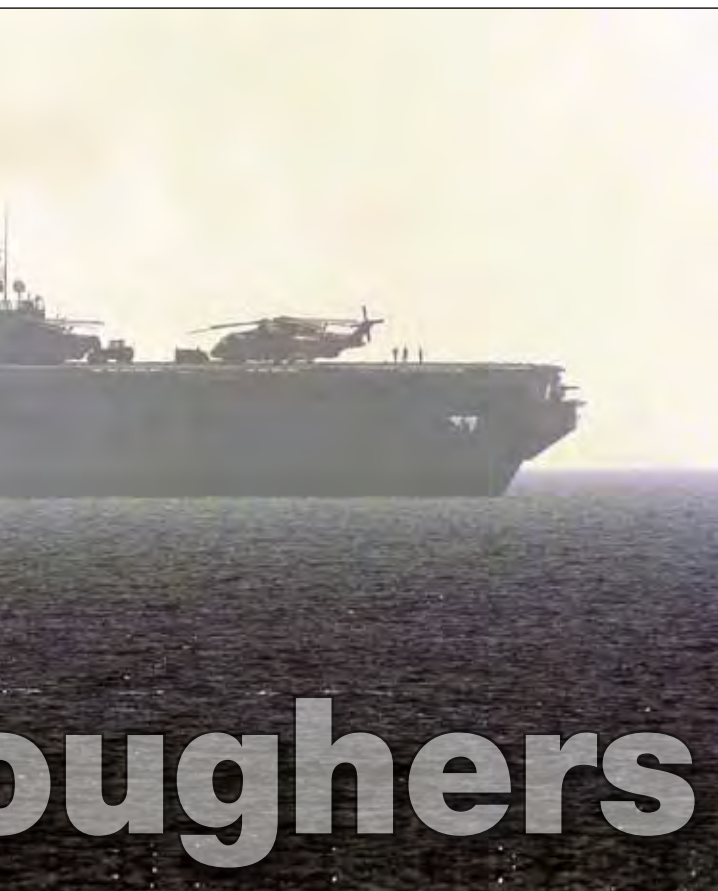
All of which is far too laid back for the folk on *Bulwark*. They too cleared their flight deck between helicopter operations... and turned it into an outdoor gym.

The deck provides plenty of space for fitness circuits – with the marines' making use of the assault ship's kit for some unusual workouts such as carrying a *Zodiac* raider, running in a team with an upturned bench, piggy backs Royal Marines' style, running with full jerrycans, and wet press-ups (the water was to keep them cool).

The strenuous circuits were designed specifically to resemble what they might expect to endure on operations – and although aimed at *Bulwark*'s own 4 Assault Squadron RM and fellow commandos aboard for *Cougar 13*, some members of the ship's company also had a go.

They toiled in the unremitting Middle East heat – still in the high 30s Celsius even in October.





But it's not always scorchio east of Suez, as HMS Montrose found out over two days of replenishments.

Dispatching a task group 6,000 or so miles is all well and good, but warships are thirsty, and guns and sailors (and Royal Marines especially) are hungry beasts.

Accompanying the task group to meet the 'dry store' needs (spare parts, food, ammo) was RFA Fort Austin.

Black gold came courtesy of RFA Fort Victoria initially, but as she's now homeward bound, other 'filling stations' have been used.

Over two hectic days, frigate Montrose carried out every possible replenishment – A for Ammo; S for Stores; L for Liquid (fuel or water); VERTREP for helicopter – first with Fort Austin, then with USNS Alan Shepard.

For such complex manoeuvres, over 100 members of the ship's company were directly involved in the setting up, execution, and logistical arrangements of the RAS, while the frigate's 815 NAS Lynx was used to ferry personnel and lighter stores back and forth between the ships.

In all 33 pallets of stores were transferred – 4.5in shells for the main gun, 60 bags of mail, 30 days' food for the 200-strong ship's company and numerous other basic necessities such as toilet rolls and rubbish tins.

The RAS with Fort Austin was played out in balmy Gulf weather. That with Alan Shepard took place in 25kt winds and three-metre seas.

Working the 'aft dump area' – the most dangerous place of the RAS – were ABs Ben 'Cookie' Cook, James 'Smudge' Smith and Jade Short, under the direction of LS(Sea) Craig 'Buck' Taylor.

"They all battled through the waves, spray and darkness to bring the stores and mail on board safely, and were so sodden that their lifejackets automatically inflated.

"This is the best dump team I have worked with and the toughest RAS I've seen in a long time. Let's do it again!"

Ensuring that both RASes ran safely (if not smoothly given the rough seas), was Montrose's buffer, PO(Sea) James 'Mac' McCafferty.

"I'm very proud of everyone," said Mac. "From my most junior ratings upwards they all gave it their all and made sure the mission was achieved safely.

"I haven't been that drenched

during a RAS for a long time."

After skilfully steering his ship safely away into the night, the frigate's CO Cdr James Parkin reflected on a busy – and demanding – couple of days.

"Having successfully accomplished the 'grand slam' of weapons firing six months ago, I'm inordinately proud of Team Montrose for achieving the seamanship and logistics equivalent in two days.

"I'm proud of the dozens of officers and ratings who have battled hard against tough conditions to get the job done in such style.

"Many are damp, several are soaking, but none of them can ever be accused of being wet."

When the Cougar force leaves the east of Suez theatre later this month, both Montrose and Westminster will remain behind in support of the RN's long-standing security mission in the region: Montrose in the Gulf itself, Westminster ranging around the Indian Ocean chasing pirates and other ne'er-do-wells.

To prepare for her piracy patrols, the capital ship made use of Saudi hospitality.

The frigate's boarding team were invited to test their skills in strange surroundings: Saudi warship HMS Makkah, which had been 'taken over' by pirates.

It was down to Westminster's contingent of Royal Marines from 43 Commando Fleet Protection Group (the 'green team') to demonstrate their techniques in boarding, crew restraint and handling.

With the Makkah secured, the RN boarding team (the 'blue team') came aboard to carry out a full search and practise intelligence-gathering skills.

Looking high and low for illicit cargo in hot and humid conditions, the blues demonstrated their searching skills to the Makkah's own boarding team.

Led by Lt Glen Kerrigan they were able to use their specialist search skills to find cunningly-hidden homemade explosive devices in the ship.

The RN officer said the joint training had "set Westminster up well for future boarding operations in the region" – and given a very useful insight into the different cultures working in this part of the world.

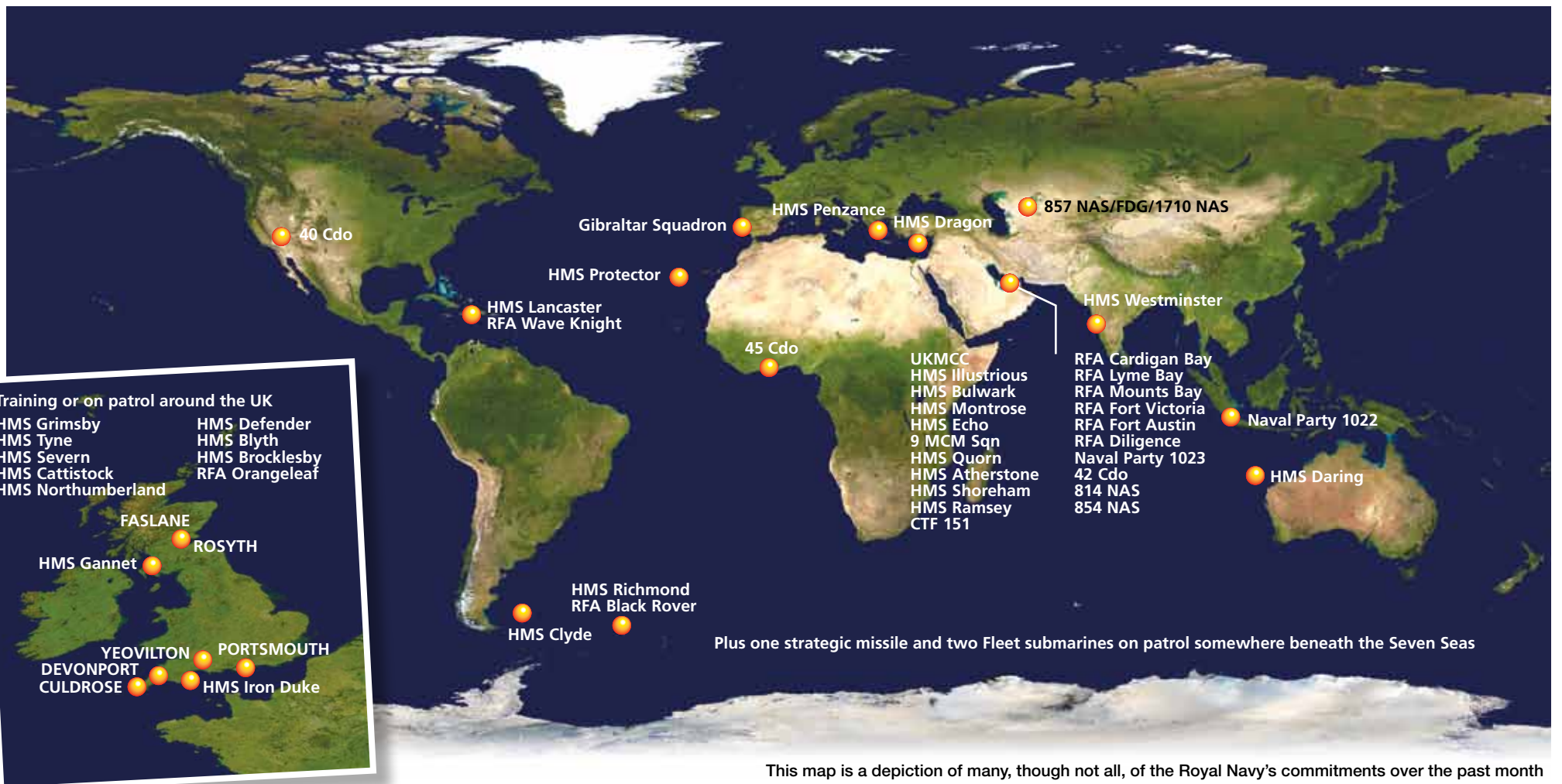
For now, she's still a part to play in the task group with Omani Cougar, the last major exercise east of Suez, beginning as *Navy News* went to press.

**Cougar marines in Albania and Jordan, centre pages**



pictures: po(photo) ray jones, hms illustrious, la(photo) arron hoare, hms bulwark, knotty knott, hms montrose, and dan rosenbaum, hms westminster





This map is a depiction of many, though not all, of the Royal Navy's commitments over the past month

ROYAL NAVY FLEET FOCUS Protecting our nation's interests

# Pirates cowed but not beaten

WE'VE long titled the news section of this paper 'global reach' – one of the Senior Service's various taglines to describe its mission.

Rarely has the map above been so widely peppered with the activities of the men and women of the Naval Service.

The crux of the effort is, as ever, east of Suez, but there too it's busier than usual with the arrival of the **Cougar 13** task group – led by **HMS Bulwark** and **Illustrious**, with support from frigates **Montrose** and **Westminster** and **RFAs Fort Austin, Mounts Bay** and **Lyme Bay** – for exercises in the Red Sea, UAE and Oman (see pages 2-3).

They've been joined for some of those exercises in the Middle East by RN vessels on longer-term deployment to the region – minehunter **HMS Quorn**, survey ship **HMS Echo** – and some unusual friends, courtesy of some of the region's wildlife which has been dropping in on ships left, right and centre (see page 17).

Heading further east we come to Sydney and the biggest party in the country in a quarter of a century: the 100th birthday of the Royal Australian Navy, with **HMS Daring**, the **Band of HM Royal Marines Plymouth** and **First Sea Lord Admiral Sir George Zambellas** representing the RN (see pages 14-15).

Continuing across the Pacific, **40 Commando** have been live firing on the ranges at Twentynine Palms in California. Indeed, elements of all three commando units are scattered around the world on exercise presently: **45 Commando** in West Africa and **42 Commando** with **Cougar** in Albania and Jordan. See the centre pages for a round-up.

Well in advance of bonfire night, **HMS Dragon** provided a stunning fireworks display in the eastern Med as her **Lynx** tested her flares (see page 9).

**HMS Lancaster's** impressive drug-busting deployment of the Caribbean has continued with hauls five and six – and a blow of nearly £60m dealt to the narcotics trade (see opposite).

Survey ship **HMS Protector** – now bought outright by the RN, not leased – is Antarctic-bound for an 18-month mission around the frozen continent (see opposite).

Minehunter **HMS Penzance** carefully negotiated the narrows of the Corinth Canal in the latest stage of her NATO deployment around the Med (see page 6).

Sailors from **HMS Clyde** restored monuments to the men of '82 during a visit to San Carlos (see page 10), while 700 miles away **HMS Richmond** dodged growlers and bergy bits to visit South Georgia (see page 7).

**HMS Ambush** helped commission the new **Valiant Jetty** in Rosyth by berthing on the giant floating structure for the first time (see page 8).

Also commissioned is **HMS Duncan**, the sixth and final Type 45 to officially be welcomed into the bosom of the RN family (see page 10).

**Iron Duke** fired her main guns for the first time in two years with an impressive three-day shoot off the Dorset coast (see page 6).

Many of the RN ships working in home waters – frigates **Monmouth, Portland, Somerset, Sutherland** and **Northumberland**, minehunters **Cattistock, Brocklesby, Blyth** and **Bangor** and survey vessel **Enterprise** – took part in the latest Joint Warrior exercise in Scotland (see page 6).

And finally... we're drawing to the end of the 60th anniversary year of Royal Navy helicopter **Search and Rescue** service. We pay tribute to those who risk their own lives so others might live with a commemorative supplement (see pages 21-25).

## CAUGHT in the act.

This is the moment nine suspected pirates were apprehended in a RN-led operation some 500 miles off the Somali coast.

It followed two failed pirate attacks and a hunt lasting several days across the Indian Ocean, before sailors from **HMAS Melbourne** found and captured two skiffs, crammed with fuel and piratical paraphernalia.

The seizure of the suspects – and the subsequent destruction of the two captured skiffs by the **Melbourne** – is the first arrest made by Combined Task Force 151 in its current incarnation under the RN's Cdre Jeremy Blunden.

The drama began in mid-October when pirates traded gunfire with the supertanker **Island Splendor**. Three days later a Spanish fishing vessel was also attacked by what was suspected to be the same pirates.

From task force flagship **RFA Fort Victoria**, an international response to the attacks was choreographed to hunt down the pirate action group as the **Melbourne** and **ROKS Wang Geon, HNLMS Johan de Witt**, and a Seychelles-based maritime patrol aircraft from Luxembourg joined the search.

Melbourne's Seahawk helicopter hit the jackpot, and guided the Australian frigate in for the 'kill'.

The operation was, says Cdre Blunden, "an excellent result" as his international force "swiftly located and dealt with this Somali pirate group – sending a clear message that piracy no longer pays."

It was also quite timely – it came as Oscar-winner Tom Hanks brought the story of one hijacking off Somalia to the big screen.

The release of *Captain Phillips* – which depicts a pirate attack on the cargo ship **Maersk Alabama** back in April 2009 when her master, Capt Richard Phillips,



offered to be taken hostage so his crew might be released – brought the issue back into the media spotlight.

So the first pirate capture in several months was a reminder that the threat of modern-day buccaneers has not gone away, despite a concerted effort.

According to statistics kept by the European Union Naval Force, which carries out a double mission of protecting the ships carrying aid from the UN's World Food Programme and hunting down pirates, not a single ship has been 'pirated' in 2013 (although there have been several unsuccessful attacks).

However, between 2009 and 2012, over 120 merchant ships and 2,445 seafarers were hijacked by Somali pirates.

The Royal Navy officer leading the European effort, Rear Admiral Bob Tarrant, says pirates continue to pose a clear and present danger – and navies and seafarers cannot let their guard slip.

"The pirates made a staggering £300 million in ransom payments, so they know that there are rich pickings to be made from a vulnerable cargo ship or tanker crossing the Gulf of Aden or Indian Ocean," Admiral Tarrant said.

"If given the opportunity, it's easy to see why they would try to get out to sea again."

With over 5,000 merchant

ships passing through the Gulf of Aden each month – many carrying goods for the UK – when a ship is hijacked, it can have a direct impact on the prices we pay for food and other commodities.

The cost to the international maritime industry in taking protective measures against international piracy is quoted as being between US \$5bn-\$7bn every year – £3bn-£4.5bn.

"If counter piracy forces or the shipping industry lower their guard, then the pirates will once again return to the high seas," Admiral Tarrant warned. "We must all remain vigilant."

"The Tom Hanks movie certainly highlights the terror that the pirates inflict on seafarers when they attack and board a vessel. After capture, many of the men are held in appalling conditions, with mock executions the norm."

"Today, 50 hostages are being held for ransom – some for over two years."

■ AFTER a 39,000-mile patrol scouring the Indian Ocean, Red Sea and Gulf, **HMS Kent** completed her six-month tour of duty by returning to a warm welcome in her native Portsmouth.

There were, alas, no pirate busts for her efforts, but there was the first visit by a major RN warship in more than 40 years to the Libyan capital Tripoli (**HMS**

**Echo** sailed into the city last year, but her mission is scientific and geographic).

The core of the Type 23's deployment – some five months in all – was spent operating under the banner of the Combined Maritime Forces, more than two dozen nations and navies committed to stamp out the collective scourges of piracy, terrorism, people trafficking, drug running and other criminal activity in the region.

There was time to break away from that effort for more traditional naval exercises, including escort duties for a US amphibious group and US and UK mine countermeasures vessels through the Strait of Hormuz.

AB(CIS) Chelcie Evans said: "It has been a busy few months. Working with other navies has been interesting and I've learnt a lot. It's good to be home now and back to our families – that's when you can see what it's all been for."

Her CO Cdr Ben Ripley said **Kent's** deployment had been "extremely demanding, yet satisfying".

He added: "My ship's company faced a variety of challenges along the way. I must pay credit to the men and women that make up **HMS Kent**. They have tackled everything in their path in a thoroughly professional manner."

Picture: Royal Australian Navy

## Corps ready to party like it's 1664...

ROYAL Marines are gearing up for one of the biggest years in their long and proud history with events, commemorations and celebrations across the land to mark the 350th birthday of the Corps.

October 28 marks the official date of the Corps' formation – initially as the Duke of York and Albany's Maritime Regiment of Foot, the Royal Marines became their official name in 1802 – but 350th anniversary events begin in March.

A three-strong team – Lt Col Cliff Dare, Lt Cdr Brian Ramsay and WO1 Bob Henderson – based at the Navy Regional Commander Eastern England in HMS President is overseeing events. Diary dates already lined up are:

- **March 13-15** Mountbatten Festival of Music
- **May 18** Graspan Parade
- **June 4-5** Beating Retreat (Horseguards)
- **June 5** Corps' Reception (London)
- **June 6** D-Day 70
- **July 25** City of London March
- **August 1-23** Edinburgh Military Tattoo
- **September 20-21** RMA Reunion Weekend (CTCRM)
- **October 28** Corps' Dinner - London
- **October 24-27** Gibraltar Rock Run
- **November 8** Lord Mayor's Show/Cdo 999 Speedmarch (London)

There will also be unique RM350 merchandise available through the year, including a unique game of Monopoly.

For details monitor the official website, [www.royalnavy.mod.uk/RM350](http://www.royalnavy.mod.uk/RM350) and if you want to contact the team email [NAVYNRCEE-RM350@mod.uk](mailto:NAVYNRCEE-RM350@mod.uk).



Picture: LA(Phot) Maxine Davies, FRPU East

## A last look at the Solent...

THIS is not just the last time HMS Protector will see the Spinnaker Tower, Palmerston's Forts and Solent shores for the next 18 months, but possibly forever.

The RN's ice patrol ship left Portsmouth to begin a marathon 'double deployment' to the Southern Hemisphere.

When she completes her work around Antarctica in the spring of 2015, she'll return to Devonport – her new home to join the rest of the RN's hydrographic and survey flotilla, already based in the West Country.

In between, there's two austral summers of work to complete around the frozen continent of Antarctica, mapping the waters around it, carrying out environmental and scientific studies, and supporting the efforts of the British Antarctic Survey.

The ship's team of four divers will be used to gather underwater data, as will Protector's own multi-beam echo sounder and her bevy of small boats, including her state-of-the-art survey vessel James Caird IV.

Also embarked for the deployment is a small detachment of Royal Marines, responsible for cold weather and survival training – the green berets are the UK's military experts on the subject – for

## HMS Lancaster struck a double blow against the illegal drugs trade with two busts worth nearly £58m in a week.

Cocaine – pictured right, by LA(Phot) Jay Allen, piled up in the midships cross-passage – worth £55m on the streets of the UK and around £3m cannabis were seized by the Portsmouth-based warship in two dramatic interceptions – one in the middle of a thunderstorm, the other requiring pinpoint accuracy from a Royal Marines sniper to disable the engine.

Lancaster's double whammy are the fifth and sixth busts in a couple of months – bringing her tally to over £160m.

The cocaine seizure began when the frigate responded to a call from a Canadian tanker which had spotted a speedboat dashing across the Western Caribbean.

Lancaster put her 815 NAS Lynx in the air to intercept the go-fast – a move which prompted the drug-runners to begin ditching their illegal cargo overboard.

When they refused all calls to stop, the Lynx's commando sniper took aim and drilled a round into the speedboat's engine, bringing it to a stop – allowing a US Coast Guard team on the Canadian tanker HMCS Preserver to apprehend those aboard.

As they did so, Lancaster and her US Coast Guard team recovered the drugs bales; 17 large packages of contraband were hauled out of the water.

Tests confirmed the 400kg drugs were pure cocaine, worth about £17m – but cut several times over for sale on the streets, its value would be £55m.

Whilst the cannabis haul – 1.2 tonnes – wasn't as high value, the bust was equally dramatic.

It was played out in a raging thunderstorm off the coast of Costa Rica, after Lancaster's Lynx 'Spartan' had spotted a fast craft and began to track it.

Once again, as soon as the speedboat spotted the helicopter, its crew began to ditch the drugs and increase speed.

An all-night game of cat and mouse ensued, but Lancaster never lost sight of the boat and the sailors worked fast in difficult conditions to recover the drugs before they sank or simply floated off.

They succeeded in plucking 45 packets out of the water and, having recovered the drugs, Lancaster continued to track the speedboat.

As soon as it entered Costa Rican waters, the crew were arrested by local authorities, who were waiting for them.

"This is another fantastic result for Lancaster – and the multi-national counter-narcotics effort as a whole," said Cdr Steve Moorhouse, the frigate's Commanding Officer.

"The level of cooperation that exists between units and nations working with the Joint Interagency Task Force is second to none and hopefully this bust will make those who choose to smuggle narcotics in the region think twice."

Previous busts by the Red Rose this deployment include £3.5m of marijuana in September, £100m of cocaine in August as well as £700,000 of cannabis and the ship also significantly disrupted marijuana and heroin trafficking.

"We should be extremely proud of HMS Lancaster's actions in the Caribbean and efforts to disrupt the supply of illegal, life-destroying drugs," said Armed Forces Minister Mark Francois.

"This is another fantastic success for the ship's company,



their constant hard work and professionalism is a great international advert for the Royal Navy and our country."

Lancaster's patrols are part of Operation Martillo, a combined effort by 15 nations to prevent

criminal organisations from moving goods by air or sea in Central America, and stopping drugs trafficking from South America to the Caribbean and on to the UK.

In addition to her counter-

narcotics patrols, Lancaster is on hand to support British overseas territories in the region, in particular providing humanitarian aid and disaster relief during the hurricane season.

## When his country needed him, Eddie was there.



The Royal Star & Garter Homes is a charity that provides brilliant care to disabled members of the nation's military family with high care needs.

We are there for people like Eddie Gravett, who applied to the Royal Navy as a 17 year old in 1942, and served as a Leading Seaman and Landing Craft Signaller in 9th Squadron across Southern Europe and North Africa. He now copes with paralysis on the left side of his body which also affects his vision.

We enable him to be as independent as possible and live life to the full.

As a charity, we do not receive any direct government funding and rely on the generosity of our supporters to fund the high level of specialist care that we provide.

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 give with confidence



# Men of Iron turn men of steel

*FOUR-five, down four degrees.*

*Four-five engage.*

For the first time since hammering Gaddafi's military machine in 2011, the main gun of HMS Iron Duke has spewed its storm of steel once again – but not in anger.

The Portsmouth-based Type 23 frigate is putting the war back into warship after a lengthy refit in her home port.

Her smaller guns have already been tested as part of her regeneration, such as Miniguns,

machine-guns, even the 3lb saluting gun.

But over three days off the Dorset coast, the frigate's gunbusters tried out their refurbished 'crowdpleaser': the 4.5in 'Kryten' (so named because its angular casing resembles the eponymous *Red Dwarf* character).

"It was an extremely proud moment to fire the 4.5in gun following refit – it was an important step in our regeneration," said Lt Cdr Chris

L'Amie, Iron Duke's Gunnery Officer.

And just for good measure they blasted away with Iron Duke's smaller calibre weapons as well.

The shoots in the English Channel of the main 4.5in gun and the 30mm automatic cannons proved the newly-fitted systems are working correctly and will reliably operate when needed.

The 30mm is principally used

to engage small surface targets and incoming aircraft; the main gun can attack enemy shipping, but is typically used for Naval Gunfire Support, pounding targets ashore, as the 4.5in has done from the Falklands to Iraq.

The guns were tested both in local control – and directed from the frigate's operations room – firing as far as possible to the left and right and at high and

low angles (the 4.5in can be lowered to -4°, making for some impressive splashes off the port and starboard bows).

The practice firings tested both the weapons system itself and the abilities of the gunners to use it correctly, practising their drills and skills – in the UK's busy waters, safe firings are of paramount importance and safety features highly in any shoot.

"These trials demonstrated the ability to accurately and quickly

respond to events, knowing that the gun will deliver the right effect when needed," explained Weapon Engineer Officer Lt Cdr Jules Andrews.

"The mighty 4.5in gun pounded the waves off Dorset, proving that HMS Iron Duke remains a fighting force, ready for operations around the globe."

His ship is nearing the end of her trials programme, after which she will begin a period of intensive training before deploying next year.



## Sweet 16 in the Highlands

SIXTEEN warships – more than half of them British – mustered in Scottish waters for two weeks last month in the latest twice-yearly Joint Warrior.

With the Cougar task force away in the Gulf, the RN's emphasis on the latest Joint Warrior was escorts – no fewer than five Type 23s, all from Plymouth (Monmouth, Portland, Somerset, Sutherland and Northumberland) – plus minehunters (Cattistock and Brocklesby from Portsmouth, Blyth and Bangor from Faslane) and survey vessel HMS Enterprise.

They were joined by ships from France, Norway and Denmark with the Commander Danish Task Group leading operations aboard HDMS Absalon.

Overhead, more than 40 fixed-wing aircraft were providing aerial support, including RAF Tornados from Lossiemouth, Typhoons from Leuchars and maritime patrol aircraft from the USA, Canada, France and Germany.

The focus of many Joint Warriors is amphibious operations. This time there was a real cross-section of wider naval tasks: mine countermeasures; counter-piracy, drugs and insurgency; electronic warfare, anti-submarine and anti-surface warfare, logistics and support training.

The minehunters practised combining their

individual efforts to clear large areas quickly as HMS Portland and Denmark's HDMS Hvidbjørnen provided cover against air and surface attack, while Enterprise doubled up as a 'mother ship' meeting the hunters' logistical needs.

To give an idea of the tempo of Joint Warrior, in its first five days, Blyth's Seafox mine disposal system had been launched and safely recovered several times; an exercise mine was located and then brought up from the seabed; and the ship came under repeated attack from 17 fast inshore attack craft and multiple enemy jets.

For HMS Somerset, the exercise was the climax of ten months of training after a £20m refit, readying her for an east-of-Suez mission in the New Year.

"After Joint Warrior, Somerset is truly ready to deliver success on operations whenever required, wherever needed, whatever the mission," said her CO Cdr Mike Smith.

The exercise gave Somerset her first opportunity to raise the county flag – a red dragon on a yellow background – in an operational environment.

It's flown when the frigate carries out a RAS and other operational activities when a unique identifier is required.

## Penzance feels the pinch (point)

WELL, that's going to be a tight fit...

HMS Penzance's Executive Officer Lt Lee Beeching looks up the four-mile length of the Corinth Canal ahead of the minehunter's passage of one of the world's narrowest major waterways.

On the latest stage of her Mediterranean deployment with a NATO minehunting force, the Faslane-based warship took the short cut between the Gulf of Corinth and Piraeus, port of Greece's capital Athens.

Built 120 years ago to save ships a 430-mile journey around the Peloponnese, thanks to its narrowness these days it's more of a tourist attraction as the canal is too narrow to accommodate any vessels wider than about 16 metres (52ft).

Luckily, Penzance is a mere 10.9 metres (36ft) wide. Bags of room to spare...

With tugs on standby just in case (although Sandown-class ships are among the most manoeuvrable in any navy...), Penzance sailed in pairs with the other vessels in Standing Mine Countermeasures Group 2 – Italy's ITS Alesia and Crotona, Germany's FGS Rottweil and Turkey's Erdemli – to reach the Aegean and prepare for the latest exercise of her autumn deployment: Ariadne 13, organised by the Hellenic Navy.

The canal passage took about an hour and was "actually quite swift once we got going" says navigator Lt Dan Owen-Hughes.

"The Corinth Canal is one of those maritime landmarks that every sailor knows of, so being able to pilot a Royal Navy warship through was definitely a worthy addition to my growing navigation scrapbook.

"There's definitely a moment during the approach where you have to reassure yourself that the ship is in fact wide enough for what clearly looks like too narrow a gap in the early stages."

Exercises in Greece come hot on the heels of a large-scale NATO exercise staged around the Mediterranean island of Sardinia.

Warships from seven NATO nations converged for Brilliant Mariner – the largest exercise of its kind carried out in Italian waters for 15 years.

A total of 27 ships took part, from Italy's flagship Cavour, to helicopter carriers, destroyers, frigates, submarines and last, but not least, half a dozen minehunters.

The exercise, which is similar to the Joint Warriors run in Scotland twice a year, involved route survey, hunting, diving and lead through operations for the minehunters, which also

discovered live historical ordnance in the approaches to the port of Cagliari as a bonus.

The minehunting group was supported by the Italian frigate ITS Aliseo, which provided the space for the command staff – and also provided the group with fuel and engineering support as the ships rafted up to be resupplied.

"It was a unique experience to see just so many warships working together in one place," said Sub Lt Rich Burbidge, a young officer under training aboard. "At a time when the Royal Navy has fewer ships, it's an impressive reminder of the capability of a multinational task group such as this can bring to a situation."

The Sandown-class ship's Commanding Officer Lt Cdr Nick Unwin said the fortnight-long workout off Sardinia proved the importance of a dedicated NATO minehunting force.

"Over the two weeks, the force cleared amphibious routes and shipping lanes to keep the sea safe from mines and allow the vital movement of maritime trade which is key to the protection of the economy – a fictional economy for the exercise, but equally valid in reality too, working with our partners to keep the seas safe," he said.

Penzance joined the NATO force in mid-September and will remain with it as it ranges around the Med, exercising and dealing with the detritus of wars past which still litter the seabed, before Portsmouth-based HMS Brocklesby takes over from her in January.





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# It's bergy time

SLIPPING between the ice and snow-covered rocky slopes of South Georgia and a bergy bit – larger than a growler, not as big as an iceberg – is HMS Richmond on the latest stage of her South Atlantic patrol.

Although it's now spring in the island chain – about 700 miles from the Falklands – the temperature was fluctuating just above or below freezing when the frigate arrived as part of her reassurance patrol.

As part of her visit to South Georgia, the Portsmouth-based warship made a brief foray into East Cumberland Bay to take a look at the stunning Nordenskjöld Glacier – two miles wide and four long.

The waters around the glacier are not regularly charted so it was with some caution that the ship made her approach, looking out

for icebergs.

It did, however, afford some stunning photo opportunities for Richmond's LA(Phot) Gaz Weatherston who captured the mood in the cold light of the Austral spring.

Serene as the scenes around South Georgia appeared, while the frigate was gliding between the bergs, her gym and messdecks were hives of furious activity.

Three chiefs – Tim Cox, Duncan Barnes and Shawn Savage – have set themselves the challenge of riding 10,000 miles whilst deployed – that's 17 miles a day – to raise money for the Royal Navy and Royal Marines Charity and Asthma UK.

Earlier in his career Tim suffered from asthma and had to fight to stay in the service. This sparked an interest in the work of the

charity.

Not to be outdone by the chief petty officers, every member of 2KP mess is completing a combined rowing and cycling challenge of almost 11 million metres.

Struggling to picture 11 million metres? That's 6,835 miles – slightly greater than the distance from Portsmouth to Singapore or Montevideo.

Again a charity will benefit from their efforts, Orchid, which specialises in research and treatment of male cancer.

As of late October, both teams of challengers were on course to achieve their goals.

As for their ship, she's only three months into her tour of duty. She won't be back in the Solent until well into the New Year.

# A Fort for good



AFTER three years providing almost non-stop support to the fight against piracy, terrorism and other criminal activity on the waters of the Middle East, RFA Fort Victoria is turning for home.

The largest ship in the Naval Service has provided food, fuel, ammunition and spare parts for British and foreign warships engaged in the ongoing struggle to keep the sea lanes free and safe across 2½ million square miles of ocean.

Most recently, the ship served as flagship for the Royal Navy-led Combined Task Force 151 – dedicated to fighting piracy – whilst continuing her role providing sustenance to Allied warships in the region, not least the vessels of the UK Response Force Task Group, currently exercising in and around the Gulf.

Among her last acts in theatre was saving the thumb of an Indian chef from the merchantman MV Restorer which was almost severed while preparing dinner for his shipmates – and lost a lot of blood in the process.

The joint efforts of Surg Lt Louise McMenemy and MA Sophie Bough made sure the thumb was saved.

Before being safely landed in Oman, the sailor was presented with a ship's coin as a sign of friendship and to remember his adventure by.

A message was also later received from the master of Restorer thanking Fort Vic: "We have no words to appreciate what your officers and crew have done for us, except to say that we thank your good self and all the people on board RFA Fort Victoria for the assistance rendered to save the injured chief cook's hand. God bless you all."

With her mission done, it was time for Fort Victoria to hand over duties to another RFA support ship, Fort Austin, including the transfer of most of her stores (see page 12).

"The operation required meticulous planning, high levels of seamanship, good teamwork and persistence by both ships to achieve the transfer safely against the constant back drop of extremely high temperatures and the high swell conditions caused by the south-west monsoon," said Capt Shaun Jones RFA, Fort Vic's Commanding Officer.

Throughout her three-year deployment, RFA Fort Victoria operated under the authority of the US led Command Task Force, replenishing UK and US warships, along with international warships from the Combined Maritime Force – more than two dozen nations who provide vessels for the fight against maritime crime.

Fort Vic regularly replenished two warships simultaneously, one on either side, often more than twice a day.

The ship is due back in the UK next month and will then go into refit.



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# Not for me, for all of us...

## Valiant era begins

TUGS gently nudge HMS Ambush alongside a jetty on Gareloch.

An everyday occurrence at Clyde Naval Base. Ordinarily, yes. But this is the first time one of Britain's next-generation hunter-killer submarines has berthed at the gigantic jetty built specifically to support them.

At 44,000 tonnes Valiant Jetty is bigger than any current Royal Navy warship or Royal Fleet Auxiliary support vessel (we believe only the floating ammunition jetty at Coulport is bigger).

Earlier last month a T-boat came alongside the 200-metre-long (656ft) structure (that's longer than veteran carrier HMS Illustrious) for the first time.

One week later and it was Ambush's turn to test whether the jetty can provide the alongside facilities required by a 21st-Century nuclear submarine.

"Previous submarine berths were static whereas the Valiant Jetty moves with the tide," explained Cdr Nick King, assistant head of submarine berthing at Faslane.

"This provides a huge advantage to the submarines alongside as there is no longer the regular need to adjust lines and cables with tidal movement – both vessel and jetty move together which means a much neater, efficient and safer layout."

Cdr King continued: "The Valiant Jetty is world-class – the most modern facility for berthing nuclear submarines in the world."

"The Valiant Jetty is already attracting the attention of navies around the world who are looking to utilise the technology for berthing their own submarines."

The jetty is vital to Faslane's future as the UK's sole submarine base. All Trafalgar-class boats are relocating from Devonport to join the Vanguards and Astutes on the Clyde.

Valiant is designed to accommodate up to six boats. It comprises 12 watertight cells, with concrete walls half a meter thick, and is kept in place by four piles at its corners allowing it to rise and fall with the tide.

The jetty will support RN submarines for the next 50 years – taking it beyond the Astute-class era (the hunter-killers are due to serve into the 2050s).

It was built across the Clyde in Greenock and arrived at Faslane in 2009, but problems with its construction means the jetty is more than four years late entering service.

Pictures: CPO(Phot) Tam McDonald, FRPU South



A ROYAL Marine who faced down and killed a rogue Afghan policeman intent on wiping out his eight-man patrol leads Naval personnel recognised in the latest honours awarded for bravery on the front line.

Mne Craig Buchanan will receive the Military Cross for his actions which helped save the lives of five comrades.

He's one of 15 personnel from across the Service singled out for their actions on the front line between October 2012 and April this year.

The 26-year-old green beret originally from Zimbabwe, but now living in Cape Town, was on his first tour of duty in Afghanistan – and had only recently arrived in theatre last October with the rest of 40 Commando on the Corps' final deployment to Helmand.

He and seven comrades headed out on what should have been a routine patrol in the Nahr-e-Saraj district to give basic first aid training and teach Afghan forces how to deal with improvised bombs.

"As we were walking through an area of open ground I just had a feeling something was wrong," Mne Buchanan recalled.

"The hairs on your neck go up. Then one of the patrol men said he had two men approaching him and then they started firing on the patrol at close range. There were two immediate casualties to the rear and then my friend got shot."

"It all happened so quickly – there was dust everywhere and I couldn't see what was going on and I couldn't get a clear shot."

"I went to a low wall and could see my friend on the floor and the attacker advancing on him with his weapon on automatic fire. I stood up and managed to get a clear line of sight."

The gunman was promptly killed with a single shot.

"It was a situation of him or us, and I chose to fight and try and stop him from inflicting any more casualties," he said.

"It was hard because the next day we had to go back to the scene to go over what had happened but you have your mates with you who know what



● MC winner Mne Craig Buchanan (left) and Capt Owen Davis CGC living and working with the Afghan Local Police

you are thinking."

The marine says he is "very humbled" to be recognised for his actions last autumn. "I am proud but wish it was under better circumstances – if I could give my medal back for my friends who passed away that day I would in an instant."

Some media dubbed Capt Owen Davis RM as a modern-day Lawrence of Arabia for his work living and fighting alongside the Afghan Local Police.

The 25-year-old from Swansea spent 11 months in Helmand, first in support of 1 Battalion Grenadier Guards, then 40 Commando.

Fluent in Pashtu and Dari, the officer earned the nickname Toran – captain in Pashtu – as a mark of his respect from his Afghan comrades, and earned the Conspicuous Gallantry Cross for his deeds in battle.

He was awarded the cross for a number of actions in which he went into combat with the police, including one where they attacked a compound harbouring an enemy sniper team.

"We were moving through a cornfield when we were fired on from about 15 or 20 metres away by four attackers," he said.

"The lead man was hit and killed with a burst of automatic fire and then they threw a grenade at me. Somehow I managed to launch myself four feet over a wall – I don't know how I did it but I'm glad I did."

Capt Davis then extracted one wounded colleague before

resuming the charge and forcing a successful entry into the compound.

"This was one of many patrols and contact that we had," the Welshman added.

"It was a really busy time and extremely challenging. I enjoyed working with the ALP as the cultural advisor – I lived with them, I shared everything with them and got to know their outlook on life, which sometimes differed from my own and sometimes didn't."

He is now leaving the Service to pursue a career in medicine – and has enrolled on a degree course at Keele University.

And the man who led 40 Commando on its final Helmand mission, Lt Col Matt Jackson, receives the Distinguished Service Order for his leadership – but in true RM fashion says the decoration belongs to his entire commando group.

