AB Daniel Bradshaw keeps watch on the bridge as HMS Defender sails up the Clyde for a visit to her ‘twin town’ of Glasgow – the first time she’s been back to the city of her birth. See page 9 for details.

Picture: LA(Phot) Will Haigh, FRPU North
weapon engineering. Taylor, the carrier’s head of operations, said: “Booerriirriinnaggiig!”

But put them in context and they're meaningful. Really meaningful.

129 is the number of children who can now resume their education at Batuan Primary School on the island of Calaguas.

274 – that’s how many hours the seven helicopters on HMS Illustrious flew during two weeks of hectic activity involving the airlifting of people and supplies around the clock to sort and distribute the much needed supplies and to deliver aid courtesy of HMS Lusty in the wake of Typhoon Haiyan. (That's on top of the estimated 10,000 people who received aid courtesy of HMS Illustrious three years ago. Lusty gave up four Merlin helicopters – Army Air Corps Lynx, Fleet Air Arm Sea Kings and one solitary Merlin – flew 252 hours in the first week and another 227 sorties during the second week during the Typhoon relief effort – certainly the most challenging deployment Lusty has experienced so far.)

Lusty gave up her Christmas for the people of the Philippines – she was due home from her Cougar 13 deployment, like flagship HMS Illustrious, on December 13. And while families in Portsmouth, in Yeovilton, in Plymouth will be disappointed, they know the reason why. And that’s important. It’s not just some exercise, some operations which have often been quantifiable. Sometimes it’s the gut reaction, that indescribable something, which makes a difference. Sometimes it’s the indescribable feeling, which makes a difference.

“Everywhere we went, we were met by a wall of smiles. If you could count the number of times grateful locals said ‘salamat’ – thank you – or the number of makeshift signs (some tied to trees, some placards in English, others marked out in the sand with pebbles and even clothing) saying the same thing, but then it starts to lose its significance. Gratitude, however, is never lost on anyone.

“From simple gestures like an offer to join a game of skipping to hand-painted messages of thanks, the islanders’ appreciation has been obvious,” says CPO(PT) Jason Gay, “but there’s more. It just needed a little help along the way.

“I have never met people that were so welcoming and gracious. I feel that we have made a real difference so far.”

Lusty gave up her Christmas for the people of the Philippines – she was due home from her Cougar 13 deployment, like flagship HMS Illustrious, on December 13.

And while families in Portsmouth, in Yeovilton, in Plymouth will be disappointed, they know the reason why. And that’s important. It’s not just some exercise, some operations which have often been quantifiable. Sometimes it’s the gut reaction, that indescribable something, which makes a difference.

“Everywhere we went, we were met by a wall of smiles. If you could count the number of times grateful locals said ‘salamat’ – thank you – or the number of makeshift signs (some tied to trees, some placards in English, others marked out in the sand with pebbles and even clothing) saying the same thing, but then it starts to lose its significance. Gratitude, however, is never lost on anyone.

“From simple gestures like an offer to join a game of skipping to hand-painted messages of thanks, the islanders’ appreciation has been obvious,” says CPO(PT) Jason Gay, “but there’s more. It just needed a little help along the way.

“I have never met people that were so welcoming and gracious. I feel that we have made a real difference so far.”

Lusty gave up her Christmas for the people of the Philippines – she was due home from her Cougar 13 deployment, like flagship HMS Illustrious, on December 13.

And while families in Portsmouth, in Yeovilton, in Plymouth will be disappointed, they know the reason why. And that’s important. It’s not just some exercise, some operations which have often been quantifiable. Sometimes it’s the gut reaction, that indescribable something, which makes a difference.

“Everywhere we went, we were met by a wall of smiles. It was truly touching. These were people who had suffered enormously and their gratitude means a lot to us,” Lt Jon Mauzy, pilot, said. “The flying has been quite challenging,” said pilot Lt Jon Mauzy.

“Trying to land such a big aircraft in small, confined areas is all about crew co-operation and patience; we need to ensure we don’t damage the aircraft or more importantly the surrounding areas we are here to help.”

There was another ‘hazard’ on the ground too. People. Not in a noisy, dangerous sense. Just sheer numbers. Wherever Illustrious’ helicopters went, they were followed by groups of Filipinos – mainly children – gaping in awe. Indeed, there’s also been something slightly surreal about the relief effort – certainly watching it from afar.

Many of the images beamed back by first Daring, then Illustrious, have often featured
white sands, palm trees, lush vegetation, clear blue seas and even clearer, bluer skies. Temperatures by day reached the high 30s or low 40s Celsius (although the humidity was rather less pleasant).

In other words, paradise.

Do not be fooled.

"It was much worse than I had expected," said OC Matt Wells who went ashore on Calagnaan Island.

"There was simply nothing left of some of the houses. The typhoon had uprooted most of the trees and defoliated the ones that were left standing. It was absolutely devastated.

"It's going to take them years to fully recover. We left tools and building supplies so that they can carry on rebuilding. I hope we have at least helped them on their way."

They have.

Just one example.

Batuan Primary School on Calagnaan is typical of the buildings wrecked by Haiyan – and its repair typical of the effort put in by Team Illustrious.

The school comprises three wooden and two large concrete classrooms and as well as educating local children, it acts as a safe haven for islanders when storms strike.

The buildings didn’t prove strong enough to withstand the most powerful storm ever to make landfall: the wooden structures were completely blown apart while the roofing boards of the concrete classrooms were ripped off and the metal-framed roof structure collapsed into the building.

Thankfully no children were hurt, but the damage was too extensive for other emergency aid teams to deal with - a metal-framed roof is quite rare on Calagnaan so islanders had neither the tools nor skills to fix it.

Luckily, HMS Illustrious did. Almost half of the 650 ship’s company are engineers whose skills transfer well from fixing and
GLOBAL REACH

FLEET FOCUS

FAREWELL 2013, hello 2014.

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

Continued from page 3

maintaining marine and weapons systems and machinery and aircraft to domestic and civil engineering.

And should they alone not suffice there were members of 24 Commando Royal Engineers - the specialist Army unit attached to the Royal Marines - and Juliet Commando Royal Engineers – the specialist Army unit attached to the Royal Marines, who brought a mix of engineering expertise and sheer strength.

The school roof had twisted as it collapsed and had ended up in a tangled mess. Lusty’s engineers needed to remove the metal carefully without causing further damage by cutting the metal into sections using a pneumatic cutter before hammering and twisting it away from the building.

The mechanical cutter struggled with the metal beams – testament to the incredible strength of Haiyan’s winds – but after a day’s toil the engineers had successfully removed all of the metal from the roof.

The school lost almost all of its books and learning materials but anything that could be salvaged was laid out to dry on the remaining chairs on a hill behind the school. Having cleared out the debris the team of engineers built a temporary flat roof on one of the buildings using bamboo and tarpaulin, allowing schooling to resume.

It is a very special feeling to be able to come and use our skilled people and specialist equipment to help get the local community back on their feet,” said 24-year-old Sub Lt Tom Thicknesse, from Somerset, who oversaw the engineering effort.

“All those in my team will be able to go home knowing that they have played a part in rebuilding people’s lives and livelihoods – it gives a real sense of purpose to what we do.

“Salamat was repeated more times than the team could count.”

What has struck arman, commanding and sailor alike is the resilience of Filipinos. Their islands, after all, endure more natural disasters than pretty much anywhere else on the planet.