"Without their hard work, tenacity, loyalty, courage and bravery we would not have been able to transfer responsibility for security to the Afghan National Security Forces as effectively as we did."

"This was genuinely a real team effort and I am proud to accept this award for this collective endeavour."

During 40 Commando's time in Helmand, insurgent attacks dropped by more than half compared with the previous year.

Full list of honours, page 38



## Ledbury's bond renewed

THE captain and navigator of minehunter HMS Ledbury took a brief break from the ship's busy autumn programme to head to the namesake Herefordshire town and renew acquaintances.

The Portsmouth-based warship has been bound with the small market town throughout her 32-year career – as was the destroyer which bore the name in the 40s and 50s.

A plaque presented by the ship's company of the previous Ledbury – which was heavily involved in convoys to Malta and the Soviet Union in WW2 – enjoys pride of place on the wall of the town's 17th-Century Market House.

And now there's one – slightly smaller – from the current Ledbury, presented by Lt Cdr Simon Pressdee to the town's mayor Cllr Terry Widdows (pictured above).

Lt Cdr Pressdee and his navigator Lt Matt Irwin were hosted by Cllr Widdows and his deputy Robert Barnes, who showed the naval officers around the town and introduced them to local businesses.

The town council hosted a reception for the sailors in their offices, attended by several of the ship's other affiliates, including representatives from Weston's Cider Mill, Ledbury Hunt and the Ross-on-Wye Sea Cadets.

"It is an honour to be here today," Lt Cdr Pressdee told those assembled. "HMS Ledbury is very fortunate to have such a strong affiliation with her namesake town. I hope to further this relationship onboard the ship and here in Ledbury."

His ship is gearing up for a major NATO exercise in the Baltic in November, having spent four months of 2013 in the Mediterranean with a NATO minehunting force. Once her duties in the Baltic are done, she'll spend the rest of the year training in UK waters.

## One extra pax...

MEET Marcus Daniel McLachlan, all 5lb 3oz of him, not two days old. Place of Birth: Sea King Rescue 193, two miles southeast of Truro – and 150ft above Cornish soil.

He's thought to be only the second baby born in a Royal Navy helicopter in more than six decades of rotary wing flight – adding a bit of last-minute excitement to an otherwise fairly routine mission for the rescuers of 771 Naval Air Squadron.

The duty Sea King at the squadron's base at Cudrose was scrambled to ferry Ella McLachlan, who'd just gone into labour on the tiny island of St Martin's in the Scillies, to hospital.

Aboard the Sea King to assist the expectant mother was midwife Sue Merritt from Helston Birthing Centre – which is standard practice for any such sorties. Having picked up mum and dad Barney from St Martin's (population 142), the helicopter headed for the Royal Cornwall Hospital in Triliske, near Truro.

"I gave the crew a 'ten minutes left to run' heads up so they could prepare for arrival," said pilot Flt Lt Jon Owen RAF.

"The midwife shouted back that baby was preparing for his own immediate arrival and that we needed to get ready to deliver in the air."

"I simply looked at the other pilot, Lt Paul Smalley, and we continued to fly as Mother Nature took over."

In the back of the helicopter, observer Lt Cdr 'Chuck' Norris – who's trained to deal with a whole range of medical emergencies – prepared for his first birth as he and aircrewman PO Gary Kneesh helped the midwife.

"It's pretty uncommon to announce to the Coastguard that you had launched with seven persons on board, but were preparing to land with eight!" said Chuck. On arrival mum, dad and baby were quickly whisked away to the Royal Cornwall Hospital. All are doing well after the excitement of the journey.

"We thought we'd have a relaxing day. Then at the end of the afternoon Ella started feeling some cramps," said Barney, a baker on the small island.

"We went to see the midwife for an examination and she confirmed Ella was in labour and that she needed to call Cudrose to pick us up."

"The Cudrose boys were immense, absolutely phenomenal. At one point they had to shine a light for Sue. They were hugely caring and brilliant. They always deliver and always look after us."



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# Dragon's Royal Flare Force

AUSTRALIA, you can keep your fireworks and light show over Sydney Harbour – we've got a Type 45, Lynx Mk8 and a stunning display of flares.

Testing its defensive aid suite above HMS Dragon is the destroyer's helicopter, call sign Flametrap, pumping out 60 flares over the Portsmouth-based warship in the eastern Mediterranean.

After the bulk of the destroyer's maiden deployment to the Gulf, the fourth of Britain's six Type 45

air defence destroyers, has been working off Cyprus and in the eastern Med at a time of heightened tensions in the wider region.

As part of that new mission, which caused her tour of duty to be extended beyond its original October end, Dragon's 815 Naval Air Squadron Lynx fired off her flares, installed to decoy incoming heat-seeking missiles – fired either by other aircraft, or ground-based threats such as shoulder-launched MANPADS (small hand-held surface-to-air missiles)

– drawing them away from the helicopter's engines on to a much hotter target.

Capturing the moment, the Royal Navy's Photographer of the Year, LA(Phot) Dave Jenkins, who was in one of Dragon's sea boats a safe distance away from ship and Lynx.

"There are times when you take plenty of pictures and have very little to show for

them," he said.

"The images taken that night were as a result of some careful planning and good fortune. What is rewarding for me is that the crew are pleased with the picture because it represents the capability that HMS Dragon delivers on a daily basis."

To help her attune to her Mediterranean mission, Dragon has been working with

Typhoon jets from 11 Squadron and Boeing E3-Ds airborne early warning aircraft from 8 Squadron.

Keeping Dragon on task has been made much easier with logistical support provided by 54 Squadron 17 Port and Maritime Regiment, Royal Logistic Corps, who operate landing craft from British bases in Cyprus.

Their boats ferried out vital stores, food and – crucial for morale – mail.

"It has been impressive to see all of the team pull together to

help support HMS Dragon on operations – be they from the RAF or the Army's very own mariners," said Dragon's logistics officer Lt Cdr Andy Bray.

"Working together has meant that we can stay at sea, on task, for longer and this has helped directly the ship's company to do our job.

"A simple task like delivering operational mail, fresh provisions and vital spares, with novel approaches to embarkation, cannot be understated, and improves the lives of all Dragon's sailors."



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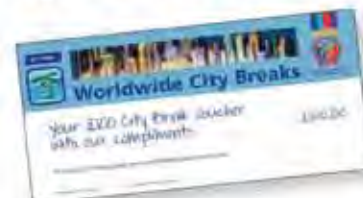
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# Totem gesture welcomes Duncan to the Fleet

HMS Duncan has become the sixth and final Type 45 destroyer to join the Naval family when she was 'christened' in her home port.

On a sullen but mild early autumn day in Portsmouth, family of the 190-strong ship's company plus VIPs and affiliates gathered for the warship's commissioning ceremony.

The ship was formally handed over

to the RN by its builders BAE Systems back in March.

But it's only with her commissioning that a ship is truly welcomed into the bosom of the Naval Service – and officially receives the prefix HMS.

Guests of honour at the ceremony included Lady Marie Ibbotson, the ship's sponsor who launched the vessel at BAE's Govan yard on the Clyde in

October 2010 on the anniversary of Admiral Adam Duncan's defeat of a Dutch fleet at Camperdown in 1797.

She was joined by First Sea Lord Admiral Sir George Zambellas, dignitaries from the ship's affiliated cities of Belfast and Dundee and 'Duncanites' from the previous HMS Duncan, the Blackwood-class frigate which served from 1957 until the mid-80s.

The hour-long ceremony concluded with the cutting of a commissioning cake by the wife of CO Cdr James Stride, Emma, and the youngest member of the ship's company, 18-year-old Std Clancey Welford.

So far, so traditional – but there was an unusual gift for Cdr Stride before the day was out: a miniature replica of a ten-metre totem pole from the city of

Duncan, British Columbia.

The city is known as the City of Totems (there are some 80 in Duncan) with Capt Tom Tulloch RCN handing over the scale model of one erected in 2012.

As for the destroyer, Duncan will conduct an intense period of trials and training around the UK lasting well into 2014 before deploying.



## Clyde's care for cairns

SAILORS from HMS Clyde restored two of the most hallowed sites in recent Royal Navy history during a break from Falklands patrols.

The ship anchored in San Carlos Water for 36 hours – allowing plenty of time for sailors to get ashore and tend to the former field hospital at Ajax Bay and the Campito Hill Monument.

The latter – known by many as the Type 21 memorial – was erected to honour sister frigates HMS Antelope and Ardent, both lost defending the landings at San Carlos in May 1982.

But around the cairn, which is topped with a simple cross, ship's badges of other vessels damaged or sunk during the six-week war, including destroyers HMS Coventry and Sheffield, have also been installed.

Ardent eventually succumbed to a series of ferocious air attacks by Argentine bombers on the first day of the landings at San Carlos and sank the following morning. Her sister Antelope exploded and sank after attempts to render an unexploded bomb safe – her death throes provided some of the most chilling, but iconic images of the Falklands War.

Their monument sits atop Campito Hill – offering stunning views of both Falkland Sound and San Carlos Water – but its lofty position means it bears the full brunt of the islands' often harsh weather.

And down in Ajax Bay is a former meat processing and refrigeration plant, built in the 1950s, abandoned by 1960, and brought back into use in 1982 as a field hospital. It treated nearly 600 casualties on both sides during the three weeks it was in operation.

Two shore parties were landed by Clyde; the first, led by LS(AWT) Dave Routledge, made the hour-long hike to the monument, tidying it up, re-whitening the stones and fence posts and making a list of requirements for further maintenance as well as taking in the fabulous views on a sunny and still spring day.

The second team, led by Clyde's Gunnery Officer Lt Jonny Mason, worked in Ajax Bay, re-affixing the brass plaque to the memorial cairn, whitening the stones and polishing the various brass plaques in the vicinity; they also familiarised themselves with the local penguin colony that has moved over recent years to now reside right next to the former field hospital.

On the second day of the patrol ship's stop in San Carlos, another party was out ashore for a second trip up Campito to install a rope on the fence posts and capture a photo of the finished work.

A visit to San Carlos settlement – half a dozen or so homes – was also undertaken, led by AB(Sea) Glentworth. The sailors were invited in for a cup of tea by locals, toured the museum and visited Blue Beach memorial, where they replaced the Union Flag.

# Lightning (nuts and) bolts

ENGINEERS say important lessons have been learned from 18 days of trials at sea involving Britain's next-generation jump jet.

The F35 Lightning II will provide the punch of the Royal Navy's two new carriers Queen Elizabeth and Prince of Wales – and will operate from land from RAF Marham.

The Anglo-American stealth strike fighter – two generations more advanced than the legendary Harrier it replaces – was put through its paces during its second concerted spell of sea trials recently during 18 days aboard the assault ship USS Wasp off the Eastern Seaboard of the USA.

A combined Royal Navy-Royal Air Force team supported the trials – including pilot RAF Sqn Ldr Jim Schofield, who performed Britain's first day and night take-offs and landings at sea in the F35.

While most of the media focus was on what was happening in the skies, equally-important lessons were being learned in the hangar courtesy of a maintenance team headed by Lt Cdr Robin 'RTB' Trewinnard-Boyle.

Now back at base at Pax River – also home to the US Navy's test pilot school 60 miles outside Washington – the engineers say the 18-day spell on the Wasp was an important step down the road to flying the F35 from HMS Queen Elizabeth, and an experience they won't forget.

"To get up close and personal with the jet operating on board the Wasp was the highlight of my Royal Navy career," said avionics expert POAET(AV) Paul Cummings.

"This aircraft is awe inspiring and will definitely impress when it eventually operates from the UK, being a real asset for our defence for a great many years to come."

He was one of two RN senior ratings – the other was POAET(M) 'Ronnie' Corbett – and RAF armourer Sgt Paul Parkinson who joined Lt Cdr Trewinnard-Boyle on the Wasp.

They not only carried out maintenance work on the two F35Bs embarked on the



● POAET(AV) Paul Cummings (in the green waistcoat) discusses the next F35 sortie with Sqn Ldr Jim Schofield

Wasp, but tested loading and unloading dummy weapons in its internal bomb bays (for stealth reasons unlike the Harrier, all the weapons are carried inside the aircraft, rather than slung on pylons beneath the wings).

Inert versions of the GBU-12 (a 500lb laser-guided bomb), GBU-32 (a 1,000lb JDAM GPS guided bomb), and AIM-120 AMRAAM air-to-air missiles were all carried by the F35s during some of their test flights from the Wasp.

And to test how the strike fighter handled with unusual payload combinations on some flights, one weapons bay was full, the other empty, as well as weapon jettison tests.

"From a maintainer's viewpoint, some things we learnt directly were how easy it is to manoeuvre the F35B around a relatively small flight deck, and how we can best do our job of launching, recovering and maintaining the F35B at

sea," explained Lt Cdr Trewinnard-Boyle.

"As the UK has never operated a stealthy aircraft before, it was interesting to see how easy repairs to the low observable coatings were."

Extremely useful as the trials on the Wasp were, many of the manoeuvres will have to be repeated when Lightning II begins trials aboard the Queen Elizabeth in 2018 – the RN's flagship's flight deck is 80ft longer and 120ft wider than the US assault ship's for a start, there'll be a ski ramp to help the jet airborne, and given the unique twin-island structure, the aerodynamics will be very different.

But one potential lesson learned is the special coating for the flight deck, protecting it from the fierce blast of the F35 as it lands (the trials on the Wasp suggest it's considerably hotter than a Harrier).

The landing spots on the USS Wasp were painted with a non-skid coating known as Thermion which helps protect the underlying steel from the thermal effects of the exhaust during vertical landings.

It's proved to be very successful – and is being looked at as the protective coating to be applied on the decks of the British carriers.

What the work on the Wasp has done is broadened the depth of knowledge of working on the F35 at sea – thanks to these trials and an earlier series of tests back in 2011, more than half of the UK team based at Pax River now have experience in working on an F35 at sea.

The nine-strong Royal Navy-RAF team based at the Maryland airbase form one element of clusters of British personnel peppered around the US in support of the F35 programme.

There are teams at Eglin Air Force base, where among others the first Fleet Air Arm pilot – Lt Cdr Ian Tidball – is flying the new jet, and six RN personnel are already at Edwards Air Force Base in California; next year the first UK F35s will move there to begin tactical training (at Eglin crews learn the basics of flying and maintaining the aircraft).

Back at Pax River, Lt Cdr Trewinnard-Boyle says "exciting times lie ahead" with further testing – including launching the jet from a ski ramp erected at the airbase.

He was involved in the final days of the Harrier as the senior air engineer aboard HMS Ark Royal in 2010, so he's delighted to be at the heart of the rebirth of fast jet carrier operations.

"I loved the Sea Harrier and Harrier dearly, and they hold a very special place in my heart," he says.

"It was a great feeling to be at the beginning of seeing F35B operating at day and night from one of her natural environments – a flight deck."

"And it was another milestone on the way to making F35B and HMS Queen Elizabeth a war winning combination."

Pictures: Todd McQueen, Lockheed Martin





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# Austin transition



**THREE bows in near perfect harmony, each separated by barely 50 metres, somewhere in the Gulf of Oman.**

HMS *Illustrious* takes on fuel from RFA *Fort Victoria* (centre) which, in turn, is pumping black gold into the tanks of RFA *Fort Austin* in a triple Replenishment at Sea, or RAS.

It's the latter vessel we're interested in, for this is her first deployment post-refit – and not long after this photograph was taken, she replaced *Fort Vic* as the on-call support vessel for the international maritime effort against illegal activity in waters east of Suez.

After a couple of years in reserve in Portsmouth, fresh life was breathed into the then 32-year-old vessel in 2011 when she was towed to Cammell Laird in Birkenhead for a £40m revamp.

She emerged from Merseyside with refitted accommodation, bridge and deck gear and brand new lifeboats.

And on the beefy front, she's received two Phalanx automated guns to fend off attackers by sea or air, as well as new 20mm gun positions fitted to the ship to maintain the required surface self defence capability.

The work will help extend her life to 2023 – 45 years after her launch.

After a long period of work-up her first major commitment was a spell of instruction and assessment from Flag Officer Sea Training on Operational Sea Training.

One task was to prove the ability to receive fuel with tanker RFA *Black Rover* as the supplying ship.

*Fort Austin* is more of a giver than a receiver, so to test the ship's RAS team in their core mission – shipping food, stores, ammo and spare parts – she linked up with the Dutch frigate HNLMS *Van Speijk*.

For her efforts at OST, the ship received a 'very satisfactory' score from the FOSTies – 'satisfactory' is a pass (and the typical mark given by assessors).

And that meant she could sail with the Cougar force to the Middle East.

She assumed her new role supporting the coalition maritime effort in the Indian Ocean following a handover with *Fort Victoria* – a task which typically involves a discussion between the respective command or operations room teams and a few bits of kit.

In this case, *Fort Vic* transferred all her operational stock – ammunition, spare parts and stores – across to *Fort Austin*. At sea (traditionally it's done alongside).

It took two early-morning replenishments at sea to empty *Fort Vic*'s stores and move them to the incomer in 324 loads via a heavy jackstay.

All of which was a far cry from the most demanding few hours in her life – acting as an ammunition ship during the 1982 Falklands conflict (her sole battle honour), supporting the landings at San Carlos.

She was the first British vessel to head south when the crisis in the remote islands flared up.

It's not her only work in time of war: *Fort Austin* was part of the task group dispatched to the Gulf in 2003 on Operation Telic, and she supported Britain's peacekeeping intervention in Sierra Leone in 2000.

Aside from her importance as a floating warehouse for the Fleet, *Fort Austin* also has some of the most extensive aviation facilities in the Naval Service, including two flight decks – one at the stern and a second on top of the hangar. Up to four Merlin helicopters can be supported in her large hangar.

Picture: PO(Phot) Ray Jones, HMS *Illustrious*



Falklands.....1982

**Class:** Fort Rosalie dry stores ship  
**Pennant number:** A386  
**Builder:** Scott Lithgow, Port Glasgow  
**Laid down:** December 9 1975  
**Launched:** March 9 1978  
**Commissioned:** May 11 1979  
**Displacement:** 23,500 tonnes  
**Length:** 185m (607ft)  
**Beam:** 24m (78ft)  
**Draught:** 9m (29ft 6in)  
**Speed:** 21kts  
**Complement:** 114 RFA, 36 RN, over 40 FAA Flight  
**Propulsion:** Sulzer 8-cylinder RND90 generating 22,300shp  
**Armament:** 2 x Phalanx; 2 x 20mm guns; 4 x GPMGs  
**Helicopter:** Ability to host up to four Merlins

Battle Honours  
Facts and Figures

## IWM PHOTOGRAPHIC MEMORIES

WITH windows, streets and omnibuses crammed with onlookers, sailors and Royal Marines await inspection by the Lord Mayor of London in front of the city's great Guildhall.

We have only the location and event, not the date, for this parade by the men of the Royal Naval Division, a unit scorned at the beginning of the Great War – and by its end a unit held in the very highest regard by the Navy and Army alike.

Our dip into the photographic archives of the Imperial War Museum this month (probably) takes us back to November 9 1914 and Lord Mayor's Day – more commonly known today as the Lord Mayor's Show – in the nation's capital.

It was a drab autumn Monday – contemporary reports suggest the traditional trader's signs, banners and poles were hidden (and would only reappear once the Empire was victorious).

The only colours on show this day: the flags of Britain and her Allies, locked in mortal conflict with the Central Powers – and khaki.

Instead of the traditional floats which characterised the annual parade, the 1914 affair was all military "almost from end to end".

There were cavalry, fusiliers, artillery, the killed ranks of the London Scottish units, Canadian horsemen. There were the scarlet-uniformed ranks of the Coldstream Guards breaking the monotony of camouflage.

And there were the ranks of the Royal Naval Division – a unit which did not even exist three months before the parade and now had already endured a very rough baptism of fire.

When the Royal Navy mobilised in August that year, it found it had too many men – a luxury which the First Lord of the Admiralty, one Winston Churchill, soon took advantage of.

The unused sailors were formed into battalions, joined Royal Marines Light Infantry and Royal Marines Artillery and thus was formed the Royal Naval Division.

After barely six weeks of rudimentary training – there were few khaki uniforms and aged rifles were only distributed in late September – the first elements of the division were dispatched to the Continent to bolster Belgian forces holding Antwerp. They had no engineers, no medical services, no logistical support. Many of the men didn't even have canteens or packs.

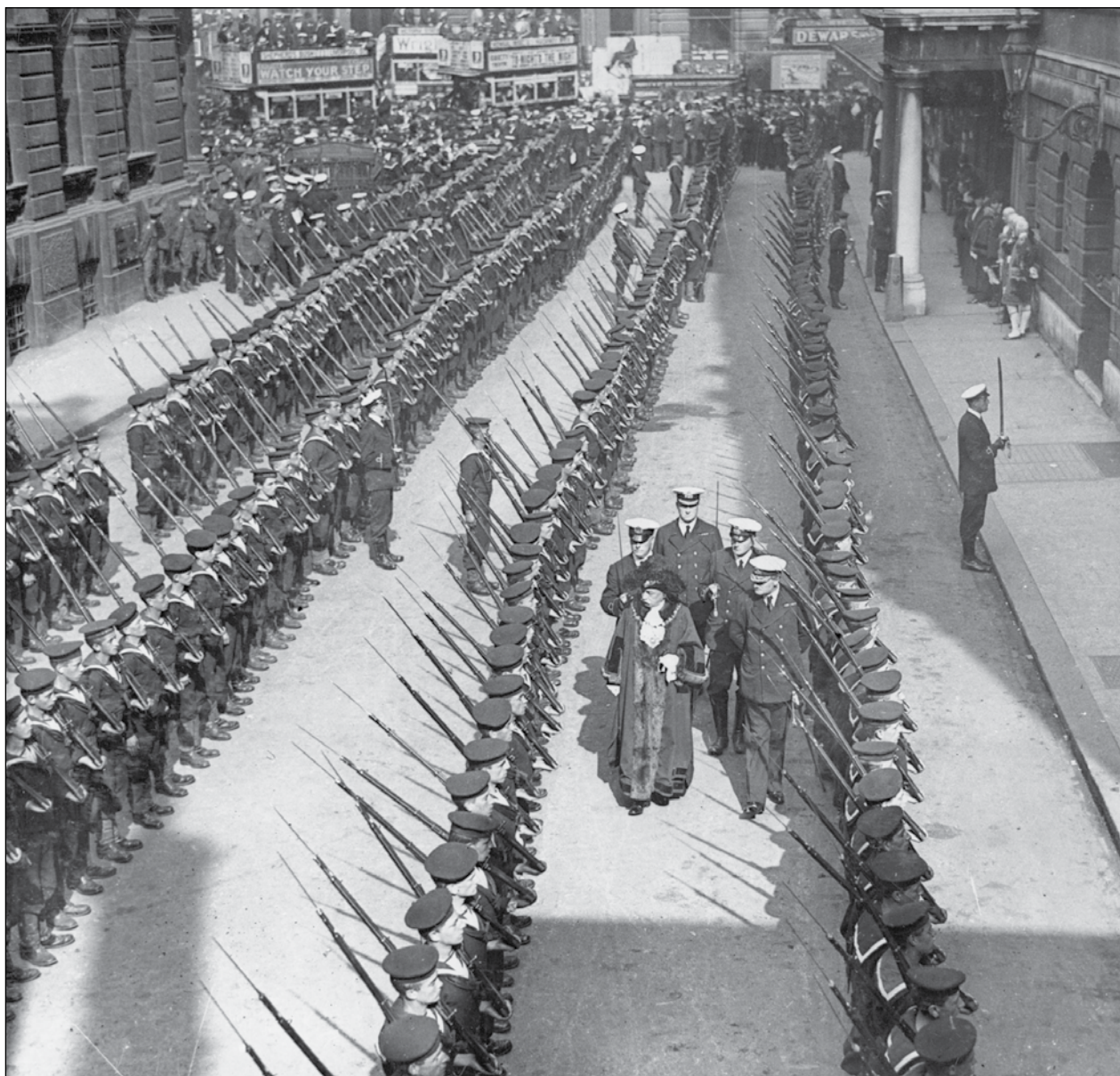
Unsurprisingly, such a motley force could not save Antwerp. The marines arrived on October 4, the naval brigades the following day. The port capitulated on October 10 – not before an estimated 1,000 men of the RND were killed or taken prisoner, while a further 1,500 escaped through German-occupied Flanders to the Netherlands, where they were interned.

The Admiralty didn't think much of the "tuppenny untrained rabble" dispatched by Churchill. First Sea Lord Jacky Fisher was all for disbanding it, while staff officer Herbert Richmond bemoaned not the loss of sailors, but "2,000 invaluable marines" sent on a useless mission.

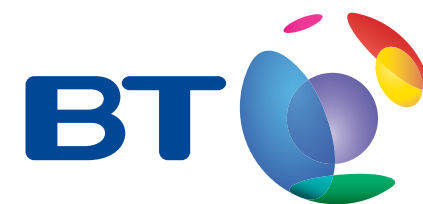
The RND was not disbanded. It went on to fight in every one of the very worst battles the British Army contested between 1914 and 1918: Gallipoli, the Somme, Arras, Passchendaele, the March offensives and finally the 100 days to victory.

Its actions would cost it nearly 48,000 casualties throughout the war. Its deeds would earn it praise from the man behind the division – perhaps with a little self-justification and self-aggrandisement. In his introduction to the official account of the RND's actions, published in 1923, Churchill – by then briefly out of Parliament – wrote of the sailor soldiers: "By their conduct in the forefront of the battle, by their character, and by the feats of arms which they performed, they raised themselves into that glorious company of the seven or eight most famous Divisions of the British Army in the Great War."

■ THIS photograph (Q 22900) – and 9,999,999 others from a century of war and peace – can be viewed or purchased at [www.iwmcollections.org.uk](http://www.iwmcollections.org.uk), by emailing [photos@iwm.org.uk](mailto:photos@iwm.org.uk), or by phoning 0207 416 5333.



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# Daring days



IT PROBABLY doesn't get any better than this.

Iconic ship. Iconic bridge. Iconic musical venue. Biggest party in a quarter of a century.

With her ship's company in their No.1s lining the upper decks, HMS Daring awaits the arrival of seven vessels of the Royal Australian Navy – curtain-raiser to a week of celebrations marking the 100th birthday of the Commonwealth nation's Navy.

A century ago, seven warships left the Mother Country for the epic voyage to the then Dominion, and thus was born the Royal Australian Navy.

On October 4 1913, to great fanfare, those seven vessels, led by battle-cruiser HMAS Australia, sailed into Sydney Harbour – long before it was spanned by the steel arch of what has become one of the world's most famous bridges – again to great fanfare.

Exactly 100 years to the day, and seven Australian warships recreated that first entry – Sydney, Darwin, Perth, Parramatta, Bundaberg, Diamantina and Huon.

Waiting for them on a fine spring day in the Southern Hemisphere: an estimated one million people and warships and sailors from 17 nations, all of whom answered the invitation to attend the 100th birthday party: an international fleet review.

No ship travelled further than Daring – she clocked up over 17,000 miles getting to Sydney via Puerto Rico, Panama, San Diego, Hawaii, the Marshall

Islands and Melbourne on the first four and a half months of a nine-month global deployment.

And from the comment of visitors and onlookers, no ship appeared more futuristic as first the Type 45 destroyer rode at anchor off Darling Point, a couple of miles east of the harbour bridge and Sydney Opera House, then alongside at Barangaroo, just west of the harbour crossing.

There were two days of review to enjoy: first that recreation of the inaugural entry, then a ceremonial review – more akin to occasions at Spithead down the years.

Moving among the lines of warships and tall ships, and followed by clusters of yachts and pleasure craft was Australian survey ship HMAS Leeuwin with Prince Harry taking the salute with Governor General of Australia Quentin Bryce, watched by Australian premier Tony Abbott.

After the sail past, the fly past.

Ahead of the Sydney visit, Daring's 815 NAS Lynx decamped from the ship to HMAS Albatross, an Australian Fleet Air Arm base 110 miles south of Sydney, to prepare for the review's fly past.

There she joined aircraft from the RAN's 723, 716, 808 and 816 Naval Air Squadrons practising for formation flying over Sydney Harbour.

"816 Squadron were great hosts, and took the time to show us some flying in the Tianjara Flying Area – definitely

not your average day in the RN," said Lt Alex Tuckwood, observer in Daring's 815 NAS Lynx.

Not your average day in Sydney either. And it wasn't over just yet.

The two days of review concluded in truly stunning style with an aural and visual treat perhaps only this harbour can host.

The bridge provided the scenery and opera house served as a gigantic cinema screen as a 30-minute multimedia presentation was staged after dark, running through the highlights of – and sacrifices made by – RAN personnel since 1913.

Barely was there time to draw breath before D32's gangway was being opened to the Australian public at a two-day maritime festival.

All 50,000 tickets to the event were sold out – which meant long queues to see the Type 45.

Standing in line – even if it is waiting to tour Britain's most advanced warship – is, well, a bit boring.

God bless the Band of HM Royal Marines, then, who provided the entertainment quayside.

Some 40 musicians from the band, based at HMS Raleigh in Torpoint, flew the 10,000 or so miles to the other side of the world for performances first in New Zealand, then the main event in Australia – the first time in many years they've

appeared in the country.

They were joined in Sydney by military bands from around the world, as well as the host nation's own musicians.

The Brits performed its usual fare – Beat Retreat and Ceremonial Sunset and nautical tunes at Barangaroo and in front of the opera house – but they also demonstrated their versatility, taking part in a jazz festival, while a brass quintet entertained Sydney's commuters.

The band took part in its final major performance Down Under at Sydney's historic Capitol Theatre – a 90-minute concert for a 2,000-strong audience in support of Australian military charity Mates4Mates.

Leading the musicians on the other side of the world was Director of Music at the Royal Marines School of Music in Portsmouth Maj Jason Burcham who said the visit to Australasia was "one of those career-defining opportunities".

He continued: "A Royal Marines Band has not performed in Australia in a very long time so we were thrilled to bring a number of musical ensembles to Sydney.

"It's been an immense privilege for every member of the band. Most of us join the Royal Marines Band Service for the opportunity to play music and travel the world. This visit to Sydney certainly achieves those aims."

Ahead of the theatre concert, the band marched through the streets of Sydney during a ceremonial parade involving



# Down Under

the massed ranks of the warships taking part in the fleet review.

Some 3,000 sailors from 20 Australian and 14 visiting ships, including Daring, formed up for what was billed as one of the biggest military parades in Sydney since victory celebrations after World War 2 in 1945.

For 90 minutes, they were cheered and applauded through the city by a 25,000-strong crowd before saluting the reviewing officer, Australia's Governor General, as they passed Sydney's Town Hall.

Among the more symbolic acts of Daring's stay in New South Wales was the return of a plaque which once hung in Sydney's Admiralty House.

At a special reception aboard the Type 45, Britain's most senior sailor First Sea Lord Admiral Sir George Zambellas and Jonathan Perceval-Maxwell, the great grandson of Admiral Sir George King-Hall – regarded as the father of the RAN – presented the 'Admiral's Office Australia' plaque to Vice Admiral Ray Griggs, today's head of the Commonwealth nation's Navy.

The plaque was affixed to Admiralty House during Britain's command of the Australia Station and spent a century in the UK after Admiral King-Hall returned with it to England when the Royal Navy departed Australia in 1913.

At the request of his family, the plaque, carved from a single block of wood, was returned to the Royal Australian Navy.

On a more solemn note, HMS Daring's Commanding Officer Cdr Angus Essenhigh

represented the RN at a memorial service at Sydney's Cenotaph for all members of the Royal Australian Navy killed over the past 100 years.

Events drew to a close with a mini-Olympics involving participants before the attendees went their separate ways, departing on a rather gloomy morning more Portsmouth in early autumn (minus bridge and opera house...) than Sydney in the spring.

For most of the 190 souls aboard the Portsmouth-based Type 45 destroyer, the visit to Sydney promised to be the highlight of a deployment of firsts.

It's not disappointed. "We've been working towards it for a long time and Sydney is a place the majority of people would love to say they've been to," said warfare rating LS Katharine Marsh.

LS Marsh said she had met new people and made some good friends while bettering herself in her own job.

"I've certainly seen parts of the world I never thought I'd get to," she said.

Weapon engineer PO Roy Fenwick said his shipmates had loved all the stops along the way.

"It was very different from last year when we were in the Gulf," he said. "It's like Trafalgar 200 all over again."

Lt Tuckwood added: "The ship's company were extremely excited to be part of IFR – a truly once-in-a-lifetime experience.

"It's rare for the Royal Navy to travel to this part of the world so we've taken every opportunity available to strengthen our ties with

Australia and the Australian Defence Force."

And if Australia didn't disappoint Daring, Daring didn't disappoint Australia. Nor did the Band, for that matter.

Both left Sydney bound for short visits to Adelaide and Perth with plaudits ringing in her ears.

"Britain turned out in style to support the event," said a proud British High Commissioner, Paul Madden.

"The Band of HM Royal Marines drew many admiring glances as they marched through the streets.

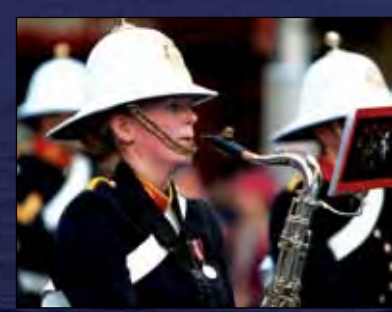
"Their musicianship and the precision of their drill demonstrated clearly why they are generally held to be the best military band in the world."

Daring hosted various receptions for business and political leaders and welcomed a lot of media aboard – resulting in considerable coverage for the RN Down Under.

"We really took advantage of having such a splendid Royal Navy asset in town," Mr Madden added.

Most of the musicians have now returned to the slightly-less-spectacular surroundings of Torpoint – although 13 have stayed with Daring to support the second half of her global deployment.

After visits to Adelaide and Perth, the remainder of the autumn is spent in South East Asia, including calling in at Japan and Vietnam, and taking part in Bersama Lima, the regular military exercise involving the forces of the UK, Australia, New Zealand, Singapore and Malaysia.





# Pressure cooking

## RN chefs on right track

ROYAL Navy chefs served up a winning meal in a hard-fought public cookery demonstration at the Cornish Food and Drink Festival in Truro.

The Devonport Naval Base team – LCH Gavin Davies-English and PO Gavin Tuach (above) – took on the First Great Western Pullman Chefs in front of an audience of around 100 in the main festival marquee.

The teams had 30 minutes to create three courses from a set list of Cornish produce.

Chairman of judges David Earl, of Roddas Creamery, said: “Both teams were under pressure in a very restricted area and in a very short time.”

“They both served up delicious dishes.

“The Navy won because of their technical ambition which paid off amazingly well.

“They were bold enough to make ice cream and discs of chocolate, which were hard enough to make in normal conditions let alone under this pressure.

“We were all amazed they created it in such a short time.”

Both teams are used to working under difficult conditions, whether in a narrow galley on a fast-moving train or catering for large numbers at sea, often for months at a time with diminishing stocks where imagination is key to maintaining morale.

RN team manager CPO Carl Neville said: “I’m proud of the lads.

“They worked very well under pressure, despite problems with the ice cream maker and all the pressures including a very small kitchen, the glare of the public spotlight and trying to impress with producing a well-presented imaginative tasty dish.

“They aimed high, setting themselves difficult challenges.

“But this is what the Navy trains them for and expects. This is good training for them – they are trained to think on their feet and cope with problems as they arise.

“When they are ‘cheffing’ on a warship on a long deployment at sea they are expected by the ships’ companies to come up with the goods every day, week after week, regardless of running low on ingredients and bad weather.”

The Navy’s dishes included baked yarg cheese and bacon with courgettes as a starter and sausage bon bons in breadcrumbs and chorizo with bacon in cider sauce, kale, potatoes and green beans, followed by ice cream and saffron honey and chocolate cake pudding with snow flaked-patterned chocolate discs.

GOURMET cuisine serving up from field kitchens and intricate sculptures made of lard can only mean one thing – the annual Inter-Services cooking competition.

Exercise Joint Caterer gives chefs and stewards from across the three Services the chance to show off their skills in a wide range of competitions designed to push them to the limit in terms of creativity, flair and timing.

This year the Army won across the 15 menu areas, with the RAF in second place and the Navy in third – but throughout the three day period the team of judges were constantly surprised at the level of imagination and expertise involved in making the *haute cuisine*.

John McArthur, deputy chairman of judges, said: “Overall the standard was exceptionally good.

“Whatever the conditions, however small, crowded or hot a kitchen is, military chefs always have so much enthusiasm, commitment and passion.

“They always want to do the best that they can for their Service, and it was a long, hard competition.”

Held in specially-designed kitchens in the Defence Staff College, Shrivenham, Joint Caterer shows how good food is the cornerstone of morale in the fighting arms of all three Services.

Royal Marines Catering Officer WO Nev Kay said that although disappointed with third place, the Navy and Marines catering teams had done a sterling job.

They picked up eight gold medals, 12 silver and 13 bronze, as well as 12 certificates of merit, five best in class and three blue riband points which count towards the final score.

“The issue we always have is that we don’t have the same amount of chefs – and this year the competition has been held during two major deployments for us – Cougar 13 and Black Alligator,” said WO2 Kay.

“There is a lot of talent across the Service, however, and the guys are eager to prove themselves – this is a real opportunity for them to practise their skills and show what they are capable of.”

Navy chef AB Daniel Garlick works for 30 Cdo RM in



Plymouth, and was the team captain for their Open Field Cookery Competition – winning one of the team’s gold medals.

For this the three-man teams have to prepare, cook and present a two-course meal using two ten-man ration packs and extra fresh ingredients in a field kitchen.

It is a tough challenge – as well as preparing in a small, austere space, the chefs must make sure everything is kept hot and finished with finesse.

AB Garlick said: “I am really pleased with the gold – we practised around three times before the competition to try to make sure we had it down to a fine art.

“We were concentrating on flavour and imagination – trying to get what we can out of a ration pack.”

Commando Training Centre RM also put in a team – although when their chef was deployed at very short notice, LS Ollie Dugmore stepped into the breach.

“I came up with my pudding that morning,” he said. “I only just found out they needed someone so I stepped in and we really felt the pressure.

“It was good fun though – completely different to cooking in a ship’s galley, but it really pushed you as a chef to come up with something different and tasty.”

Also feeling the heat in the kitchens was HMS Diamond’s chef and steward team of LCH Scott Furber, CH Ashley Fisher and Std Rachel Batty, who took part in the Open Cook and Serve, winning a bronze medal.

For this teams have 90 minutes to produce a three-course meal and the steward must serve two diners.

“We started practising on September 16 at HMS Raleigh,” said LCH Furber. “We kept going until we got it right – from



● LCH Ollie Dugmore with his spread made up within field conditions for the Commando Training Centre Royal Marines (CTCRM) team. Pictures: LA(Phot) Simmo Simpson, FPRU(E)

the taste and the presentation to the timing.

“This was also a chance for the steward to get involved – she made a jus and carved the beef – which showed extra skill for more points.”

CH Fisher added: “We are both passionate about cooking – we both cook at home for our girlfriends and try dishes out on them, so coming along to these competitions is really important for us.

“We have less chance to be creative on a ship, so this gives us a chance to show what we can really do.”

AB Chris Argent of HMS Triumph triumphed in the Senior Fish Dish class.

AB Argent, who won a second gold medal and Best of Class in the Open Pasta section, said: “The space to cook is about the same as a submarine but the temperature was a great deal higher.

“I managed to get the food on the plate in time and the judges seemed happy. It has been a great opportunity to challenge myself against some of the other Service chefs and wouldn’t have missed it for the world.”

The other class winners were Vernon Rust (DMLS) in the Open Celebration Cake section, LCH Neil (RSP Nelson) in the Open Hot Sweet Dish competition and AB Thompson (HMS Trenchant) in the Open Steward Skill section.

And for those readers who thought the RN was maybe clutching at straws by entering an AB Garlick in a catering competition, the Senior Service’s opposition included a Woodcock, a Lemon and a Pye...

**Results:** (\* indicates Best in Class):

**Gold:** AB Thompson (HMS Trenchant) Open Steward Skills\*; LCH Neil (RSP Nelson) Open Hot Sweet Dish\*; CTCRM (LCH Evans, LCH Ashall, AB Garlick) Open Field Team Challenge; LCH Billet (HMS Portland) Open Steward Skills; AB Cull (HMS Astute) Junior Chef of the Year; AB Argent (HMS Triumph) Senior Fish Dish\*; AB Argent (HMS

● (Left): Members of the Royal Navy team are de-briefed on their cold buffet entry

● (Right) STD Rachel Batty carves the beef for the HMS Diamond team

Triumph) Open Pasta Dish\*; LH Neil (RSP Nelson) Open Hot Sweet Dish.

**Silver:** AB James (DMLS) Junior Chef of the Year; LH Hicks (DMLS) Open Steward Skills; CTCRM (Mne Gill, Mne Blair, LH Dugmore) Open Field Team Challenge; CTCRM (Cpl Wilcockson, Mne Gill, LH Dugmore) Ethnic Buffet; AB Towler (DMLS) Junior Chef of the Year; ACK Wootton (RFA) Open Game; LCH Bentley-Allen (HMS Nelson) Open Steward Skills; Mr Rust (DMLS) Open Celebration Cake\*; ACK Wootton (RFA) Senior Fish Dish; AB Cornish (HMS Diamond) Open Lamb Dish; PO Hammocks, Open Steward Skills.

**Bronze:** AB Harrison (DMLS) Junior Chicken Dish; LH Dent (DMLS), AB Coathup (CTCRM) and LH Burke (HMS Nelson) Open Cook and Serve; LH Furber, AB Fisher and AB Batty (HMS Diamond) Open Cook and Serve; PO Wilson and PO Tingle (DMLS), PO McAlpine (RFA) and AB Andrews (HMS Talent) Inter-Services Parade de Chefs; LCs Rixon and Wood, ACKs Dyer, Smart, O’Conner and Harbison (RFA) Inter-Services

Open Team Buffet; AB Batty (HMS Diamond) Junior Steward Skills; LCH Wood (RFA) Senior Chicken Dish; CK Dyer (RFA) Senior Chicken Dish; AB Andrews (HMS Talent) Junior Chef of the Year; CLR (ABS Smith, Archibald and Bennett) Open Field Team Challenge; ACK Wootton (RFA) Open Lamb Dish; AB Taylor (HMS Northumberland) Junior Chef of the Year; AB Pooley (DMLS) Open Lamb Dish.

**Certificates:** AB Hilder (DMLS) Junior Chicken Dish; AB Varghese (DMLS) Junior Chef of the Year; LCH Neil (RSP Nelson) Senior Grand Prix; ACK Harbison (RFA) Open Hot Sweet Dish; AB Wynne (HMS Enterprise) Open Hot Sweet Dish; Mne Saunders (Stonehouse) Junior Fish Dish; AB Wynne (HMS Enterprise) Junior Fish Dish; Mr Parkinson (HMS Nelson) Open Game; Miss Broadbent (DMLS) Open Celebration Cake; AB Wynne (HMS Enterprise) Junior Chicken Dish; Mne Saunders (Stonehouse) Junior Chicken Dish; LCK Saward (RFA) Open Pasta Dish.

**John Retallick Trophy:** AB Andrews (HMS Talent).



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# Grey planet

## SAILORS and Royal Marines.

They love blowing things up. Things that go bang. Cordite. High explosive. Fire. Flames. Fury.

But they've got a soft side, too. They'll give refuge to and nurture an exhausted chick. They'll delight in a school of dolphins or pod of whales leaping in and out of the ocean.

The waters off the mostly arid and desolate Arabian Peninsula have actually proved a rich source of wildlife – some of it rare, some of it endangered, most of it pretty unusual to the eyes of personnel in the Cougar 13 task group.

Hot on the, er, wings of last month's owl-related tomfoolery, a spot of cormorant-related tomfoolery when *phalacrocorax nigrogularis* – a Socotra cormorant to be precise – touched down on Illustrious' flight deck – yes, right in the midst of flying stations.

With Lusty's deck lined with Apache gunships, commando-carrying Sea Kings and Lynx battlefield reconnaissance helicopters, its presence was a little ill-timed.

Following a little prompting, the cormorant was first down the runway and flying into the distance.

ET 'Robbie' Roberts spotted the bird and escorted it along the flight deck.

"We're used to clearing the deck of any items that might damage the helicopters before flying begins – nuts, bolts, keys, pens – not cormorants," he said.

"It had a funny walk which I couldn't help copying. It didn't seem to mind and the deck hands had a good laugh. With a little bit of encouragement, we managed to get the bird to 'take off' so our more normal flying operations could resume."

The Socotra cormorant takes its name from the Yemeni island which lies around 150 miles off the Horn of Africa and 200 miles from the Arabian Peninsula.

Its waters are poorly charted, so enter HMS Echo which spent four weeks carrying out intensive survey work off the island, which is about half the size of Crete.

And while the gaze of the ship's sonar suite was fixed firmly on the seabed, Echo's sailors had their eyes fixed above the waves. They were treated to spectacular displays

from marine and birdlife, everything from the playful antics of dolphins and whales to weary travellers temporarily resting onboard the 3,500-tonne survey ship before continuing their travels.

Three North African-resident birds – an African sacred ibis (*threskiornis aethiopicus*), Eurasian spoonbill (*platalea leucorodia*) and hoopoe (*upupa epops*) – along with numerous species of (rather large) dragonfly (*anisoptera*) and grasshopper (*grassius hoppius*) took refuge briefly aboard.

The ship's company also experienced an impressive display from super pods of common bottlenose dolphins (*tursiops truncatus*), and the playful antics of breaching humpback whales (*megaptera novaeangliae*).

"I am most impressed by the hoopoe. The bird's crest is like a tomahawk or a Sixties quiff!" said AB 'Kev' Rail.

Aboard HMS Montrose, Lynx pilot and twitcher Lt Joey Sharples was on hand to help his shipmates identify some of the visitors which dropped in unexpectedly on the frigate.

First came Monty the kestrel (he acquired its name after being found resting on the port bridge wing by the eagle-eyed (sorry) quartermaster). Next a Eurasian crane (imaginatively named Craney) who took a shine to the flight deck, and several crickets and dozens of dragonflies on the bridge wings.

Monty spent two days on board whilst resting – probably exhausted from her migration flight – and was promptly adopted by the ship's Lynx flight, who ensured there was food and water on hand to speed up her recovery.

"It was a great pleasure to help Monty with her mid-flight refuelling and maintenance stop on board," said Joey. I am also impressed by her aerial agility, which is almost as good as mine!"

The fleeting visitors provided an opportunity for the ship's amateur photographers, desperate to catch a shot or two of the "other" embarked flight.

"Monty was such an exquisite bird and was an instant draw for the ship's paparazzi; she turned out to like being photographed almost as much as my embarked flight do," Montrose's CO Cdr James Parkin observed.



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## Bottom exposure for USMC

AND you thought marines could walk on air. And water as well...

This is actually an American marine going through an experience which makes every one of his British counterparts shudder: the bottom field at the Commando Training Centre in Lympstone.

Nineteen US Marines from 1st ANGLICO (Air Naval Gunfire Liaison Company) were put through their paces on the field – home to various gruelling physical challenges, above all the feared commando assault course.

The Americans are on exchange with the green berets' gunners, 29 Commando Regiment Royal Artillery, and wanted a little of the Royal Marines experience.

"What they do here is a lot tougher by far, doing this with full kit would be beyond me, it's ridiculous," said Sgt Rashad Hargrow after finishing the assault course. "It was a good time, it was fun."

USMC Gunnery Sergeant Daniel Clark is on a two-year exchange at CTCRM and said the course was a "shock to the system" to some of his comrades.

"I think it's a good opportunity for the lads to come here and see what their sister corps do across the Pond. So few US Marines get the opportunity to come here," he said.

"The lads did phenomenal, they've done it in true leatherneck fashion. They had no preconceived notions, they came here and adapted, it's what we do and it's good to see."

1st ANGLICO's Capt David Moriente said the Lympstone workout was "definitely tough and challenging" – and if his men had to do it in full battle dress like their British counterparts "we would probably be hurting."

After the bottom field, the Americans headed to Scotland with 29 Cdo Regt for some gunnery funnery on the ranges and boat insertion during Exercise Joint Warrior.

This is the second part of the exchange after 30 artillerymen from 29 Cdo spent three weeks at Camp Pendleton in California in September.



Picture: Sgt Russ Nolan, RLC

# Blue Peter, green Helen

SHE'S kayaked the Amazon, cycled to the South Pole and tightrope walked across Battersea Power Station.

But could *Blue Peter* action woman Helen Skelton complete the supreme challenge in her final appearance on the ever-popular children's show: earn the green beret?

Er, no. But she gave it a damned good shot.

Over a four-month spell the TV presenter attempted to achieve what only three women have done before: the legendary/infamous Commando Course.

Helen started training in May with the two-mile endurance course on Woodbury Common, featuring tunnels and water obstacles, followed by a four-mile run along lanes to the Commando Training Centre Royal Marines in Lympstone.

She returned in June to have a crack at the six-mile speed march, carrying a day sack with 28lbs of equipment.

Again she managed to complete the run – but struggled with the weight and subsequently finished outside of the 60 minutes allocated to trainees.

Later that day she also had another physical training session and went around the notorious Commando Training Centre Royal Marines assault course.

Her final preparation visit saw her attempt the 30-miler in July without the test weight, completing the route in the required time of eight hours.

That set her up mentally for the full attempt where she would be filmed wearing the full weight and running round as part of a recruit syndicate.

The day before the final challenge, Helen was issued the same stores and weight carried by the recruits carefully packed and balanced in a military daysack, although unlike the recruits of 159 Troop – who'd come through



● Determination is written on the face of Helen (she's the one with the Blue Peter badge on her shoulder...) as she yomps with RM recruits on the infamous 30-miler Picture: LA(Phot) Ben Shread, CTCRM

30 weeks of intense training ahead of their final test – she did not have to carry a rifle.

All set off from Okehampton camp in typical Dartmoor conditions – dark, cold, windy and driving rain.

"It is testament to her mental attitude that this did not phase her and she set off anxious but fully determined to complete the challenge ahead of her," said WO2 Richard White.

"She started well and managed to keep pace with the recruits while still carrying full combat weight."

After 12 miles slogging around Devon, the pack on Helen's back was beginning to take its toll. Through sheer determination

and grit she reached the 16-mile point where she had to remove her day sack.

"Helen kept saying to me 'Warren, I've got to do it!' but at about the 15 mile point she turned to me and said: 'I've nothing left,'" said PTI C/Sgt Warren Keays-Smith, who accompanied the presenter.

"She showed she has all the Commando qualities of courage, determination and cheerfulness in the face of adversity."

Helen was determined to carry on and despite the punishing conditions she continued to the end of the march managing to remain with the original syndicate she set off with.

"I am in awe of the Marines,"

said an exhausted Helen. "Their dedication and hard work is obvious but their chivalry isn't as obvious until you spend eight hours on Dartmoor with them. Top guys in every sense of the word."

Her efforts drew admiration from all at Lympstone.

"Helen's attempt at the 30-miler is nothing short of extraordinary," said Lt Col Mike Geldard, who ran with the presenter to the 12-mile mark.

"Whilst I know she was bitterly disappointed not to have completed the whole test with the required weight, we in the Royal Marines have the utmost admiration for what she has just achieved."

## Wet in Dartmouth, sunny in Monmouth

NOT the weather forecast but a description of conditions faced by sailors when they celebrated civic honours one day and 100 miles apart.

In Dartmouth it was lashing it down as the spiritual home of the Royal Navy's officer corps marked 150 years of training on the Dart by marching through the town.

But when HMS Monmouth marked her 20th anniversary in her namesake town, well it was glorious.

It's thought to be more than half a century since cadets and personnel from BRNC marched through the picturesque Devonshire town their imposing college overlooks.

The inclement weather threatened to dampen spirits, but the rain stopped on cue and townsfolk lined the streets to watch the 100-strong parade, led by the Corps of Drums from the Band of Her Majesty's Royal Marines Commando Training Centre Royal Marines.

Having left the college, the parade made its way along the embankment to the Guildhall where the town's mayor, Cllr Paul Allen, was invited to inspect the Guard of Honour.

"Not only does the town and its inhabitants value the role of tradition, but more importantly we are conscious of the present, sometimes, day-to-day service and involvement from officers, staff and cadets who contribute to our vibrant community," Cllr Allen told the ranks of sailors gathered before him.

In response, BRNC's Commanding Officer Capt Jerry Kyd, said the college was "really proud and privileged to



be a constant part of the fabric of Dartmouth.

"We're part of the town and the town is part of us. We are all one team here. We're very proud to be marching through the town today as a symbol of our close relationship with the people of Dartmouth."

Following prayers, the marchers made their way back through the town with 'swords drawn, bayonets fixed, drums beating, bands playing and Colours flying' – as laid down in the freedom charter.

That honour – officially the Freedom of the Borough of Clifton, Dartmouth and Hardness – was granted to BRNC back in 1955 to mark the 50th anniversary of the college's opening (until then hulks in the river had been used to train future Royal Navy officers).

The college first exercised its freedom on a snowy day in February 1956 – although records suggest there have been

few parades since.

Meanwhile in a much drier Wales... 150 officers and sailors could make the trip from Devonport to the border town of Monmouth and celebrate the freedom of the borough granted to them in January 2004.

Led by the band of the Royal Marines, the ship's company stepped off from the Castle Parade ground to an inspection outside the Shire Hall by the Mayor of Monmouth Jeana Hall and the Lord Lieutenant of Gwent Simon Boyle.

"We have enjoyed strong links with the ship since her commissioning in 1993 and extend a warm welcome to the Commanding Officer, officers and men of HMS Monmouth," Cllr Hall told the officers and ratings arrayed before her.

"It is a privilege to see you formed up in our town and I am proud to offer you the chance to exercise your freedom of it."

The frigate's Commanding Officer Cdr Gordon Ruddock thanked the good folk of Monmouth for the warm welcome and joked that he was sorry he could not have got the ship up the river all the way to the bridge.

"It is particularly special for us to be made so welcome in a town that is not physically connected to the sea,"

"We are extremely lucky to have such close links and a friendly partnership with the town and county as the naval links are strong in Monmouth."

Senior member of the ship's crew, WO2 Mat Napper, presented Cllr Hall with the ceremonial scroll marking Monmouth's right to march through the town, which they did – including through the gate tower on the Monnow Bridge which features so prominently on the frigate's badge (pictured by PO(Phot) Si Ethell).

"I've served onboard Monmouth for over four years over the course of my naval career and, being Welsh, it is a great honour to take part in this historic ceremony," said Mat.

"Having been away from the UK for most of the year we've all really been looking forward to being able to visit Monmouth."

After all that physical effort, reward came in the form of a tot of rum as the ship's company toasted the recent birth of Prince George by splicing the mainbrace – as their comrades across the RN have been doing over the past month or so.

The ship is spending the rest of the year around the UK conducting patrols and training.

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# Brocklesby stars at celebrations

MORE than 4,000 people filed aboard one of the Royal Navy's smallest ships as she showed Europe's largest port how our minehunters keep sea lanes open.

HMS Brocklesby made the 30-hour voyage across the North Sea to Rotterdam to represent the UK at World Port Days – a three-day celebration of the sea and the importance of the harbour to the economy of Europe.

Brocklesby was the only foreign warship attending, taking her place on the Maas alongside Dutch Navy vessels.

The ship welcomed her first visitors at 10am on day one – and was soon swamped with members of the public curious about life on board a British warship.

"We were all amazed by just how many people were interested in coming on board the ship," said AB(Sea) Martin 'Nev' Longbottom.

Many visitors were school pupils who had been set an assignment to find out facts and figures about ships at the event.

"The children certainly kept us all on our toes with their questions about the ship!" Nev added.

Brocklesby also hosted Vice Admiral Matthieu Borsboom, head of the Royal Netherlands Navy, who was given a comprehensive tour of the Hunt-class ship.

He was especially keen to hear about Brocklesby's contribution to operations off Libya in 2011; Admiral Borsboom's daughter also served in the Libya mission aboard a Dutch minehunter.

"It was great to be able to talk to the head of a foreign navy. The admiral was genuinely very interested in the job I do on board," said AB(D) Lee Harris-Joce, who talked about the work of the dive team.

During the visit, several of the crew headed to Arnhem, 70 miles away – scene of the failed Operation Market Garden in 1944, immortalised by *A Bridge Too Far*.



● Visitor Julie Campbell appreciates a performance by trainees at the Royal Marines School of Music

Picture: LA(Phot) Maxine Davies

# Homage is paid to former foe

A ROYAL Navy clearance diver has joined Canadians in honouring American sailors who died when Britain and the USA went to war two centuries ago.

Lt Cdr Robin Walker and his comrades on board Coast Guard vessel Griffon cast carnations onto Lake Ontario over the wrecks of two schooners lost in a storm during the War of 1812.

USS Scourge and Hamilton were preparing to attack British vessels early on August 8 1813 on the smallest of the Great Lakes, which straddles the border between Canada and the USA, when a sudden squall resulted in the loss of 53 lives.

It was the heaviest loss of life on the Lakes during the conflict which ended in 1815.

Griffon's bell rang 53 times at the wreck site, in Canadian waters, and after each chime a red or white carnation was cast over the side to symbolise blood, sacrifice and remembrance.

"It was a sombre experience to be out on the lake above the shipwrecks remembering those who gave their lives," said Lt Cdr Walker, on exchange with the Canadian Experimental Diving Team in Toronto.

"It was also a real honour to represent the RN in commemorative events which led not only to the establishment of Canada as a nation but also proved the defining moment in history for the relationship between the US and UK.

"Out of the tribulations of the 1812 war the solid foundations of the close relationship all three nations share was laid."

The wrecks were discovered 40 years ago, lying around 90m (295ft) deep in fresh water – and are consequently in immaculate condition.

# Festival of music

THE Royal Marines School of Music opened its gates to the public, offering an insight into one of the most famous and celebrated military organisations in the world.

Twenty five visitors toured the Portsmouth school, seeing the practice suites, parade square and new memorial room, which lists all Royal Marines musicians killed in the two world wars.

They witnessed a full concert band rehearsal by trainees

and instructors, plus a special performance from the Corps of Drums.

The tour formed part of Portsmouth City Council's 60+ Festival, which gives local residents the chance to visit major organisations in the city.

Maj Jon Ridley, the school's Director of Music (Training), said: "We are delighted to be part of Portsmouth's 60+ Festival and to have had the opportunity to open our gates to the public to see just a little of the outstanding

facilities and musicianship here at the school.

"The visit has been an opportunity for the group to see the hard work, commitment and considerable musical skills of the staff and trainees, and the reasons why the Royal Marines Band Service continues to deliver excellence in both its musical and

operational roles."

Visitors thoroughly enjoyed the opportunity to get behind the scenes and meet the musicians.

One of the tour party, Jean Maxwell, said: "I have had a great day and the band is just superb."

"I felt really privileged to have been able to sit and listen to them."



Picture: LA(Phot) Ian Simpson

# Senior (bus) service

YOU wait decades for a bus named after a Royal Navy warship and then 26 turn up all at once.

As of last month a new fleet of buses has been rolling around Portsmouth and south-east Hampshire – 23 named after warships based in the city and three after jewels in the historical crown in the naval base: Victory, Warrior and Mary Rose.

It's the result of a partnership between bus group First, Hampshire County Council and the city council, who collectively chose a brand reflecting Portsmouth's maritime heritage.

They're called Star buses – homage to the North Star or Pole Star once used by sailors for navigation purposes, and the star element of Portsmouth's 'star and crescent' civic crest.

And each one features not just the ship's name but also a silhouette of the relevant vessel or class of ship, and some of its specifications.

Serving warships represented in the bus fleet are Illustrious, Daring, Dauntless, Diamond, Dragon, Defender, Duncan, Kent, St Albans, Lancaster, Iron Duke, Westminster, Richmond, Tyne, Severn, Mersey, Ledbury, Cattistock, Brocklesby,

Chiddingfold, Atherstone, Hurworth, and Quorn.

"The constant high level tempo of operations means that our ships are rarely in their base port unless back for maintenance or post deployment leave," said Cdr Tim Ash, Portsmouth Naval Base's Executive Officer.

"So to have their names and images on such visible, iconic and publicly-accessible vehicles is a huge privilege.

"Most of the ships named are currently away on operations right now, in the Gulf, South Atlantic or – in the case of HMS Daring – quite literally on the other side of the world.

"While they are away protecting the nation's interests it is heartening to know that organisations such as First Group and the county and city councils are giving them the recognition they deserve."

The buses will run on First Hampshire's Routes 7 (Wecock Farm to Southsea via Waterlooville, Crookhorn and Cosham) and 8 (Clanfield to Gunwharf via Cowplain, Waterlooville and Cosham).

All have leather seats, free Wi-Fi, on-screen BBC news updates and next-stop announcements.



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# Royal's global



● A commando of 45 Cdo patrols a river in Ghana; (Below): Royal Marines of 45 Cdo and Dutch Marines during survival training, learning to live off the land by eating fruits, grubs and animals



● (Above left) A Viking armoured vehicle swimming in one of Biza's lakes in Albania; (above right) A commando of Lima Coy 42 Cdo on an early-morning raid on Sazan Island in Albania during Exercise Dragon Hammer

**W**HETHER bug-infested jungles, rugged mountains or dusty deserts, the Royal Marines are expected to transcend environmental obstacles to crush the enemy.

So where better to train for such eventualities than bug-infested jungles, rugged mountains and dusty deserts?

Which is exactly what the green berets have been doing in gruelling exercises in Albania, Jordan, West Africa and the United States.

Closest to home was Exercise Dragon Hammer, which saw the bootnecks tackle mountains and much, much more.

By land, by sea, by river, through tunnels, through woods, across roads, over rolling terrain and through abandoned villages and

deserted factories, the commandos made full use of the varied Balkan terrain – and some locations resonant of the Cold War.

The men of 42 Commando were joined by the Corps' Viking armoured vehicles for the exercise, played out in abandoned bases, tunnel complexes and the mountains that ring the port of Vlorë.

Hot on the heels of Albanian Lion – the first set-piece exercise for the UK's Response Force Task Group on its Cougar 13 deployment – much of 42 Cdo stayed behind to continue training when the ships sailed.

Lima Coy used night-vision technology – known as 'black light' in Royal Marines parlance – to practise moving through the tunnel complex at Porto Palermo, near Himarë, which once served as a base for Cold War submarine operations in the Adriatic.

The week concluded with a

company-level attack on the small island fortress of Sazan, just off the Vlorë peninsula.

Meanwhile, Juliet Coy carried out various exercises with live ammunition – including the chance to fire the new lightweight Glock pistols being introduced across the Armed Forces – and close-quarters battle through buildings.

Their week drew to a close getting used to working side-by-side with the Vikings which, like the rest of the Corps, are returning to their amphibious roots after many years in the sands of Afghanistan.

Armed with a machine-gun, offering armoured protection to eight commandos and kit in the rear cab, it is capable of crossing ditches, rivers, lakes, and climbing and descending 45-degree slopes.

"Dragon Hammer was an excellent opportunity – and one that the Commando fully exploited," said 42's CO, Lt Col Neil Sutherland.

"Arduous, complex terrain and a challenging environment provided some fantastic training opportunities."

Another element of 42 Cdo – Mike Coy – and 30 Cdo IX Group also had plenty of praise for the training opportunities offered by the arid hinterland of the port of Aqaba in Jordan, where they spent a week blasting chunks off the ranges in a live-firing exercise during the next phase of Cougar 13.

Some 160 commandos spent the week testing themselves with the .5 calibre heavy and general machine-gun on Exercise Jebel Dagger.

The emphasis of Jebel Dagger was on light infantry training, with some motorised support in the form of RWMIIK Land Rovers –

Weapons Mounted Installation Kit, with the R the latest variant of the trusty off-roader.

Nearly 3,000 miles away the challenge to 49 members of Whiskey Coy 45 Cdo was heat, heavy rain and dense foliage as they went through their paces at the Jungle Warfare School in Achiase, Ghana.

As Britain's experts in cold weather warfare, the men of Arbroath-based 45 Cdo found themselves a long way from home, metaphorically as well as physically.

They were working alongside their Dutch, Spanish and US counterparts, strengthening bonds between the four marine corps and their host nations, as part of the African Winds deployment.

The first element was Exercise Spartan Viper, staged during the Ghanaian rainy season, which saw the international task force working alongside Ghanaian Armed Forces – including training in humanitarian assistance and noncombatant evacuations – exchanging training methods and tactics as well as learning about the different cultures.

Whiskey Coy CO Maj Tony Liva said: "It's important for the Royal Marines to be familiar with this environment as we are one of the UK's rapid reaction forces and we've got to be able to operate in demanding terrain – and the jungle is definitely demanding."

"We see this engagement as an excellent opportunity to contribute to the security of the West African maritime environment and to conduct some valuable cross training with African partners and members of the combined security cooperation task force."

The international task force of marines joined the Royal



**Pictures: RNPOTYx3 PO(Phot) Sean Clee (USA Wheelie A'barrow (Ghana)**



● Royal Marines of Lima Coy 42 Cdo clear a former Soviet submarine base in Porto Palermo, Albania during Exercise Dragon Hammer; (left): Green berets of 40 Cdo conduct a troop attack in the Mojave Desert during Exercise Black Alligator in California

# I teach

Netherlands Navy assault ship HNLMS Rotterdam at the end of August as part of a three-month effort to strengthen the ability to work with African partner forces.

For some of the Royals, Ghana was the perfect training ground.

Mne Kyle Martin said: "The jungle environment is tough; you are either wet from sweat or from the rain; as well as that you have to constantly look around for bugs. But you have to crack on and live with it."

By the following week the focus of African Winds had shifted to nearby Benin, where casualty evacuation drills were high on the agenda.

Marine Light Attack Helicopter Squadron (HMLA-773), also deployed on board the Rotterdam, provided Whiskey Company with a UH-1N (Huey) helicopter to make the training as realistic as possible.

Most far-flung of the green berets were members of 40 Cdo Group, who travelled to California to hone their war-fighting skills in an area that provides excellent training opportunities the likes of which are not available in the UK.

With nearly 1,000 squares miles of barren, sun-scorched desert landscape in which to roam, the bootnecks launched themselves into Exercise Black Alligator at the US Marine Corps Air Ground Combat Centre in Twentynine Palms.

They fired live rounds on heavy machine guns and mortars, perfected their urban combat drills and conducted a battlegroup-sized live fire commando raid alongside American and Dutch colleagues.

Next year will see 40 Cdo take over as the nation's high readiness Lead Commando Group – a force able to deploy anywhere in the world at very short notice – so such

training and validation is vital to ensure combat readiness.

Black Alligator 13 was the first element of a training package across varied environments which will also include cold weather warfare training in Norway, jungle warfare in Gabon, armoured vehicle, aviation and chemical warfare drills, whilst maintaining commitment to core amphibious tasks as part of the high readiness Response Force Task Group.

Lt Col Alex Janzen, CO of 40 Cdo RM, said: "The Mojave Desert provides us with a unique and challenging training opportunity that cannot be replicated in the UK."

"Its sheer size – 935 square miles – enables the Commando Group to manoeuvre in a live firing, combined arms scenario in complex terrain, which is both cost-effective and promotes interoperability with our USMC counterparts, and for exercise Black Alligator, the Dutch marines."

For the Royal Marines, one of the biggest attractions is the realism of the Black Alligator experience, which includes scenarios and landscapes similar to those that the men may be expected to operate in.

Cpl Richard Batchelor said: "Here we get to carry out realistic urban combat scenarios and live firing that we would never undertake anywhere else. We also get to practise, and mix, with the people we are most likely to go to war alongside."

"As an elite fighting force, we are specialist in a variety of environments, however this exercise has given us an opportunity to hone our training further, particularly in more conventional tactics, in a desert environment."



● Members of Fire Support Group Juliet Coy 42 Cdo on patrol in the mountains near Biza in Albania



● Royal Marines of Lima Coy 42 Cdo on exercise in Albania. (Right): A member of Whiskey Coy 45 Cdo RM during an emergency medical procedures exercise, recovering a wounded man from the field in Benin



); LA(Phot) Jason Ballard (Albania); PO(Phot)



● Members of Lima Coy 42 Cdo RM during the dawn attack on Sazan Island in Albania



● Royal Marines of 45 Cdo RM on exercise in Ghana



● An attack by members of 40 Cdo RM in the Mojave Desert during Exercise Black Alligator

# SO OTHERS MAY LIVE

## 60 Years of ROYAL NAVY Search & Rescue

WEDNESDAY, January 16, 1974.

More than three weeks after the big day, Slade's *Merry Xmas Everybody* was still top of the UK charts (although it was about to be dislodged by the New Seekers).

Ted Heath's Tory government was lurching through its final few weeks – in little over a month the embattled premier would call an election asking: *Who governs Britain?*

In his final season as manager Don Revie had guided his Leeds United team to the top of the Division One table by eight points. They would not be caught come May.

And struggling to make headway against a ferocious winter storm barrelling up the Channel, a small German-built and Danish-owned coaster, the *Merc Enterprise*, bound for Cork, laden with a cargo of barley from the Norman port of Le Tréport.

The storm was winning. The wind speed was never less than 50kts – and frequently gusted to 70kts. Waves between 30 and 50ft battered the *Merc Enterprise* remorselessly.

At 12.42pm this Wednesday, her skipper put out a distress call as his ship began to list badly to starboard, some 30 miles south of Plymouth.

Fifty miles to the west, the telephones in the ready rooms of 706 and 824 Naval Air Squadrons rang.

Five *Sea Kings* – two of them German undergoing training with the Fleet Air Arm – responded to the mayday.

They flew into conditions which tested men and machines to the limit. So bad was the weather that the automatic controls for keeping the nine-tonne helicopters above the stricken *Merc Enterprise* were useless; the pilots flew on manual.

In the panic of the moment – compounded by language difficulties – the Danish crew struggled to understand the instructions aircrewman PO David Jackson tried to pass on to them.

After recovering one of the *Merc Enterprise*'s crew without the need to go down himself, there was only one way to lift up three other sailors: a double lift. He would have to go down into the water himself.

He succeeded – at great personal risk, and suffering badly from exhaustion by the time he'd lifted the final man in the trio.

Such heroics were repeated by Jackson's counterparts in every helicopter buzzing around the *Merc*

*Enterprise* this bitter January afternoon.

PO David Fowles was lowered into the maelstrom when he saw what he thought was an unconscious body riding crests and troughs in the 50ft waves. In a deep trough, the winch wire struck the senior rating in the face, leaving him with injuries.

He persevered, trying to reach two other bodies, but the elements again defeated his efforts.

AB Adrian Williams – an acting aircrewman – was also lowered to recover a body. He was dragged through the crests of several waves, then swung violently in the January air before being lifted up to prevent further batterings.

Undeterred, however, he volunteered to go down again. As he rode down a wave, he succeeded in grasping at a body, held on to it, and was safely winched back into his 'cab'.

The tally read seven rescued, five dead. No more bodies would be recovered. With the Channel now engulfed by the January night, the *Sea Kings* decided to return for home. They had been on the scene for more than three and a half hours.

But this was far from the end of the mission. Winching at low altitude over

Continued on page 22

A snapshot of some of the key events in the history of RN SAR

## 1953

January – Westland Dragonfly introduced as first Search and Rescue helicopter, which quickly proves itself during the North Sea Floods (see right)

October – Westland Whirlwind joins the Dragonfly as part of the Royal Navy's Search and Rescue force

## 1965

March 18 – night rescue of two SAS canoeists off South Wales

## 1968

April 16 – night rescue of an injured keeper from Longships Lighthouse near Land's End

## 1969

Westland Wessex becomes part of the Royal Navy's search and rescue flight

## 1971

Sea King introduced at HMS Gannet in Prestwick in a dual role: anti-submarine warfare/ Search and Rescue

## 1978

February 2 – rescue of 24 people from the Orion oil rig aground on Guernsey

## 1979

August 14-16 – rescue of crews from the Fastnet Race (see opposite)

## 1988

July 6 – HMS Gannet helicopters assist following Piper Alpha oil rig disaster

December 20 – Gannet helicopters are first on the scene in Lockerbie after Pan-Am flight 103 is blown up by terrorists

## 1989

October 28 – rescue of 40 people from the MV Murree, 15 miles south east from Start Point in Devon

## 2004

August 16 – rescue of villagers and tourists in Boscastle, north Cornwall, during flash floods

## 2007

January 18 – rescue of 26 members of crew from the MSC Napoli off the South Coast

## 2008

January 31 – rescue of six people from the roll-on, roll-off ferry MV Riverdance in Blackpool

## 2011

July – rescue of two sailors from yacht Andriette 110nm out to sea in gales (Sgt Tony Russell – George Medal)

December 18 – rescue of climber on Beinn Sgùlaird in Argyll (Lt Cdr Craig Sweeney – Air Force Cross)

With thanks to all those who made submissions - apologies if we've not used your account; our space is limited - and to Lt Cdr Andy Watts, 771 NAS, and Fiona Holland, FORF.



## 1953

ON THE last day of January 1953, a dozen Dragonfly HR1/HR3 helicopters from 705 Naval Air Squadron at Royal Naval Air Station Gosport responded to urgent requests for help from the people of East Anglia and the Netherlands.

The combination of a high spring tide and severe winter storm spelled disaster for inhabitants of low-lying areas – in places the North Sea rose more than 18ft above its usual levels.

Swathes of Essex, Suffolk, Norfolk and Lincolnshire fell prey to the waters, as did nearly ten per cent of Dutch farm lands. The toll of man and beast on both sides of the North Sea. More than 300 Britons lost their lives, while over 1,800 Dutch men and women were victims of an event known simply as the Watersnoodramp – flood disaster. An estimated 30,000 livestock drowned, while 10,000 homes and buildings were destroyed and four times that number damaged.

It could have been worse, were it not for the Dragonflies.

It was an ungainly aircraft – two feet longer than today's Sea Kings which perform the same rescue mission, but with a solitary engine producing one sixth of the power from the Sea King's two Rolls-Royce Gnomes.

It was slow – top speed 95mph. And thanks to its only – and not exactly powerful – Alvis Leonides engine, it could only carry four people: one pilot, one aircrewman and two passengers.

And yet, on the night of January 31 and following first day of February 1953, the dozen Dragonflies saved 840 souls. One single pilot accounted for 111 people, another 102.

They were not just Britons saved – this is a constant theme in Royal Navy SAR since 1953. Some Dragonflies were dispatched to the Netherlands (one is pictured above landed next to the flood waters), where among many deeds recorded or otherwise, one helicopter rescued baby twins.

For their life-saving efforts, the Commanding Officer of 705 NAS, Lt Cdr Bob Spedding received the MBE and Aircrewman IS Craig received the British Empire Medal.

This was the beginning of Royal Navy Search and Rescue. On the back of the January storms, the service was introduced at seven Fleet Air Arm bases:

Anthorn (HMS Nuthatch), near Carlisle;  
Brawdy (HMS Goldcrest) in Pembrokeshire, Wales;  
Eglinton (HMS Gannet) in Northern Ireland;  
Ford (HMS Peregrine) near Littlehampton in Sussex;  
Lossiemouth (HMS Fulmar) in north-east Scotland near Elgin;  
Gosport (HMS Siskin) in Hampshire;  
Culdrose (HMS Seahawk) in Helston, Cornwall.

In the years since, the SAR role has also been performed by RNAS Portland (HMS Osprey) in Dorset, RNAS Lee-on-Solent/HMS Daedalus and RNAS Yeovilton/HMS Heron, while Gannet can today be found not in Northern Ireland, but across the Irish Sea at Prestwick, just outside Ayr.

And whilst records for the first night of Royal Navy rescues have been meticulously kept, we cannot tell you how many people owe their lives to the men and women of the Search and Rescue force – certainly not for all six decades.

But we can tell you that 4,791 people have been helped over the past ten years – victims of road accidents, lost or injured walkers, seafarers in peril such as the crew of the ferry Riverdance, beached off Blackpool in 2008, people trapped by rising flood waters such as the torrent raging through Boscastle in 2004, expectant mothers in remote communities (some of whom have even given birth in the helicopter) – in more than 5,500 missions flown from the two extant Royal Navy SAR units, 771 NAS at Culdrose, and HMS Gannet. Unlike many of our previous retrospective or historical supplements there is no continuous narrative in the story of Royal Navy Search and Rescue. These are random, unforeseen or unexpected events. There is often little time to plan or prepare.

There are two constants throughout: selflessness and personal bravery. The pages of the London Gazette – the government's official journal of record – are peppered with citations, mostly written in a terse and unemotional fashion which belie the drama and heroics of the hour.

Here, mostly in their own words, are the accounts of rescuers and rescuees which capture just a handful of the sorties flown by Fleet Air Arm SAR crews over the past six decades.

## 1974

Continued from page 21

the wreck of the Merc Enterprise had exposed the Sea Kings to the fury of the Western Approaches – above all salt water.

The windscreens of the helicopters were encrusted with salt. Worse, it had forced its way into the engine.

As he made his way back to Culdrose, the compressors stalled several times in Lt Cdr Mallock's helicopter. That, in turn, caused the engines to nearly fail twice, but the pilot managed to regain sufficient power to lumber slowly towards Cornish shores.

With that Sea King clearly failing, Australian exchange pilot Lt Tony Baker was sent to escort Mallock's struggling bird home.

As the pair flew over the coast in pitch blackness, Mallock knew his aircraft would not make Culdrose; he had to set it down.

Both engines now gave up completely and he was forced to auto-rotate, avoiding a village and then a power line, before putting his Sea King down in a ploughed field on a steep slope. Not a crewman nor the shipwrecked mariner was injured.

Observing all this was Lt Baker. His bird had suffered its own compressor stall – and recovered. Satisfied that all aboard Lt Cdr Mallock's Sea King were safe, he turned for home.

He did not get far. First one, then the second engine failed. He too was forced to make a landing without any power, with his visibility impaired by salt smeared across his windscreen. Despite such impediments, he found a flat, open field and landed safely.

It was November 18 1974 – Harold Wilson was now premier, David Essex topped the charts, and a Revie-less Leeds were near the foot of the Division One table, while Ipswich sat atop it – before the men involved in the Merc Enterprise rescue were



● One of the Merc Enterprise's crew is safely winched aboard one of the rescuing Sea Kings

officially recognised.

There were two Air Force Crosses – to pilots Tony Baker and David Mallock – and three Air Force Medals – to aircrewmen David Jackson, David Fowles and Adrian Williams.

Two phrases are used repeatedly in the men's citations: "great credit to the Royal Navy" and "in the highest traditions of the Royal Navy".

To those who were there, the Merc Enterprise was a life-changing episode.

To the media, it was a stirring story to fill the column inches and news bulletins, and then forgotten.

The British people briefly took note, applauded the bravery of this small band of fliers, and then the Danish coaster – and their rescuers – slipped out of the public consciousness, just as the raging Channel swallowed the ship whole.

To the Royal Navy's Search and Rescue units and squadrons it is, if not a typical, then not unusual story, repeated time and again over the past six decades, of men – and more recently women – demonstrating skill, heroism and above all selflessness, so that others may live.

## 1957

NAVAL Airman Peter Hardy from Norwich found himself as an aircrewman by accident when he left 815 Avenger Squadron in March 1957 to join 705 NAS at HMS Daedalus.

“Joining, they were surprised as there was no role for an armourer as it was a helicopter training squadron with only a signal pistol per aircraft.

As the pilots completed flying training they then went with an aircrewman to learn SAR duties. I soon found I was in constant demand to act as a survivor and being winched on single and double lifts in Dragonflies and Whirlwinds, both on land and in the Solent so much so I was given my own log book and one of the student pilots said he had heard I had been picked up so many times I should have a ring bolt in my head.

I had many adventures, double lifts in Dragonflies could be a bit hairy as there was only room for one aircrewman; so if attending a survivor who was unconscious, the aircrewman would throw out a long length of RT cable and the pilot would then control the winch with instructions from the crewman. Training included calling an RT failure when the pilot had to ascertain the situation and get you both back on the aircraft safely, all this time I was building my flying hours (unpaid) as at that time armourers couldn't convert to aircrewman duties.