“The locals were very tough and in high spirits,” said Moe Oxley. “They’d been working hard to try to rebuild their lives, but with little in terms of food and building materials they were limited in what they could do.”

OC Wells added: “The islanders had done what they could but the scale of the task was just too great for them.

“They really were glad to see us and when we had finished a young mum wrote a really lovely thank-you letter.

“It was really humbling.”

“We can only thank you from the depths of our hearts, and treasure your most-appreciated help in our trying moments that has in no small way eased the pains and sufferings of our affected countrymen.”

And in Cdr Taylor’s cabin there’s a crumpled piece of paper covered with slightly-halting English, from the children on the island of Sicogon: a thank-you letter “to the members of the Royal Navy”.

“May you continue to help and served [sic] as an inspiration to all people, especially those who are less fortunate, not only in our country but also those who are in need from the whole world.

“GOD BLESS YOU ALL!”

The image shows a map of the Royal Navy’s commitments over the past month. The text is a continuation of the story from page 3, discussing the Royal Navy’s efforts in the Philippines after Typhoon Haiyan, with specific mention of the work done by the Wessex Class helicopter Lusty.

The text describes the engineering effort undertaken by the Royal Navy to help rebuild schools and homes on the Philippines, including the presence of 24 Commando Royal Engineers. The text highlights the resilience of the Filipinos, who are described as tough and in high spirits despite the challenges they faced.

The Royal Navy’s efforts are acknowledged with thank-you letters from local residents, expressing gratitude for the assistance provided by the Royal Navy. The text concludes with a call to continue helping those in need and serving as an inspiration to others.
Bund of brothers

FRESH from her exploits in the Philippines, the Royal Navy’s most advanced warship paid her first visit to China with a four-day tour to Shanghai.

There was a sizeable welcoming party from sailors of the People’s Liberation Army Navy — and a sizeable media presence — on Shanghai’s world-famous Bund as HMS Daring came to berth on the north bank of the Huangpu River.

Also among the senior officers, VIPs and diplomats on the Bund was Britain’s Ambassador to Beijing, Sebastian Wood, who hailed Daring’s visit “an excellent moment for relations between our nations”.

He added: “It symbolises the potential for deeper cooperation between us in areas from security to creativity, culture and innovation.”

As well as being the first Type 45 destroyer to visit China, Daring was the first Royal Navy vessel into the People’s Republic in five years.

As well as events with her PLAN hosts, Daring staged an evening reception, hosted UK business in China and a country and media conference.

In addition, her detachment of musicians from the Royal Marines Band performed at the iconic Oriental Pearl Tower which rises 468m (1,535ft) above the city — directly opposite Daring’s berth.

“Although ship visits to Chinese cities are an opportunity to broaden our horizons,” said Lt Stephen Polkinghorn, commander, reservist crew, “it is such a unique and stunning city that we hope HMS Daring’s visit is the first of many such interactions between our nations.”

“We share global challenges such as counter-piracy, preventing conflict, protecting our citizens overseas and supporting United Nations peacekeeping efforts and we are looking forward to developing our naval-to-naval links.”

On a more solemn note, Daring’s ship’s company will take part in a service of commemoration for gunboat HMS Petrel, sunk on the second day of the war with Japan, December 8 1941.

Petrel was based in Shanghai — near to where HMS Daring was berthed — and helped mixed Royal Navy and Chinese crew fought bravely against overwhelming odds before her commander, reservist Lt Stephen Polkinghorn, was forced to abandon ship; Chinese in sampans came to their assistance.

Throughout the visit, HMS Daring’s sailors were hosted by the PLA Navy frigate Xuzhou.

Upon leaving Shanghai — as Navy News went to press — Daring was due to take part in exercises with the Xuzhou before continuing her world tour which ends next month.

Join HMS Daring, see the world...centre pages

Fin-tastic voyage ends

HE’S almost as happy as the 150 men and women aboard the ship...

A dolphin leaps out of the azure and relatively calm — waters as RFA Fort Victoria makes her way home to the UK at last.

After stopping 20 armed pirate groups and seizing more than 50 pirates, the large support vessel completed a marathon 40-month deployment by returning to the Forth last month.

For many of her 1,197 days away from the United Kingdom, support ship Fort Vic acted as Britain’s leading warrior in the light against 21st-Century piracy in the Indian Ocean.

The vessel — built to provide the warships of the Royal Navy with fuel, food, ammunition and stores — twice acted as a disrupted attack or arresting the warships of the Royal Navy — such as the MV Montecristo — rescued a significant number of innocent seamen from pirates and, most importantly, made the waters around Somalia much safer,” said her Commanding Officer Capt Shaun Jones RFA.

The ship is a specialist auxillary, fast and well armed, she carries stores, ammunition and fuel as well as having a large flight deck and hangar.

That allowed her to not only conduct patrols but to replenish other British and Allied warships in the region to enable them to stay on task longer.

Although Fort Vic has been away from the UK since August 2010, her 150 crew — mostly Royal Fleet Auxiliary, supported by Royal Navy and Civil Service personnel — change every few months.

“It has been a magnificent honour to serve as Fort Victoria’s Commanding Officer through much of this period and I have nothing but admiration for the men and women who have worked onboard,” said Capt Jones.

“Together the RFA, Royal Navy and Civil Service personnel plus other military units that have served in the ship have ensured that the deployment was such a unique and stunning success.

“We’ve all been looking forward to seeing our families and loved ones again and the ship will now have a well deserved refit prior to returning to operations in early 2013.”

Fort Victoria’s east-of-Buzz mission is being continued by RFA Fort Austin, which was the flagship of the international Combined Task Force 151 (more than 25 ships involved) until the middle of last month, overseeing the counter-piracy effort across 2.5 million square miles of Indian Ocean.

Life sentence for commando

A ROYAL Marine has been sentenced to life behind bars after being convicted of murdering an insurgent in Afghanistan.

Sgt Alexander Blackman was found guilty at a court martial in November of killing an unidentified wounded rebel fighter.

The senior NCO was part of a patrol which under fire in Helmand in September 2011 and called in air support, with Apache gunships responding to the call.

After the helicopters had struck, the commandos moved in and found a badly-wounded man lying in a field. One of the marines’ helmet cameras recorded Sgt Blackman’s subsequent words and actions, including him firing his 9mm pistol at the wounded insurgent.

Known only as ‘Marine A’ during his three-week trial, Sgt Blackman’s name was revealed when an anonymous order was lifted by a higher court.

Sentencing the 39-year-old from Taunton in Somerset to life in prison — with a minimum of ten years to serve behind bars — Judge Advocate Jeff Blackett said the marines, captured after suffering from the stresses of combat after six tours of duty in Afghanistan, but that in no way justified his actions.

“We acknowledge your personal circumstances and the immense pressure you were under, we note that thousands of other Service personnel have experienced the same or similar stresses,” he told the senior NCO.

“They exercised self-discipline and acted properly and humanely; you did not.”

Two of Blackman’s comrades, ‘Marines B and C’ were cleared of murder.
HMS Quorn is Americans’ mine host

SAILORS on minehunter HMS Quorn took their American counterparts to sea to show how the two navies dealt with underwater devices.

Twelve sailors and officers from the US Navy transferred to the Hunt-class vessel as she sailed out of her base in Bahrain.

The visitors watched the launch and recovery of the ship’s Seafox mine disposal system – a small, remote-controlled device used by the Royal Navy to identify mines (of a CRT TV video feed to the ops room), then destroy them with a one-shot explosive charge.