I remember flying with a Lt Spraffard who on completion of normal training was going on to do a helicopter test pilot course, I was to go with him to write up various times, temperatures etc., I particularly remember doing timed climbs and auto rotations over Gosport mud flats, I think I left my stomach there, especially in the small two seater Hiller helicopter.”



## 1961

ON THE night of October 22 1961 the 300-ton coaster MV Halronell was swept on to Tusker Rock, off Wexford in the Republic of Ireland, in gale force winds and heavy seas.

Her crew tried – unsuccessfully – to launch the ship's liferaft and three men were lost; the remaining three took shelter under the deckhead of the wrecked bridge.

The foul weather meant Irish lifeboats were unable to help, so the call went in to the rescuers at RNAS Brawdy in Pembrokeshire. Dragonfly 904 responded. Aircrewman Maurice 'Mo' Byham remembers:

“We arrived on site to find two lifeboats and an Irish Navy corvette close by.

The ship's bow was hanging over the rocks, the centre section plates were scattered and the stern was hanging at a crazy angle.

The three crewmen were on the broken stern section huddled under the bridge deckhead with the bridge front missing.

Although dressed and prepared to undertake a series of double lifts, we quickly decided that single lifts would be cleaner and safer as the crew looked to be in a fit state.

After each lift we transferred each man onto the deck of the County Wexford lifeboat Kilmore Quay.”

Among the three men saved that day, a then 17-year-old James Myler from Arklow, County Wicklow:

“I was the youngest of the three ship's crew who were rescued by the Dragonfly that flew from Pembrokeshire to Black Rock on the south-east tip of Ireland.

I was the first to be winched up from the bridge of the Halronell and then put down on to the Kilmore Quay lifeboat that was standing close by. The chief engineer and the captain were similarly rescued and we were then taken to Kilmore Quay.

Three of the crew were washed overboard, the youngest crewmember was picked up by HMS Centaur from our liferaft but was dead, the other two crew were washed ashore in Holyhead one week later.

I was a few months under eighteen when I was rescued and I went back to sea and worked there until I retired.”

The loss of the Halronell was one of the catalysts for the Irish to establish their own air-sea rescue service.

## 1985

Sometimes it's the rescuers who need rescuing. On August 2 1985, Larry Slater's Wessex 5 was called on to help Newquay's Inshore Lifeboat which was in difficulty after attempting to rescue a person stuck at the bottom of a cliff.

“On arrival at the scene, we managed to recover the stranded person by double lift and hand him over to the local Coastguard team.

The lifeboat was now in a precarious position – the boat was being pounded by strong waves.

The boat then overturned. Three crewmembers were now in the water, one of whom was barely conscious.

I was winched down and with the excellent assistance from the pilot and crewman, managed to recover all three crew.”



THE evening of August 14 1979 and 20-year-old Midshipman Peter 'Harrie' Harrison glances up at his Sea King 590 of 819 NAS, ready to lift Nick Ward from the stricken yacht Grimalkin somewhere south of Ireland.

The 23-year-old Ward was the very last man to be saved of around 140 sailors plucked from the Western Approaches in the largest sea rescue mission ever staged in peacetime as the Fastnet Race was unexpectedly caught in a raging tempest.

The 300-plus participants expected heavy seas as they left the Solent bound for the Fastnet Rock, off the southern tip of Ireland.

What they ran into, however, was a storm with winds reaching Force 10, or even 11 (at least 55mph and at times over 70mph).

Not one in three yachts finished the race. Two dozen vessels were abandoned or sunk.

The response from rescuers was Herculean. British warships. Irish patrol ships. RAF Nimrods. Tankers. Lifeboats. RAF helicopters. RN helicopters.

A dozen Fleet Air Arm helicopters – a combination of Sea Kings, Wessexes and Lynx – responded to the calls for help. As it was the height of summer leave, many crew had to be recalled.

They scoured an area of 10,000 square miles of ocean –

that's 16 times the size of Greater London.

Of the 4,000 people involved in the international rescue effort, the Royal Navy co-ordinated the search for 80 vessels.

The six crew of the Grimalkin had originally enjoyed the strong winds – "the boat," Ward recalled, "was in its element" – but as the storm intensified, the yacht was battered by six-metre-high waves and the wind gauge registered 60kts.

In the small hours of August 14, the boat capsized half a dozen times – yet always righted herself.

But after overturning a seventh time, the crew were trapped beneath her.

Matt Sheahan and shipmate Dave Wheeler freed themselves, while still under the upturned hull Mike Doyle cut free Matt's trapped father David.

When they emerged on the surface of the Atlantic, David Sheahan was being carried away. The remaining crew were unable to get to him. He drifted away into the grey wastes.

In the tossing waves, the Grimalkin finally righted herself – dismasted. Matt Sheahan was hurled into the cockpit, landing on top of Nick Ward and Gerry Winks.

Both men were motionless. With water sloshing around, with the body of David Sheahan lying

face down and being carried away, Matt Sheahan, Dave Wheeler and Mike Doyle reluctantly decided to abandon ship, convinced their shipmates were dead.

They were not. Nick Ward regained consciousness and succeeded in resuscitating his shipmate briefly, but it was to little avail. Gerry Winks was dying. "If you ever see my wife Margaret again, tell her that I love her," he stuttered. Shortly afterwards he died.

Nick Ward was now alone on a yacht with no liferaft and no means of raising the alarm. "I was deathly cold. My brain wanted to give up. I was convinced I wouldn't survive the night."

Coming to Ward's aid was the German yacht Tai Fat. Crewman Michael Nesselhauf remembered that the stricken Grimalkin was "the worst sight I've ever seen. We thought: there's no-one alive any more." Nevertheless the Germans hoped the bright red hull of their vessel would serve as a useful marker for any rescue helicopter.

It may have worked – or 590 might have found the stricken

yacht anyway. But in the growing gloom of a waning August day, Peter Harrison was lowered on to what he could best describe as a "crumpled heap" and found Nick Ward in the cockpit, as well as the lifeless body of Gerry Winks.

Harrie Harrison recovered the dying before the living, lifting up Winks' corpse before returning for Nick Ward who, by this stage was barely coherent, insisting he must retrieve his clothes.

The clothes were left. After 14 hours alone on the stricken Grimalkin, Nick Ward was safe.

He was one of around 140 yachtsmen rescued by a combined effort. Gerry Winks and David Sheahan were two of 15 sailors claimed by the storm.

Two of the dead were the Senior Service's own: Sub Lts Russell Brown and Charles Stevenson from the RN's engineering school at Manadon, were washed overboard from their yacht Flashlight.

Their boat was saved, towed to Penzance. The battered Grimalkin was also salvaged, refurbished. She continues to sail.

## 1981

In the small hours of Tuesday December 8 1981, the 5,000-ton MV Melpol was ablaze in a Force 8 storm some 40 miles southeast of St Catherine's Point on the Isle of Wight.

Her mayday was picked up by RFA Engadine, which launched two Sea King Mk2s from 737 NAS.

Aircrewman/winchman LACMAN Paul Newman takes up the story:

"We located the Melpol 50 minutes after take-off and saw she was heavily ablaze amidships.

The fire had engulfed her entire superstructure and was giving off thick acrid smoke. She was

lying crosswind and wallowing in heavy seas.

We saw two groups of survivors on deck, one on the forecabin and another larger group at the aft end of the ship. The decision was taken to commence winching the survivors from the ship in spite of the problems and risks that this entailed in the difficult conditions then prevailing.

My aircraft (271, XZ579) commenced double-lift winching operations from the forecabin area and the other Sea King began at the aft end.

The first time I was lowered to the deck I experienced a static discharge so severe that it knocked me off my feet.

We winched the two survivors from the forecabin, one of whom was injured, and together with

three others from the after end flew them to the container ferry MV Europic, which by this stage was closer than Engadine.

Our two Sea Kings then settled into a shuttle routine winching off survivors and taking them to the Europic.

In all, 28 crewmen (believed to be all Filipino) were rescued. At the end of the winching operation both Sea Kings took part in an abortive search for a missing crewman, who was later presumed to have perished in the engine room.

The Sea Kings then returned to Engadine.

All the while Engadine closed Melpol and at daybreak transferred firefighting and salvage teams by helicopter.

The rest of the day was spent successfully fighting the fire and preparing the ship for salvage. Eventually, a tug arrived and the Melpol was towed to Rotterdam.

The Sea King crews received Queen's Commendations (pilots and observers received the Queen's Commendation for Valuable Service in the Air and the aircrewmembers received the Queen's Commendation for Brave Conduct) for their part in the rescue, as did members of Engadine's firefighting and salvage teams.

The following year, the Sea King crews collectively were awarded the Edward and Maisie Lewis Award by the Shipwrecked Fishermen and Mariners Benevolent Society. "



IN JUNE 1985, terrorists blew up an Air India Boeing 747 inbound from Montreal to London (and on to Delhi) some 130 miles off the southwest tip of Ireland.

Observer Lt Cdr Chris Sutton - on his first live search and rescue mission - was one of those who responded.

"We departed from Culdrose with high expectations of finding the 747 on the surface with all these people needing rescuing - we had all seen the movies. Instead when we, eventually, arrived on scene we found about 25 square miles of wreckage and dozens of bodies. None of the wreckage was bigger than a few square metres and a very high percentage of the passengers were women and children going back to India for the holidays.

Many of the 16 or so bodies that we recovered did not have a mark on them but some were badly mutilated from the impact.

To this day, I still occasionally have bad dreams over this mission and often, when another air crash has occurred, think of the 329 souls on board the 747. "

## 1987

RICHARD 'Dick' Noble served for two years on 771 NAS between 1985 and 87, flying more than 50 SAR missions in a Wessex 5 - of which the following stand out.

"In January 1987 we were very busy with relief and casualty evacuation work when snow closed Culdrose and most of the roads locally for some days.

Needless to say at the SAR flight it was business as usual. Having been off-watch at home at the arrival of the snow, my opposite number was obliged to come and fetch me from the field at the bottom of my garden in Leedstown to effect the watch changeover. I returned the favour by dropping him at the playing field in Praze. We continued watch changeover like this for several days!

The May Bank Holiday of 1987 appears particularly memorable with four 'shouts' in one watch and seven over the weekend. One evening we got a call to assist the police in apprehending a disturbed individual intent on suicide at St Michael's Mount.

At high water the Mount is not gifted with any landing site and with visual contact on our man about to perform the deed we landed within the walled tea garden and the individual was saved. Don't try that in a Sea King!

In March 1987 we attended the MV Hornstrand abandoned by the crew and adrift in the Channel.

Only when we arrived did we learn that the crew had detected a hold fire and the cargo was 300 tonnes of high explosive. Thankfully the fire was extinguished and the vessel taken under tow without further excitement.

In August 1986 we got a call to Mullion harbour one evening in very bad storm conditions. With waves breaking over the harbour wall two boys had been washed from the wall into the harbour. From my very shaky hover (no stability until a few minutes after a SAR start in the Wessex!) LACMAN Ian Penhaligon jumped into this 'washing machine' and remained there in zero-vis until he was satisfied there was no-one below the surface.

It was a protracted search but you can read all the details online in Ian's citation for the award of the Queen's Gallantry Medal.

I have fond memories of my time in 771. It is rare in Service life to train for a job and actually get to see the results - let alone results that are so worthwhile in humanitarian terms. I have spent my entire career flying all sorts of aircraft but I don't think anything would ever match the experience and reward of 771. "



PILOT Alun Thomas - whose sons are both serving Merlin pilots in today's RN - never served in a SAR squadron, but he was rescued by them in November 1969.

"Whilst serving in 826 NAS, deployed in RFA Olmeda on detachment from HMS Eagle, I was rescued - with the rest of the crew - by a Wessex HAS 3 after ditching due to engine failure whilst carrying out SAR drills about 300 miles west of Gibraltar. "

Nearly four years later, his was one of two Sea Kings from 814 NAS scrambled from HMS Hermes - then alongside in Portsmouth - when the Pisces 3, a deep submersible, became stranded on the seabed off Ireland with two crew aboard. After picking up extra equipment at Culdrose, the helicopters flew on to Cork.

"We stood by in the VIP lounge at Cork Airport - which I suppose became a Naval Air Station for the moment! - for several days (under the protection of the Irish Special Branch!) until the crew of Pisces 3 (a deep submersible which had become stranded on the bottom) were brought to the surface by their rescue vessel, when they were transferred and brought ashore by the other crew.

Whilst at Cork, our crew rescued the crew of a German freighter (MV Elbemarchon) which had run aground under the Cliffs of Moher, south of Galway.

I still have a copy of the signal from MRCC Shannon thanking us for our help - I believe this was the first time that a British military unit had visited the Republic for many years.

On completion of the operation, we repositioned to the military barracks, along with our SB guardians, for an extremely pleasant dinner and overnight rest before returning to the ship.

I never served on a dedicated SAR unit, but my sons have both served on 819 NAS and as ASW pilots we have all been involved in SAR operations at various times. "



JULY 25 1980 is a date fixed in the memory of Leading Aircrewman Larry Slater, whose Wessex 5 carried out six SAR sorties that day.

"A man was noticed at the top of the cliffs at Mullion frantically waving. Realising that this was not a 'normal wave' from someone watching the cab go by, it was decided to land near to the man.

I went to talk to him and he told me that his yacht (which was between an island and the cliffs and unseen from seaward) was very nearly sunk.

However his wife was still on board. Having briefed the rest of the crew we got airborne and sighted the stricken yacht. I was winched down and recovered the woman by double lift, the aircraft then flew to the top of the cliff where the couple were re-united and handed over to the local Coastguard team.

The strange thing about the man was that he had a false leg and it was shaped just like a billiard table leg. *Safeguard!* Couldn't believe he had climbed all that way up with that false leg!

Number three of six SAR jobs came while carrying out an inshore lifeboat exercise in Hayle harbour.

A 'survivor' was seen in the water, thrashing around. The aircraft moved to the position of the 'survivor', where I jumped in.

He started getting physical - I thought this was for the crowd. He then proceeded to swim downwards. I followed him, brought him back to the surface and managed to recover him double lift into the cab, whereupon he tried to jump out. We secured him!

Eventually we managed to put him back on the inshore lifeboat. En route back to Culdrose, I happened to mention that their 'survivor' was a bit over the top in his actions. The reply from the lifeboat: "He's not ours. We thought he was yours."

It was established that the man fell into the water drunk... He was taken to an awaiting ambulance at the quayside. "



THE following is a citation for the crew of Rescue 193 for two awards – Prince Philip Helicopter Rescue and the Edward and Maisie Lewis Awards – in 2009, relating to a mission the previous autumn.

At the time, the rescue received relatively little publicity – certainly nothing like the MV Riverdance lost off Blackpool, the ill-fated 1979 Fastnet race, Piper Alpha and the like.

But the efforts of the crew on November 10 2008 – Lt Sean Krueger (on exchange from the US Coast Guard), Capt Martyn ‘Rosko’ Roskilly RM, observer Lt Jonathan Hounsome and aircrewman CPO Dave Rigg – exemplify the dangers faced by Royal Navy (and RAF) Search and Rescue fliers on a regular basis.

CPO Rigg (pictured), who continues to fly as an aircrewman, currently with Gannet, was also awarded the Queen’s Gallantry Medal for the mission. Lt Krueger flew 61 lifesaving missions with 771 NAS but was sadly killed in a helicopter accident in July 2010 flying with the US Coast Guard in Alaska.

“Fourteen hours into their duty – the crew of Rescue 193 (771 NAS) were scrambled to aid a fisherman onboard the 29.5metre (96ft) Spanish fishing vessel Pesca Verdes Tres.

The vessel was reported to be 150 nautical miles south-west of the Isles of Scilly in a westerly gale Force 8 with rough seas. The casualty was reported to have suffered from a severe abdominal injury and his condition assessed as life threatening.

The fishing vessel had turned towards the UK and although steaming at full speed, it would only be at the extreme range of the Sea King at the time of the anticipated rendezvous.

After refuelling at St Mary’s, Rescue 193 arrived on scene at 0255 in atrocious conditions – gale force seas, inky black night with no references or horizon to help the crew stabilize in the hover. To make matters worse, the Pesca Verdes Tres was rolling excessively in the deep south-westerly swell which was also causing the vessel to pitch and fall by 45ft in the very gusty and extremely turbulent wind conditions.

Any transfer to the vessel was going to be very challenging, made even more difficult by the lack of deck space and the obstructions that festooned her deck: a 25 ft high bridge, 25ft high transom at the stern and a plethora of radio aerials that whipped dangerously at the helicopter.

Given the serious nature of the casualty’s injuries, the only safe option was to lower CPO Rigg on to the deck by use of a hi-line in order for him to give immediate medical treatment to stabilise the casualty’s condition and coordinate the evacuation by stretcher.

Utilising a mixture of white light and Night Vision Goggles, Capt Roskilly’s commentary on the approaching wave-sets, swell and the likely motion of the vessel was vital in allowing the crew to seize the fleeting lulls in deck motion and conduct the transfers.

Lt Hounsome directed the aircraft into a high hover in order to maintain aircraft safety and successfully passed a hi-line to the vessel’s crew.

Lowering CPO Rigg to a suitable height above the tempestuous sea, Lt Hounsome provided a calm ‘con’, translating CPO Rigg’s hand signals into clear manoeuvring orders to the pilots. For a period of ten to 15 minutes CPO Rigg remained suspended on the winch wire, composed and selfless, whilst being battered by the elements as they waited for the opportune moment to

move over the vessel.

At one point during this transfer, the aircraft and the vessel started to part company due to the violent, unpredictable sea. The hi-line parted and CPO Rigg was recovered back into the aircraft in order to re-assess the situation.

Time and aircraft fuel were running out. Realising that the hi-line procedure was unlikely, a small area above the well deck on the rear port quarter of the vessel was selected for a conventional transfer.

Despite the considerable hazard of impacting the transom, its rigging or the rear of the heaving vessel, the crew elected to attempt the transfer.

Once again the aircraft stood off the vessel for ten to 15 minutes with CPO Rigg suspended 60-70 feet below until a very short lull in deck movement.

CPO Rigg was deposited firmly on deck and he rapidly detached from the winch wire and set to work on the casualty below. The motion of the vessel, coupled with limited and at times no hover references, was such that the transfers took all of the crew’s skill and experience.

The casualty had been critically injured by a cable that had parted and almost severed his upper and lower torso, a condition far more serious than the crew of Rescue 193 had been informed of.

CPO Rigg, a paramedic-trained aircrewman, did as much as he could to stabilise the man before returning to the upper deck to take charge of the vessel’s crew.

Three further successful hi-line transfers were conducted to pass the stretcher to the vessel, recover the stretcher and casualty, and to recover CPO Rigg to the aircraft.

It had taken an hour and 11 minutes to conduct these transfers – conventional SAR planning allows for 30 minutes on scene so the decision to re-fuel on the Isles of Scilly was a key component to the recovery of the casualty.

Throughout the transfers Lt Krueger demonstrated a high degree of handling skill, captaincy and spatial awareness in minimising the hazards to the aircraft and crew.

Despite spending over an hour in physically exhausting conditions, followed by a wild recovery to the aircraft, CPO Rigg continued to administer emergency care assisted by Lt Hounsome, successfully resuscitating the casualty on five separate and emotional occasions.

Sadly, the casualty died from his severe injuries before Rescue 193 reached Royal Cornwall Hospital. ”



## 1993



WHY do the Royal Navy’s Search and Rescue crews put their lives on the line to save others? What makes them do it? PO(ACMN) Marcus ‘Wiggy’ Wigfull (pictured), recently retired after 16 years in SAR (he’s now doing the same job in civvy street), describes his motivations.

“There I was a weapons engineering mechanic and going about my daily routine, fixing the communications in the hangar on HMS Sheffield when I was approached by the then Lt ‘Shiner’ Wright, the flight observer on the Lynx. He asked me if I was interested in going on the winch as a ship’s diver to recover the dummy torpedo. Well, that’s not an offer you got every day!

After an exciting morning, Shiner explained that he used to be a SAR diver with the Search and Rescue and that I should look at following that path.

After a lot of digging and divisional paperwork I went to Culdrose to complete my grading for anti-submarine warfare aircrewman. Success! I just had to wait for the place on course to come up. Two months later the deputy weapon engineer officer summoned me to inform of my place and I had a choice of a seven-month round-the-world

deployment or 16 months in the classroom and a chance to become an aircrewman! Decision made!

Six years later, after jumping out of a Sea King Mk 5 as the duty SAR Diver Paramedic on Rescue 193 for station wet winching, I came alongside a single seat dingy containing one certain, Lt Cdr Shiner Wright. He just shook my hand and smiled. That was when I knew I had made the best decision of my career.

After 23 years in the Navy, 16 years in SAR, 900 rescues and a three-year secondment to the RAF SAR unit in Chivenor, there are many great experiences to look back on.

From 250 miles out in the south-western approaches to the top of Ben Nevis and from the elderly and infirm to delivering a baby! No two days were ever the same. Telling a single-handed yachtsman that his brand new yacht would be perfectly safe in the hands of the lifeboat that were on their way, after he had chest pains, only to never see it again!

I have some fantastic memories and some I wouldn’t wish on my worst enemy, but with the very bad come the funny and I have one story that highlights the true spirit of the Royal Navy crewman!

Summer’s day, RNAS Culdrose and the grockles [West Country term for tourists...] were out in force.

Scramble the SAR!! I was crewed up with two pilots

and a PO aircrewman winch operator who would like to remain anonymous (Dan Wade!). I was the duty SAR diver and getting used to squeezing myself into a 1950s two-piece wetsuit in about three minutes, four times a day!

Report of a middle-aged male floating out to sea off Penzance in a child’s inflatable dingy. Nothing unusual about that – standard procedure, get changed ready to jump unweighted (without diving set) next to the dingy, jump from 40 feet, introduce and reassure, then gently remove said occupant from dingy, deflate dingy with the aid of five-inch divers knife (so nobody reports it later), recover to aircraft, hand over to waiting Coastguard and accept the applause of the watching holiday makers! Simple!

Nine minutes to ‘On-Scene’, I was oblivious to all the chatter from Falmouth Coastguard whilst getting changed and knew that any pertinent information regarding the casualty would be passed by my professional winch operator!

Visual casualty and ready to jump.

Two taps on the shoulder and away I went. Lovely chap who was fine, if not a little overawed at the fact he was the reason a ten-tonne aircraft was coming to say hello.

After my introduction and enquiring if he could swim – to which he replied, “Not very well!” – I reassured him that I would keep

him safe. Floating together whilst he gripped me slightly more than I was used to, dingy duly scuttled, I called in the aircraft.

Double strop recovery uneventful and directed him to the three-man troop seat.

On arriving at the Penzance heliport, I jumped out of the cab with a modest leap and beckoned the casualty to make his way from the seats to the cabin door. He looked very uneasy and rolled himself from the seat to the door!

I looked at Dan with a puzzled expression not quite sure what was going on. He said he was uninjured??

As I turned to the passenger terminal the realisation of what was unfolding became apparent. His daughter was walking towards the aircraft with a wheelchair.

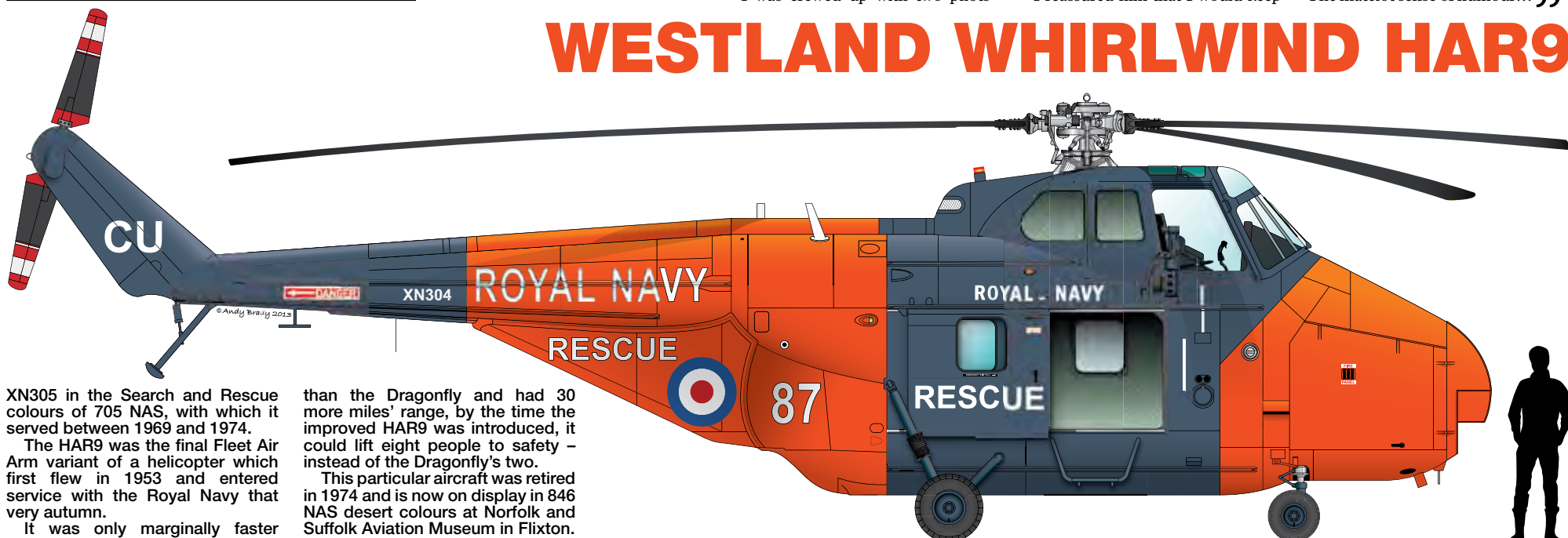
What had I done? Dan just smiled at me.

After saying our goodbyes, I asked Dan if there was anything that I should know.

The answer: “Sorry, mate, perhaps I should have mentioned that the chap had no use of his legs from a previous medical problem... Was that important?? With my head in my hands knowing how this was going to be the talk of the base – SAR Diver drags disabled man from perfectly serviceable dinghy!

The story is still being told 15 years later, if not slightly elaborated! The matelot sense of humour... ”

## WESTLAND WHIRLWIND HAR9



XN305 in the Search and Rescue colours of 705 NAS, with which it served between 1969 and 1974.

The HAR9 was the final Fleet Air Arm variant of a helicopter which first flew in 1953 and entered service with the Royal Navy that very autumn.

It was only marginally faster

than the Dragonfly and had 30 more miles’ range, by the time the improved HAR9 was introduced, it could lift eight people to safety – instead of the Dragonfly’s two.

This particular aircraft was retired in 1974 and is now on display in 846 NAS desert colours at Norfolk and Suffolk Aviation Museum in Flixton.

# CLASSIC JACK

BY TUGG



## Where's Jack?

I WOULD just like to say thanks for pushing out such a great publication every month informing both serving and ex serving the latest news in the RN.

Having been in the Navy for 27 years, it was always a highlight of the mail drop off if the 'Dockyard Dandy' arrived, especially if you were a Navy orphan.

In the early days of my career, the first pages to be checked out were the Advancement points page followed by Tugg's *Jack* cartoon, more recently renamed as *Classic Jack*.

Having received my copy this month following my subscription I was a bit miffed to find *Jack* left out of the September edition.

What has happened? Has he had to 'swallow the anchor' in the latest round of cutbacks to the best Navy in the world.

Or is it a case of him having too many wets and missing the boat this month?

I bought my copy of July's *Navy News* proclaiming 'Farewell to the 42 - Tribute to a Legend' to find on getting home a feature

of just a couple of pages to the 42.

This is a class of ship that has seen roughly 30,000 personnel serve on them over the years and of the ships 'still on patrol' as our American friends would say.

I appreciate that you can't put everything in your publication but surely after all the fine work that these ships & crews have put in they justify more than that!

Can I also please through your great publication give a call out for the RNA? If anyone has left the RN and thought the RNA is not for them as it is too 'regimental', let me reassure them that it is not.

In my local branch it's just a great chance to get together, have a pint and talk 'Jackspeak' to other ex-Matlows and Bootnecks who know what you are going through and understand you. It's also a great way to network for new jobs.

Anyway, that's enough of the dripping - keep up the good work!

- Dave Kerley  
Salisbury, Wilts



## Generous Jackpot

TO MARK the 43rd anniversary of Black Tot day back earlier this year, Pusser's Rum generously donated two ceramic 'Nelson's Blood' decanters as special prizes for the best letter writers in our November and December *Navy News* - instead of the usual 'Jackpot' bottle of Pusser's Rum.

Each special-edition ceramic decanter (pictured above) holds one litre of three-year-old rum at 42 per cent ABV - which normally retails for around £99 and is sought after by collectors.

November's winner is Tom Vincent, in lieu of his years of temperance caring for others.

## Carrier confusion

READING 'The white heat of the future Fleet' in the October issue of the *Navy News*, and with particular reference to the launch of the first of the new carriers next year, I wondered, if it was too late to change the name of that ship?

In view of the recent birth of a son to the Duke and Duchess of Cambridge I thought that HMS Prince George has a fantastic ring to it as well as being highly appropriate.

Of course I wouldn't want to offend Her Majesty but I am sure she would be delighted to have the biggest ship in the Navy named after her great-grandson.

After all, there is a beautiful ship that already bears her name and an added bonus is that it would avoid possible confusion and dismay for people booking a cruise when there are two ships with the same name and ending up drinking their gins and tonics while F35B's hurtle by!

Food for thought?

- Anthony John Rickett  
Southampton

# Majestic tot

IN FEBRUARY 1947, I was a Sick Berth Attendant nursing infectious diseases on the zymotic section at the Royal Naval Hospital Haslar, on the Gosport side of Portsmouth Harbour.

The ward I was working on was separated from the sea by a road. The view from the ward, to the right, was across to the Spithead and Isle of Wight, to the left Southsea.

I remember that day on February 1 1947 - King George VI, with the Queen and the two Princesses, sailed out of Portsmouth Harbour in the early morning mist on HMS Vanguard, the last battleship in the Royal Navy; what a beautiful ship she was! I had three friends on board.

How I wished I was going on this Royal tour of South Africa. It was a majestic sight to watch this ship sail out on its long voyage, and the King gave

the order to Splice the Mainbrace across the Fleet. When working in a Naval Hospital sadly we were forced 'T' for Temperance.

We could not have a daily tot and to compensate we received 6d a day 'in lieu of'. We assumed we would just get our 6d but to our surprise, we received a tot. On our return from South Africa, the King gave the same order and we received a second tot.

The explanation we were given was that it would not be possible to write into our pay an extra shilling.

On reflection, I have enjoyed a tot ever since. I am now 85 and proud to have served in the Royal Navy.

- Tom Vincent  
Vice President, 1805 Club, Henlow,  
Bedfordshire

## Duncan's five-star future

HAVING served in the previous HMS Duncan in 1963-64 I was interested to see what the new HMS Duncan was like.

The CO, Cdr James Stride, was kind enough to grant me permission to go on board to see for myself. I was shown around the ship by Lt Anatol (Tony) Rweyemamu, the Logistics Officer.

The ship is huge compared to the frigate HMS Duncan F80.

Since the last time I was on the previous Duncan, technology has advanced tremendously.

The bridge, operations and engineering control centres are very impressive, certainly the digital age.

Control and access to systems are through a large number of display screens.

Damage control in the ship is monitored and controlled via screens at the control stations, backed up by the original method in the event of a system malfunction.

When I visited the ship it was very quiet with just the duty watch on board. The rest of the crew were ashore on leave. The comfort of the crew has



● Duncan veteran John Clarke tours the RN's new HMS Duncan  
Picture: John Clarke

not been overlooked: Five star luxury compared to what I had experienced.

I thoroughly enjoyed my visit. My thanks go to Cdr Stride for permitting me to go on board and also to Lt Rweyemamu for being an informative and patient host. I had so many questions

to ask!

I look forward to following the life and deployments of HMS Duncan. All those who serve in her should be very proud of a truly magnificent ship.

- John Clarke  
Alvaston, Derby

## Second blessed

WHILST wishing Rev Heather Anston every blessing as she begins her Ordained Ministry in the Diocese of Truro, you may wish to be aware that there is at least one other ex-WRNS officer who has already followed this path and is somewhat closer to the home of the Royal Navy!

My wife, Rev Philippa Mills, joined the WRNS in 1986 and commissioned in the Instructor branch as a Second Officer. She served through the transitions from blue to gold stripes and from Second Officer WRNS to Lt RN before leaving in 1995 on the birth of our first child. She was ordained as a Deacon by the then Bishop of Portsmouth in 2009 and served her title in the parish of Hook-with-Warsash.

Last month she was installed by the present Bishop as the Vicar of Whiteley.

- Cdr Tom Mills RN (Rtd)  
Whitley, Southampton

## Rum locker

HMS Agincourt survived a Force 10 gale in the Atlantic in the 1960s ripping off all boats and their davits.

Agincourt was flying the flag of the first NATO matchmaker Squadron and I was just 20 on that day, September 24, 46 years ago.

I was denied my very first tot as the rum locker could not be reached due to the sea conditions.

As a sparker, I spent my birthday clutching a bucket on the deck of the wireless office trying to maintain communications by Morse Code.

In hot pursuit of Pusser's Rum, I hope I finally receive that first tot!

- Norman Davies ex-RN  
1963-1987  
Buriton, Hants

## Guitar Hero

ONBOARD Albion during our first week of sea trials, every evening after rounds, a young stoker would play his guitar. I use the word 'play' loosely, it sounded more like a cat being plucked!

By the third evening he had got through to everyone - on the fourth evening he came into the mess but couldn't find his guitar.

No one in the mess had seen it but the Killick of the Mess who sat at the table writing a letter said in a low voice: "It's in your locker!"

The young stoker, like everyone in the mess, just for a few seconds, tried to work out the size of the guitar and the size of his locker.

We all came to the same conclusion, that one didn't go into the other!

He rushed to open his locker and out fell many shiny pieces of wood and lengths of cat gut!

The killick never looked up from his letter writing but he was heard to say again in a low growl: "Try playing that, Stokes!"

- Pete Childe  
Deepcar, Sheffield

## Formidable

CAN you please tell me why for many years now, no ship has carried our good name Formidable?

I'm sure all shipmates who are still with us will never forget life on board such a fine and lucky ship.

- Bryan Holbrooke  
Rowley Regis, West Midlands

# ROYAL NAVY NAVY NEWS

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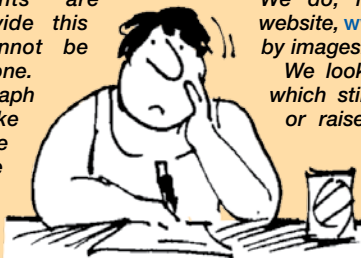
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We look particularly for correspondence which stimulates debate, makes us laugh or raises important issues. The editor reserves the right to edit your submissions.

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# Caution: heavy load ahead

## SIZE matters.

Bigger – with the exception of bellies and overdrifts – is better.

All the RN's current/next-generation warships are larger than those which have gone before.

Type 45 is twice the size of a Type 42. A Type 26 combat ship will be one third as large again as the Type 23 it replaces. And the Queen Elizabeth carriers, well they're three times the size of the Invincibles.

But bigger poses challenges. A lot of work is being done dredging Portsmouth Harbour to host the future flattops. A dry dock in Rosyth had to be extended just to accommodate the carriers.

And a carrier battle group is going to need a lot of support from supply ships when it deploys.

Replacing some of the Royal Fleet Auxiliary's ageing tankers is already in hand with the new Tide class.

But the dry stores ships – the Forts – are also earmarked for replacement as part of the rejuvenation of the RFA flotilla.

They'll be expected to meet all the 'warehouse' needs of the Fleet, like their predecessors: ammunition, food, spare parts etc.

But the big question: can they do it more quickly? Can they shift 125 tonnes of supplies in an hour – five tonnes in a single load – instead of the 50 tonnes they can move now?

To answer that question, the Heavy Replenishment at Sea (HRAS) rig has been built by Rolls-Royce at HMS Raleigh to test the theory – and practice... as they've been doing since mid-summer.

At one end stands the replica of a RAS rig on an auxiliary, flanked by two towers and three RASCO (RAS control) positions.

At the other, 55 metres (180 feet) away over some rather wild grass, is the 'reception area' of HMS Queen Elizabeth, a space below the flight deck where the carrier's crew can receive pallets and quickly move them away for storage.

And at the side of the carrier reception area there are mock-ups of the upper deck sections of a Type 23 frigate and Type 45 destroyer where they would take on stores.

The rest of the facility will be used to train RFA, RN and foreign navies in the art of replenishment at sea as well as the fundamentals of seamanship such as rope handling, raising and dropping anchor (there's a replica Type 23 bow with capstans and anchors) as part of the new home of the RN School of Seamanship.

In this latter role, the HRAS complex – it's yet to be given an official name – will take over from the existing RAS rig a stone's throw away. It's served the RN well for over 30 years, but it's not really suited to a world of Type 45s and Queen Elizabeths (you could almost hurl the gunline across the 18-metre gap between the two mock-up ships).

It'll be next spring before sailors get to 'play' with the new RAS facilities. Until then, it's in the hands of a four-strong Rolls-Royce team who are testing that all the computer models and mathematics which went into designing it work in the real world.

Why five tonnes? Well, twofold: firstly to deliver as many supplies as quickly as possible. Less time RASing, more time fighting. And, secondly, to allow a jet engine in its protective housing to be moved safely.

And to do all this you basically require a supersized RAS rig. Hence, the 25-metre-high mast, giant drums for the cables and a series of generators producing 3MW power (the existing power supplies coming into Raleigh couldn't meet the demands of



● A container begins its 40-second journey from the HRAS rig across 55 metres of 'sea' to the mock up of the reception area on HMS Queen Elizabeth – as directed by Rolls-Royce's John Trehwhitt at the console of the RASCO high up above the site (left)

Picture: Dave Sherfield, HMS Raleigh

the base and the new five-tonne rig...).

A trolley or traveller moves along a thick jackstay cable. It's not powered – it relies purely on the tension in the outhaul and inhaul cables to move it across the 55m chasm, which takes it about 40 seconds.

It's directed from a, if not space age, then digital control tower up a flight of 61 steps (count 'em, I did...) which gives a commanding view of the RAS operation.

In a nutshell, four 'gear sticks' control the cables as well as the 'padeye' which adjusts the height of the pulley. Three large pedals apply the brakes to the three cables.

It's all pretty easy to use – although mastery takes some time, of course.

Just in case you lose sight of the traveller moving along the cables, a digital display screen in front provides various read-outs, including how far it's got left to go on its journey.

In due course, trials will be conducted to simulate sea states. If you're expecting the complex to shift around on hydraulics, that's too fanciful. Instead, a giant ram is used to change the tension in the three cables, replicating the two ships moving together or pulling apart.

"Setting it up for the first time, getting it going, that was interesting," says John Trehwhitt, trials team manager for Rolls-Royce.

"Sending the traveller back and forth for an hour, that's a bit boring..."

Traveller goes out... Traveller comes back...

So far, HRAS has done everything expected of it during three or so months of trials. It's taken seven years of design, planning and construction to get to this point.

"Five tonnes is a big step up. It's the size of it which really catches the eye," says John.

"It's proven technology – just beefed up. And to date it's been very successful."

As for the 25 loads an hour, well the Rolls-Royce team reckon it could do 28 with fully-honed crews at both ends.

Watching all the activity on the new rig – and itching to get his hands on it – is CPO(Sea) Ronnie Harding, of the School of Seamanship. The classrooms where he'll pass on his years of experience at sea overlook the facility – they were built as part of the £26m deal.

"It is state of the art, fantastic. I cannot 'big it up' enough," he says admiringly.

"It's the biggest and best facility of its type in the world. This is the future. One day this train set will be ours."

"But the whole complex is massively increasing our ability to train. I joined in 1991 and the facilities we have now are far superior."

Although Royal Navy and RFA crews have yet to use the rig, they are making use of the mast – it's serving as a navigation marker for ships coming into Plymouth.

Rolls-Royce will complete their tests and trials in the spring, after which they'll shut down the five-tonne rig – until the real thing comes into service – and hand over the rest of the site to the RN.

## QE flight deck complete

THE flight deck of the Navy's future flagship is now complete after two giant sections were fixed into place on HMS Queen Elizabeth.

The mighty Goliath crane lifted the sponsons – the sections protruding from the hull which give an aircraft carrier their unique shape – to join the remainder of ship in its dry dock in Rosyth.

At just under 500 tonnes, the final sponsons weigh roughly the same as a Sandown-class minehunter – although by the standards of the Queen Elizabeth, the segments are relatively small; the larger sections weighed in at more than 10,000 tonnes (heavier than a Type 45 destroyer).

Now physically complete – the special paint to protect it from the rigours of the weather and blasts from the F35 Lightning II jets which will land and take off from it has yet to be applied – the flight deck is large enough to accommodate four jumbo jets.

For F35 operations (trials are due to begin with the successor jump jet in 2018), a ski ramp will be installed this month – mirroring the feature which propelled the Harrier skywards on the Invincible class of carriers.

The Queen Elizabeth-class project is probably at the peak of effort right now with around 10,000 people involved in building the two leviathans, or providing equipment and systems to be installed on them.

There's an all-out effort across the land to build her younger sister Prince of Wales, which is around two years behind QE.

Sections of three quarters of the Prince's hull are under construction in Portsmouth, Govan, Merseyside and Tyneside.



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## New chapter for ex-officer

A FORMER Royal Navy officer has turned his hand to novel-writing – and is garnering five-star reviews for his first offering.

*Contracted to Die* is the debut by Malcolm Instone, a warfare officer between 1997 and 2009, leaving as a specialist navigator.

Malcolm cut his teeth off-watch by writing “silly poetry” and making up bogus official documents to boost morale, but always had a yen to write seriously.

The basis for his first plot came from a dream – or nightmare – and he wrote the book in around a month, which has been self-published.

Malcolm, whose book has gained a clutch of enthusiastic reviews on Amazon, said he was keen to write a book which reflected both the professionalism and humour of Service personnel.

# Historic future

AN AMBITIOUS project to build a replica of a 17th Century warship is under way in south London.

The Build the Lenox Project aims to employ people from in and around Deptford on a seven- to ten-year programme to build the 70-gun third rate ship of the line – and organisers are now looking for funding for the project.

Lenox was the first warship built under the great Thirty Ships programme initiated by King Charles II in 1677 – a programme managed by diarist and Secretary to the Admiralty Board Samuel Pepys.

She was 52 metres long, and built in a dock at Deptford more than 330 years ago – a location

just a short walk from the National Maritime Museum and the Cutty Sark in Greenwich.

Unusually, all her details and specifications are known, allowing an exact and true replica to be built.

Although Deptford Dockyard, founded in 1513, was closed in 1961 – and the last ship built there was in mid-Victorian times – many of the principal features still exist.

Now known as Convoys Wharf, and scheduled for a major commercial and housing redevelopment, the area could feature the Lenox project as its centrepiece.

A mix of traditional shipbuilding skills and modern computer-aided technology

would be used to build the ship, furnishing apprentices and young people with transferable skills and complementing the local maritime heritage and tourism attractions.

For a “modest entrance fee”, visitors would be able to see the ship being built and some of the shipbuilding skills of the time, all in the setting of buildings from the former dockyard, including the Master Shipwright’s house.

The heritage crafts would include sawing with two-handed saws and cutting wood using axes and specialist tools such as the adze.

The whole project would be supported by a museum or visitor centre containing 17th Century naval artefacts.

A large screen could be used to display a computer-generated three-dimensional model of the Lenox, allowing a virtual guided tour of the ship, while another screen could show the progress made by shipbuilders on the replica.

Finally, a shop selling books, models, images and other items pertinent to the period would also help raise funds for the project, allied to a themed restaurant, possibly replicating the Captain’s Great Cabin.

The project is currently in its very early stages, with a small steering group of local residents under the guidance of Project Director Julian Kingston.

But they hope that by the middle of the next decade their newly-built Restoration warship could be moored in the Great Basin in front of the Olympia Building at Deptford – and the dock in which she was built could be used to produce further ships.

www.buildthelenox.org

## New Merlin on show

FLEET Commander Vice Admiral Philip Jones was given the low-down on the RN’s latest anti-submarine helicopter during a visit to RNAS Culdrose.

The Admiral was in Cornwall to meet personnel and discuss current operations – and 824 Naval Air Squadron took the chance to show off their new arrival, the Merlin Mk 2.

Also on the Admiral’s agenda were visits to the Sea King Force (both the Search and Rescue version and the Airborne Surveillance and Command types) and the RN School of Flight Deck Operations.



## Artwork is shipshape

TYPE (noun): a category of people or things having common characteristics, eg Type 42 destroyer; or: characters or letters that are printed.

Or in this case, both. Because two Hampshire galleries are selling ‘Word Art’ that combines the unmistakable outline of two warship types and a collection of words that will resonate with sailors.

Rick and Helen Steenhuis, who run Hiscock Gallery in Southsea and the White Dog Gallery at Lee-on-the-Solent, started selling artist Tim Hut’s Spinnaker in Words, an image of the iconic waterfront tower in Portsmouth, with the outline created from relevant words.

Tim followed that with a Type 45 – prompting enquiries about a possible Type 42 version...

... which was duly produced (see above), including phrases such as ‘kerosene budgie’, ‘it came off in my hands, Chief’ and ‘the Busy Bee’.

The Type 45 is 40cm by 50cm and will fit a standard frame,

while the Type 42 – slightly bigger at 63cm x 40cm – does not fit a standard frame. All three images are printed in dark grey type.

The works can be personalised for an additional charge – up to six word changes can be made for an extra £6 (the price increases as more changes are made) – with customers adding personal touches such as rank, nickname and dates of service.

For details contact the Hiscock Gallery on 02392 825 330 or see [www.hiscockgallery.co.uk](http://www.hiscockgallery.co.uk)

Navy News readers can take advantage of a special offer on the two prints.

Quote code NN001, and you can pick up an unframed print from either gallery for the price of £15 (Type 45 – normal price £18) or £18 (Type 42 – normal price £22). The discount is not valid in conjunction with any other offer.

For personalisation, email [info@hiscockgallery.co.uk](mailto:info@hiscockgallery.co.uk)

For non-locals, P&P is £5 and payment can be made over the phone. The offer is valid until November 30.

## Change of scene for padre

NAVAL padre Rev Keith Robus fancied a bit of a change of scene.

So he left his previous base – HMS Nelson (7 metres above sea level, 0.4km from the sea) and started working in Afghanistan (1,800 metres above sea level, 1,040km from the sea).

For the past few months Keith – formerly chaplain to the Royal Navy’s mother church, St Anne’s in Portsmouth Naval Base – has been working in the mountainous area around Kabul.

Based at the British Camp Souter, he visits various bases in the Kabul Cluster – his congregation has included military personnel from the Navy, Army and RAF, as well as civilian contractors and embassy staff.

“I have found the job fascinating because I’ve been working as part of a diverse military team of chaplains,” said Rev Robus.

“In Kabul we have a chaplain from Portugal, Canada, Germany, America, France, Holland and the Czech Republic.”

His pastoral duties, shared with ministers from other ISAF countries, include conducting a short Remembrance service every Sunday outside the ISAF



● Rev Keith Robus with ISAF Media Adviser Cdr Jane Allen RNR in Afghanistan  
Picture: Veronica d’Alena (Italian Army)

Commander’s HQ, at which the names of coalition force members killed in action are read, after which an Afghan officer reads the number of Afghan National Security Forces killed in the past week.

“Taking the Sunday service was a very moving experience, particularly when you hear of the huge sacrifices made by the Afghan National Security Forces, week after week,” said Rev Robus. Keith’s next appointment will

see him back at sea level – he is due to join the Hydrographic Squadron in Devonport, from where he’ll deploy to join HMS Echo out in the Gulf.

A late joiner to the RN Chaplaincy Service, Keith was a parish priest in West London for 22 years, during which time he spent many happy years being a chaplain for the Sea Cadets.

Later he joined the RNR at HMS Wildfire before joining the Regular Service four years ago.

## Civic leaders at Collingwood

CIVIC heads from across Hampshire were invited by the Mayor of Fareham to tour the borough – which included a call on HMS Collingwood.

Cllr Susan Bayford and her guests were welcomed by the Executive Officer of the establishment, Cdr Andy Phenna, and went on to tour some of the facilities, including the bridge simulator.

One of the invited guests had a particular interest in the visit – the Mayor of Gosport, Cllr John Beavis, served in the Royal Navy until 1999, and part of his service was spent at HMS Dryad, former home of earlier (and less sophisticated) bridge simulators.

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## Matching up to career in Civvy Street

CHIEF Matchmaking Officer – not a role we have come across in the Royal Navy before.

But that is the new title of former air engineer Kevin Long.

Because Kevin has moved from the world of maritime helicopters to Cupid and his arrows, helping singletons find love through his new speed-dating business.

Speed-dating is an event where large numbers of people meet each other in a series of short ‘dates’ – sometimes as little as three minutes.

Generally, after such an event, each dater provides a list of names of those they would like to pass their details on to – and two daters match up, they are put in contact with each other.

Kevin’s interest in speed-dating began several years ago when he attended an event which he found fun – but he felt he could improve on.

He met his girlfriend at one event, and the experience prompted him to set up his own venture, [MySpeedDate.co.uk](http://MySpeedDate.co.uk), which as well as running a website has been organising speed-dating events in venues around the UK.

“At the time it was a risk and a gamble but it paid off, and that is exactly what speed dating is to me – you take a risk, try something different and something incredible may come of it,” said Kevin.

## Harnessing enthusiasm

SUBMARINE commanders of the future met the next generation of sailors during a training visit to HMS Raleigh.

The six officers were undergoing the Submarine Command Course – known as the Perisher – which assesses their suitability to command a submarine.

They were put through their paces at the RN Submarine School, based at the Torpoint training establishment, and were invited to meet some of the latest recruits during a teamwork training session.

Cdr Ryan Ramsey, the CO of the course – and thus known as Teacher – said: “I was fortunate enough to come to Raleigh last year and see the recruits under training.

“I was impressed by their enthusiasm and felt it was important for my students to come and see it for themselves.

“The challenge for them as future Commanding Officers is to harness and maintain this enthusiasm when the recruits eventually join their crews at sea.”

Four of the six on course previously worked as instructors at the school, and Perisher student Lt Cdr Iain Fergusson said: “It’s very nice to come back to the submarine school and to see some familiar faces.”

## End of an era

BRITISH military and civilian personnel working in the NATO Joint Force Command HQ in Naples lined the corridor outside the UK Joint Support Unit to mark the departure of Lt Cdr Tim Finch – the last CO of the unit.

As part of a reorganisation all six of the major support units serving UK military personnel and their dependents in Brunssum (Netherlands), Lisbon (Portugal), Naples (Italy) Ramstein (Germany) SHAPE (Belgium) and Stavanger (Norway) have now been reduced to smaller ‘National Support Units’, run centrally by the European Joint Support Unit.

Naples was the final location to undertake the transition.



## Leap of faith for medics

THREE RN Medical Assistants took a break from their studies to scramble along the coast of Cornwall.

In the summer of 2011 Richard Moss, Rory Norris and Peter Reeves, began Pharmacy Technician training at the Department of Pharmacy and Medical Supply within the Defence Medical Services Training Group in Keogh Barracks, Aldershot.

The first two years of the course centred on full-time clinical placement at Stoke Mandeville Hospital, incorporating work-based learning and technical knowledge gained through lectures at Birmingham Metropolitan College, resulting in

a BTEC Diploma in Pharmaceutical Science and an NVQ Level 3 in Pharmacy Service Skills.

At the end of the placements course manager CPO Neilson ‘Speedy’ McCready organised an adventurous training and teambuilding package – Exercise Pharmacy Splash, involving coasteering (pictured left), surfing and team-building exercises organised in collaboration with the Newquay Activity Centre, designed to develop team cohesion and provide a demanding and energetic fillip as they entered the final six months of the course.

Newquay Activity Centre offers a 40 per cent military discount – see [www.newquayactivitycentre.co.uk](http://www.newquayactivitycentre.co.uk)

## Medals reflect quality

BRITAIN’S most famous warship was the setting for a ceremony which celebrated the efforts of 13 of the Senior Service’s stalwart members.

Just 52 Meritorious Service Medals are presented each year, representing the highest honour the Royal Navy can bestow on a senior non-commissioned officer – beyond the realm of bravery.

And a quarter of those were presented by Second Sea Lord Vice Admiral David Steel aboard HMS Victory in Portsmouth.

Only RN personnel who have completed 20 years’ service, have already received the Long Service and Good Conduct Medal and have a record throughout their time in the RN or Royal Marines which is classed as exemplary are eligible. Nominations must then pass a selection board.

As well as a presentation on Nelson’s flagship, recipients are treated to a unique guided tour of the great ship before a lunch in Admiralty House, the Second Sea Lord’s official residence.

“The men and women who have received this medal have given service above and beyond what is normally expected of the already high standards we expect across the Service,” said Admiral Steel.

“I am constantly astounded and humbled by the acts of leadership, compassion, charitable acts and sheer willingness to succeed across our very diverse organisation.

“To me, the medal signifies two things: the quality of our people and, importantly, a strong and effective chain of command which recognises and reward this quality.”

The silver medal dates back to 1919 and was originally intended to reward either specific acts of gallantry not in the presence of the enemy, or for meritorious service performed by petty officers and ratings.

It was superseded by the introduction of the British Empire Gallantry Medal in 1928, but the MSM returned in 1977, to be awarded to senior non-commissioned RN ratings and their equivalent in the Royal Marines and the Queen Alexandria’s Royal Naval Nursing Service (QARNNS).

Further details can be found in JSP 761.

# Savings all round in dive-tank revamp

AN OVERHAUL of equipment on a diver training tank which will save the MOD almost £200,000 over three years – and is more friendly to the environment – has brought recognition for a Devonport sailor.

CPO Chris Springett, an engineer with the Southern Diving Unit, won a GEMS award for improving the tank’s water heating and cleaning treatment.

Chris’s proposals should

save the MOD £190,000 over three years, and will help the naval base meet carbon dioxide emission and sustainable energy use targets.

The GEMS scheme rewards bright ideas for energy and efficiency savings in the MOD – some 40 per cent of GEMS suggestions are implemented, directly saving the MOD about £12m each year, though the intangible benefits are estimated to be much higher – about £200m annually.

More than 2,000 suggestions a year are submitted to the scheme, regarded in the private and public sectors as the ‘best in class’.

And the best ideas are further rewarded in London, where Chris attended the 2013 GEMS Recognition Awards Ceremony and was presented with a Certificate of Recognition from the Chief of Defence Staff, Gen Sir Nicholas Houghton, and the MOD Permanent Under Secretary Jon Thompson.

Chris said: “I came up with the

idea after completing a civilian swimming pool maintainers course, where I realised how archaic the control of the dive tank filtration system was.

“It was inefficient because it was an old system with no feedback or temperature control, which wasted water, energy and the chemicals used to treat the water.”

His business case was accepted and the proposals were predicted to reduce the dive unit headquarters’ carbon emissions by 45,000 tonnes over three years.

He said: “The improvements save water and energy in heating and compressed air and save wear and tear on the system.

“We now use less chemicals to treat the water to make it hygienic and also reduce labour costs.

“Once into the mechanics of the system I realised further large-scale efficiencies could be easily achieved for little capital expenditure whilst maintaining the system integrity.

“This manifested itself in large water/electrical and chemical dosing cost reductions as well as savings in respect of our carbon footprint, with further reductions to heating and associated equipment costs.”

It is hoped the improvements can be used at other MOD sites to make similar savings.



● Barrie Derrick with a Wessex helicopter at Culdrose

## Tour revives memories

FORMER engineer Barrie Derrick had a pleasant surprise when his daughter arranged a VIP tour of RNAS Culdrose, one of his former home bases.

A Leading Airman Aircraft Engineer, Barrie served in the RN from 1952 until 1964, servicing a wide range of aircraft types.

In 1961 he arrived at Culdrose, servicing the then new Wessex HAS 1 helicopters and being part of the newly-recommissioned 845 Squadron.

Operations for engineers in those days involved ‘interesting’ roles that you might not find in a formal job description – being winched down from the aircraft with two empty bags at the far end of the airfield, for example.

When Barrie asked the pilot what they were for, he was told that they were so that he could harvest wild mushrooms growing in an otherwise inaccessible field.

After learning to maintain and operate the aircraft in Cornwall, 845 Naval Air Squadron then embarked onboard HMS Albion and soon found themselves in the thick of the action in Malaysia in 1963.

The aircraft always operated in pairs over the jungle and regularly took engineers on sorties as part of the crew, so Barrie saw plenty of action – he is the holder of the Pingat Jasa Malaysia medal,

and while there were undoubtedly uncomfortable moments, Barrie makes light of them – his daughter Sally said: “My main memory of his stories from that time was telling me he had to swat the orang-utans away from his sandwiches with a tennis racquet.

“I believed him for years!”

Sally decided that as her dad had clearly enjoyed his time at Culdrose it would be a nice surprise to call in while on holiday.

A secret plan involving veterans’ organisations was hatched, and complete surprise was achieved.

Barrie and his family got to see the airfield from the top of the tower, and then toured a number of squadrons to meet the engineers and track the development of helicopters from his day through to the present.

He visited search and rescue specialists 771 NAS and saw Wessex and Sea King helicopters, then moved on to the Merlins of 824 NAS.

Barrie said: “Although a lot of the buildings have changed since my day I can still recognise the general layout.

“What I really enjoyed, though, was meeting the young engineers at work on their aircraft and seeing the same professionalism and fun and banter.

“That doesn’t seem to have changed at all.”



## RAS rendezvous

A SAILOR has had the rare opportunity of meeting up with his girlfriend far out at sea whilst on deployment.

AB (WS) Shaun ‘Jessie’ Owens, 23, and his girlfriend AB (CIS) Victoria Sayce, 22, (pictured above) are both deployed on Cougar 13 – Shaun in HMS Illustrious and Vicky in support ship RFA Fort Victoria.

So when Illustrious carried out a replenishment at sea (RAS) with RFAs Fort Victoria and Fort Austin, it was the ideal opportunity to arrange a visit.

It came as a surprise to the couple when Capt Mike Utley, CO of Illustrious, instructed Shaun to get onboard one of the helicopters going across to Fort Vic.

Shaun quickly kitted up for the short transfer between ships and surprised his girlfriend of three years.

Shaun said: “The last time we replenished from Fort Victoria, I saw Vicky from the quarter deck and only really had a chance to wave at her. I guess someone must have told the Captain.

“Vicky didn’t know I was coming so she was really surprised and pleased to see me, even though it was only a short visit.”

The RAS took place in the Gulf of Oman and saw Illustrious taking on fuel, food and stores for her continued involvement in the Cougar 13 deployment (see pages 2-3).

**OCTOBER 2013 FUNDRAISER OF THE MONTH**



**849 NAVAL AIR SQUADRON  
Fantastic fourteen**

FOURTEEN cyclists from 849 Naval Air Squadron raised £10,190 for three charities that hold special significance to the Fleet Air Arm: the RNRMC, Fly Navy Heritage Trust and the National Memorial Arboretum.

Covering a distance of 400-plus miles, from RNAS Culdrose to the National Memorial in Staffordshire, the challenge took five days and was completed on the 10th anniversary of a collision between two helicopters over the Gulf during Operation Telic in 2003. The two aircraft 'Redrats 34 and 35' were both lost with all seven aircrew.

**Sultan's super show**

THE Royal Navy and Royal Marines Charity has received generous funds raised by sailors during the HMS Sultan Summer Show.

In total, £24,000 was presented to 28 local organisations by the CO of HMS Sultan, Capt Trevor Gulley and Gosport MP Caroline Dinenage at a Wardroom reception for the beneficiaries.

A cheque for £5,000 was presented to regional fundraising co-ordinator Hilary Jukes, representing the RNRMC, the money having been raised during the Summer Show weekend and the successful VIP reception that preceded the weekend event.

Capt Gulley said: "HMS Sultan is a very busy environment

to work in and, on top of the engineering training delivered, our personnel are highly active within the community.

"Whether it's accommodating visits, community fundraising projects or providing community events, our personnel are always very keen to be involved."

Hilary Jukes said: "It's been fantastic to see the excellent work being done by all these charities in an area where the military families live."

"While HMS Sultan's donation will go to the charity as a whole, the RNRMC is committed to serving the families of Gosport sailors as they serve on deployments all over the world."



**WHILE YOU LIFT SPIRITS YOU CAN RAISE MONEY!**

The Royal Navy and Royal Marines Charity makes grants to boost morale, motivation and physical and mental well-being to the serving and veteran communities and families.

With a schedule of celebrations and socials – Trafalgar Night, the Corps Birthday, fireworks night, pantos and Christmas balls to name a few – you could help raise funds at these events which will help us maintain our crucial support now and for years to come.

To join our 'celebrations and socials' campaign, contact 023 9254 8289 or fundraising@rnrmc.org.uk



The Royal Navy and Royal Marines Charity is a company limited by guarantee registered in England and Wales (no. 6047294) and is a registered charity (no.1117794) and Scotland (SC041898)

**A partnership fit for the future**

SECOND Sea Lord Vice Admiral David Steel and the Chairman of the Royal Navy and Royal Marines Charity, Vice Admiral Sir Richard Ibbotson, have signed a Partnering Agreement to formally document the unique, ongoing relationship between the Royal Navy and its charity of choice.

The Partnering Agreement presents a shared vision for the future, with the wellbeing of the Service placed at centre stage.

Since its inception, the RNRMC's priority has, and still is, people.

The charity exists solely to enhance the conditions for, and wellbeing and morale of, serving personnel whilst also supporting their families and caring for the veteran community.

Vice Admiral Steel said: "The RNRMC contributes so much to the welfare of Naval personnel and their families.

"The £6.5m they gave in grants last year is only one measure of their substantial work.

"Either directly or indirectly our sailors, submariners, airmen commandos and their loved ones have all benefited from the work of the charity."

Vice Admiral Ibbotson said: "This agreement offers the RNRMC a platform from which to engage in effective co-operation and with shared use



● Sealing the partnership with the RNRMC – Second Sea Lord Vice Admiral David Steel and Vice Admiral Sir Richard Ibbotson

Picture: LA Phot Vicki Benwell

of resources to best effect.

"I am delighted that we have the Navy Board's commitment to collaborate on significant and focused projects.

"Furthermore, the charity will ramp up its presence at new-entry courses and will work ever more closely with units, ships and HQ staff.

"We hope to make the RNRMC the charity of choice for not only the Royal Navy... but for its people too."

The Navy Board's preferred

charity has come a long way since its inception. Over the past six years, over 70 charities, funds and trusts have come under the RNRMC umbrella – and together they form the RNRMC Group, which works to improve the lives of all who serve.

With the agreement in place the Royal Navy and the RNRMC have defined and accelerated their relationship and look forward to forging a future together for the benefit of all involved.

**Queen's team goes Forth**

SEVEN sailors from Britain's future aircraft carrier HMS Queen Elizabeth ran 40 miles along the banks of the Forth – including two of the bridges spanning the great river – on behalf of the RNRMC.

The runners completed the relay in seven hours.

The run from Rosyth dockyard, where the 65,000-tonne warship – the biggest ever built for the Royal Navy – is nearing completion, took place exactly 100 years to the day after the only previous bearer of the name was launched in Portsmouth.

The super-dreadnought served through both world wars, being used extensively in the Mediterranean in both conflicts, as well as in

home waters and finally in the Far East in the closing months of the war with Japan in 1945.

Organised by the ship's TDO, Lt Cdr Harvie Montgomery, and the EWO, WO1 Dave Smith, the team of runners was waved off at the start by the ship's Senior Naval Officer Capt Simon Pettit

He said: "The event was held to ensure that as the current ship's company look forward to the future carrier – and the capability that she will bring to the Fleet – they also remember the proud history of their predecessor and the important role she played during World Wars 1 and 2."

Their efforts raised £250 for RNRMC.

**Fundraising 'Princess' visits No 10**

THE Royal Navy and Royal Marines Charity brought a selection of its star fundraisers to a special tri-Service event at 10 Downing Street, hosted by Samantha Cameron.

The youngest of the honoured guests was Hannah O'Neill (aged five), known within the RNRMC as the 'Princess of Fundraising'.

In May, Hannah took part in the 1.5km Mini Great Manchester Run, raising over £1,400 for the RNRMC in memory of her beloved uncle Ian – Lt Cdr Ian Molyneux – who was killed while on active duty.

Asked about her meeting with Samantha Cameron, Hannah said: "I had a wonderful time and I loved giving the flowers to Mrs Cameron and being in 10 Downing Street. I am so lucky because not everyone gets to go there."

Hannah's mother Kay O'Neill accompanied her daughter

to the event and, having been inspired by Hannah's fundraising endeavours, has taken on a running challenge of her own.

Both mother and daughter fundraised solely for the RNRMC in appreciation of the charity's support (through its death-in-service grant) during their difficult time.

The event was organised by ABF The Soldiers' Charity – attendees included beneficiaries from all three Services, including Micky Yule, who lost both legs in an IED explosion, and Alistair Hodgson, who was injured in Northern Ireland.

Mrs Cameron said the three charities must continue to stand 'shoulder to shoulder' to provide long-term help for our forces.

Together with the ABF The Soldiers Charity and the RAF Benevolent Fund, the RNRMC works to support every generation of the military family joining forces for the British Military Tournament every year.



● Hannah O'Neill with Alistair Hodgson, Samantha Cameron, SSgt Micky Yule and Annie Devine at No 10  
Picture: Zoe Norfolk

**EVENTS**



**Esprit De Corps Concert Series**

Held at the Winston Churchill Theatre in Ruislip, the Esprit De Corps concert series features the finest military bands of the British Armed Forces. Two final concerts in the series remain: The Band of the Coldstream Guards (November 21) and The Central Band of the Royal Air Force (December 18)

[www.compasstheatre.co.uk](http://www.compasstheatre.co.uk)



**British Military Tournament**

An unforgettable show at London's Earls Court featuring the White Helmets Motorcycle Display Team, The King's Troop Royal Horse Artillery, the legendary Command Field Gun competition and a special tribute to current and former Service personnel who have overcome disabilities.

[tinyurl.com/BMT-RNRMC](http://tinyurl.com/BMT-RNRMC)



**Mistletoe Ball**

Celebrate your party in style at the Moorland Garden Hotel's Mistletoe Ball, in aid of the Royal Navy and Royal Marines Charity. 7pm (Yelverton, Devon). Tel: 01822 852245

**Deck the hall**

RESERVISTS at HMS King Alfred were delighted to renew their unit's evening drill deck with contemporary light wood flooring at their Whale Island home thanks to a generous grant from the RNRMC.

The newly decorated hall features an embedded Ship's crest for reservists to admire as they muster for training on drill nights.

Meanwhile RNRMC's Hilary Jukes received a cheque for £1,300 from Northwood-based HMS Wildfire's Petty Officer 'Pincher' Martin and Cdr Stephanie Shinner.

Reservists at the unit raised the funds by taking part in numerous events over the last year.

**JOIN OUR CELEBRATIONS & SOCIALS CAMPAIGN | FUNDRAISE | DONATE | SIGN-UP TO PAYROLL GIVING**

CONTACT US: [FUNDRAISING@RNRMC.ORG.UK](mailto:FUNDRAISING@RNRMC.ORG.UK) / 023 9254 8289 | FOR MORE INFORMATION VISIT: [RNRMC.ORG.UK](http://RNRMC.ORG.UK) | FIND US ON FACEBOOK AND TWITTER



## Floral tribute

THE FIRST official Royal Marines 'Corps Rose' has been dedicated in memory of Mne Jonathan Wigley in the presence of his mum, Sharon, who designed the vibrant rose.

Jonathan died on operations with 45 Commando RM in Afghanistan on Operation Herrick 5.

The rose (pictured above) is orange with a creamy yellow stripe.

A floribunda shrub, it produces an abundance of flowers in clusters rather than singly and grows to around 3ft.

The flowering period is from June to November and the plant enjoys an open sunny aspect in a fairly heavy soil that drains well.

Each bare root rose will cost £15, of which £5 will be donated back to the Royal Marines Charitable Trust Fund.

To find out more or to order this tribute to members of the Royal Marines, see website [www.jonestherose.co.uk](http://www.jonestherose.co.uk)

## Dream walkers

CHIEF Cook Matt Rowberry and Steward Paul White from RFA Fort Victoria tackled a marathon walk in 35°C heat to raise funds for the Dreams Come True charity, helping to turn the dreams of terminally and long-term sick children into a reality.

The pair raised over £500, walking 316 times around the flight deck of the supply ship to cover the 26.4 miles.

The two were up early the next morning feeding the 166 crew members who are serving on counter-piracy operations where the ship has been on duty for the past three years.

Capt Shaun Jones RFA said: "Paul and Matt completed an astonishing achievement in very testing conditions."

"Both have very busy and important jobs and thoroughly deserve all the praise that they received."

## Grow-a-Tom

MENTION to a sailor 'big red killer tomato' and he might scan the horizon for a large red inflatable target used for gunnery practice by ships at sea.

But back at the Navy's Marine Engineering training base, HMS Sultan, a grand prize-giving for the Great Tomato Grow-a-thon was held after a bumper season of sunshine.

Organised by Darren Smith and Neil Vidler from the Saudi Hunter Project team, 98 different entrants donated £1 each growing a plant from seed from early May to raise funds for the naval charities.

Prizes ranged from the most aesthetically pleasing, best taste, and best colour. Judge Erica Verity, Head of Craft Skills judging the entries, said: "HMS Sultan is a loyal supporter of the RNRMC and it's heartening to witness the team engaging so enthusiastically with yet another successful competition."

# Civvie commandos

OCTOBER heralded the start of silly season in East Devon when 2,000 people took on the Commando Challenge, in which members of the public run, crawl, wade and slither around the Royal Marines Endurance Course.

The challenge is recognised as one of the most prestigious tough-mudder events and takes place on Woodbury Common near Exmouth.

Competitors have to complete the course which is timed but it is not a race.

They can choose between a 4km fun course where they are taken from Bicton Arena to the course start in military trucks.

Alternatively they can do the 10km version where they run to and from Bicton Arena as well as completing the endurance course itself.

The course includes wading through 'Peter's Pool' and four tunnels including one called the 'Smartie tube' which is quite narrow and the 'sheep dip' a very short underwater tunnel where competitors are assisted by recruits from Commando Training Centre.

Competitors entered into the party mood, wearing silly



● Painted ladies strike a pose before entering the Smartie tube

Picture: WO2 Richard White

outfits with this year seeing many pink ladies, bees and lots of camouflage cream.

"We're doing it for fun and to raise money for charity," said Carol Cutting from Crowthorne

in Berkshire. "There are eight of us here from Kohler company, so it helps our team building."

Event organiser Alan Hardy said: "I've been doing these events for 23 years and at the first

event we had just 100 people and raised £3,000 for cancer charities.

"The event this year has seen over 2,000 participants.

"At Bicton Arena competitors can have hot food, a bar and hot showers. Logistically it's difficult because we need to put in hundreds of metres of water pipes. Luckily a company called IDE Systems donate their services and handle the electricity."

This year was the first year checkpoints have been manned by the RMA.

One checkpoint was manned by Jenny Robey and Natalie Clayton. Jenny said: "We normally do the challenge itself with the Bootneckettes but this year we thought we'd let some other girls do it and we came along to cheer them on."

"Our next big thing is the Gibraltar Rock Run in October 2014 which we're fundraising for now."

The Rock Run will be part of many events in 2014 to celebrate the 350th anniversary of the Royal Marines.

The next Commando Challenge event will be on Sept 6-7 2014 and will involve a fun run, the 10km route on the Saturday and a longer 17km event on Sunday.



## The long ride home

AFTER 22 years service in the Royal Navy CPO Writer Sally Arnold has just completed her final challenge.

Sally had been serving as PA to the UK Chief of Staff, based within HQISAF in Kabul and decided to make her last tour of duty memorable by cycling 4,733 miles – the distance from Kabul to her home in Somerset – managing 32 miles a day during her gym sessions.

Returning to the UK last month, she completed the final 171 miles from Somerset, to Tamworth in Staffs in 11hrs 20m for a fundraising cause close to her heart.

"Last year a close friend of mine was diagnosed with breast cancer. She received treatment at the Sharon Fox Centre in Tamworth, run entirely by volunteers", said Sally.

"Thankfully my friend made a good recovery, but I wanted to do something to help the centre and came up with this idea."

Sally's work with the RN has included tours to Northern Ireland, Bosnia, Iraq, a Far East sea deployment, and finally Kabul. She said: "I'll be sad to leave because my 22 years have been full of variety and fun, but I'm also looking forward to a fresh challenge when I leave."

Sally's sponsorship raised just short of £2,000. If you can help Sally reach her final tally as she leaves the Service visit: [www.justgiving.com/SallyArnoldCyclefromKabul/](http://www.justgiving.com/SallyArnoldCyclefromKabul/)

## Sailors moving on with Alebaré

VETERANS charity Alabaré invited Gosport MP Caroline Dinenege to cut the ceremonial ribbon opening a new 'Gosport Move On' property in the town as part of their Hampshire Home for Veterans scheme.

After viewing the property and neat garden, the Gosport's MP said: "I've seen first hand how difficult the transition from the front-line to civvy street can be for our Armed Forces."

"I am delighted to be officially

opening this latest branch of Alabaré's Hampshire Home for Veterans. I'm sure it will provide invaluable support to ex-Forces personnel in the area as they get back on their feet."

Alabaré offers a combination of accommodation and support in which veterans can rebuild their confidence and develop essential skills, with the goal of living independently again.

Alabaré Chief Executive Andrew Lord said: "Special

thanks must go to our supporters: Help For Heroes, Seafarers, the Girdler's Company, and the Royal Navy and Royal Marines Charity who have helped us to expand our support network for veterans in the UK."

Meanwhile in Plymouth, Alabaré's Plymouth-based Ambassadors' group enjoyed a successful first meeting chaired by naval historian Charles Crichton.

"Alabaré are delighted to have

this new ambassadors group in place to help to develop and promote their charitable work in the city, focussing on supporting vulnerable adults, young people and Forces veterans."

A dozen homes for veterans can now be found in five areas across the UK.

Alabaré have supported more than 210 veterans since the first home opened in Plymouth in 2009.

# Blind, one leg – but I will walk 100km

FORMER Petty Officer Radio Supervisor Clive Huntingford, who survived the sinking of the M/V Atlantic Conveyor during the Falklands war, will tackle a 100k walk in aid of the charity that has transformed his life and provided his wife and children with crucial support.

Now blind and with one leg following an amputation in October 2012, Clive will take part in the 100km London to Brighton walk next June 2014 accompanied by his supportive wife Anne, who has been "an absolute rock" through the dark days when he struggled to come to terms with his condition.

The event is in aid of Blind Veterans UK, the national charity supporting blind ex-Service men and women, and participants are challenged to complete the walk in under 24 hours.

Years after serving with the RN, Clive, now 59, lost his sight literally overnight.

He said: "I went to bed and woke up the next day unable to see."

"I went from being a fit, working man one day to a blind man the next."

"The first thing I did was fall down the stairs! "I spent those first months thinking about how I was going to get through the rest of my life – at 56 I wasn't that old and I had a lot of my life still to come."

"There were really bad days – I remember sitting on the floor in



● Clive Huntingford in training for the 100k with his wife, Anne

the living room once and just bursting into tears."

Directed to Blind Veterans UK, formerly St Dunstan's, by his local authority, Clive has since been overwhelmed by the dedicated care and support the charity has consistently shown towards him and his family.

"It was a real relief – never before had I received such a high level of care from a charity, and I have continued to do so ever since I first joined."

Wanting to say thank you to

the charity, Clive set himself the challenge of completing the fundraising walk.

Since March the couple have walked five miles a day, come rain or shine.

Clive said: "I have been walking without sticks for support since May."

"My back still aches but I feel myself getting stronger every day and I am really enjoying it."

"This walk is about thanking Blind Veterans UK for bringing me and my wife and children out of very bleak times, as well as inspiring others and saying that just because I am blind and have a part of my leg missing, it does not mean that I can't achieve things."

"I still have a life and it's very important for me to remember that there is always someone worse off."

Anne says: "In the same way that Blind Veterans UK gave us hope that life wasn't over and that we weren't alone at a very dark and distressing time in our lives, we hope to raise awareness and bring hope to blind veterans and other disabled people that life is still worth living, and that with belief and hard work, anything is possible."

To support Clive and Anne go to [www.justgiving.com/The-Huntingfords](http://www.justgiving.com/The-Huntingfords)

To find out more and to sign up for Blind Veterans UK's London to Brighton walk, visit [www.walk100.org.uk/sign-up](http://www.walk100.org.uk/sign-up)

## CHRISTMAS CARD APPEAL

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● Cdr James Dible lays a wreath at sea for those who died during Op Avalanche

Picture: CPO Mark Gower, JFC Naples

## Salute to Salerno warriors

BRITISH military personnel in Italy have marked the 70th anniversary of the Salerno landings in Italy.

At the service commemorating Operation Avalanche, hosted by the Museo Dello Sbarco in Salerno, the UK was represented by the Naval Attaché to Italy, Cdr James Dible, and four members of the NATO Joint Force Command HQ Naples, Lt Cdr Mick Cowie, Flt Lt Tim Bailey, CPO Mark Gower and Sgt Michael Atherton.

They were joined by Rev Russ Ruffinno, the Vicar of Christ Church, Naples, and Officiating Chaplain to the UK military community in Naples.

Along with representatives from the US and German governments, the delegation received the salute from an Italian guard of honour, with the National Anthems played by a band from Italian Bersaglieri Mountain Infantry.

The party laid a wreath at sea for the soldiers and sailors who died in what was at that time – September 3 1943 – the largest amphibious operation ever staged.

They then returned to shore to lay wreaths at the Commonwealth War Grave in Salerno, where the bodies of some of the 2,000 soldiers who lost their lives in the battle to liberate Italy are buried.

The cemetery also contains the grave of the great grandson of the Duke of Wellington, who was killed in action in the surrounding hills of Salerno.

# Memorial will be focal point

THE next milestone along the road of building the Naval Service memorial at the National Arboretum has been passed – and the importance of the project has also been recognised, RNA General Secretary Capt Paul Quinn has announced.

“I am delighted to report that the National Memorial Arboretum has now formally approved the design of the Naval Service memorial,” said S/M Quinn.

“They have designated it a ‘significant focal point’ feature and intend to arrange the Naval Area to give it the right space and location.

“The committee is excited by the design

and really looking forward to seeing the memorial come to fruition.”

S/M Quinn said that there had been some unavoidable changes to the design during the process of design development and approval.

“We have had to increase the glass thickness from 25mm to 40mm, which will significantly increase costs, since this increases the weight of glass, foundations, fitting shoe and so on,” he said.

“Also some autumn trials have shown that we need to increase the size of the white granite pavement so that the ‘shadow ship’

stays clear in the autumn months.

“There has also been a minor change to the figure to show the cap at a more realistic ‘at ease’ position.

“We are now looking to complete the contract for the glass and to start manufacture shortly.”

Sculptor Graeme Mitcheson should start carving the figure this month.

The Association is also investigating the use of a QR code (a type of barcode) on the information panel to lead those at the memorial to a donors’ list and info about the memorial, RN, RNA and RNRMC websites.

## Talk in Algerine territory

THE Albox Navy Club welcomed 18 members and guests to their third meeting, at the Bistro Bonita, Cerro Gordo in Almeria, Spain.

As well as normal business, those present enjoyed an interesting talk by Phil Morant, an 86-year-old ex-Royal Navy man who served in Algerine-class minesweepers during World War 2.

As well as speaking about his experiences, Phil also passed round interesting newspaper cuttings from that time.

He also told his audience that the Algerine class name originated from that part of Spain – Algerines were marauders from Algeria in Africa.

After the talk excellent tapas was provided by host Chris Wright, a former RN submariner.