The Americans also watched Seafox in action from the ops room and had the chance to compare notes with their British opposite numbers about how their jobs are carried out.

“Time spent together under way and in port is crucial for building the foundation of our 400-year-old international mine countermeasure force. I very much look forward to our next visit,” PO Simon Cooke, Quorn’s chief petty officer surgeon, said.

“Working with our US partners is always a great experience and can only help both of our missions move forward to form a more effective international naval mine countermeasure force. I very much look forward to our next visit,” Lt Rob Keely from USS Devastator.

“Type of experience is invaluable and can only help both of our missions move forward to form a more effective international naval mine countermeasure force. I very much look forward to our next visit,” Lt Cdr Eleanor Stack, added.

“Opportunities to learn from each other are always vital benefit to both navies and our sailors are always proud to show off our capabilities,” he said.

The US and Royal Navies each base four minehunters in Bahrain (Atherston, Shoreham and Moomsey) for the Portsmouth Military Wives Choir and the Band of HM Royal Marines, while several hundred family and friends of several Fleet Air Arm and auxiliary vessels: firstly RFA Ocean, Austin and Lion, Red Alligator (with the Danish-led team.

The crew of RFA Ocean had worked with the Royal Navy for many years and were part of the same common aim of security and peacekeeping operations – counter-piracy operations across the Middle East region.

For Bulwark’s Commanding Officer Capt Andrew Burrows, the deployment had been "a remarkable success, and we exceeded expectations in all areas.

He continued: "My ship's company is quite exceptional – a team who have worked together with determination and professionalism. I am certain they have worked so much harder because of the support they received from their families and loved ones at home.

Although Bulwark mustered with the bulk of its task group for the major set-piece exercises, such as Atalanta, Operation Atalanta, Red Alligator (with the Danish-led team) and Counter PIRATE Task Group – the Royal Navy’s and the US Navy’s damer ENTER THE DRAGON

A MEGA homecoming and cake. It’s as if Christmas came early for the men and women of HMS Dragon.

Thirty-three days early to be precise. But they were a month late due to an extended eight-month maiden deployment, so they were allowed to celebrate a bit. A lot actually. In addition to the usual ballrooms, banquets and cheers of several hundred family members and friends, there were roars (an RAF Typhoon) (a bang (a 17-gallon salutes) and, rather less cacophonous, the sound of HMS Royal Marines Portsmouth and district towns of Portsmouth Military Wives Choir to give the destroyer’s maiden deployment a memorable finale.

"It is a great feeling to be coming home after all we have done to be a ship’s company in the last eight months, said 20-year-old ET(ME) Grant Mitchell, the youngest member of Dragon’s company.

"Working with so many other countries’ navies and visiting so many places has been a great experience."

The bulk of the Type 45’s first tour of duty was spent in the Gulf, but the later stages of the deployment in the Mediterranean as part of the UK’s regional deployment, to the eastern Mediterranean and the Black Sea.

Dragon was deployed off Cyprus to help protect the two sovereign base areas on the island which are home to more than 6,000 British service personnel and their families.

The ship – one of six built to shield the Fleet from air attack – was launched and recovered of the ship’s Seafox in action from the ops room and had the chance to compare notes with their British opposite numbers about how their jobs are carried out.

"Time spent together under way and in port is crucial for building the foundation of our 400-year-old international mine countermeasure force. I very much look forward to our next visit," Lt Rob Keely from USS Devastator.

"Type of experience is invaluable and can only help both of our missions move forward to form a more effective international naval mine countermeasure force. I very much look forward to our next visit," Lt Cdr Eleanor Stack, added.

"Opportunities to learn from each other are always vital benefit to both navies and our sailors are always proud to show off our capabilities," he said.

The US and Royal Navies each base four minehunters in Bahrain (Atherston, Shoreham and Moomsey) for the Portsmouth Military Wives Choir and the Band of HM Royal Marines, while several hundred family and friends of several Fleet Air Arm and auxiliary vessels: firstly RFA Ocean, Austin and Lion, Red Alligator (with the Danish-led team.

The crew of RFA Ocean had worked with the Royal Navy for many years and were part of the same common aim of security and peacekeeping operations – counter-piracy operations across the Middle East region.

For Bulwark’s Commanding Officer Capt Andrew Burrows, the deployment had been "a remarkable success, and we exceeded expectations in all areas.

He continued: "My ship’s company is quite exceptional – a team who have worked together with determination and professionalism. I am certain they have worked so much harder because of the support they received from their families and loved ones at home.

Although Bulwark mustered with the bulk of its task group for the major set-piece exercises, such as Atalanta, Operation Atalanta, Red Alligator (with the Danish-led team) and Counter PIRATE Task Group – the Royal Navy’s and the US Navy’s damer

It was great to see how all the staff pulled together and worked as a team in a very short period of time.

The task force choreographed the efforts of the staff and gave them a bit of time off.

One group which did get away on the day was the command and control team.

Under CTF151’s direction, the pirates were promptly hunted down by HMAS Melbourne before they could cause a third time.

When the swift manner in which the pirates were dealt with exceeded expectations in all areas.

It was already evident that those who are thinking of resuming piracy can expect an unhappy ending.

We have been particularly well supported by the Royal Air Force, the Royal Navy and other navies and the United Nations, and offer engineering assistance, medical assistance, and food and water if required.

The task force’s helicopters and maritime patrol aircraft flew more than 850 hours – that’s more than five weeks airborne – looking for illegal or unusual activity.

The decision to move the staff to sea for three months to direct operations gave them a chance to meet up with other navies and task groups dedicated to the same common aim of security and freedom of the seas mission – including NATO, the European Union’s Naval Force, and ships from Japan, India, South Korea and China.

"It is already evident that those who are thinking of resuming piracy can expect an unhappy ending."

 Aubergine, the deployment saw major amphibious exercises take place in Albania, Pakistan, the UAE and Oman, allowing important training for the Combined Task Force 151’s 3 Commando Brigade – worked with the military of nearly 20 nations, tackled piracy off the Horn of Africa, and offered an opportunity to provide international humanitarians to the dispatch of HMS Bulwark to the Philippines.

"A big thank you to everyone - the whole of 13 group – which comprised 11 warships and landing craft, plus elements of several Fleet Air Arm and Army Air Corps helicopter squadrons, and 3 Commando Brigade – worked with the military of nearly 20 nations, tackled piracy off the Horn of Africa, and offered an opportunity to provide international humanitarians to the dispatch of HMS Bulwark to the Philippines.

"It is already evident that those who are thinking of resuming piracy can expect a positive impact and a tangible improvement in support of the national strategy – and I am enormously proud of all the men and women who have made this possible," said the commodore.

"During an exceptionally busy four months, the Combined Task Force 151 group has remained fully deployed, with all readiness to carry out a range of tasks in support of defence and wider government objectives.

"It has undertaken a number of high-intensity and challenging exercises alongside partner nations, contributed to counter-piracy operations alongside the European Union and other forces, and undertaken the management of other activities designed to support the mission from across the Horn of Africa.

We also worked with numerous foreign navies and were home to more than 50,000 personnel and the merchant community’s practices to deter pirate boardings.

The mix of cultures and naval customs made routines and life onboard RFA ships a little different from what many were used to.

"It is already evident that those who are thinking of resuming piracy can expect an unhappy ending."

"When the swift manner in which the pirates were dealt with exceeded expectations in all areas.

It was great to see how all the staff pulled together and worked as a team in a very short period of time.

The task force choreographed the efforts of the staff and gave them a bit of time off.

One group which did get away on the day was the command and control team.

Under CTF151’s direction, the pirates were promptly hunted down by HMAS Melbourne before they could cause a third time.

When the swift manner in which the pirates were dealt with exceeded expectations in all areas.

It was already evident that those who are thinking of resuming piracy can expect an unhappy ending.

We have been particularly well supported by the Royal Air Force, the Royal Navy and other navies and the United Nations, and offer engineering assistance, medical assistance, and food and water if required.

The task force’s helicopters and maritime patrol aircraft flew more than 850 hours – that’s more than five weeks airborne – looking for illegal or unusual activity.

The decision to move the staff to sea for three months to direct operations gave them a chance to meet up with other navies and task groups dedicated to the same common aim of security and freedom of the seas mission – including NATO, the European Union’s Naval Force, and ships from Japan, India, South Korea and China.

"It is already evident that those who are thinking of resuming piracy can expect an unhappy ending."

Aubergine, the deployment saw major amphibious exercises take place in Albania, Pakistan, the UAE and Oman, allowing important training for the Combined Task Force 151’s 3 Commando Brigade – worked with the military of nearly 20 nations, tackled piracy off the Horn of Africa, and offered an opportunity to provide international humanitarians to the dispatch of HMS Bulwark to the Philippines.

"A big thank you to everyone - the whole of 13 group – which comprised 11 warships and landing craft, plus elements of several Fleet Air Arm and Army Air Corps helicopter squadrons, and 3 Commando Brigade – worked with the military of nearly 20 nations, tackled piracy off the Horn of Africa, and offered an opportunity to provide international humanitarians to the dispatch of HMS Bulwark to the Philippines.

"It is already evident that those who are thinking of resuming piracy can expect a positive impact and a tangible improvement in support of the national strategy – and I am enormously proud of all the men and women who have made this possible," said the commodore.

"During an exceptionally busy four months, the Combined Task Force 151 group has remained fully deployed, with all readiness to carry out a range of tasks in support of defence and wider government objectives.

"It has undertaken a number of high-intensity and challenging exercises alongside partner nations, contributed to counter-piracy operations alongside the European Union and other forces, and undertaken the management of other activities designed to support the mission from across the Horn of Africa.

We also worked with numerous foreign navies and were home to more than 50,000 personnel and
A GLORIOUS winter sunrise casts a glow over the industrial shoreline of the North Sea Canal as Britain’s newest destroyer makes her way towards Amsterdam.

HMS Duncan spent eight days across the North Sea in the Dutch capital – her first foreign port of call – flying the flag for Blighty in support of major trade shows.

The visit to the Netherlands was deliberately timed to coincide with a defence exhibition down the coast in Rotterdam, and the largest marine equipment trade show on the continent. Both events were supported by the UK Trade and Investment and defence sections of the British Embassy as part of the ‘GREAT Britain’ campaign, also backed by Rolls-Royce and Aston Martin, who sent their iconic cars to park next to the Portsmouth-based destroyer on the jetty in Amsterdam.

The ship laid on capability demonstrations to give Dutch military personnel and industry leaders an insight into what a Type 45 can do – everything from air defence to bridge operations and damage control.

Throughout her stay in Amsterdam the destroyer was an excellent ambassador for the UK – this from the UK’s Ambassador to the Netherlands, Sir Geoffrey Adams: “HMS Duncan demonstrated diplomacy at its best and I was proud to be able to greet guests on the Royal Navy’s most modern warship.”

With an excellent berth only a ten-minute walk from the city centre, the ship’s company were also out and enjoying the sights and culture of the largest city in the Netherlands, with many hiring bicycles to explore the area.

One in five members of the ship’s company also signed up for the Zevonheuvelenloop (Seven Hills Run), a 15-kilometre (nine-mile) race in Nijmegen. As well as posting some very respectable times, the run also raised money for Northern Ireland Children’s Hospice – one of Duncan’s affiliated charities.

On the way to the run, the sailors paid their respects and laid a wreath on behalf of Hampshire Royal British Legion at Jonkerbos Commonwealth War Graves Cemetery, the last resting place of 1,600 Allied servicemen.

Duncan also used her time to host guided tours for English and Dutch schoolchildren.

“Amsterdam has been an excellent opportunity to show my sailors – many of them in their first sea draft – what it means to fly the White Ensign around the world,” said Cdr James Stride, Duncan’s CO.

“The visit has also helped to further improve defence and trade links between two great allies.”

Following the Netherlands trip, HMS Duncan made her first visit to her affiliated town of Dundee, where more than 3,500 members of the public toured the destroyer during the two days she was open to the public.

FOUR days in the city of Belfast marked the final port of call for HMS Monmouth in 12 months as the frigate prepared for a major revamp.

The birthplace of the Titanic, HMS Belfast, Peerless, Glorious and Eagle was a fitting last visit for the Devonport-based warship’s Commanding Officer Cdr Gordon Ruddock.

He comes from Newtownards, barely half a dozen miles from Northern Ireland’s largest city, and studied at Methodist College Belfast before joining the Royal Navy in 1991.

Although HMS Monmouth is the fourth ship he has commanded, this was the first time he has been able to take a ship into the city.

“I have been looking forward to bringing my ship into Belfast for a number of years,” said Cdr Ruddock.

“Coming back to Belfast is in some respects coming home for me, and this is a very poignant way to mark not only the end of my 18 months in command but also the end of a particularly successful period in the life of the ship herself.”

Cdr Ruddock was not the only Northern Ireland native enjoying a homecoming; Weapon Engineer Officer Lt Cdr Steve Gilmore hails from Saintfield, while marine engineer PO Paul McCann comes from Moira, both in County Down.

In addition to a capability demonstration for invited guests from around the city, engineering students from schools and colleges were welcomed onboard to quiz the ship’s company on the diverse roles and commitments of the Royal Navy and discover the unique challenges of operating and maintaining a warship thousands of miles from home.

HMS Monmouth was due to begin a large-scale refit this month which will keep her out of action throughout 2014.
JANUARY 2014

Go Green Team... (Above) Westminster’s Royal Marines boarding party carry out a practice search and (below) perform one for real on a colourfully-painted fishing dhow in the Indian Ocean during an assurance and assistance visit. Pictures: LA(Phot) Dan Rosenbaum, HMS Westminster

WESTMINSTER’S OPS ROOM

On a colourfully-painted fishing dhow in the Indian Ocean during the Go Green Team... (Above) Westminster’s Royal Marines boarding Wtr Sara Jones types in a narrative of a full-scale war exercise in Westminster’s ops room

Recess is over

AH, Dubai.

With the winter sun dancing on the calm waters of the Gulf, three of HMS Westminster’s junior rates take a last look at the Middle Eastern metros for some time.

After three weeks alongside in the UAE for her mid-deployment break, the capital ship returns to sea to resume the fight against piracy “galvanised and ready for anything”.

The recess (Westminster, recess – geddit?) in Dubai allowed ship and ship’s company to recuperate from their exertions during the first half of their east-of-Suez deployment to conduct maintenance and TLC for the frigate, a spot of downtime for the 200 sailors and Royal Marines.