Anyone with an interest in anything Naval is welcome to join them – details from John Patrick on (0034) 950 930694, or email [johnpatrick@royal.navy.org.uk](mailto:johnpatrick@royal.navy.org.uk)

## A stellar collection

WAR convoys veteran S/M Peter Tucker was presented with his Arctic Star medal at the monthly meeting of Chichester branch.

The city’s mayor, Cllr Alan Chaplin, officiated at the ceremony, which was watched by Peter’s son Michael and family.

S/M Peter joined the Royal Navy in 1939 and served in HMS Wild Goose, part of Capt Walker’s U-boat hunting group, and famous for sinking six U-boats within ten days.

Peter was awarded the DSM in 1944 for leadership, outstanding skill and enterprise in sinking the submarines.

He finished the war in HMS Norfolk in the Far East, returning to the UK and becoming an instructor at HMS Collingwood.

This was followed by two years with HMS Belfast during the Korean War. Peter then joined the RNZN for ten years where he stayed on for a further four years before returning to the UK.

Peter now has the DSM, 1939-45 Star, Atlantic Star with France and Germany Clasp, Africa Star, Burma Star, 1939-45 War Medal, Naval General Service Medal, SE Asia 1945-46 medal, Korea UK medal, UN Korea medal, NZ Special Services medal, RN LSGC medal, NZ Operational medal, the Russian Convoy Medal 40th Anniversary and now the Arctic Convoy medal.

↓ RNA HQ, Room 209, Semaphore Tower (PP70), HM Naval Base, Portsmouth PO1 3LT.

↓ [admin@royalnavalassoc.com](mailto:admin@royalnavalassoc.com)

↓ 023 9272 3747

↓ [www.royal-naval-association.co.uk](http://www.royal-naval-association.co.uk)

# Scottish gathering for X-craft tribute

TODAY’S submariners have paid their respects to some of their bravest wartime forebears in a remote part of Scotland.

Veterans of midget submarines were guests of honour at a service next to Loch Cairnbawn, from where 70 years ago a flotilla of X-craft sailed to cripple Hitler’s flagship, the Tirpitz.

In a raid which was later immortalised on film, half a dozen four-man submarines – known as X-craft – were dispatched to lay explosive charges.

Only three reached their target in Altafjord, east of Tromsø, but they succeeded – Tirpitz was put out of action for six months.

In HMS X6 on that raid – Operation Source – was Lt John Lorimer. Now in his 90s, and a retired commander he was one of two X-craft veterans who were guests of honour at the service honouring the men of the Twelfth Submarine Squadron.

He was joined by his former colleague Sub Lt Adam Bergius, who took part in missions against the Japanese in the Far East.

Both men were decorated for their deeds in these 30-tonne craft – the DSO for Mr Lorimer, the DSC for Mr Bergius.

And both men trained in the sheltered waters of Loch Cairnbawn, about two dozen



● WO1 Stefano Mannucci (left), Lt Cdr Chris Morgan and Lt John Lorimer at the ceremony at Loch Cairnbawn

miles north of Ullapool on the north-west coast of Scotland.

And it is overlooking those same waters that a memorial was built in honour of all who served in those midget submarines and chariots (human torpedoes) between 1942 and 1945.

Despite the remoteness of the monument nearly 150 people made the pilgrimage to honour the X-craft pioneers – 39 of whom made the ultimate sacrifice.

As the wind gusted and the rain lashed, Jonathan Brett Young, Deputy Lieutenant of Sutherland and a former naval officer, thanked them for making the effort, before author Paul Watkins read extracts from his biography of Godfrey Place, awarded the VC for his part in the Tirpitz raid,

with Mr Place’s children Melanie and Charles listening.

Rev Peter Mosley performed the service of remembrance and after the strains of the Naval Hymn faded over the loch, the haunting notes of the *Last Post* were sounded by Royal Marines Bugler James Trowbridge.

Maj Gen Patrick Marriott, Deputy Lieutenant of Sutherland, closed proceedings. Despite his Army background, the general admitted having a soft spot for the Senior Service, as both his parents had served in the RN; indeed, his father commanded two wartime submarines – including HMS Graph, formerly U570, which was captured and put into service under the White Ensign.

Today’s RN was represented

at the service by Command Warrant Officer Submarines WO1 Stefano Mannucci, WO1 Bob Morrison and WO1 David Annan from the Faslane Flotilla, and HMS Sutherland’s Lt Cdr Chris Morgan.

As for Operation Source, six X-craft were towed by ‘mother’ submarines across the North Sea. X9 was lost in transit and X8 was damaged and had to be scuttled, leaving only four boats.

X10’s target was battlecruiser Scharnhorst, but the ship had sailed so the mission was aborted.

For the remaining three craft attacking Tirpitz, they had to negotiate a screen of anti-submarine vessels, anti-torpedo nets and anti-submarine nets before finally laying their charges.

X5 was blown out of the water by the battleship’s guns before she could lay her charges, but X6 and X7 did. Their crews were unable to escape, abandoned their boats and were taken prisoner.

The operation cost nine British lives, but the blast caused extensive damage both to Tirpitz’s hull – she shipped over 1,400 tonnes of water – and one of her 15in gun turrets was dislodged.

Tirpitz was out of action until April 1944 – then the Fleet Air Arm knocked her out for a further two months.

The ship was finally sunk by the RAF in November 1944 using 12,000lb ‘earthquake’ bombs which caused her to capsize.

## Ocean reunion at Royal Beach

MORE than 40 members, associates, families and friends gathered at the Royal Beach Hotel in Southsea for the annual reunion of the HMS Ocean Association.

The annual general meeting on the Saturday morning was followed by ‘Up Spirits’, and many of the shipmates went on to visit Portsmouth Historic Dockyard in the afternoon.

Others did not get quite as far as the Dockyard gates, having been distracted by the Gunwharf Quays shopping and entertainment centre, built on the former site of HMS Vernon.

Guest of honour at the dinner was Cdr Tony Rackham, Executive Officer-designate of the current HMS Ocean, who talked of his ship’s refit and wider Naval issues, including progress on the new Queen Elizabeth-class carriers under construction at Rosyth – all illustrated with photographs of the ships.

Shipmates agreed that it was a great weekend in a great hotel – and they are now looking forward to the next get-together in Stafford in 2014, at which anyone with an Ocean connection will be warmly welcomed.

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## Rolling back the years

SOME 20 members of Peterborough branch enjoyed a day out at the Marshland Maritime Museum near Kings Lynn in Norfolk.

As well as trying on some of the RN hats, shipmates were able to relive their Navy past – slinging hammocks and laying their kit muster out like Ganges days.

With more than 300 Navy items on display – including the sweep gear from the Prince of Wales' old ship HMS Bronington, there was plenty to look at – and still time for some refreshment at the Victory pub.

Shipmates considering a visit to Clenchwaton should contact Mike Smith on 01553 765530 or email [mmmuseum@btinternet.com](mailto:mmmuseum@btinternet.com) to check opening hours.

## Wheels in motion

A DOZEN bikers from the Royal British Legion Scotland Riders Branch rode into Arbroath in mid-September to present a cheque for £1,010 to the East of Scotland RMA, who accepted it on behalf of the Royal Navy and Royal Marines Benevolent Funds.

The cheque was handed over by area representative Wullie Howie and gratefully received by local RMA chairman S/M Tim Donovan.

More than £20,000 has been raised by the Riders branch over the past year, divided between various Service charities.

## Arrochar dinner

GLASGOW branch held their celebration of Nelson's victory over the Franco/Spanish fleet at Trafalgar in the Arrochar Hotel, on Loch Long to the north of Clyde Naval Base.

Secretary S/M Brian Mackenzie spoke on Nelson and the battle, followed by a toast (with Pusser's Rum) to Nelson and the men who fell with him.

A service was later held in Glasgow Cathedral.

# Plymwick's recall happy commission

A GERM of an idea for a reunion of an unusual ship's company came to fruition when 40 former 'Plymwick' – some from the far side of the globe – gathered with partners.

It was in December 2011 that three former members of the ship's company of HMS Plymouth and HMS Berwick first discussed the viability of organising a reunion of those who had served in both ships while in command of the then Cdr (now Capt) Peter Hames.

Former POWtr Tony Izzard, PO Jon Michels and Peter Hames were the initial driving force, and although they had not met for many years they had kept in touch, remembering the times they had enjoyed together in HMS Berwick's successful cricket team.

But that had been 36 years before, and the possibility of a reunion seemed remote despite constant long-range encouragement from ex-PO Ted Waloch in Australia.

One big advantage was that the commission had been successful, providing memorable experiences.

Plymouth had sailed to Gibraltar to become the next Type 12 frigate in the single-ship refit stream, and Berwick's refit having completed, the ship's company transferred into their sparkling new home.

It was then that the composite title 'HMS Plymwick' was coined.

After a 'good' assessment at their Portland work-up the ship returned to Gibraltar in February



● Former Plymwick's and partners gather at the first reunion for the 'hybrid' ship's company

1975, where the ship's sports teams – already having made their mark in the UK – virtually swept the board, making her 'Cock of the Fleet'.

In May there was a notable visit to the ship's eponymous home just south of the border, then July saw the start of a nine-month round-the-world deployment as part of Group 317.3 of eight ships, with Admiral John Fieldhouse, Flag Officer Flotillas Two flying his flag in HMS Glamorgan and Capt (now Admiral) John Mackenzie, Captain, 8th Frigate Squadron, in HMS Ajax.

This was an exciting opportunity to visit new places and Berwick found herself in Malta, Port Said, Madras, Singapore, Hong Kong, Perth and Sydney, where Cdr Hames left the ship.

The group continued across the Pacific and finally came home via the Panama Canal.

The biggest initial problem in creating a reunion was finding people after such a long gap, but reunion notices in *Navy News* and an appeal on the internet resulted in enthusiastic volunteers signing up and spreading the word, the search being led by ex-MEM Steve Leatham, now in Stockholm.

"The next step was to seek a venue, but once the name of Isle of White Tours Ltd became known that problem disappeared too," said Capt Hames, who had particular praise for the company's Shirley Winn.

The reunion itself, in September, saw 35 ratings and five officers coming together for the first time in 38 years, bringing with them 19 wives.

Two 'Plymwick's' came from Australia, one from Antigua, and Steve Leatham.

"There were those who had been 17 year-olds who were by

now beginning to think about retirement exchanging memories with former senior rates boasting much improved golf handicaps," said Capt Hames.

"Many hands were shaken and pints consumed: 'dits' abounded and the reunion was such a resounding success that there was total agreement to holding another in 2015.

"Of the former junior rates attending no fewer than nine were later advanced to Chief Petty Officer; two CPOs reached Warrant rank and there were two promotions."

Many also enjoyed success in Civvy Street – one, an RO2 in Berwick, had transferred to the FAA, learned to fly, and left the reunion early to pilot an airliner for Thomas Cook. He had no difficulty in addressing Peter Hames as 'Fellow Captain.'

Another RO2 had to cancel because of his duties in his post as HM Ambassador in Bolivia.

Navy divers had done well; several others had become managers of large organisations, for example, a contract engineering manager in BAE Systems, and a former leading seaman taught PWOs in the Sultan of Oman's Navy, among others.

"Take heart, those serving today – make the most of what the Navy has to offer, now and later in life. You are very well placed," said Capt Hames.

## Army and Navy

A WINDSOR war veteran has ended his 70-year wait to receive a medal commemorating his bravery on Arctic Convoys.

Ben Barnes, aged 91, was presented with his Arctic Star by Adam Afriyie MP in a ceremony made possible by the 1st Battalion Coldstream Guards, who offered to host and organise the event so it could be close to where Mr Barnes lives.

Lt Col Toby Till, CO of the Coldstream Guards, which are based in Victoria Barracks in Windsor, said he was "absolutely delighted to offer to help", and he invited the Guards' affiliated

ship, HMS Ocean, to represent the Senior Service.

Adam Afriyie told Mr Barnes: "I'm incredibly proud to present this medal. What you and your fellow sailors went through was in some cases more dangerous than being on the front line. Congratulations, you deserve it, and thank you very much for helping to defend our country."

Mr Barnes was presented with a limited edition book by the HMS Ocean contingent, and a plaque with the badge of the Coldstream Guards as a memento before being treated to lunch in the Officers' Mess.



● Former Royal Naval Artificer Apprentices Series 7 – 'the Magnificent 7' – of the September 1949 entry at HMS Fisgard enjoy a class reunion at the RNLI Training College in Poole. Back row, from left: Alan Haigh, John Clarke, Tony Gresham, Bill Harris, Clive Sinclair, Norman Bradfield; middle row: Doug Parkinson, Barry Reilly, Brian Meckiff, Michael Herbert, Norman Hoblyn, Ken Kelleway, Gordon Buttress, Charlie Pickering, Brian Plant, Jim Tonge, Tony Gillett, Keith Reedman; sitting: Brian Green, Rodney Court, Frank Mould, Phil Thompson, John Edyvane, David Sampson

## New home for contact centre

THE Veterans Contact Point in the Midlands has a new home.

Formed in 2010 as a drop-in point for ex-Service personnel and their dependents requiring help and advice in a range of areas including welfare, housing, employment, mental health, ex-Service offenders.

After only a short period its success has been recognised, with almost 600 people having received help.

Now Warwickshire County Council, in accordance with the Armed Forces Veteran Covenant, has given the organisation a dedicated building which will greatly enhance the work they are able to carry out.

The new building, in the Horsa Building, Bentley Road, Nuneaton, will serve Warwickshire and the Coventry and Solihull areas, and will be named the Veterans Contact Point Armed Forces Centre.

It will be fully supported by its partners the RBL, SSAFA, Army Benevolent Fund, Service Pensions Veterans Association, National Careers Service, NOMS Veterans Service, Warwickshire Drugs and Alcohol, MIND and others, manning desks and offering direct support to clients.

Believed to be the first of its kind in the country, the centre officially opens on November 15.

www.veteranscontactpoint.co.uk

## Bridlington backs Duncan

BRIDLINGTON branch was represented at the commissioning of HMS Duncan in Portsmouth by chairman S/M Martin 'Barney' Barmby, who was invited by one of the branch members – Duncan's Officer of the Watch Lt Sam Velickovic, who was also Officer of the Guard.

The branch has donated a painting of battleship HMS Vanguard to the ship to mark its joining the Fleet – the artist was senior branch member S/M Albert 'RN of El Alamein the third' Saunders.

Members also noted what a small world it is – with the Type 45 HMS Duncan still uppermost in minds, the branch welcomed a new member at his first meeting who had served on the previous Duncan.

## £50 PRIZE PUZZLE



THE mystery aircraft in our September edition (right) was a Fairey Firefly Mk1, the ship was HMS Indefatigable, and Mr P Cooter, of Camberley, wins £50 for naming them.

This month's ship (above) was a familiar sight in a Royal Naval stronghold in the Mediterranean in the 1960s.

(1) What was her name, and (2) what type of ship was she?

We have removed the pennant number from the image.

Complete the coupon and send it to Mystery Picture, *Navy News*, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY. Coupons giving the correct answers will go into a prize draw to establish a winner. The closing date for entries is early because



of our Christmas print schedule – December 4. More than one entry can be submitted but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our January edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 225

Name .....

Address .....

My answers: (1) .....

(2) .....

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# Engineering - shaping the team

RESIDING in Room 211 of West Battery on Whale Island are the Senior Rates Engineering Career Managers, a team of 13, managing the careers of over 5,000 personnel, both at sea and ashore.

Also on the same floor as the Career Managers (CMs) are the Branch Managers (BMs). The two teams work closely together and speak on a day-to-day basis on wide-ranging branch and policy issues for which the BMs lead.

The BMs' remit includes shaping the liability and ensuring branch structural sustainability, managing the strength through development and delivery of personnel management policies and advising on recruiting, transfer, CW extraction, EC and promotion.

Engineering manpower remains a delicate resource and the challenge remains to deliver a rewarding career whilst meeting the demands of the Service.

Whilst this may not always seem obvious to the outside observer, considerable effort is constantly expended to balance these often conflicting demands.

What follows is a 'handy' guide to the Senior Rates Engineering Career Management team, including current email addresses and phone numbers, and the current key concerns across all Senior Rates Engineering Career Management desks.

Career Management for all EGS personnel is now supervised

## Drafty's corner



by a single SO2, Lt Cdr Tim Parker, who is also now the Career Manager for EGS WO1.

### ME General Service Career Managers

WO2 'Judge' Duery is responsible for the management of WO2ET(ME)s, all remaining legacy MEAs and ME LFS positions. He spends a considerable amount of time managing his WO2 plot and is always keen for small ship volunteers.

He will be replaced by WO2 Dave Mantel in January 2014.

CPOMEM(L) Chris Lindop is the career manager for all chief petty officers.

CPOMEM(L) Phil Bolton manages all petty officers and is also responsible for placing those selected for promotion to petty officer on their relevant career courses.

### WE General Service Career Managers

WO2 Dave Horler is responsible for the career management of WO2 WEs, the remaining LWAEs and all WE LFS assignments. As with his ME counterpart he spends a lot of time managing his plot to enable operational capability to be maintained.

CPOWEM(O) Steve Sinclair is the CPOET(WE) Career Manager and is always on the look out for volunteers for Small Ship WEs.

CPOET(WE) Scott Kerr is the POET(WE) Career Manager and he is responsible for POET(WE)s. He is currently handing over to CPOET(WE) Paul Kilpartrick.

### AE & SE Career Managers

The AE & SE Career Management team, alongside their Career Management Cell (CMC) colleagues at RNAS Culdrose, Yeovilton and RAF Wittering, manage all AE & SE FAA Squadron, Flight, and technical support assignments.

The Whale Island team consists of Lt Cdr Andy McDonald, WO2AET Ian McMillan and PO WTR Jamie Anderson.

### SM Career Management

The SM Career Management team is lead by Lt Cdr Steve Mitchell. He has responsibility for ESM contract amendments, ESM FTRS and also an advisory role to CMC(C) & (D) on ESM issues. He is the nominated FRI Authoriser for all ESM rating FRIs. Since Sep 13 he is now the Career Manager for ESM WO1.

Lt Cdr Mitchell (and team) have regular termly CM visits to both Devonport and Clyde areas; local visit diaries are co-ordinated by DEVFLOT/FASFLOT and HoDs; manpower coordinators and individuals are strongly encouraged to arrange a meeting slot.

WO1ET (MESM) Andy Dennison has been with the ESM team since May 12 and is a MESM with a lengthy SSN background, having served in both S and T Classes.

He has responsibility for managing the POET to WO2ET (MESM) plot and legacy SR MEMS; a difficult plot to manage, he is always on the look-out for early out of turn sea volunteers and in particular A Class volunteers.

WO2ET (WESM) Andy Horton joined the ESM team from MCTA in Feb 2011 and is a WESM (TWS) by trade from the

Fire Control (FC) specialisation.

His last SM was Sceptre but has also previously served in Splendid, Triumph and Torbay.

He will be relieved this month by WO2ET(WESM) 'George' Todd. He is responsible for managing the POET to WO2ET (WESM) plot, and legacy SR WEMs for both TWS and SWS cadres.

### Current concerns across all Management desks

Personnel are not regularly updating their personal details on JPA, eg address, preferences, mobile/home telephone number.

This is leading to the Career Management desks experiencing difficulties in contacting individuals if required and also causes problems in obtaining up-to-date information for an individual's DV.

As with all desks, communication with individual career managers

is important either by email/ telephone or, more importantly, JPA preferences, which are a vital source of information for each desk and E240s.

Individual preferences need to be scrutinised by DOs - beware of personnel asking for Manchester, Cheshire and Birmingham appointments - there are no engineering jobs in these areas!

Poor/non-existent 'front page' content in SJARs is becoming increasingly common.

Personnel are reminded that the SJAR front page is an important tool for Reporting Officers, Career Management and Promotion Boards.

Too many personnel are believing (and sometimes acting on) what can only be described as 'duff buzzes' - talk to the West Battery teams; if they've not heard of it then it probably is 'duff'.

## SENIOR RATES ENGINEERING CAREER MANAGEMENT

Career Manager EGS personnel:		
Lt Cdr Tim Parker : CM EGS + EGS WO1	NAVY PERS-CM OR ENG GSSO2	93832 8808
<b>ME General Service Career Managers:</b>		
WO2 'Judge' Duery : WO2ET(ME)/MEA/ME LFS (tbrb) WO2 Dave Mantel	NAVY PERS-CM OR ENG MEGSWO2	93832 8800
CPOMEM(L) Chris Lindop : CPOME	NAVY PERS-CM OR ENG MEGS2	93832 8798
CPOMEM(L) Phil Bolton : POME + Career courses	NAVY PERS-CM OR ENG MEGS1	93832 8797
<b>WE General Service Career Managers</b>		
WO2 Dave Horler : WO2WE/LWEA/WELFS	NAVY PERS-CM OR ENG WEGSWO2	93832 8807
CPOWEM(O) Steve Sinclair : CPOET(WE)	NAVY PERS-CM OR ENG WEGS1	93832 8805
CPOET(WE) Scott Kerr : POET(WE) (tbrb) CPOET(WE) Paul Kilpartrick	NAVY PERS-CM OR ENG WEGS2	93832 8806
<b>AE &amp; SE Career Managers at Whale Island</b>		
Lt Cdr Andy McDonald	NAVY PERS-CM OR ENG AESO2	93832 8804
WO2AET Ian McMillan	NAVY PERS-CM OR ENG AEWO2	93832 8803
PO WTR Jamie Anderson	NAVY PERS-CM OR ENG AE2	93832 8801
<b>SM Career Management</b>		
Lt Cdr Steve Mitchell : ESM/contracts/ESM FTRS/FRI	NAVY PERS-CM OR ENG SMSO2	93832 8795
WO1ET(MESM) Andy Dennison : POET-WO2ET/SRMEM	NAVY PERS-CM OR ENG MESM1	93832 8793
WO2ET(WESM) Andy Horton : POET-WO2ET (WESM) SRWEM-TWS/SWS (tbrb) WO2ET(WESM) 'George' Todd	NAVY PERS-CM OR ENG WESMW02	93832 8796

## Where to look

### GALAXYs

Galaxy 31-2013 - Project Faraday  
Galaxy 30-2013 - Enhancement Galaxy to get You Home (Seagoers) Regulations  
Galaxy 29-2013 - New Employment Model - Forces Help to Buy Scheme  
Galaxy 28-2013 - Personal from Cdre Rob Dorey RFA  
Galaxy 27-2013 - Notification of Changes to Family Migration Policy affecting Non-EEA Family members of NS Personnel  
Galaxy 26-2013 - Extensions of Service and Extended Career Opportunities in the Naval Service

### DIBs

DIB 48/13 - New home loan scheme for Service Personnel  
DIB 50/13 - Rebalancing the Armed Forces Allowances Package  
DIB 51/13 - Ministerial Appointments and Private Office Contacts  
**RNTMs**  
RNTM 210/13 - Joining Instructions for the Senior Rates and Leading Rates Leadership Courses  
RNTM 217/13 - Driver Training Courses for Royal Naval Personnel - April 2013 to March 2014  
RNTM 222/13 Enhancements to Personal Allowances to be Effective from Dec 1 2013

### DINs

2013DIN01-183 Management of RN Marine Engineering Senior Upper Yardmen and Upper Yardmen Candidates  
2013DIN01-184 - Royal Navy Fitness Test (RNFT)  
2013DIN01-185 - Remembrance Day 2013 and The Royal British Legion Poppy Appeal  
2013DIN01-189 - Free Travel on the Transport for London (TfL) network for Service personnel in uniform. This DIN supersedes DIN 2013DIN01-

### 128

DIN 2013DIN01-194 - Weapon Engineer Submarines, Senior Rates - Financial Retention Incentive (FRI) - This DIN supersedes 2012DIN01-238  
2013DIN01-203 Pensions Tax - Annual Allowance Notification Tax Year 2012/13  
2013DIN06-020 - Unlicensed Tattooing within Units  
2013DIN06-018 - Maritime Pollution Preparedness and Response  
2013DIN10-040 - RN Alpine Championships 2014

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Lt Cdr Emma McCormick, 93832 8809, email (Dii) NAVYMEDIACOMMS-IC-TL  
(External) NAVYMEDIACOMMS-IC-TL@mod.uk



### In the September edition of TWOSIX.tv:

- Fleet Commander on HMS Bulwark
- Royal Naval Fitness Test
- Update from the Surface Fleet
- Update from the Fleet Air Arm
- Feature on the use of Social Media
- Personnel Support Briefs insert for the Divisional system

Available on DVD through the Divisional Chain, online on the Two Six TV You Tube channel and via The Helm on the RN Defence Intranet.

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# Project Faraday sparks a catalyst for change

PROJECT Faraday is generating a current of electricity through the engineering and scientific community of the Royal Navy, proposing an exciting catalyst to shape engineers for the future – individuals who can feel empowered by new opportunities following changes to current training and employment structures to allow personnel to progress their professional careers.

The joint initiative involving all General Service and Submarine Engineers was launched in a series of presentations conducted by both Marine and Weapon Engineer Officers in key engineering locations across the world, both at sea and ashore.

The project is aptly named after the world-renowned British scientist Michael Faraday – who contributed much to 19th Century science in the fields of electromagnetism and electrochemistry, and notably refused to participate in the production of chemical weapons destined for the Crimean War.

Project Faraday also links into CNEO's strategy and works alongside the Sustainable Submarine Manning Programme (SSMP); this is particularly



● The Project Faraday team has conducted briefings on HMS Daring and to multiple engineering locations across the world

important as we look at redesigning training, which is common to both GS and SM engineers and is likely to encourage greater retention amongst current engineers.

The key areas that Project Faraday are working on are:

■ Introduction of a competence-based method of setting the requirement for career development, which includes both training and employment.

This will mean that OPS and OPS checks will no longer be used at sea for the GS engineering community, being replaced with a system that is competency-based, giving people greater flexibility and is less prescriptive in its

application.

This will include a return to formal professional examinations (PQEs and PPEs) – a requirement for promotion. Guidance and timelines for these changes will be announced before the end of the year.

■ The redesigning of training is a large piece of work, currently being undertaken. The aim is to deliver more skills and knowledge earlier, with the revised LETQC becoming the backbone of training for engineers.

The training will also have a greater emphasis on diagnostic and repair techniques.

The planned start date for the revised career courses is Apr 2015,



a challenge for all concerned but a goal worth pursuing.

■ To help develop and reinforce the training, engineers on surface platforms will be 'streamed' into specific specialisations. Some of the 'streams' will resemble those of the past, in particular the marine engineers will see the restoration of a mechanical or electrical bias. As the merger of the WE and CIS branches develops, the creation of a C4I stream will see a new breed of engineers operating and maintaining the full range of communication equipment fitted to our current and future platforms.

■ To better exploit the talents of those individuals that have the right motivation and capability, a Fast Track scheme is being introduced. This will deliver the same training as everybody else but with reduced sea time.

It will take a great deal of

effort and dedication by those on the scheme, but the ability to reach POET in about five years is considered possible. The arrangements for an interim Fast Track scheme for LETs and ETs will be released before the end of the year.

■ The revised career courses will see a dedicated period of journeyman's time added to the end of POETQC; rather like a work placement, it will reinforce the skills taught on course.

■ The type and range of employment by engineering Warrant Officers is also being looked at to ensure we are using the right people with the right skills, in the right jobs.

The work to deliver on these changes is progressing and information about their implementation will be released as soon as possible.

The Faraday Team value your views. Your comments or ideas should be sent to: [NavyPers-EGSCampaignMailbox@mod.uk](mailto:NavyPers-EGSCampaignMailbox@mod.uk)

There has been a surge of interest and positive feedback from those attending the briefings, demonstrating the level of interest and support for the project.

A series of roadshows is planned in early 2014 to update on what has been achieved and how Project Faraday is progressing.

## Forces Help to Buy

IN September the Secretary of State announced a new £200m scheme to help regular Service personnel who want to buy their first home.

From April 2014 'Forces Help to Buy' will be trialled for three years, offering loans of up to 50 per cent salary, capped at £25,000, interest-free and repayable over a ten-year period – in effect a significant increase in LSAP but with the cap of 50 per cent of salary.

The move follows the 2013 Budget when the Chancellor recognised the difficulties faced by households seeking to access home ownership.

Since 2007, increased requirements for larger deposits by lenders and falling equity values meant that many credit-worthy households could not get a mortgage.

Consultations on the New Employment model have also highlighted the appetite for home ownership and the need for more financial support.

These requests were heard and the scheme will undoubtedly help to address the low levels of home ownership amongst those in the Armed Forces, supporting a wish for greater lifestyle choice and ultimately the retention of valued personnel.

Galaxy 29-2013 and DIB48/2013 answers some questions but a decision on the details and implementation is not likely to be made until later in the year.

# NAVAL FAMILIES FEDERATION

## A decade of family support



THIS month sees the NFF celebrate its 10th anniversary.

We would like to take this opportunity to thank everyone who has supported us over the last decade.

We have come a long way over the years, establishing effective relationships with personnel and offices we would never have thought possible in the beginning.

Being invited to speak on behalf of families to the most senior Naval Service personnel and to government ministers has been hard work, but it also highlights that they recognise the importance of the family viewpoint.

We understand that RN and RM families are independent and resourceful; however, the NFF offers a channel for support and representation should you choose to use it.

We look forward to many more years of representing families at the highest level.

### Rebalancing the Armed Forces Allowances Package

Allowance changes implemented in April 2012 to deliver Strategic Defence and Security Review savings have had a greater financial impact on Service personnel and their families than originally intended.

As a result, it has been decided to rebalance the allowance package so that it remains affordable and delivers a fair effect given the choices that must be made.

From December 1 2013, three allowances will be enhanced: Disturbance Allowance, Service children's visit entitlement and Local Overseas Allowance for dependents in post-secondary education.

To compensate for these changes, two allowances will be reduced from January 1 2014 to a level considered sufficient for personnel needs; Get You Home (Travel) (Private Maintained Property) and Exercise or Field Conditions Rate of Local Overseas Allowance.

Personnel can find further information about the specific changes on the Defence Intranet in 2013DIN01-199 (Armed Forces Allowances).

In addition, there has been an on-going review of expenses and allowances as part of the New Employment Model (NEM) programme.

The focus has been on the rationalisation and simplification of expenses and allowances to make them easier for everyone to understand and the MOD to administer.

To support this process the amalgamation and deletion of 17 minor allowances will be made. The affected allowances are either very rarely used or cannot be justified as stand-alone allowances.

Personnel will still be able to claim for essential expenditure.

A revision of JSP 752 (Tri-Service Regulations for Allowances) is planned for January 1 2014 to make it more user-friendly.

Personnel can find full details on the Defence Intranet in 2013DIN01-200 (New Employment Model – Breakout of Expenses and Allowances).

Your feedback and comments are always welcome: [admin@nff.org.uk](mailto:admin@nff.org.uk)

**Charities' Employment Support for Armed Forces** Members of the Armed Forces community who are seeking a pathway to employment are set

to benefit from a new support organisation called SORTED!

SORTED! comprises seven well-established Service charities, all of whom currently provide different tailored services within the employment support arena.

These services have been integrated and accompanied by a new website and helpline to provide a wide range of employment-related services and support for Armed Forces personnel past and present, their spouses, partners and dependents.

The charities involved are the Regular Forces Employment Association, the Officers Association, the Royal British Legion, Royal British Legion Industries, the Poppy Factory, the Officers Association Scotland and PoppyScotland.

This is the first time Service charities have collaborated on this scale to provide employment support.



The SORTED! website has been designed to make the employment journey straightforward and easily accessible. Key features include a simple questionnaire that individuals complete to ensure that they are referred to the most appropriate Service charity, which will have the expertise and knowledge to assist. Visit: [www.sorted.org.uk](http://www.sorted.org.uk) for details or call 0800 319 6845.

Please see the winter edition of *Homeport*, due to hit the streets later this month, for information on additional initiatives for families.

### Charges for Damages

#### to Service Family Accommodation: New Process

When Service personnel move out of UK Service Family Accommodation (SFA) or Substitute Service Family Accommodation (SSFA), charges may be payable for damages or deficiencies that are not classed as fair wear and tear, or because customers have failed to prepare the property to the correct standard ie cleanliness.

On October 1 2013, a process for taking charges direct from pay was introduced. The new process applies to serving personnel only. The process has been introduced as a number of personnel fail to pay their charges within an acceptable period, increasing administration costs and leading to outstanding charges being owed to the MOD.

How the revised process works:

■ At the Move Out appointment, personnel will be informed of any rechargeable damage and deficiencies via the Statement of Charges form (Alloc 015) for SFA or the Occupant End Certificate (OEC) for SSFA

■ On receipt of the Alloc 015 and relevant documentation for SSFA, the DIO Ops Accn Licence Team at RAF Wyton will send notification to the Service person stating that the charge will be taken direct from pay.

■ Personnel will have 14 working days from receipt of notification to lodge a dispute.

■ If no dispute is lodged the charge will be taken direct from pay (through Joint Personnel Administration – JPA).

A payment plan will be automatically calculated by JPA if the charges exceed a set percentage of pay.

If you consider that you are not responsible for the damage, or that the damage is the result of fair wear and tear, you can dispute the Statement of Charges (Alloc 015/OEC) raised.

Personnel should see 2013DIN01-188 on the Defence Intranet for full details, including how the dispute resolution process works, and guidance for those considering using a proxy at the Move Out appointment.

This information is available to families via our website: [www.nff.org.uk](http://www.nff.org.uk)

Personnel should ensure that they prepare their home to the required Move Out standard.

Guidance is available at: [www.gov.uk](http://www.gov.uk) – search 'Service Families Accommodation'.

### Housing Briefings

The Joint Service Housing Advice Office (JSHAO) is a tri-Service organisation that provides personnel and their families with information and advice on the range of civilian housing options open to them.

JSHAO host briefings across the country for personnel and families to attend. You do not have to be leaving the Service to attend the briefings and family members are welcome to attend even if the serving person is unable to. Attendance at these briefings does not count against the serving person's resettlement entitlement. If you are unable to attend a briefing JSHAO has produced some useful take-away material that they can post to you. Contact JSHAO on: 01980 618 925 to find out about upcoming briefings near you.

JSHAO also produces a free monthly magazine called *Housing Matters*; each edition focuses on a particular region within the UK and various housing topics.

Contact JSHAO for a copy of the latest magazine or visit: [www.gov.uk/housing-for-service-personnel-and-families](http://www.gov.uk/housing-for-service-personnel-and-families).

**Mental Health App Now Available for Android Users**

A mental health support app has been released on Android devices for Armed Forces personnel.

The 'Joining Forces' mobile application has been available on Apple devices for several months and is now available for Android users.

The app provides tailored information on 11 mental health problems, including anxiety, post-traumatic stress and depression, and highlights where to access help.

Interactive videos are also available through the app, which outline the signs of mental health problems to encourage personnel to seek advice if they feel they have any of the symptoms. You can download the apps online.

### Keep in Touch

Why not visit our website: [www.nff.org.uk](http://www.nff.org.uk) – updated as and when announcements are made.

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## Drill day at Dalriada

A DRAMATIC car crash scenario was the surprise challenge in store for 35 Borders NHS staff and members of Glasgow's Education Department who visited an action-packed RNR awareness and training day at HMS Dalriada last month.

For extra realism the day's activities even included a fire engine provided by Glasgow Airport's Fire Service.

The somewhat bemused civilians were put through drill instruction by PO Neil Caskie, followed by a first aid teach-in with Dalriada's AB 'Buster' Brown.

LS Stephen Allen took control of the class with his introduction to Navy-style Command, Leadership and Management before they were shown weapons training with CPO Gullinotti and LS Hewton.

To add to the drama, WO2 Brian Jones and C/Sgt Paul Grant then provided a session of unarmed combat training.

All this preparation in an action-packed day led to the sudden emergency exercise, calling on the group of visitors to deal with a dramatic car crash involving an amputee from Amputees in Action.

Cdr Roger Curtis, CO of HMS Dalriada, said: "We really enjoyed hosting the Borders NHS staff here at Govan."

"The day went very well and it was great to see the staff learning practical leadership and yet so clearly enjoying themselves at the same time."

"I hope they were tempted by what a career in the RNR has to offer them and the benefits to their organisation."

"My team learned a lot too, and we hope to maintain this dialogue with the NHS going forward."

The joint venture aimed at raising awareness of the Royal Naval Reserves led to many new expressions of interest by the civilian staff who had no previous knowledge of career opportunities in the RNR.

## All fired up

SPECTACULAR displays from the RNR at HMS Cambria, RMR Cardiff, HM Band of the Royal Marines and TS Cardiff marked the 2013 RN in Wales event.

First Minister of Wales Carwyn Jones, RN Regional Officer Cdre Jamie Miller and CO HMS Cambria Cdr Neil Pugh were amongst the VIP guests witnessing an impressive firefighting display.

The fearless ship's company team from HMS Cambria, wearing full firefighting suits and breathing apparatus successfully tackled a substantial fire in front of the invited guests.

HMS Cambria's personnel went on to demonstrate their high standards of drill in a skilful ceremonial guard display.

The unit's parade ground was a magnificent stage and showground for the music of HM Band of the Royal Marines, while the guests also enjoyed RMR Cardiff detachment's dramatic armed display, dealing robustly with a hostile attack and hostage scenario – and successfully recovering the hostage whilst under fire.

# Top teamwork on Cambrian Trader

MORE than 80 Reservists from across the UK joined their regular Naval Service colleagues at Milford Haven to test their specialist experience in Maritime Trade Operations (MTO) in a complex port security exercise hosted by the port authorities at Milford Haven.

Exercise Cambrian Trader had been carefully planned over the past year and saw one of the fishery protection patrol vessels, HMS Mersey, working alongside Dyfed Powys Police, RN divers, hydrographers, and Army Reserves working with the Naval Reserve's Maritime Trade Operations specialists at the commercial oil and gas port facilities.

Cambrian Trader saw temporary operational control facilities established at the ports of Milford Haven and Fishguard, using highly-specialised information and communications systems.

Over the course of the exercise, the newly-established security organisation coordinated environmental assessments, structural surveys of port facilities, briefings for merchant ships and the provision of police and Royal Navy escorts for ships entering the port.

At the same time, HMS Mersey provided reservists with a taste of life at sea, welcoming groups on board for familiarisation in an operational warship.

Cdr Simon Cottam, the head of the RNR's Maritime Trade Operations branch, said: "We came to Milford Haven to demonstrate that we are trained and ready to support the Royal Navy and the wider merchant shipping community anywhere in the world."

"We achieved that, proving the versatility of our people and the global deployability of the Navy's new maritime information systems."

Cdre Jamie Miller, Naval Regional Commander for Wales and Western England and the on-scene Commander for the exercise, said: "This exercise has been a major undertaking, focusing the attention of so many different organisations and



● More than 80 Royal Naval Reservists from across the UK enjoyed quality training alongside multiple agencies and organisations in the complex environment set up for MTO exercise Cambrian Trader

Picture: Mark Richard Aurora Imaging

agencies on Milford Haven for several days of intense activity.

"That it has been such a success is all down to the fantastic support from the Port of Milford Haven, as well as the understanding of the wider community, but an additional win has been getting to know each other better so that we can do the same again, in an exercise or for real."

"The port has been critical to the success of Exercise Cambrian Trader, not just in terms of hosting the exercise itself, but also in supporting the planning phase, providing advice and facilitating access to the commercial oil and gas facilities around Milford Haven."

Milford Haven's Harbourmaster Bill Hirst said: "It was remarkable how quickly our board room was transformed into a fully operational control room, and just as remarkable how quickly it has returned to normal."

"The Royal Navy have been great guests, always close partners, and we hope this will forge an even greater trust, so essential in the maritime domain."



Picture: LAMPhoto Dean Nixon

## First encounter afloat for brothers of the sea

BROTHERS Lts Cecil and Paul Ladislaus have served at sea together for the first time since eldest brother Cecil, 36, left home eighteen years ago.

Cecil was serving in HMS Mersey on Exercise Cambrian Trader at Milford Haven while Paul, a chemical engineer in his day job, is also a Maritime Trade Operations Officer, serving with the RNR at HMS Calliope in Gateshead.

The two brothers hail originally from Gibraltar, where their parents still live, and have notched up some 35 years of regular and reserve service in the UK Armed Forces between them. Even their Mum got seafaring on a family trip from Gibraltar to the UK with HMS Echo.