Before the break, the warship’s Royal Navy and Royal Marines boarding team inspected seven vessels during counter-smuggling operations and spoke to more than 80 skiffs and dhows during their anti-piracy work off the Horn of Africa, offering advice and learning about the ‘patterns of life’ among seafarers in the region.

HMS Westminster has also worked with other navies in the region, notably the Indians taking part in the annual Anglo-Indian Konkan exercise, this year hosted in and around Goa.

To sustain the ‘capital ship’ to date, she has taken on 1,906 cubic metres of marine diesel – enough to fill the tanks of more than 34,000 Ford Focuses – to power her engines.

Westminster’s Lynx helicopter wasn’t quite as thirsty, requiring 46,000 litres of aviation fuel (which would only top up the tanks of around 835 family cars).

The frigate’s crew are almost as thirsty as their engines: 14,201 cups of tea have been downed, as have 3,920 litres of milk (that’s 17 baths full).

On the food front, 455kg of sugar, 2,000 baguettes and 10,500kg of potatoes (that’s the same weight as a double decker bus). If you were to line up the baguettes end-to-end, it would take you 4½ minutes to run the length.

And if lining up nearly three thousand baguettes sounds rather tedious (to say nothing of a tad pointless), the chefs tell us that if all the baked beans swallowed by the crew were laid end-to-end (that’s individual beans, not tin thereof...) they’d stretch 1,800 metres, or seven and a half times around the upper deck.

So there really are bean counters in the MOD...

It proved rather easier to calculate the mileage (courtesy of the ship’s log, electronic charts and all that) – before sailing into Dubai the frigate had covered 20,969 miles (Portsmouth-Sydney and back, as the crow flies) during 1,715 hours at sea (more than ten whole weeks).

The break in Dubai allowed some sailors to try their hand at adventurous training – cycling, endurance climbing, mountaineering and kayaking – while many crew flew their families out for a holiday.

“The adventurous training in Dubai was brilliant – kayaking on rapids and white-water rafting,” said 19-year-old Mid Philippa Little from Winchester.

“We stepped out in the desert and climbed a mountain the next day, where the views were spectacular. It was a great opportunity to get to know many of the ship’s company better, after only my first three weeks onboard.”

PO(UW) Stuart Lachlan was joined in Dubai by his wife and three children from Havant – and it was, understandably, “the highlight of the deployment so far”.

He continued: “Now back at sea I feel galvanised and ready for anything. The most challenging moment would have to be conducting boarding operations off the Somali coast.

“My training prepares me for everything bar the heat and condiments you may encounter on vessels. It is a test of endurance and discipline in a physically-demanding environment and you have to be professional at all times, even when your body tells you otherwise.”

Twenty-six-year-old AB(Sea) Alex Gregory from Basingstoke agreed. “The highlight of the deployment so far.”

“Recess is over. The stops have been the best thing about the deployment so far – I’ve been able to see a variety of different and diverse cultures and try out new foods.”

New foods would be utterly, utterly wrong at Christmas, of course. Crammed into the fridges, freezers and stores back in August were turkeys, cranberry sauce, stuffing, brandy, mincemeat, and the devil’s vegetable (aka sprouts) – all items not readily available in the Gulf – ready for festivities aboard.

That will barely tickle the stomachs of 200 souls. During Christmas dinner, the ship’s company were due to devour an additional 20kg of beef, 20kg of gammon, 120kg of potatoes, 30kg of carrots, 10kg of broccoli, 150 Yorkshire pudds, 15 Christmas cakes, 300 pigs in blankets and 42 gallons each of tomato soup and gravy.

There was the small matter of a bit of pirate-busting to carry out first, however. So with his team “well rested” and his ship in fine fettle, Westminster’s Commanding Officer Capt Hugh Beard took the Type 23 frigate back out on patrol.

“Westminster returns to sea ready for the challenge ahead,” he said. “I have no doubt that the high standards of professionalism that characterised the first three months of operations will continue, and we will remain ready to undertake any tasking required of us throughout the remainder of the deployment.”

Redundancy through injury?

Specialist legal advice available:
• Suffered a military injury?
• Need assistance for police interview/court matter?
• Employment issues?
• Need advice on AFCs claim?
• Have you been the victim of a medical mistake?

Contact: Alex Flynn and Barny Batchar
Tel: 01522 512345
Email: inquiry@willkinchapman.co.uk

Willkin Chapman LLP
inc. Gilbert Blades
solicitors

www.willkinchapman.co.uk
PUDDLES. They ruin your shoes. And they ruined Dr Foster’s day.

But every now and then, they can be beautiful.

Get the right light (sunset on a December day), the right location (Glasgow’s King George V Dock), the right subject matter (one Type 45 destroyer, represented here by HMS Defender) and the right person behind the camera (LA (Phot) Will Haigh) and you have a truly perfect image – a perfect memento of the ship’s first visit to her adopted city since she was handed over to the RN.

The three-day visit to the Clyde gave the city’s schoolchildren (and grown-ups) the opportunity to tour the fifth of Britain’s six Type 45s.

The ship’s company were also hosted by civic leaders at a reception in Glasgow City Chambers.

“I am hugely proud to be the first commanding officer to bring her back to the city and river where she was built – my ship’s company and I feel extremely privileged to be affiliated to Glasgow,” said Cdr Philip Nash, Defender’s CO.

“I also served on HMS Glasgow and have experienced the true warmth and hospitality this great city has to offer.”

Glasgow’s Lord Provost Sadie Docherty added: “Glasgow has a strong shipbuilding and maritime tradition, and in 2014 the Royal Marines will be given the Freedom of the City to acknowledge our highest respect for the proud history of the Royal Marine Corps and mark its enduring links with Glasgow.”

While the ship was making her journey from Portsmouth to the Clyde, a group from the ship decided to climb their way north by completing a three-peaks challenge.

Having already completed both Snowdon and Scafell Pike, the group took on the Ben Nevis climb to raise money for charity, including Kelbourne Park School in Glasgow, which is one of the ship’s affiliated organisations.

Sadly the December weather wasn’t always this kind to D36 – her weapons trials straight after her Glasgow visit were scuppered by winter storms.
Knights by name, knights by nature

SAILORS aboard tanker RFA Wave Knight gave up their free time while visiting Antigua to help repair a shelter for abused and abandoned children.

The Good Shepherd Home asked the British High Commission in Bridgetown for help and, despite a busy programme during the ship’s visit to the island, a team of Royal Fleet Auxiliary, Royal Navy and US Coast Guard personnel were more than happy to lend a hand.

Three days were spent re-tiling the laundry room, re-wiring the building, re-plumbing and fixing the TV aerial before the 31,500-tonne vessel resumed her counter-drugs patrol of the Caribbean.

“I am incredibly proud of the ship’s company for the hard work and enthusiasm they put in to helping the local community,” said Wave Knight’s Commanding Officer Capt Chris Clarke RFA.

“No not only did they give up their time but the ship bought the centre a new microwave from its amenities fund and also made a donation of £500 raised aboard.

The British High Commission was fulsome – and unusually emotional – in its praise for the tanker’s efforts.

“I don’t know where to start,” it told Capt Clarke. “You and Wave Knight are like fairy godfathers as you go around our eastern Caribbean islands doing so much good.

Your team’s commitment in giving up three days, your generosity in donating the ship’s charitable funds, the efficiency and commitment in getting the Tot Club involved, and the giving of all your technical expertise and skills is awe-inspiring. The High Commission is hugely grateful to you and everyone who was involved.”

Queen can see far with new radar

A LARGE black slab now sits atop Britain’s biggest warship as the huge radar antenna was fitted to the superstructure of HMS Queen Elizabeth.

The nation’s future flagship now stands 56 metres (183ft) tall – higher than Nelson’s Column – as the enormous Giolam crane lifted the 8.4-tonne long-range radar into place on top of the carrier’s forward island.

The radar – similar to those fitted on warships – is capable of scanning the skies for 160mph, capable of spotting fire and fury at a foe invisible enough to challenge it.

Its controls is a sailor: Overseeing its maintenance is a sailor. Helping with the maintenance are two sailors.

For the past five months a four-strong Royal Navy team has been working side-by-side with the Army counterparts of 653 Squadron, flying or supporting daily missions by the helicopters which provide crucial air cover for ground troops.

Just as the Army’s Apaches recently joined HMS Illustrious in the Gulf to give added punch to amphibious exercises, so a small cadre of Navy personnel has been vital in supporting the gunships’ missions over Afghanistan.

Lt Jonny Orchard took charge of the 53 troops in the Close Support Section, Royal Electrical and Mechanical Engineers, who are responsible for the maintenance of the Apache. He’s coming to the end of a three-year exchange with the Apache force, becoming the first and only Royal Navy air engineer officer responsible for the gunships in theatre or on exercise.

He was joined in Helmand by fellow sailors pilot Lt Dan Leaker and air engineer technicians Petty Officers Steve Capper and Mark Stanton.

In theatre, Apaches are always at immediate readiness to scramble in support of the International Security Assistance Force mission in Helmand – placing big demands on air and ground crews, as well as the helicopters themselves.

“Our technicians have worked extremely hard to keep the aircraft battle-ready and took pride in the service they have delivered,” said Lt Orchard.

“The Apache is a formidable aircraft. It’s been a privilege to lead such a dedicated team and a great way to end three years with the British Army.

Lt Leaker is one of six Royal Navy/Royal Marines pilots on exchange across the Apache force. 653 Sqn generally focuses its operations over land, while if any gunship squadron is likely to go to sea with the Royal Navy, it’s 656 Sqn.

In Helmand province, Lt Leaker – a former Navy fast jet pilot who’s switched to helicopters and has now completed his second Apache tour of duty – says the gunship has proved its worth, even without having to fire its arsenal of weaponry.

“It’s normally enough to stop any determined enemy from attacking if it is seen arriving overhead,” he explained.

“The Army Air Corps is quite rightly very proud of its achievements with this aircraft during Afghanistan and Libya, and it is a privilege to be a part of it.”

The fact that soldiers understandably outnumber sailors on the squadron has made it “very hard to maintain a real Royal Navy ethos”, said Lt Orchard, but he and his fellow Senior Servicemen are driven to do so.

“It is a matter of having a drive from our own Service and remembering at all times that we are Fleet Air Arm and not British Army,” he pointed out.

“Saying that, we have become fully involved with all Army activities and physical training such as the advanced eight miles carrying 15kg and an SA800 and personal fitness tests (1½ miles, plus press-ups and sit-ups) is part of it.

“The staple of Naval life which has been introduced to the Apache warriors is the Brickwoods Field Gun run, such that personnel from across the helicopters’ home base at HMS Collingwood each year, under Lt Orchard’s direction.

“It is an event which the soldiers look forward to – and they take it very seriously. The natural rivalry between the RN and Army comes to the fore.”

After a career supporting Fleet Air Arm jets, PO Capper said switching to Army helicopters “couldn’t have been more different”.

He added: “It has been a superb experience, in terms of maintaining such an important operational asset and working with some great people.

“It seems REME and Fleet Air Arm technicians share a great ‘can do’ attitude and a similar sense of humour.”
The partners who grieve, 
The injured who suffer,  
The families who struggle,  
The veterans who remember,  
The aircrew who fly,  
The children who wait,  
The homeless who shiver,  
The seamen who sail,  
The unemployed who despair,  
The soldiers who fight,  
The disabled who strive,  
The heroes who serve.  
We help them all.

Shoulder to shoulder with all who Serve

Call 08457 725 725 or visit britishlegion.org.uk
Practical makes perfect


From pretty much any angle. But the thing about beauty is that it’s rarely practical.

Top models look good on the catwalk but can they change a lightbulb or change the oil on your Ford Focus?

The men and women of Diligence can. And much more to boot. (Not sure how they’d look on the catwalk though...)

The crew of the floating workshop – Forward Repair Workshop – is the correct official description. But many sailors also say she’s ‘ready for anything’ and one of the most active and busiest ships in the Fleet.

A few weeks ago Diligence was the hub of the largest engineering exercise the Naval Service has run in the Gulf, coming to the rescue of a ‘skeevy’ HMCS Moncton, towing the frigate and providing power and other amenities.

After that successful exercise, Diligence reverted to her more typical role east of Suez – mother ship, providing fuel and force protection to British and American minehunters based in the region as they went about their business.

The small ships have limited endurance – food and fuel – which means they’re popping in and out of ports regularly. Not ideal for a sustained operation.

So to prolong their time on station, minehunters ‘rafted up’ – effectively berthing alongside Diligence in the middle of the sea; once ‘berthed’, the RFA could meet most of the hunters’ needs.

That’s two different roles performed since Diligence sailed from Portsmouth in July for a deployment of anywhere between five and eight years’ duration (although in true RFA tradition, the crew change every few months).

Given that protracted presence in the region, even the floating workshop needs some work every now and then and – hence a three-week stint towards the end of 2013 for a spot of essential maintenance of her own.

And over the festive season she was back on duty performing the principal mission of her lengthy deployment: submarine support vessel (somewhat like the depot ships of old – although these days its a case of providing support for the nuclear-powered duty T-boat east of Suez).

And when the submarine is back on patrol, there’s fresh tasking. A team from FOST will assess the readiness of the ship’s company to respond to all eventualities.

And then it’s time to slot into Combined Task Force 152, the force which patrols the Gulf (and to which HMS Moncton is presently attached). Diligence began life as a support ship for North Sea oil rigs. But at the height of the Falklands War in 1982, the then MV Stena Inspector was chartered by Whitehall as a repair vessel to support the Operation Corporate task force.

In October the following year, she was bought outright and converted for use by the RFA, formally commissioning in March 1986. She provided vital after-battle support to the damaged USS Tripoli and Princeton during the first Gulf War in 1991 and, in company with HMS Chatham, spent several weeks off Sri Lanka in 2005 in the aftermath of the devastating Asian tsunami.

Diligence in the middle of the sea; once ‘berthed’, the RFA could meet most of the hunters’ needs.

Given that protracted presence in the region, even the floating workshop needs some work every now and then and – hence a three-week stint towards the end of 2013 for a spot of essential maintenance of her own.

And over the festive season she was back on duty performing the principal mission of her lengthy deployment: submarine support vessel (somewhat like the depot ships of old – although these days its a case of providing support for the nuclear-powered duty T-boat east of Suez).

And when the submarine is back on patrol, there’s fresh tasking. A team from FOST will assess the readiness of the ship’s company to respond to all eventualities.

And then it’s time to slot into Combined Task Force 152, the force which patrols the Gulf (and to which HMS Moncton is presently attached). Diligence began life as a support ship for North Sea oil rigs. But at the height of the Falklands War in 1982, the then MV Stena Inspector was chartered by Whitehall as a repair vessel to support the Operation Corporate task force.