Cecil began his military career with the Royal Gibraltar Regiment as a musician at the age of 16 in 1993, but then moved on to the Royal Engineers as a TA reservist for four years



● Brothers Lts Paul and Cecil Ladislaus reunited on HMS Mersey

Picture: LAMPhoto Dean Nixon

while studying for a degree at Nottingham University.

Cecil subsequently joined the RN, first as a submariner before retraining as a hydrography and meteorology officer.

Meanwhile Paul joined Cambridge Universities Royal Naval Unit (URNU) in 1997 while studying chemical engineering and served four years before becoming a Naval

Reservist in 2001.

"Having left home 18 years ago, this is the first time that we've had to share a cabin," said Cecil.

"But it was great to see Paul – in all these years in the RN, our paths have not crossed on operations until now."

Paul said: "It was interesting to see him at work on HMS Mersey and for him also to understand more of what I do with the RNR. It was an added bonus to be able to spend some time together."

Paul served as part of the deployed UKMTO team in Dubai providing 24/7 support and essential safety information to merchant shipping transiting through the Gulf region and Horn of Africa.

Cecil recently returned from HMS Echo which was tasked with surveying both Tripoli and Al Khums ports in Libya, as part of the UK's wider regional engagement with Libya.

## Scotia deploys forward

LOGISTICS specialists from HMS Scotia recently supported the Cougar 13 deployment as the RN's Response Force Task Group travelled through the Mediterranean.

Lt Bill Smith and PO Simon Johnson formed part of a Forward Logistics Site (FLS), made up of both full-time and reservist naval personnel.

The FLS was set up in Crete, and the team worked together with the Greek Navy, US Navy and international shipping agents.

The purpose of an FLS is to coordinate the movement of passengers, mail and cargo, to and from the maritime fleet, as quickly and efficiently as possible.

During the two-week exercise, the team drove approximately 5,000km, moved over 6,000kg of cargo (comprising nearly 400 items and including 46 boxes of ammunition) and transported nearly 170 passengers (ranging from commodores to defence couriers).

"Early mornings, long days and late nights were standard on the FLS," said PO Johnson.

"The Fleet need their cargo, often as a matter of urgency, so there's no time for complacency," he added.

"Although labelled as a training exercise, we were supporting real-life situations," said Lt Smith.

"I was really pleased that we were able to organise for a young sailor to get off his ship back to the UK, in time for the birth of his first child."

As well as operating the FLS, members of the team spent time on HMS Montrose and HMS Westminster, learning how a Logistics Department operates at sea.

## Vivids get on board

HMS VIVID's Naval Reservists spent time afloat during two high-profile events along the South Coast when the Plymouth-based unit took part in a Reserve Forces weekend exercise in Bournemouth to coincide with the town's air festival.

Five others sailed to the Royal Dart Regatta in Dartmouth.

Seven new recruits from the unit sailed to Dorset in HMS Northumberland, taking part in boat manoeuvres in RIBs and landing craft. They took part in small arms training, ropework, fire fighting and ship damage control.

The seven new joiners also witnessed bridge operations at night on board the frigate and visited MCMV HMS Brocklesby to observe the ship's activity.

Sailing to Dartmouth on the yacht Casares, the five other Vivids were grateful to the unit's Support Manager, Lt Cdr Simon Turner, for the loan of his yacht.

The two-day trip gave the sailors an opportunity to practise seamanship and navigation skills and visit HMS Chiddingfold, acting as guardship for the regatta.

HMS Vivid draws its reservists from Devon and Cornwall.

With 130 personnel attending the unit it hopes to increase membership to 200 people in 2014 to match MOD plans to increase the role of the Reserve Forces.

Those interested in a rewarding career in the Royal Naval Reserve should call 0845 6003222 for further information.



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# Deaths

**General Sir Basil Ian Spencer Gourlay.** Commissioned into RM 1940, joined Fleet carrier HMS Formidable 1941 and took part in Allied landings in North Africa and Sicily before being appointed Cdr of C Troop 43 Cdo in 1944. After raids on Adriatic islands and mainland he was awarded an MC. Redeployed to Italy they cleared the banks of the River Reno – the RM's last battle honour of the war. After a spell in Hong Kong with 45 Cdo he was appointed MBE then held training posts. As brigade major to 3 Cdo 1955 he was involved in counter-insurgency operations in Cyprus and was appointed OBE and mentioned in despatches for planning and executing the operation of landing 500 men of 45 Cdo by helicopter at Port Said during the Suez Crisis. As OC training wing (1957-59) and 2IC of 42 Cdo in Singapore (1959-61) he was tasked with developing this new tactic. 1963-65 he led 42 Cdo during the Borneo Confrontation and 1966-71 oversaw the running down of British forces East of Suez. 1968-71 in charge of RM training and as Commandant-General 1971-75 he led his Corps as it made the change from specialists in jungle and desert warfare to Arctic troops charged with defending NATO's northern flank against Soviet attack; he was appointed KCB 1973. July 17. Aged 92.

**Prof John Forfar Medical Officer of 47 RM Cdo.** 1942 commissioned into the RAMC as captain, serving with 11th Field Ambulance before joining 47 RM Cdo. June 1944 Allied troops landed in France to capture Port-en-Bessin intact as a terminal for PLUTO (PipeLine Under The Ocean). They suffered heavy losses; his landing craft struck a mine and he lost all his surgical equipment, but managed to set up aid posts to treat marines, soldiers, Germans and civilians; almost half of 47 Cdo were killed, wounded or missing; he was mentioned in despatches. 47 Cdo's last action was storming Walcheren then guarding Antwerp. Under heavy fire 15 marines were killed and 21 wounded but with mortar shells bursting all around Forfar attended to the wounded; he then went on to look for the missing troop commander whom he found lying wounded, shot through the eye. As he was treating him a German machine gun opened fire, killing one of the stretcher party and wounding another but he continued to treat his patient, putting him over his shoulder to carry him to safety – the wounded man survived into his 80s. Forfar was awarded an MC. Post war he continued to take a pastoral interest in the survivors and dependants of 47 Cdo. Aug 14. Aged 96.

**Cdr T V Giles Binney FAA.** Joined the RN College at Eaton Hall 1944 and spent months in MTB 616 before boarding troopship Athlone Castle to join HMS Renown at Durban. On VJ-Day he was a midshipman in HMS Belfast, one of the first Allied warships to enter Formosa and

Shanghai. Returning to the UK 1946, after a single familiarisation flight in a Tiger Moth he was determined to become a naval aviator, attending the Naval Elementary Flying Training School in Nottinghamshire; he flew his first solo after 6h 25m. 1949 the engine of his Firefly blew up in flight. 1951 he flew Fairey Fireflies with 812 NAS from HMS Glory (Korea); he was mentioned in despatches. He qualified as an Air Warfare Instructor and 1956 commanded 804 NAS flying Scimitars from HMS Hermes. Subsequently he was naval attaché in Ethiopia (1964-66) and in Lisbon (1972-75). He was shot down 1974 while on a fact-finding tour of Mozambique with other Lisbon-based attachés. Appointed OBE in 1976. August 13. Aged 87.

**Lt Cdr Peter Charles Marshall.** Joined the RN 1954 and learnt to fly with US Navy Pensacola, Florida; he qualified as an air warfare instructor in 1958. Served in HMS Centaur, Ark Royal, Eagle and HMAS Melbourne and 1969-70 commanded 767 NAS. Whilst flying a Phantom his aircraft suffered a heavy blow, an engine, wing and fuselage were damaged and his aircraft was vibrating severely; his windscreen was covered in thick dark fluid. With both engines flaming out he managed to return safely to Yeovilton 130 miles away. He was awarded the Boyd Trophy 1969 for exceptional skill and courage and received an AFC. In 1972 he transferred to the RAN and served for 18 years. Retired 1990. August 3. Aged 82.

**Lt Colonel Jimmy Eagles RM.** Commissioned 1936 and at outbreak of war was serving in HMS Sussex searching for Graf Spee. In 1940 he joined No1 Mobile Naval Base Defence Organisation as adjutant of the 2nd AA Regt. After commanding the 23rd Light AA Battery in India he redeployed to Kent to help defend London from V1 and V2 rockets. In 1944 tasked with air defence of 21st Army Group around Cherbourg then protecting the Canadian and US Armies in Belgium, later providing air defence around Antwerp and Scheldt estuary. Post war he made an important contribution to experimental work on amphibious vehicles. 1955 appointed Fleet Intelligence Officer on the staff of the CinC South Atlantic and South America. August 26. Aged 95.

**Lt Cdr Charles Coles.** Joined RNVR as midshipman in 1937 and at the outbreak of war was sent to 1st MTB Flotilla in Malta. 1940 he was liaison officer to the Royal Norwegian Navy MTB flotilla where he rescued Dutch officers, landed agents in Belgium and took part in scheme to use fire ships to destroy German invasion barges in France (Operation Lucid). He returned to the Med as CO of MTB 216 which was destroyed during a German air raid on Suda Bay 1941. After a period as liaison officer in a Yugoslav MTB he was given command of MTB 262 (10th Flotilla) serving off North Africa. 1942 he was operating out of Tobruk. Whilst laying mines off Tunisia he was forced to abandon ship after a battery failure; he was taken prisoner and interned. After being liberated he was promoted to Lt Cdr and appointed to Naval Intelligence; demobbed late 1946. August 27. Aged 97.

**Lt Cdr Jeremy 'Jem' Tetley.** Joined as an aviation cadet in 1949 and went solo in nine hours, logging more than 3,000 flying hours 1951-54. He served three appointments as 'batsman': in the carrier Theseus (Suez Crisis), Warrior (Far East after the Korean War) and Ocean. Gaining his bridge watchkeeping ticket 1958 he learned to fly the Gannet, Whirlwind and Wessex helicopters. 1962 as senior pilot of 815 NAS he lifted Royal Marines high into the Radfan mountains north of Aden,

then as acting CO 1963-64 and whilst on board Ark Royal he spent ten days ferrying a herd of tiny hiroala (Hunter's hartebeest) to Tsavo to save them from extinction. Retired in 1964 with no accidents in his flying log to become a farmer. High Sheriff of Cornwall in 1976. July 3. Aged 82.

**Air Norman Batley CPO OPS (M).** Served 1951-75. Joined HMS Ganges and served in HMS Teazer, Manxman, Devonshire, Ajax, Scylla and Cavalier, also Pembroke, Excellent and Drake. Portsmouth Field Gun crew 1962 and one of Churchill's funeral gun carriage crew 1965. Member of HMS Cavalier Association. Sept 3. Aged 78.

**Martin 'Doc' 'Dolly' Dalton MEM(M) 1st Class.** Served 1977-86 at Raleigh, Sultan, Neptune and Rooke (1981-82); also in HMS Tiger, Repulse and Fearless, Portsmouth, Faslane and Helensburgh. Played football and athletics. July 4. Aged 53.

**James T 'Jim' Nelson EM.** Joined HMS Raleigh 1949 and served in HMS Newfoundland 1950, Vanguard 1951, Roebuck 1953 and HMV Britannia. HMS Vanguard Association and Association of Royal Yachtsmen. July 9. Aged 81.

**David Bird WO.** Served 1964-98 in HMS Leander, Scarborough, Eskimo and Achilles, also CTF 345 Northwood. September 22. Aged 65.

**Edward 'Uncle Ted' 'Robbie' Roberts WO1 (OPS)(S).** Served 1950-87 HMS St Vincent, Bigbury Bay, Newcastle (C76), Minesweeper 1044, Blackpool, Eastbourne, Indefatigable, Undaunted, Tartar, BRNC Dartmouth and HMS Vernon; also at FOST (Portland) as a Searider. After leaving the RN he worked in the INM. Member of TAS(I) Association. September 11. Aged 78.

**James 'Jim' Tetchner CPO Mech.** Served 1947-69; RN for 22 years and RM for three. Trained at Nuthatch then served in Ark Royal, Hermes, Illustrious, Ocean, Albion, 814, 807 and 898 NAS then 3 Cdo and 40 and 41 Cdo in Borneo. Sept 9. Aged 84.

**Anthony 'Jan' Gough L/Ck.** Served 1966-77 HMS Collingwood, Mohawk, Bellerophon (Belfast), Hardy, Vernon and Tartar. September 18. Aged 63.

**Peter J Lukes CPO (Operations).** Served 1947-86 in HMS Concord (Yangtze Incident 1949), Altham, Coniston and Euryalus. 1971-86 Glasgow Careers Office and HMS Inskip. Ton Class, Impregnable and Concord Associations. October 4. Aged 81.

**Edward 'Shiner' A Wright RM.** Served in HMS Liverpool 1948-50 and a member of the association. September 20.

**Sydney G Montague LS.** Served HMS Sussex and drove landing craft on D-Day onto Juno Beach. Took part in Russian and Malta convoys then in Indonesia. Served HMS Liverpool Jan-Sept 1942 and a member of the association. October 5. Aged 93.

**Royal Naval Association**  
Douglas 'Pedlar' Palmer L/Sig. Joined aged 15 and served 1938-53. Survivor of the sinking of HMS Barham aged 16 and after treatment in Alexandria he was sent to New York to recuperate. Later joined Arctic convoys and served in the Far East; also HMS Eagle first commission 1951. Member of Maryport RNA and HMS Barham Association. May 31. Aged 90.

**Raymond 'Ray' Drewery OS.** Served 1947-52 HMS Victory and Vanguard. Norwich RNA. September 11. Aged 80.

**Leslie 'Les' Whitmore Aircraft Handler.** Served 1946-48 HMS Ocean and Daedalus. For many years a member of Chesnut and lately Norwich RNA. October 4. Aged 86.

**Tom Edwards PO Stoker Mech.** Served HMS Newfoundland, Devonshire, Sparrow, Consort and Cardigan Bay. Chairman and

President of Stourbridge branch. HMS Consort Association. Sept 25. Aged 83.

**Janet King,** partner of 8 Area Life Vice President Stuart Reynolds. HQ roll. Sept 24.

**David Pearson.** Served HMS Peacock. Member of Chesham & Amersham RNA, HMS Peacock Association and Royal British Legion. September 27. Aged 77.

**Eric Gower Aircraft Mechanic.** Joined 1943 and served HMS Gosling, RAF Henlow, RAF Melksham (Aircraft Mechanic training) then to the Far East 1944-45 to 742 and 888 NAS in Sembawang. Watford RNA and Watford FAA Association. Life member, ex-chairman and standard bearer. September 5. Aged 87.

**Submariners Association**  
J L 'John' Clayton CPO Coxn. Submarine Service 1956-78 in Auriga, Artemis, Cachalot, Opportune, Porpoise, Grampus, Opossum, Swiftsure and Onyx. Norfolk branch. Aged 75.

**N 'Norman' Daily PO. Mech(L).** Submarine Service 1942-46 in L26, H34, Sea Rover and Sturdy. Leicestershire branch. Aged 89.

**Lt Cdr (E) T 'Terry' Eames.** Submarine Service 1943-44 in P511, Otus 1, L27 and P553. Australia branch. Aged 92.

**S D. 'Stanley' Hancox AB ST.** Submarine Service 1945-49 in Taku, Tactician, Teredo, Alliance and Templar. Middlesex branch. Aged 87.

**Algerines Association**  
Herbert Luscombe SERA. Served aboard Rosamund. August 10. Aged 87.

**Bill Crawford Tel.** Served aboard ML870. August 11. Aged 89.

**George Tindel.** Served aboard Tanganyika. August 23. Aged 88.

**John Boyes AB.** Served aboard Mystic. Ron Breeze AB. Served aboard Albacore and Coquette. September 18. Aged 87.

**Bill Hilton AB.** Served aboard Spanker. September 25. Aged 87.

**Kenneth Rumsby AB.** Served aboard Rinaldo. September 28. Aged 87.

**Walter Last Sig.** Served aboard Antares. October 3. Aged 87.

**Fleet Air Arm Association**  
Stephen Johnson CAEA(L). Served 1965-92 in HMS Hermes, Ark Royal, Daedalus (MARTSU) and 809 NAS. Solent branch. September 4.

**Philip 'Phil' Jones WAAF (AE).** Served 1947-79. Solent branch. May 25.

**Eric 'Tug' Wilson PO Electrician (Air).** Served 1947-55. Wrekin branch. Sept.

**HMS Illustrious Association**  
Roy Allen. Served as a Stoker on board 1942-45. September 1.

**Keith Sims.** Served on board as a Signaller 1946-47. August 21.

**George Kirkup.** Associate member. June 22.

**Sidney Noonan.** Served on board 1943. April 3.

**Peter Stokes FAA.** Served on board 1943-45. July 21.

## Honours

**Afghanistan:**  
CBE: Brig Robert Magowan; DSO: Lt Col Matt Jackson; CGC: Capt Owen Davis; MC: Mne Craig Buchanan and Mne Harry Robinson; QCVS: Capt Will Goodman, Lt Col Simon Hall, L/Cpl Thomas Harrison, Maj Gen David Hook, Capt Thomas Limb, Maj Michael Scanlon.

**Non-operational gallantry:**  
OBE: Cdr Allan Wallace; MBE: WO1 ET(ME) Mark Hinton; QCVS: Lt Cdr Ian Feasey, PO Logs (SC) Paul Statham.

## Sports lottery

**Sept 14:** £5,000 – AB S Griffiths; £1,500 – AB L Wilson; £500 – Cpl T Jordan.

**Sept 21:** £5,000 – Lt T C Curnock; £1,500 – Sub Lt A King; £500 – CPO S Hall.

**Sept 28:** £5,000 – LH C Piper; £1,500 – Mne J Barnfield; £500 – LH J Ross.

**Oct 5:** £5,000 – R Adm T Fraser; £1,500 – Lt D Bebbington; £500 – Lt M Philipson.

## Ask Jack

**Lowestoft SCC:** TS Europa will be celebrating its 50th year in 2015 and is seeking former staff and cadets to arrange a reunion. Contact former Lt David Jefferson (SCC) RNR davidjefferson37@hotmail.com or tel: 07766703162.



# Farewell to Smiles

LT CDR Charles Miles, who chronicled change in the Royal Navy for over four decades in the pages of *Navy News*, died on October 7 at the age of 90.

Charles, under the pen-name Smiles, had the tough job of reflecting changes in rules and regulations such as the ban on smoking in submarines, as illustrated above in February 2006, shortly before his retirement.

He joined as an Air Artificer Apprentice 1939, took his commission in 1946 and switched to aircrew, as a pilot, then observer, then Direction

Officer; his post-war flying duties were with 814 and 827 NAS. Between 1952-64 he served HMS Indomitable, Glory, Birmingham, Ceylon, Glasgow, Llandaff, Albion and Bulwark and 1959-61 with HMAS Melbourne.

Awarded the MBE in 1971, Charles retired in 1975 but continued as an RO until 1988.

A keen swimmer, rambler and woodcarver as well as a talented artist, Charles was a member of the Goldfish Club (for aviators who survive crashing or ditching into water), the Artificer Apprentice Association and ARNO.

# Safeguarding the Fleet

WITH the phased implementation of the Protection of Freedoms Act 2012 the Armed Forces have been required to update their policy and processes in BR3 Chapter 60 Section 7 and JSP 893 – namely the policy on criminal records clearances and safeguarding vulnerable groups.

The reference books will be amended in February 2014 when the final position for the MOD has been determined. Meanwhile RNTM 218/13 has been published and deals with the new provisions requiring immediate and pro-active attention from all Unit Officers responsible for the process of obtaining criminal record disclosures for Naval Service Personnel.

The legislation has brought a number of changes, including a change of terminology – the Criminal Records Bureau (CRB) is now referred to as the Disclosure and Barring Service (DBS). However, the RNTM focuses primarily on the cessation of the production of the employer's copy of criminal record disclosures and the necessary workaround.

CNPers requires Unit

DBS Officers to note the new process for suitability checks and ensure it is followed so that new appointments can proceed as planned. A failure to comply will seriously impact the Naval Service's ability to provide assurance of compliance with the law and COs will be held personally responsible.

RNTM 218/13 describes in detail the change, solution and clearly articulates the process with regard to the production, oversight recording and monitoring of DBS clearances.

Meanwhile an audit review of RN compliance with safeguarding legislation and MOD policy is currently in progress coinciding with these latest changes. Any disparities identified on JPA records will be subject to remedial action.

Annual conferences are anticipated to brief attendees on legislation and policy developments, provide feedback and clarify uncertainties.

Further guidance on the subject matter can be obtained from the NCHQ point of contact: NAVY SEC-2 DISCIPLINE 1.

# Win a mini-cask of beer

A special Fleet Air Arm brew – with a dash of rum. Interested?

Thanks to Wadsworth Brewery, we're offering the chance to win a mini-cask – that's 8.8 pints – of their top-rated Swordfish beer, launched in 2010 to commemorate the centenary of Naval aviation.

It's a stronger version of the 6X beer, with added zest of a tot of Pusser's Rum.

It was intended as a one-off, but proved so popular that Wadsworth have continued producing it.

We have three mini-casks to give away to our readers if you can answer this question: The Swordfish was designed by Fairey, who built nearly 700 – but which British firm built the

so-called 'Blackfish' under licence?

Entrants must be aged 18 or over. Send entries to Swordfish Ale competition, Navy News, MP 1.4, Navy Command, Leach Building, Whale Island Portsmouth PO2 8BY, or email swordfish@navynews.co.uk

Please include your full name, address and postcode with your submission.

Entries must be received by Friday December 6 2013. Normal NN competition rules apply and the editor's decision is final.

Winners will receive their casks directly from Wadsworth. Kept cool, casks will keep for 14 days unopened, but once opened the beer is best consumed within 48 hours.



## Commander (S) P.A. Dawes RNR 'An Officer and a Gentleman'

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When I was a boy  
He was often away  
For months on end  
But when he retired  
We talked man to man  
As well as a Father  
He became my best friend  
I was caught in a storm  
And he guided me  
To a safe harbour  
With patience, love and tranquillity.

My Dad set sail  
On his final voyage  
Many years past  
But he went down fighting  
Colours nailed to the mast  
He's now with old crew-mates  
Aboard that great ship in the sky  
I hope to join him  
When the time comes  
For my last goodbye.

## Reunions

**December 2013**  
Royal Naval Engineer Association Christmas party on December 14 at the Nautical Club, Bishopgate Street, Birmingham B15 1ET 1900-2330. Associate members 'free', non-members £8. Contact Bob Styants at bob.styants@btinternet.com or tel: 0121 422 4115.

**HMS Aldenham Association** annual service in memory of officers and men who lost their lives December 14 1944 when Aldenham was sunk in the Adriatic (the last British-manned destroyer sunk in WW2) is to be held at the Church of St John the Baptist in Aldenham near Watford on December 15, 1015. The Ensign dedicated in 1982 will be laid up and a new Ensign re-dedicated and raised. Afterwards a buffet will be held at nearby Aldenham Sports and Social Club. All friends and relatives welcome. Contact John Carder to register interest on 01442 249792 or email: johnd.carder@ntlworld.com

**January 2014**  
HMS Illustrious Association annual service of Remembrance will be at St James Garlickhythe, London EC4V 2AF, on

January 16, starting 1310. Contact Frances Garton on 07985 196908.

**February 2014**  
HMS Penelope Association annual reunion at Blackpool from February 21-23. Details of membership and reunion form secretary at mike.bee@ntlworld.com or write to 1 Oddfellows St, Mirfield, WF14 9AB.

**HMS Andromeda Association** F57 annual reunion at the North Stafford Hotel, Winton Square, Station Road, Stoke ST4 2AE February 28 to March 2. Details from Rick Matthews at rickmatthews57@btinternet.com or 07836 747070.

**March 2014**  
The Undine & Urchin Association in company with Ursa, Ulster Ulysses, Urania and Undaunted are holding a reunion at the Scarisbrick Hotel, Lord Street, Southport, Merseyside, March 7-10. Details from Chris Heslop at chris@cheslop.plus.com or write to 20 Larch Drive, Stanwix, Carlisle, Cumbria CA3 9FL, tel 01228 401378.

**HMS Duchess Association** reunion at the Britannia Hotel, Coventry, March 28-30. Details: Sharky Ward at 17 Marne Gardens, Lincoln LN1 3UQ or tel: 01522 872998.

**Hermes Cooks 1968/70** annual get-together on March 29-30 at the Royal Maritime Club, Portsmouth. Contact H Enright at scouseenright@hotmail.co.uk or tel: 07884 040041.

**April 2014**  
HMS Cavalier Association AGM and annual reunion at the King Charles Hotel April 4-7, Contact Dave Shardlow, 115 Boundary Road, Mountsorel, LE12 7ES at davemooseman@aol.com or tel: 01163 678134. Standard bearers who have not already been contacted and would like to attend the parade and march past on April 5 contact Terry Willis, 28 Pippin Lane, Northampton, NN3 9TQ tel: 01604 517112 or terry.willis@hotmail.co.uk

**HMS Loch Fada Association** F390 reunion at the Royal Beach Hotel, St Helens Parade, Southsea PO4 0NR from April 11-14, includes AGM at 1000 on 12th and dinner at 1900 to celebrate the 70th anniversary of K/F390 commissioning. For booking and more info contact IOW Tours on 01983 405116, email enquiries@iowtours.com and mention F390, or Frenchy Sec F390 at f390.sec11@virginmedia.com or tel: 01252 310767.

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● Windsurfing (left) and dinghy races at the National Sailing Regatta on Marine Lake in Southport



# Top teams battle for regatta prizes

NOT all the youngsters glancing at the skies in Southport one early autumn weekend were watching the thrilling air display over the town's beach.

Some were trying to gauge wind speed and direction to gain that extra turn of speed that means all the difference between glory and defeat in the annual Sea Cadet National Sailing Regatta.

Staged once again on the Marine Lake in the Merseyside town, home advantage proved to be crucial as North West Area took the honours – though it was

a fight to the finish with Eastern Area, who finished the event just a point behind their hosts, while South West Area proved tough competition in the windsurfing categories.

Around 100 cadets descended on the Waterside Lodge at the southern end of the lake for the weekend, and despite some showers in the morning and the air show overhead through the day – attracting an estimated 50,000 spectators to the adjacent beach for the best views – dinghy sailing and windsurfing carried on into the afternoon.

The results from Southport:

**Dinghy:** Open Bosun Class (Wilson and Kyle Cup) – North West Area; Junior Topper Class (Dawson Cup) – London Area; Open Picos Class (Sporting Record Cup) – Eastern Area; Open PY Class (TS Narvik Cup) – Southern Area.

**Windsurfing:** 4.5m Class (Sail Association (Plymouth) Cup) – LC M Brooks (Southport, North West Area); 5.5m Class (Aylesbury Cup) – AC A Lewington (Harrow, London Area); 6.8m Class (Ben Line Challenge Cup) – LC D Ludlow (Evesham, South West Area).

**Overall:** Windsurfing (Dauntless Shield) – South West Area; Overall Regatta Winner (All classes) (Navy League Cup) – North West Area.

Two weeks later the focus moved south to the waters of the Royal Victoria Dock, where some 600 Sea Cadets competed in the National Combined Regatta.

Youngsters aged between 12 and 18 sailed, drove and rowed for all they were worth to prove themselves the best of the best, all the teams having won through district and area competitions to book their place at ExCeL.

And when the points were totted up at the end, there were two squads sharing top spot – Southern and South West Areas.

The results from London were:

**Boat Handling:** Rowing

Boat Handling (Mitchell Trophy) – Nottingham (Eastern Area); Sailing Boat Handling (P&O Trophy) – Sheppey (Southern Area); Power Boat Handling (Stirling Wheel) – Neath (South West Area); Overall Boat Handling (Stena Sealink Trophy) – Southern Area.

**National Rowing Regatta:** Boys Junior (Ridgewell Cup) – Salisbury (Southern Area); Girls Junior (Wain 1999 Cup) – Henley (Southern Area); Boys Open (Hornblower Cup) – Mercia District (South West Area); Girls Open (Burton Cup) – Salisbury (Southern Area); Overall Trinity Class (Dawson Trophy) – Southern Area.

Yole Junior (Junior Mixed Cup) – Oxford (Southern Area); Yole Open (Open Mixed Cup) – Edinburgh Trinity (Northern Area); Yole Open Single Boys – Salisbury (Southern Area); Yole Open Single Girls – Sheppey – Southern Area; Overall Yole Class Rowing Trophy (Badger Cup) – Southern Area.

**Trial Event:** Cross Stream – South West Area.

**Overall regatta winners** (Navy League Cup) – joint winners Southern and South West Areas.

**Overall paddlesports winners** (Armitage Trophy) – joint winners Northern Ireland and South West Areas.

● Competitors in the National Combined Regatta sail their Bosun dinghy past Lightship 93 in Royal Victoria Dock during the sailing boat handling competition, while (below right) a rower takes a Yole along the Royal Victoria Dock in London



## VIP visitors call in on Ruislip

RUISLIP unit hosted several high-profile visitors when the Deputy Lieutenant for Hillingdon, Wg Cdr Edna Partridge, made a presentation to one of the unit's senior cadets.

She was accompanied by the Mayor of Hillingdon, Cllr Allan Kauffman, Mayoress Mrs Lynne Kauffman and the Deputy Area Officer for London Area Sea Cadets, Lt Cdr (SCC) Cliff Lewis RNR.

L/Cpl (now Cpl) George Wheeler was presented with the prestigious Lord Lieutenant's Cadet Award, with his citation referring to his outstanding leadership and command skills.

He is a qualified kayaking instructor, has taken part in national Sea Cadet kayaking competitions, helped to train cadets from the unit in boating proficiencies and participated in district and area events.

He has also led the Royal Marines Cadet Detachment in field assessments, and his efforts were instrumental in his detachment winning a national award for most improvement.

During the evening the Mayor also presented awards to L/Cpl Ben Pearson (Attendance and Bearing trophy), MC Antoine Ettienné (CO's trophy), Cdt Joseph Ostler (Cadet of the Year trophy), MC Charlie Anderson (Admiral Foster's trophy), LJC Peter Feeney (Junior Sea Cadet trophy), MC Matthew Beasant (Royal Marines trophy).

The Deputy Lieutenant, Mayor and Deputy Area Officer also presented proficiency badges and awards to many cadets for seamanship, sailing, rowing, kayaking and First Aid.

OiC of Ruislip Sea Cadets, Sub Lt (SCC) Helen Hunt RNR said: "This was a great evening which the cadets and their parents will remember for a long time."

"George Wheeler richly deserves his award for the contribution he has made both to the unit and to the development of cadets for the future."

## Warsash join RNA parade

MEMBERS of Warsash unit were invited by the Royal Naval Association to march in their biennial Whitehall parade.

More than 40 cadets turned out under the command of CO Lt Tony Thurgood, and were supported by applauding crowds.

Following a short service of remembrance at the Cenotaph, the cadets posed for photos in front of the Ministry of Defence and many cadets and parents were introduced to Second Sea Lord Vice Admiral David Steel.

Vice Admiral Steel said: "The cadets are so smart, well-mannered and happy – an absolute credit to Warsash Sea Cadet unit."

The RNA were so impressed by the Warsash cadets that they have already been invited to march again in two years' time.

Brian Sandon, chairman of the Netley RNA branch, thanked the Warsash cadets for their large turnout at the parade, adding: "The cadets looked very smart and we were proud that the unit's standard was paraded alongside ours."

Unit Management Committee chairman Stephen Selmes said: "All of the TS Tormentor team – cadets, staff and committee – were extremely proud to be asked to go to Whitehall and parade with the RNA."

"The cadets were fantastic, they were smart and marched very well indeed."

● Cadets gather in the Trinity Green Time Space in Gosport



# Gathering at Gosport

FOR the first time in a generation, Sea Cadets and their tri-Service counterparts from across the South united to march in a Cadet Forces Grand Parade through Gosport town centre.

With a warm September sun beating down on the Time Space shoreline arena highlighting a sparkling Solent and Spinnaker Tower behind, approximately 170 cadets including their staff officers gathered for the service and medal presentations parade, watched by proud families and supporters.

Each platoon was inspected by an array of civic dignitaries and military figures, led by the county's Royal representative Dame Mary Fagan, Lord Lieutenant of Hampshire.

Wearing her uniform as Honorary Commodore Royal Naval Reserve, Dame Mary made several presentations, with a bar to his Cadet Forces Medal being awarded to Rev Alan Ball from St Mary's Alverstoke, who has provided pastoral care to Gosport unit for 35 years.

The CO of Littlehampton unit, Lt (SCC) Brian Osborne RNR, was awarded a Gold Bar to his Cadet Forces Medal.

ACs Sophie Rusling and Amy Cheetham were warmly applauded for their two gold medals, having dashed back from London to attend the Grand

Parade after paddling two miles in the marathon kayak doubles at the National Combined Regatta at the ExCeL only the day before, defending their title from last year.

OC Harry Salmon from Gosport unit was presented with his bronze medal in the Topper dinghy class at this year's National Sailing Regatta in Southport.

Dame Mary congratulated the cadets for looking "incredibly smart" on parade, and warmly thanked the staff who had contributed to the meticulous organisation of the event.

She said: "I thought the parade was first class. I was terribly proud of them all."

"I really do want to pay tribute to the officers and instructors who support the cadet units – they work tremendously hard to provide the young people with special events, activities and opportunities, and I thank them all."

"I've had nearly 100 excellent Lord Lieutenant Cadets supporting me on my Royal duties over the past 15 or so years and I do appreciate their help."

Central Southern District Officer Lt Cdr (SCC) Karen Kristiansen RNR expressed her delight in bringing together so many units from across her area of responsibility.

She said: "This was an outstanding occasion and I am so delighted with the very smart turn out."



● Cadets parade through Gosport

"We hold an annual parade at various locations in the region but this is the first time in Gosport."

"We've had some fantastic support from South East Reserve Forces and Cadets Association (SERFCA), Asda, Morrisons and we must also thank the Gosport Copy Centre for printing our orders of service."

Units from the Isle of Wight, Sussex and Hampshire marched side-by-side with their Air Training Cadet and Army Cadet Force counterparts from across the county.

Another first amongst the VIP guests was the presence of Chief Inspector Darren O'Callaghan of Fareham and Gosport Police, who admitted that this was the first occasion that he'd ever inspected a platoon.

He said: "I was very much impressed. What a lovely group of young people, and so very smartly turned-out."

Re-locating to the dais at the Town Hall for the march-past, the group of VIPs included the Mayor of Gosport, former Naval officer John Beavis, Cdre Chris Munns from the Royal Navy Submarine Museum, Queen's Harbourmaster Cdr Nigel Hare, Cdr Ian Harrop from HMS Sultan; Rear Admiral Tony Whetstone, long-serving President and Patron of Gosport unit and Capt Gavin Pritchard, chairman of the unit. Dame Mary stepped up to take the salute.

Led by a band from Southampton unit, platoons marched the length of the High Street to applause from shoppers, remaining smartly in step all the way up to the Town Hall as they passed the dais.

On completion of the parade, cadets enjoyed a get-together at Gosport unit's HQ, TS Hornet, where guests enjoyed tea and cake in the drill hall.

# Long journey south for voyage



● AC Alexander Baikie on TS Royalist in the Channel

FOR 15 year old AC Alexander Baikie the adventure started long before he arrived on board TS Royalist at the start of a six-day offshore voyage.

Just getting to TS Royalist, berthed in South Devon, was an epic journey that spanned two days.

Because Alexander lives in the far north of Scotland and is a member of Orkney unit – the most northerly Sea Cadet unit in the UK.

To join Royalist in Dartmouth he set off from home early on Friday and, after spending a night at SCTC Caledonia, flew south to England for the first time in his life, finally arriving in South Devon late on Saturday afternoon.

Since then, along with his

23 new friends – or messmates – drawn from as far apart as Cardiff, Wigan, Ashford and Maidenhead, Alexander has been thriving on the challenges that come with an offshore voyage on the Sea Cadet flagship.

He particularly enjoyed the opportunity to climb the rigging, and getting fully involved in all aspects of learning to sail the iconic Royalist.

The ship spent time sail training in Start Bay and Torbay, with interesting overnight stopovers in Torquay and Brixham.

Another bonus with travelling so far south was the lovely warm autumnal weather, with Alexander observing that it was "really good to be here as it is a lot warmer than it is at home!"

## From the Tyne to the Rheinland

TRAINING, exercises, history, shopping – and travel. The cadets of Wallsend unit had a packed schedule on their summer camp in Germany.

A group of 24 cadets and six staff led by Officer-in-Charge CPO (SCC) Andy Scott boarded a DFDS ferry bound for Amsterdam on the first stage of the camp, destination Princess Royal Barracks in Gütersloh.

They were met by host Ft Lt Simon Constable of the RAF Regiment, who soon had them fallen in and showed them their barracks.

The programme of activities planned by local staff was second to none – the history of the old airfield and an explanation of its role in World War 2, a tour of the camp, shooting, fire fighting, a visit to air traffic control, water activities at the Dummersee Sail Training Centre, 'Operation Soft Frog' (a combat exercise where the cadets wore camo cream), a trip to Münster – including some shopping – a visit to a Commonwealth War Graves site where staff and cadets paid their respects, and to cap it off a visit to Stukenbrock Zoo Safaripark.

It was a fun-packed, exhausting, exhilarating, experience, which would not have happened had it not been for the support of the unit management committee, led by David Hesselberth, and the fundraising carried out by cadets throughout the year.

## Wartime loss remembered

THE ship's company of Guernsey unit were heavily involved in a memorial weekend to commemorate the 70th anniversary of the sinking off the Channel Islands of HM Ships Charybdis and Limbourne.

The bodies of 21 sailors and Royal Marines were washed up in Guernsey shortly after the sinking, and through local pressure all were buried by the German Occupation Authorities with full military honours.

Around 5,000 local residents attended, and some 900 wreaths were laid.

For many years now, survivors and families have returned to Guernsey to pay tribute to those who died.

With a dinner on the Friday night, to a tea party hosted by TS Sarnia on the Saturday morning, wreath-laying in the afternoon at sea, to the parade at the gravesides on the Sunday, both the Charybdis and Limbourne Association and TS Sarnia were kept very busy.

Dido-class cruiser HMS Charybdis and Hunt-class destroyer HMS Limbourne were part of a task group sent out to intercept German blockade-runner Münsterland in October 1943.

But the defensive screen of E-boats around the German ship proved fatal to both warships; the cruiser was hit by two torpedoes and sank within half an hour with the loss of 426 men, while Limbourne was so badly damaged she was later sunk by escorting RN ships; 42 men died in the initial torpedo strike.

## Area of excellence

WITH the points from the two national regattas added to the totals, this year's Peter Riley Trophy winner – the best Area in all competitions – is the South West Area.

Runners up, and therefore winners of the Millennium Trophy, are Southern Area.





● POC Thea Griffiths with her Lord Lieutenant's certificate

## Tewkesbury quartet win awards

MEMBERS of the Fisgard Association paid a visit to Tewkesbury unit to present the prestigious Fisgard Plate to LC Zara Von Benzou for achieving the highest ever marks at the end of her 1st Class Marine Engineering course.

The award was previously given to the top student at the Royal Navy's Artificer Training School HMS Fisgard until the Artificer branch was discontinued.

Since then the 'Tiffies' have presented the hand-crafted silver prize to the top engineering cadet to encourage more to take up engineering as a career.

Not only does Tewkesbury have the top engineer – they can cook too...

At the same ceremony LC Thea Griffiths and AC Kerry Macrow received their 1st Class Cook Steward certificates – the very last ones to be awarded on the old training scheme.

At the same time POC Ashley Macrow received the very first Cadet Instructor in Catering and Stewarding certificate to be awarded.

And to put the icing on the cake, so to speak, LC Thea Griffiths was promoted to POC and she will be one of Gloucestershire's Lord Lieutenant's Cadets for the coming year.

## Sheppey cadets prove unbeatable

SHEPPEY unit can look back on another successful boating year with the completion of the two national Sea Cadet regattas.

POC Cali Jefferies, LC Daniel Snook and AC Laura Snook took the medals but strong performances from shipmates meant Sheppey had a significant say in the final area placings.

POC Jefferies qualified in first place for single female Yole rowing at the Southern Area Regatta in July, giving her a place in the National Combined Regatta.