In October the following year, she was bought outright and converted for use by the RFA, formally commissioning in March 1986. She provided vital after-battle support to the damaged USS Tripoli and Princeton during the first Gulf War in 1991 and, in company with HMS Chatham, spent several weeks off Sri Lanka in 2005 in the aftermath of the devastating Asian tsunami.

Diligence in the middle of the sea; once ‘berthed’, the RFA could meet most of the hunters’ needs.

Diligence in the middle of the sea; once ‘berthed’, the RFA could meet most of the hunters’ needs.

Diligence in the middle of the sea; once ‘berthed’, the RFA could meet most of the hunters’ needs.

Diligence in the middle of the sea; once ‘berthed’, the RFA could meet most of the hunters’ needs.
Secure communications you can depend on

Meetings that work, whatever the weather

BT MeetMe audio conferencing lets you hold UNCLASSIFIED calls with up to 40 people instantly, from anywhere in the world. Saving you time, money and effort.

Find out what we can do for you:
0800 389 2272 option 8
dfts.comms@bt.com
www.dfts.r.mil.uk
bt.com/defence
A golden year in Somerset

Somerset spent 2012 out of action undergoing a £20m refit following two back-to-back deployments east of Suez. Although the ship was laid up in Devonport’s landmark frigate shed for much of that time, the Type 23 held on to most of her ship’s company throughout the refit, which gave them a real taste of ownership and fostered team work.

Somerset’s weapon engineer officer Lt Cdr Paul Maddison takes us through a year in the life of the ship as she was ‘regenerated’ ready to deploy... again east of Suez... this month.

Somerset returns to sea, her freshly-painted upper deck looking spick and span. All 165 members of her ship’s company, including Cdr Mike Smith – the newly-appointed commanding officer – are focused on regenerating the ship’s company and training the Commanding officer – are focused on regenerating the ship for the challenges ahead. The West Country’s ‘favourite’ ship is now fully operational and ready to deploy again.

Any highly capable anti-submarine warfare frigate needs an aircraft to match. In February Somerset welcomed aircraft back to her decks. For the first half of 2013 she operated with a Merlin and from summer has been paired with a Lynx. In 2014 she will also be the first RN warship to fly the Scan Eagle ‘eye in the sky’ on front-line operations.

Somerset undertakes a successful BOST under the watchful eyes of the Flag Officer Sea Training. During the six-week package a considerable number of threats were countered, fires extinguished, floods made dry, Thursday wars fought, submarines hunted, helicopter hours flown and action snacks eaten. A visit to the Isle of Scilly was used to test the ship’s ability to ‘meet and greet’ during port visits and a disaster relief exercise determined the sailors could respond to the ravages of nature.

Exercise Joint Warrior, off North-West Scotland, allowed Somerset to operate with a large number of other units, at sea, in the air and on land. Complex naval gunfire was practised alongside more demanding anti-submarine tasking. The ship and ship’s company delivered all that was required of them by operational commanders. After nine months of intensive work, Somerset was now truly ready.

Somerset returns to Devonport for a pre-deployment support period, including Scan Eagle fitting, ahead of her deployment in 2014. The ship is made materially ready and the ship’s company receive some top-up training and have the opportunity to undertake adventurous training.

And that’s how one of Her Majesty’s premier warships spent 2013. The year ended with HMS Somerset ready for operations having spent 160 days at sea. Having achieved all her systems and equipment, the ship is now ready for operations once more.
No need to settle, when you resettle

You've travelled the globe, honed survival skills and worked in the toughest environments imaginable, but one day you’ll face a new challenge: civilian life.

Life in the Armed Forces has shown you that training and preparation are key to success. That’s why so many in the Forces have turned to The Open University over the years. We can help you build on your existing talents and support you on the path to a rewarding career in civvy street.

It doesn’t matter what rank you’ve achieved, where you’ve served or what unit or trade you’re in, the OU can enable you to build an exciting future, while fitting in with the busy life you lead now.

- **ELC approved** (Learning Provider no. 1260)
- Study **whenever** you want, **wherever** you are
- Over 600 modules available to bolster your CV
- **No. 1** university for overall student satisfaction*.

To find out how the OU could help you broaden your career horizons or be better equipped for civilian life, visit [www.open.ac.uk/forces](http://www.open.ac.uk/forces) or call 0845 300 6090.

---

*UK National Student Survey 2012
The Open University is incorporated by Royal Charter (RC 000391), an exempt charity in England and Wales and a charity registered in Scotland (SC 038302).
Wild eyed

DON’T miss the featured vessel or aircraft each month. They can also be purchased individually for £1.50 each, £15 (minimum of three).

1 YEAR’S SUBSCRIPTION £15 UK £17 overseas (£2 for the price of 10)

Send Cheque/PDO, together with name and address of subscriber to
Anna Young at:
Navy News, HMS Nelson, Queen Street, Portsmouth
PO1 1BH
Or phone on 023 9272 6284
Cheques made payable to: HMG1800

SEND SAE FOR PHOTOGRAPH LIST (Older photographs will be in black and white)

Wildcat

A Lynx’s radar ‘only’ covers 180°; and the Wildcat has a 360° coverage.

“We have 30 years of Lynx experience. It’s not easy but morale is high. It’s new kit – and people like new kit. We’ve got to write the rule book for the next 40 years.”

“Mechanically it’s like a Lynx, but the electronics and sensors, that’s all new. And that’s a steep learning curve for everyone,” explained Lt Cdr Collins. “Wildcat needs to be viewed as a completely new system which distinguishes the Navy from the Army variant: the radar’s good. “It gives you a sort of Google maps-type aerial view,” explained pilot Lt ‘Woody’ Woods.

“In Wildcat, it comes in more used to a lot of information. In Wildcat, it comes in more quickly, and the quality is better. “Some things will not change – navigation is still a question of getting from A to B, but how we fight and operate Wildcat will be different.”

And the experience of flying Wildcat?

“It’s easy to think you are in a Lynx,” said Lt Woods. “You’re not. You’re in a Wildcat. Wildcat feels similar to fly, but there’s a lot more power and a lot less vibration. It’s a smooth ride. It’s like getting in a brand new car after being in an old one.

“It’s also much more comfortable, more ergonomic. It’s been built with the crew in mind.”

And passengers too. In the back of the cab, gone is that horrible, uncomfortable inflatable ‘sofa’ replaced by proper seats.

“The Wildcats clocked up 19 sorties while aboard Monmouth off the South Coast – half a dozen more than originally planned – and helped the frigate with two simulated Harpoon missile firings to boot.

“The Black Dukes were impressed with the new helicopter (even if they didn’t think it was rather Lynx-like...)

Further exposure to the rest of the Fleet throughout 2014 should spread the Wildcat word ahead of the first deployment of a flight with simulated Harpoon missile firings this time next year – and maybe, just maybe, help it to shed its ‘just a Lynx’ tag.

“Wildcat needs to be viewed as a completely new aircraft. What it can do goes way beyond what a Lynx can do.”

Wild eyed
For potential engineers with drive, ambition and ability, Welbeck is where potential turns into bright futures as Officers in the Armed Forces or Civil Service.