Cali competed in three races against top cadets from other areas covering the whole of the UK – and won all three, resulting in her being crowned National Champion, the best single female rower in the country.

Brother and sister team Daniel and Laura Snook combined their individual sailing abilities to create a force to be reckoned with.

They competed in the Southern Area Regatta, taking first place in both Bosun-class sailing and the Sail Boat Handling competition.

The Boat Handling competition required them to demonstrate exceptionally high levels of technical ability in comparison to the racing skills in the Bosun class.

Daniel and Laura qualified for the National Sailing Regatta in

# Stonehaven thrives on competitions

STONEHAVEN and District unit saw its members in action over four consecutive weekends, competing at District, Area and National level – resulting in further honours for the unit to round off another successful competitive year.

In the middle of September three cadets went to Southport

as part of the Area team for the National Sailing Regatta and put in a good effort, although they were disappointed not to be in the medal placings.

The following weekend they were in action once again, joining more of their crewmates to represent their unit at District level up in Peterhead.

This time they struck metal, coming away with two bronzes and a silver for their efforts.

There was little time to draw breath, though, as 19 cadets travelled south for the National Combined Regatta at the ExCeL complex in London, competing in each of the available categories of rowing, boathandling, kayaking and canoeing.

The Stonehaven cadets formed the largest contingent from a single unit from all of those representing Northern Area at the event.

And even though it is without doubt the largest and most competitive of all the national events run by the Marine Society and Sea Cadets, Stonehaven cadets returned with two individual golds, one double and one team silver and an individual bronze medal.

Again, there was no time to rest on any laurels as they were back in action the following week as they joined cadets from Fraserburgh, Aberdeen and Peterhead to represent Grampian District at the Area Swimming Competition held at MOD Caledonia in Rosyth.

The team returned home with a clutch of medals – four gold, eight silver and one bronze, which contributed to them being awarded the overall trophy in the girls category, 12-13 age group.

As this was the very last area event for 2013, the points scored were tallied and the final result meant that the Grampian cadets also took the Montrose Trophy for the best sporting district over the year, whilst Northumberland took the runners-up prize.

CO Sub Lt (SCC) Sean Fraser RNR said: "Stonehaven cadets are a familiar feature of all Sea Cadet competitions at every level and have travelled far and wide this year in order to compete, from Peterhead in the north to Plymouth in the south.

"They achieve this through their commitment and dedication in training for the various disciplines involved.

"While they take it seriously they also have a lot of fun and they get an enormous amount out of the experience.

"We have a high expectation of our cadets and they always rise to the challenge. We look forward now to the 2014 season which will start with the District football competition in Aberdeen."



● Cadet Will Sutton demonstrating communication techniques on one of Sittingbourne's short wave radios

## Unit is ahead of schedule

MEMBERS of Sittingbourne unit were delighted to win plaudits at their RN Inspection.

Every unit has to undergo a quality assurance process to ensure young people are getting the best possible cadet experience each year, and every two years there is a formal ceremonial inspection by a Royal Navy Area Officer attached to Southern Area.

Such evenings are also an opportunity for the unit to invite local residents, family and friends in to see what cadets do and have achieved.

Guests included the Mayor of Swale Cllr Sue Gent and Bob Broderick of the RNA.

The evening began with Colours and an inspection of Divisions by the Area Officer, followed by a display of some of the skills cadets have learnt over the past year and some of the activities they undertook, including band contest, sailing, rowing, cook/stewarding, radio communications and seamanship.

Inspecting Officer Cdr John Greene said: "The unit has had several challenges to face this past year including the change of the senior command team of unit chairman and commanding officer, but everyone has risen to the challenge and taken TS Wyvern forward.

"The recovery plan put in place at the end of 2012 has paid off even more quickly than was envisaged – so much so that, despite their own expectations, I have no hesitation in recommending the unit for an award of pennant status."

Unit chairman Ivor Riddell said: "What we have achieved as a team over the last ten months is nothing short of amazing.

"There were many challenges facing us. But the foundations are now in place to take the unit forward and deliver a real cadet experience to the young people of Sittingbourne and the surrounding area."



● Cadets from Barrow-in-Furness, Whitehaven and Workington in front of Artful in the Devonshire Dock Hall in Barrow

## Astute move by Cumbrian contingent

SEA Cadets from Cumbria performed route lining duties at the naming ceremony for Astute-class submarine Artful at the BAE Systems shipyard in Barrow-in-Furness.

Cadets from Barrow-in-Furness, Whitehaven and Workington units marched through the yard to the Devonshire Dock Hall for the ceremony – more

than 50 uniformed cadets and adults took part.

Cadets and staff lined the guest routes inside the cavernous build hall both before and after the naming ceremony, which was attended by a number of VIPs including First Sea Lord Admiral Sir George Zambellas and his wife Lady Amanda Zambellas, who is the lady sponsor of Artful.

## Christmas cards on sale

SEA Cadet Corps Christmas cards can now be bought online at [www.seacadetshop.org](http://www.seacadetshop.org) – the link is at the foot of the web page.

Seven designs, including the obligatory penguins, reindeer and robins (though not on the same card), are available.

Cards come in packs of ten with envelopes, with six of the seven designs costing £3.95 and the

seventh £4.45.

Prices exclude postage and packing, which will be shown during the checkout procedure.

Proceeds from the cards go towards helping fund the activities of the Sea Cadet Corps and the wider work of the Corps' parent body, Marine Society Sea Cadets, which offers personal and professional development opportunities for seafarers.

## Pearl River victims honoured

MEMBERS of TS Nelson, a unit in the Hong Kong Sea Cadet Corps, provided an honour guard at the 60th memorial service for sailors killed in Motor Launch 1323 in the waters round Hong Kong.

Seven cadets, an instructor and a bagpipe player under the command of Lt Cdr Ponthey Yip gave a General Salute and played *Amazing Grace*, while Ruth Shearman, sister of AB Ralph Shearman – one of six RN sailors killed, along with a member of the local defence force – laid a flower on each grave.

On September 9 1953 ML 1323 was on patrol in the Pearl River estuary off Hong Kong when it was approached by a Chinese gunboat.

With the Korean War ceasefire only weeks old, the British vessel turned away as the Chinese boat signalled her to stop – and the response was a shell which smashed into the launch's engine room but failed to explode.



● Members of TS Nelson honour those who died in the Pearl River Incident off Hong Kong

Further gunfire resulted in the death of the six sailors plus a member of the Royal Hong Kong Defence Force as well as extensive damage to the boat and her engines.

But under the guidance of LS Gordon Cleaver – the hero of the 'Pearl River Incident' who

removed the unexploded shell, put out a raging fire, rehoisted the White Ensign and worked calmly under fire to steer the launch to safety despite failing engines and a rising sea – ML 1323 limped from the scene and was escorted into a Hong Kong base by a marine police launch.



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## Richie outpowered in his MX5

LT CDR Richie Scott attended the penultimate round of the RAF Car Race series at Oulton Park in Cheshire in his Mazda MX5.

There was a good turn-out of 14 military race cars at the BARC-hosted Northwest event.

Practice without walking the track was interesting and the undulating course was somewhat challenging, especially getting the line right through Druids.

Richie was never going to compete for position in his 1.6L Mazda, going up against a turbo Cosworth Fiesta and Sierra or a turbo Lotus Esprit, but the series is about consistency and getting the best from your car.

The fastest car on track was a 3.9L V8 Westfield

weighing 720kg and developing 250 brake horsepower – sounds expensive – must be aircrew! 896kg and 123 BHP just does not get close.

Richie managed a good start and overtook the Lotus on the outside through Old Hall Corner, holding him off until being overtaken on pure power along Lakeside Straight.

The remainder of the race was something of a line astern procession, and Ritchie settled into getting consistent lap times.

Despite finishing 12th on the track, his overall position was ninth out of 14. One more signature required for a full race licence and the prospect of a more powerful car for the 2014 season.

Picture: PO 'Dutchy' Holland



## Rackets at the ready

THE 2013 Royal Navy Squash Championships will be held at HMS Temeraire on December 6-7.

All RN and RM personnel are eligible to take part in the following categories: open competition, U25s, ladies, veterans (over 35), masters (over 45) and doubles competitions.

For details contact the secretary of the RNSRA, Lt Cdr David Cooke, on 02392 573027 or Rnsso4@fleetfost.mod.uk.

ROYAL NAVY REVIEW

# Phillip the Great

I SPENT the first half of October in Australia as the guest of both its Army and Navy and was able to participate in the celebrations of the first hundred years of the RAN.

It seemed very apt therefore that my review reading in that month should be the new biography of Admiral Arthur Phillip, who commanded the 'First Fleet' which carried the initial settlers of New South Wales who arrived in what is now Sydney in 1788, writes Prof Eric Grove of Liverpool Hope University.

Phillip was an extraordinarily interesting man as reflected in the book's title, *Sailor, Mercenary, Governor, Spy* (Hardie Grant, £20 or £10 in electronic format, ISBN 978-1-74270). Its author is Michael Pembroke, an Australian lawyer and descendant of one of the first settlers.

Although an author, rather than a professional historian, he has certainly done his homework and has spent much time sifting the often-elusive sources on his subject and using them to produce an excellent and enlightening account that clearly demonstrates both his mastery of the subject and the fascinating officer that was Arthur Phillip.

Like many officers in the 18th Century Royal Navy, Phillip came from quite a lowly social background. His father, who died a year after his birth, seems to have been a seaman, perhaps of foreign descent, and his mother was the widow of another. He was also related, via his mother to a Royal Navy captain, Michael Everitt, who had taken the orphan to sea at the age of nine. Three years later Phillip entered

## THE GROVE REVIEW

the Royal Hospital School at Greenwich. He then worked in a whaling ship before rejoining Capt Everitt on the outbreak of the Seven Years' War as a captain's servant in HMS Buckingham, a 70-gun ship of the line.

He was involved in the events that led to the execution of Admiral Byng, of whose conduct he was critical. Promoted Midshipman by 1759, Phillip became a lieutenant in 1761. He played a significant role in the taking of Havana the following year.

The end of the war led to a period of half pay during which Phillip made an unsuccessful marriage to a rich widow and became a gentleman farmer. Shortly after their separation he seems to have made money in the Flanders cloth trade before returning to Britain to press seamen in the Falklands crisis of 1770. He then probably began a shady career in espionage, reporting on French naval activities before being encouraged to serve as a captain in the Portuguese Navy, fighting as a commodore against Spain and surveying Latin American waters in the British interest.

Phillip returned to formal British service in 1778 during the American war, but continued to be involved in machinations against Spain. He became a captain in 1781, initially of the frigate Ariadne and then of the 64-gun HMS Europe which was sent to join Admiral Hughes in the Indian Ocean. He arrived when the war was over and after three months began another long voyage back to Britain, helping confirm his reputation as a navigator.

Phillip now returned to spying on France, as directed by Evan Napean, then Chief Secretary of the Home Office, the responsible department for such activities as well as Colonial development.

Eyes were now turning to southern waters and the recently-discovered territories in that region which included 'New South Wales'. Settlement of that region with convicts would solve two problems: overcrowded prisons and the danger of French expansion. The decision to set up such a colony was taken in Cabinet on August 19 1786.

Phillip seemed a natural choice to lead such an expedition and in October he was appointed governor of the new colony. Pembroke makes it clear that the new governor was determined to create less a penal colony, more of an opportunity for the convicts to begin a new life that would benefit both them and the Empire.

On arrival after the long voyage, Phillip discovered the magnificent anchorage that is now Sydney Harbour where he created his first settlement which he named after his major patron, Home Secretary Thomas Townshend, Lord Sydney. Sydney ran

a regime that was remarkably free and egalitarian, a tradition that would be handed on in the new colony. He attempted to develop cordial relations with the indigenous people, two of whom he brought back to Britain on his eventual return in 1793.

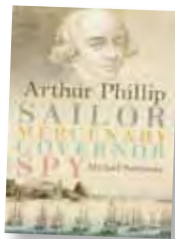
Phillip narrowly avoided serving with Nelson but, promoted to Rear Admiral of the Blue in 1799, he played a significant role inspecting and organising the 'Sea Fencibles' coastal defence organisation and the Impress Service before going on half pay in 1805.

The incessant travel of this period had caused some tension in Phillip's second marriage, but the greater stability of retirement allowed the couple to live a more gentle life in every respect. Phillip suffered a stroke in 1808 but lived on to rise to the rank of Admiral of the Blue in 1814 just before he died.

Michael Pembroke has done full justice to his fascinating subject, his hard work being reflected both by his bibliography and in an accurate and accessible discussion of not just Phillip himself, but the background against which his fascinating life developed.

My only real quibble is a lack of illustration, especially as paintings of his subject are mentioned. Only one image of Phillip appears in the book; we really ought to have all of them, and one of the statue that now graces the city he founded.

Otherwise, this book certainly deserves the widest readership, I really enjoyed reading it.



## Still the Grand Fleet's definitive history

NO ONE can tackle the immense task of studying the Royal Navy in the Great War without referring to a seminal work.

Between 1961 and 1970 American historian Arthur Marder produced five volumes which re-wrote our understanding of how the Royal Navy came through its first great test of the 20th Century.

Even five decades later, *From the Dreadnought to Scapa Flow* remains the benchmark. And, in a complete set, it'll also make a dent in your bank account to the tune of about £350.

So a paperback reprint at £16.99 per volume is very welcome indeed. Two so far have rolled off the presses: *The Road to War* (ISBN 978-1-84832-1625) and *The War Years: To the Eve of Jutland* (ISBN 978-1-84832-1632).

As reprints, the volumes are unchanged – so they haven't had the benefit of material unearthed in the intervening years since they first appeared (and Marder himself died in 1980).

They have, however, received fresh introductions from naval historian Barry Gough who provides a fascinating insight into Marder and how he compiled his tomes.

Arthur Marder's Royal Navy is a world of titans – Fisher, Jellicoe, Beatty, Churchill, Battenberg – grappling with intense technological advances (dreadnoughts, super-dreadnoughts, the first aircraft and submarines), set against a backdrop of intense social changes (the birth of the welfare state, the rise of the Labour Party, reform of the Lords), and international tension (chiefly the threat posed by the German Navy).

What made these works revelatory was the access to private and official papers – the archives were beginning to open in the 60s, while Marder corresponded frequently with those who were there, or their relatives (the Admiralty were less than pleased with the second volume, particularly over the account of the escape of the

German cruiser Goeben in 1914, and tried to throw a substantial spanner in the works).

The result was largely the laying bare of the upper echelons of the Senior Service – and at times it can be rather unedifying. There was a lot of squabbling going on in the Admiralty.

Herbert Richmond, former captain of Dreadnought and assistant director of Naval operations, branded the Royal Naval Division a "tuppenny untrained rabble" dispatched to defend Antwerp in the autumn of 1914, while the man who ordered them there – First Lord

Winston Churchill – was labelled a "lunatic" and "darned fool".

While the public celebrated victory over Graf Spee at the Falklands, privately the Admiralty – especially Jacky Fisher – was less than impressed by the performance of Doveton Sturdee.

The opening 21 months of WW1 from the RN's point of

view are a mix of half-triumphs (Heligoland, Dogger Bank, Falklands) and full tragedies (Hogue, Aboukir and Cressy; escape of the Goeben; Coronel; the Dardenelles).

When it came to the latter, Marder was among the first historians granted access to long-classified papers.

Fisher and Churchill were the public 'fall guys' for the failure to advance on Constantinople, but having studied the wealth of new material, Marder blamed no one individual, but 'the system': a singular failure by the Army and Navy to work together and plan properly – a lesson learned fully when it came to amphibious operations a generation later.

Picking up these volumes 50 years after they first appeared, they remain a stunning work of scholarship and naval history.

They're not perfect – it's a very officer-centric affair, as history tended to be back then. But Marder writes beautifully, insightfully and, above all, fairly.

They still should be on the bookshelf of anyone with more than a passing interest in the Royal Navy in World War 1.



## Classic WW2 documentary celebrates 40th birthday

IT'S now 40 years since the greatest war documentary aired for the first time – and to mark the anniversary we have four copies to give away.

Encompassing friend and foe and every theatre of the 1939-1945 conflict, the *World at War* was a landmark series which bagged a series of awards when it was first shown in 1973 and 1974 – and enjoys repeated showings to this day.

It was the first factual series to document the full history of World War 2 over 26 episodes – over 22 hours of programme in all – and had access to many of the wartime military and political leaders then still with us.

The series received a digital upgrade three years ago to HD standard – both sound and footage – and a 40th anniversary edition is now being issued to mark the first screening on October 31 1973.

We have two copies of the ordinary DVD box set (which normally retails for £79.99) and two copies of the Blu-Ray version (RRP £99.99) to give away to readers courtesy of FremantleMedia Home Entertainment.

To win, tell us the name of the actor who provided the memorable narration to the series.

Send your answer to World at War Competition, Navy News, Mail Point 1-4, Leach Building, HMS Excellent, Portsmouth PO2 8BY, or email [worldatwar@navynews.co.uk](mailto:worldatwar@navynews.co.uk). Please state which version you'd prefer to receive.

Entries must be received by mid-day on Friday December 6 2014.



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## Mudders in arms

CELEBRATING with a very well-earned pint after completing 'probably the toughest event on the planet' are men of iron (and now also men of mud), Iron Duke to be precise.

A team from the Portsmouth frigate headed to Scotland to take on the 'Tough Mudder' – a military-style obstacle course.

Led by the ship's LPT Ian 'Smokey' Cole, team Iron Duke donned their pristine T-shirts and joined 14,000 other participants (in a variety of outfits including kilts, 'See You Jimmy' hats and a variety of superheroes) at the course near Edinburgh.

With the inclement Scottish weather adding to the tons of tough mud, the Dalkeith Country Estate was transformed into a muddy haven, as 18 treacherous Tough Mudder obstacles such as the suitably named Arctic Enema, Kiss of Mud, Everest and Electroshock Therapy (10,000 volts...) were erected. The obstacles have apparently been designed by members of the Special Forces.

## Loz shows lotsoftalent

THREE members of the RN women's rugby union squad joined 62 other female players at the RFU Senior London and South East Academy Trials.

AB Stacey Hargrave (HMS Richmond), LWtr Lauren 'Loz' Morton (RNPDT&MC) and Sub Lt Helen Stevenson (HMS Collingwood) represented the Senior Service in an extremely tough trial.

Ninety per cent of attendees played for Premiership clubs, including 15 women with international honours at either U20 or senior level.

The RN ladies held their own and competed strongly throughout, with Loz Morton invited to join the Academy for the 2013/14 season.

Although Stacey and Helen did not make the squad, they have been given the opportunity to receive feedback on their performance, which will assist them in the development of their rugby, enabling them to improve particular aspects of their playing skills.

This is the first time since 2007 that the RN have had female representation at academy level.

## Cricketcourse

THE English Cricket Board will be holding a UKCC Level 2 coaching course at HMS Temeraire on March 23-28.

This is the ideal starting level on the cricket coaching ladder and the RN has been allocated four places on the course.

All interested should contact Cdr Simon Morris RN, Director RNCC Coaching, 02392 625465 or [simon.morris542@mod.uk](mailto:simon.morris542@mod.uk).

# Encouraging beginning

THE 2013/2014 season has officially kicked off with an impressive win by the Seniors being the highlight thus far; more of that later.

The RNFA and United Services Soccer 5s competition was contested at Burnaby Road (West) with HMNB Portsmouth B and Heron A finishing first and second in Pool 1 and Excellent and Heron B taking the top spots in Pool 2. A fiercely-contested final between the winners of each pool saw Portsmouth B emerging as victors over Excellent.

### Inter-Commands

For the first time in post-war history a team has won the Inter-Commands on five consecutive occasions – all hail the Royal Marines who bagged the 2013 title with a 3-2 win over Scotland in the final.

The two qualifying leagues saw the RM pitted against Portsmouth and Plymouth in one, and Scotland against Naval Air and last year's runners up RN U23's in the other.

The weather conditions for the final were perfect and after a tentative start the Royals took the lead in the 21st minute with a goal from Mne Mike Scott. A further two goals were scored by man of the match Cpl Shea Saunders.

Scotland came close to reducing the deficit just before the interval when AB Steve Bailey's 20-yard strike hit the far upright and fortunately for the Royals the ball cannoned back out and into the arms of the stranded keeper.

Scotland used the break to regroup and came out for the second half with a strong determination to get back into the game.

Both sides had a number of chances and as the second half was drawing to a close Scotland managed to put the ball in the net not once but twice.

This set up an enthralling final ten minutes and put at risk the Royals' history-making attempt; however, with fine defending, the Royals held on to secure their place in the history books.

This year's final received an additional boost when England and Southampton forward, Ricky Lambert called in at Burnaby Road with the British Forces Foundation.

Ricky presented the man of the match trophy and a signed England shirt to Saunders for a stellar performance.

### RN Vets

The RN Vets season got under way at Burnaby Road with a match against Alton Town FC Vets under the new management and coaching team of Hughie Doyle and Vince Hall.

With a mixture of serving and ex-RN personnel, notable inclusions in the line-up were Jason White, Steve Riley, WO1 Paul Willetts and Lt Fraser Quirke, who provided the spine of the team.

The Vets made the most of a 'rolling subs' arrangement and ensured that all seven subs were involved, allowing ageing legs to get sufficient rest and for the management team to experiment with the formation.

The fitness of both teams seemed to be well matched and the early exchanges were somewhat tentative as both sides tended to err on the side of caution. The RN midfield with Willetts (captain), Jamie Cook and Jim Smith were in



● England and Saints' striker Ricky Lambert presents the Inter-Commands man of the match trophy to Cpl Shea Saunders

Picture: LA(Phot) Simmo Simpson, FRPU East



## ONSIDE with Lt Mark Toogood, RNFA

combative mood and competing hard against their equally-game midfield opponents, with the two wingbacks for the RN – Paddy Stevens and Martin Smith – working hard to support the two starting forwards of Quirke and Rich Hope.

The RN forwards were working well together and beginning to cause the opposition concern in defence with their willingness to 'run the channels'.

The breakthrough came in the 25th minute of the game, when Willets attempted a speculative shot from 20 yards, which beat the Alton goalkeeper and flew into the top corner of the net.

This seemed to spur on an opposition, saturated with former professional players, and in the 35th minute they scored the equaliser courtesy of a header from a corner kick, which rebounded off the cross bar, and fell invitingly to Aaron Roberts, the Alton centre half, who tapped into the net.

Alton's ascendancy continued as they strung together a series of passes which penetrated the RN midfield, resulting a rasping shot from the edge of the area to put them 2-1 up.

The second half saw numerous changes for the RN as they introduced fresh legs and on 60 minutes their persistence paid off with a deserved equaliser.

Advancing defender Martin Smith let go with a fearsome left-footed shot from 20 yards, which the visiting goalkeeper could only parry into the path of the lively Titch Farrier, who neatly slotted home to level at 2-2.

The match was evenly contested and played in a tremendous spirit, with both sides looking to find the extra edge to dominate.

Unfortunately for the RN the decisive moment of the match came in the 75th minute when Alton were awarded a penalty following a defensive mix-up which resulted in RN keeper Jimmy Mullen clattering into the Alton centre-forward. Up stepped Alton captain Jason Chewins to coolly slot home.

The RN endeavoured to salvage something from the game but were unable to break down a disciplined opposition and at the final whistle the score remained 3-2 to Alton.

### RN Seniors

The RN Seniors' season got under way with a fine victory over an AFC Portchester select XI at Victory Stadium.

The RN started tentatively and were punished for a sluggish start on 25 minutes when a slide-rule pass to the Portchester striker led to him slotting the ball past the RN goalkeeper, POPT Shortt.

The Navy responded in impressive fashion. Within a minute of the restart a long ball played over the top of the defence was met perfectly by Mne Ben Goodge; he expertly lifted it over the keeper from the edge of the box to equalise.

With momentum with the RN, they continued to press and were rewarded with a second on 35 minutes when Cpl Shea Saunders split the defence with a precision pass to the ever-busy Mne Liam Campbell, who bent the ball into the far corner of the net for 2-1.

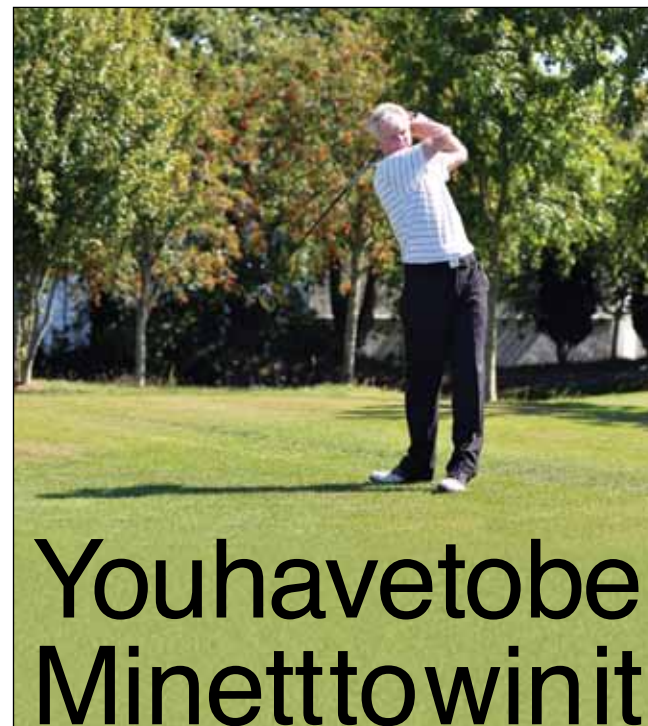
Determined to press home their clear advantage, after some neat one-touch passing around the edge of the box, Mne Jack English played a killer pass to Campbell who fired an unstoppable shot in off the underside of the bar for a comfortable 3-1 lead at half-time.

Any thoughts of a Portchester recovery were dashed on 47 minutes when Saunders made it 4-1. POPT Dave Berry showed great presence of mind with a quick free kick on the apex of the 18 yard box as the opposition were attempting to organise themselves. He threaded the ball to Saunders, who showed a real turn of speed to beat the full back and calmly slip the ball past the keeper at the nearside post.

Portchester's attempts to get back in the game were dashed when AB Max Blood showed great determination on the left wing to keep a bouncing ball in play, then found the inside of the far post by lifting the ball high into the box from an acute angle.

The misery for the visitors was compounded on 86 minutes with a high pass from the back finding Goodge, who again expertly lobbed the keeper from 30 yards out for his second of the night to make it 6-1.

A great start to the season and a springboard established for further success.



## Youhavetobe Minettowinit

THE best weather for 20 years greeted the field of 78 golfers for this year's RN Engineers Open Championships, which returned to where it all began in 1994 – China Fleet Golf and Country Club in Saltash, writes WO1ET(WE) John 'Taff' Reha.

A combination of serving and former RN engineers fought it out over 36 holes with FOST South's WO1ET(WE) Mark Minett (pictured by LA(Phot) Dean Nixon) victorious with a Nett Medal AM score of 67 (five under handicap), and PM Stableford of 31 points, scoring 36 overall (Nett medal less Stableford points).

Retired engineer (and twice winner) Ticker Hard came a close second, two points behind, with another ex-engineer Jan Poole claiming third spot.

The AM Medal winner was Ian 'Slinger' Wood with a Nett 70 (2 under), and PM Stableford winner WO1 John Moore (another previous champion) scoring 35 points.

Sponsorship support was fantastic again this year, with a prize table any golf club would have been envious of. The sponsors and guests had their own battle on the day, with independent sponsor Roger Ashley finishing first, well ahead of Sid Eyre and Andy Holland (Road Maintenance Services) close in third.

Prizes were also awarded throughout the day for nearest the pin (all Par 3s), longest drive and professional approach (nearest the pin in two shots). Rob Firth showed his quality by picking his ball out of the hole after two shots on the professional approach hole 6 PM – unbeatable!!!

The presenting officer this year was RAdm Steve Brunton, now a regular at the championships, this year claiming tenth place overall.

There were many other winners, but yet again the Engineers Open proved to be much more than just another golf competition. Many players made the weekend of it, using the opportunity to catch up with old friends, shipmates, or even golfers that they teed off with during previous years.

For those unlucky enough not to win any prizes during the day, the highlight was the Charity Raffle and auction with £1,645 raised for Naomi House hospice for children and young adults, with a collection for RNRMC bringing in £35.

The date has already been set for next year – Monday September 1 2014, and venue at China Fleet once again.

Details of the 2014 event – at the China Fleet again on Monday Sept 1 – from Taff on [john.reha831@mod.uk](mailto:john.reha831@mod.uk) / [jreha@sky.com](mailto:jreha@sky.com) or 02392 724645 / 9380 24645.

## Women lift to victory, men fail by a whisker

The RNRM Powerlifting Team delivered their strongest and most successful performance to date at the 2013 Combined Services Championships at RAF Wittering.

Despite losing several lifters due to last-minute injuries and work commitments, the RN/RM team arrived stronger than ever.

The women's contest was so closely fought that on the day the win was given to the RAF but, following a re-count, a mistake was identified which made it clear that the RN were in fact victorious.

LH Laura Bennett (second in bench press and squat) and AB Courtney Cahill (second in full power and third in dead lift) gave absolutely everything they had in this outstanding win for the RN; it was Laura's first event, with Courtney a veteran of only one previous competition.

In the men's competition Mne Mark Hourston and AB Christian Samuels, both relatively new to the sport, put in a great effort in the full power event, both lifting more than they believed they could – under pressure of fierce

competition from the Army and RAF teams.

Further points were scored with a colossal squat from Mne Sam Dew (best squat trophy) and bench press from AET Reece Meakin, both lifting in their final competition before the World Drug Free Powerlifting Championships later this year.

Veteran lifters AB Simon Cataldo, second in the squat, and Maj Steve Congreve, runner-up in the bench press, added strength in depth.

A personal best dead lift from AB Wes McGuinness rounded off the RN/RM points total – all that was left to do was await the results.

Despite this mighty team effort, the RN/RM men narrowly missed out on first place to a much larger Army team by under two kilograms, the closest finish in a CS championship yet.

If you fancy your hand at powerlifting, visit the RNPA Facebook page, [sites.google.com/site/rmpowerlifting](http://sites.google.com/site/rmpowerlifting) or contact chairman Maj Congreve on 93785 4017.



● LNN Leanne Parry (L) launches an attack on the Army's Capt Hannah Adams on her way to silver

## Fencers end their eight-year drought

AN eight-year wait for victory over the rival Services finally came to an end for RN fencers when they triumphed on home 'turf' in the Inter-Service championships.

Fought over four days, the contest comprises a day-long team triangular event followed by a day of individual and inter-unit fencing with each of the three weapons – foil, sabre and épée.

After a day of intense fencing on the first day, the team took the men's title for the first time since 2008, beating the Army 3-0 before clinching victory with a 2-1 win over the RAF.

In a thrilling conclusion to the triangular, the top swordsmen from each Service faced off to decide the competition's master swordsman – a title now held by Lt Cdr Keith Bowers.

RN fencers also came top in two of the individual events: Mne James Huntley took the men's individual épée and Lt Cdr Bowers clinched the men's individual sabre. He also took silver in the men's individual foil.

In the three-man inter-unit competition, a team from 43 Commando edged out HMS Excellent's fencers for the silver following a convincing victory for RAF High Wycombe.

In the ladies' competition, an under-strength RN side put up a brave and determined fight against much stronger and more experienced competition, narrowly finishing in third place behind the RAF. LNN Leanne Parry also picked up a silver medal in the ladies' individual Sabre.

"It's been a brilliant week's fencing, with loads of effort put in by the organisers and by everyone who's taken part," said Mne Huntley. "It's always good to see so many Service personnel fencing in one place. Fencing in the Armed Forces has always had a strong tradition, and it's great to see it thriving and growing today."

LNN Parry added: "I'm really proud of the team for what we've achieved throughout the week."

"In terms of numbers, we were the smallest team by quite a long way so to pull off so much in the face of such strong opposition is a testament to the hard work and dedication the team put in."

"Holding the competition at Temeraire makes it even more special for us, and the staff here have been really supportive so many thanks to them from all of us."

More details on the sport from Cdr Mark Barton on 93832 8928 or [navypers-fp3so1@mod.uk](mailto:navypers-fp3so1@mod.uk).



## A lesson in horsemanship

LT CDR Suzanne Clarke and Rabbit successfully clear a fence at the RAF Equestrian Championships, dominated by RN riders.

Seven uniformed and one dependant riders represented the Senior Service over two days at Larkhill on Salisbury Plain: one day of dressage and show jumping, the second the challenging cross-country phase, writes Lt Sharon Brown.

The event also comprises one of the three tri-Service legs in the annual Worshipful Company of Loriners' Competition.

Each leg of the competition is a different format or discipline, on this occasion it was a combined training class where all riders compete at dressage and showjumping and then combine the scores.

Teams consisted of four riders: Admiral Simon Charlier on George, Lt Cdr Clarke and Rabbit, Lt Sharon Brown on Gromit, and Lt Rebecca Talbot on Tara assisted by Wendy Foot, the RN's jumping instructor.

A challenging showjumping track saw only the Royal Navy with all four riders complete, although it was all down to final scores as only the top three in each team counted. The Navy were victorious ahead of the RAF.

Over the two days the Navy team collected many rosettes and prizes, some of the highlights were: Jennie Cooper and NN Sarah Morris first place in the novice team event; Lt Cdr Clarke first in elementary dressage; Admiral Charlier first in the 1.05m showjumping; Lt Brown first in the intermediate cross-country.

This is merely a snap shot of results which saw every Navy rider achieving success and collectively gaining 25 placings/rosettes.



## Who is the fittest Royal?

WELL out of some 6,000 members of the Corps – both commandos and the Band Service – we can now tell you, thanks to a day-long gym test: the Royal Marines Ultra-Fit Championship.

Around 80 personnel from various units including CTCRM, 30, 40, 42 Commandos and the Commando Logistics Regiment went head-to-head at Lympstone.

They had to complete ten exercises – a 750m row, 40 shoulder presses with 30kg, 60 sit-ups, 20 jumps over a box with 20kg, two kilometres on the cycle machine, 40 30kg lifts, 60 step-ups with 30kg of weight, a 60m 60kg weight carry, an 800m uphill run on the treadmill, rounded off with 40 repetitions of a 50kg bench press – against the clock in the fastest possible overall time.

After individual contests – women, under 40s, over 40s – there was a team event as various RM units battled it out.

The event has been running for six years but the 2013 event is the first involving the newly formed

Royal Marines Ultra-Fit Association, which has the aim of promoting and funding gym sports within the Corps, including encouraging taking part in civilian fixtures.

The championship is becoming one of the 'blue ribbon' events alongside the Argyll Bowl Rugby competition, football's Tunney Cup and the Lympstone to Poole run.

"It's really highly respected," added Corporal Ryan Gorman, a PTI at CTCRM who spent two months training for the test.

"Some Royal Marines are good on the assault course but that doesn't mean you'll do well at Ultra-fit which is quite specific. You have to make sure you're good at every exercise to do well."

Ryan came in second in his U39 group – 1m 17s behind the title winner, Cpl 'AJ' Orchard on 19m 58s, although it was veteran WO2 John Worthey of RM Poole who posted the fastest time of all the competitors: 19m 9s.

Picture: LA(Phot) Ben Shread, CTCRM

## Glorious mud

THREE RN teams took on 11 Army and three RAF counterparts in Mudmaster – a two-day off-road event covering much of the terrain between Edinburgh and Glasgow.

The event is the most important date in the RN off-road team's calendar, writes LAET Andrew Richman (702 NAS), consisting of:

- four orienteering events – the same as orienteering on foot but in 4x4s navigating from anything from a map, an aerial photograph or a drawn diagram;
- three regularity navigations – as well as trying to work out where you need to go, you must also follow the route at an average speed to arrive at the finish at the correct time;
- ten trials events – pure tests of off-road driving skill, negotiating obstacles between marked 'gates' without stopping or hitting a gate;
- two automotive tests – another driving skills test involving driving around cones, parking in garages and reversing;
- navigating between the venues for all of these events;
- a test of knowledge of the Highway Code.

Competing for the RN were myself and LAET Rory Lowther (815 NAS) in Rory's Defender 90, PO Trevor Harmer and LAET Sam Bladon (both 848 NAS) in Trevor's Range Rover and Les Howard, a retired LH



Stoker, and NA(AH) Andrew Simpson from Yeovilton in Les' Land Cruiser (pictured).

The weather was dry and actually a bit warm, the rain through the week before looked to make the ground interesting to compete on but we were glad not to be driving in the rain.

The fantastic thing about Mudmaster compared to other races we'd previously competed in is the variety of events; we were orienteering on the sides of hills and in forests, trialling in muddy bogs and in huge quarries. The challenges facing the team made for an exciting and difficult event for both driver and navigator.

Throughout the weekend Rory and I did well, a couple of difficult orienteers gave us some penalty points which pushed us down the table as well as a silly mistake on one of the trials, but we didn't fare badly.

Les and Simmo were having a slightly worse time of it; this was Simmo's first event and he

was a bit 'in at the deep end', so difficulty navigating pushed them towards the bottom of the table.

Trev and Sam though were having an amazing weekend, clear round after clear round, only picking up a thimble full of penalties after the first day we knew they were set to do well on the second.

An outstanding second day for Trevor and Sam saw them pick up only one penalty point. Back at HQ we eagerly awaited the results.

Overall Les and Simmo were placed 39th, Rory and I finished 29th but, as predicted, Trevor and Sam finished on the podium in second place – only one point behind the winners.

The results against the other military teams were even more pleasing: Trevor and Sam were the first, Rory and I were fourth and Les and Simmo ninth.

This was without doubt the best event the RN off road team have attended in the past year.

## ...And which is the fittest warship?

FROM the fittest Royal Marine to the fittest ship.

That honour is held by HMS Monmouth whose trophy shelf is positively overloaded having bagged all five Fleet sporting trophies.

Although the Black Duke does not have a dedicated gym, clubz LPT Danny Card makes use of open spaces – an outdoor functional fitness facility on the gun direction platform, a boxing 'gym' on the quarterdeck, and various fitness machines dotted around the 4,500-tonne warship, plus three sets of circuits daily.

Being a 'Stag Ship', testosterone levels aboard are naturally high and the number of personnel competing to be 'number one' was evident throughout Monmouth's recent seven-month Gulf deployment.

Team Monmouth set the benchmark on rowing the Suez (81 sailors and Royal Marines each rowing 2km to cover the length of the canal, as the frigate sailed down it).

Having completed that challenge in 10h 21m 20s – and grabbed the trophy for the fastest time in the Fleet – it gave the ship's company a taste for more.

Next came the Montague Cup (50 people rowing 1km apiece), completed in 2h 59m 26s, followed by the Mike Till Trophy, the 50-mile relay run in honour of a keen runner killed aboard HMS Sheffield in the Falklands (5h 30m 18s). Then another HMS Sheffield relay (100 miles – 1h 24m 2s) and Top of the Rock Race when visiting Gib (2h 37m 45s).

For good measure, during the return journey through Suez, the rowers knocked nearly four minutes off their outward-bound time.

And if all that wasn't enough, the ship's company maintained an RN fitness test average of over 99 per cent in date and passed.

All of which was recognised by Capt Mark Durkin, Captain Naval Physical Development, who visited the Black Duke, now back in her native Devonport, to present the trophies and to make a £200 contribution to the ship's welfare fund.

"It is a great honour to have won every award Monmouth was eligible for," said Danny.

"Each trophy represents the hard work and effort of everyone who participated and is a great reflection on the team spirit and dedication of the ship's company."

"They have all shown their resolve and moral fibre as they dug deep to achieve this fantastic result."

## Medics vs Royals again

THE fifth Medics Rugby Challenge – with the Royal Marines taking on a select XV of medics – will be hosted by Plymouth Albion on November 5.

The evening, which raises money for the RM Charitable Trust Fund, kicks off with a youth match between Devonport Services and Ivybridge U16s at 5.30.

Next the Band of HM Royal Marines take to the Brickfields pitch to perform at 6.50pm, before a minute's silence in memory of those killed in Afghanistan, ahead of the main event at 7.30.

More details at [www.medicrugbychallenge.co.uk/index.php](http://www.medicrugbychallenge.co.uk/index.php)