- One of the UK’s top performing Sixth Form Colleges
- State-of-the-art facilities
- Tuition funded by the Ministry of Defence with means-tested boarding fees
- 99% of students from Welbeck were offered a place at university in 2013
- Annual technical bursary of £4,000 at university

For more information or to book a place on one of our Open Days, visit www.dsfc.ac.uk Like us on Facebook
IN HIS chair in the control room of the most potent machine in the Royal Navy’s – and UK’s – arsenal, tactical systems officer Lt John Cursiter considers the task at hand.

This – and the other portraits peppered around this page – is the burden of the Senior Service’s ultimate mission, Operation Relentless, the continuous at sea deterrence, as you’ve never seen it captured before.

For several months on an operational patrol, Cdr Stuart Blackburn captured day-to-day life aboard HMS Victorious, providing a unique snapshot of the Royal Navy’s ‘bomber’ force.

The photographic branch (rather unimaginatively) calls these images ‘people at work’ shots. They’re a useful glimpse of life in the RN – and are a staple diet of recruiting campaigns.

Chefs toiling in the galley, the ops room team in their anti-flash running through another air defence exercise, the stokers crawling in some god-forsaken sweaty, oil-smeared cranny to fix a pump.

Now try looking for photographs of the same aboard one of the four V-boats which perform the nation’s ultimate mission.

Not much is there?

The reason is simple. Given the nature of what the submarines do, cameras are not allowed on board.

So not only are you cut off from your family for months at a time, receiving a few words in a ‘familygram’ once a week, but you have nothing to show them: here’s what I do, here’s where I live. Unlike the surface fleet, there’s no homecoming with fanfares, no opportunity to take the folks aboard.

And given that the bomber community tends to stick together, you could spend years – and some deeps do – in the V-boat force without any personal record of what you do, save a shiny silver or gold ‘pin badge’.

Which is all rather sad. Because life in the RN isn’t just about deployments – it’s about the people you serve with, the fun you have and, at times, the burden you bear.

So with several weeks on a deterrent patrol, Victorious’ executive officer Cdr Blackburn – now Commanding Officer of HMS Vanguard (Port) – decided to make a permanent record of the men with whom he served, as a project for himself and, more importantly, as a keepsake for his shipmates.

As Victorious’ security officer he knew what he could – and could not – capture on camera.

So armed with a Nikon 300 he began roaming around the 490ft leviathan – although his shipmates were slightly reluctant subjects initially.

“I took a couple, showed them to the lads and then I began to receive requests from other members of the crew,” he says.

“It was a good way of getting to know the crew, of breaking down any barriers. It’s about giving them a memory of their time aboard. I wanted to give them an image that they would probably not have had to give to their families and say: ‘That’s me at work’.”

After taking a photographic course in sixth form and a ten-week Open University course, it was when he was working in London that Cdr Blackburn picked up a camera again in earnest and studied the capital’s homeless.

“I don’t do perfectly-framed portraits – I prefer something which is more natural, more authentic – and black and white gives a photograph a much more intense and emotional force.”

The result is a cross section of images of every branch, every rank aboard – chefs, engine room watchkeepers, sonar operators, the control room team and coxswain.

“These are the faces behind the deterrent,” Cdr Blackburn adds. “Most of the guys are happy, but there’s an intensity there as well. You can see the burden that some of them bear.

“But the photographs also show that you can have a bit of fun as well.”

The faces of the men who bear the ultimate burden...
Support network recognised

FIVE years ago, four ladies sat around a kitchen table in Southsea and identified the emerging need for a support network for widows and widowers in the Naval Service, sadly growing in number over years of military conflict, fatal accidents and terminal illness. From these humble beginnings, The Royal Navy and Royal Marines Widows’ Association grew in stature to be held in high regard, respected by those who have had any contact with the support network.

Two of those ladies at the table were Bridget Robison and Liz Fry who, after five years of serving on the committee, recently stepped down to let others take on the mantle of helping to run the Association. As a mark of appreciation and thanks for all the time and effort they spent developing and raising the profile of the Association, the two were ‘dined out’ by other members of the committee at a luncheon held in the Wardroom of HMS Nelson.

Bridget Robison, on stepping down from the committee, will be the Widows’ Association first President.

Chairperson Lesley-Anne George-Taylor, one of the original founders of the Association, has also decided to step down and will be replaced by Elaine Hauny. Lesley-Anne’s many years of hard work and dedication is greatly appreciated by all the members.

In recognition of their service to the Association, Second Sea Lord Vice Admiral David Steel invited the founders along with two other members of the Widows’ Association to lunch at Admiralty House to convey his sincere personal thanks to the team.

The RNRMWA was formed to bring friendship, support, guidance and comfort to those who have experienced the trauma of bereavement, and now has a membership of over 70 ladies countrywide and continues to attract new members as the bereaved become aware of the support network.

Latest research shows sharp fall in pension satisfaction!

Join the Forces Pension Society and we’ll help you get the most from your pension

www.forcespensionsociety.org

www.navynews.co.uk
Get your bids in now for next round of cash

PERSONNEL wishing to improve facilities and recreational spaces across the Naval Service are encouraged to apply for a major grant from the Naval Service Amenities Fund (NSAF).

Applications for grants over £5,000 are considered three times a year, and the closing date for the next round of applications is January 7, 2014.

Anne Carr, Head of Grants, at the Royal Navy and Royal Marines Charity, said: “We are urging personnel to get in touch...we have funding available for the right projects.”

Applicants will be expected to complete an applications form, cover at least 25 per cent of the overall project costs from other funding sources, and have the written support of their Commanding Officer. Find out more by calling 023 9254 8191.

Teamwork the key to duo’s grand bid

TWO naval servicemen spent 24 hours in a lifeboat in Portsmouth Harbour to raise nearly £1,000 for two charities.

PO(SE) Ben Hall and LA(SE) Ashley Senior were supported by a team from the Royal Navy Air Engineering and Survival School, HMS Sultan, during the survival-a-thon at the Gosport Ferry pontoon.

The duo raised £990 from members of the public, which will go to the Royal Navy and Royal Marines Charity (RNRM) and Bembridge Primary School on the Isle of Wight, where PO Hall’s four-year-old daughter Nava has just started in reception class.

POA Hall said: “So much of Navy life is about facing challenges together and this has been no different.”

AN award-winning fish and chip restaurant in Cornwall is offering discounts for all serving and veterans of the Royal Navy and Royal Marines.

The Harbour Lights restaurant in Falmouth has won awards for quality and the National Good Catch Award for sustainable fish practices in 2013.

Military personnel and former members of the RN and RM are being offered a discount on its standard prices - plus a donation to Royal Navy and Royal Marines Charity (RNRM) on these purchases will be made.

“The money raised by the Harbour Lights restaurant will make a real difference,” said Malcolm Pollock, from the RNRM.

“It is a real bonus that our men and women receive a discount too.”

The restaurant is owned by a former RN aircrew officer who was based at RNAS Culdrose for 18 years, Pete Fraser, and his wife Sue, who are keen to help their links with the RN.

A Royal Navy Cornwallman and committed to supporting the RN, Fraser put forward a proposal for the Harbour Lights Chip for the RNRM to support the work of the RNRM, the Royal Navy’s official charity.

RNRM improves the lives of those serving in ships, squadrons, submarines and commands - in 2012 alone the charity distributed over £5.5m to its beneficiaries, so the financial support offered will contribute to the charity’s aim of “raising more, so it can do more”.

Pete said: “Ships from the RN make frequent visits to Falmouth, and many naval personnel live and work in the area.”

“These sailors, airmen and Royal Marines are expected to give everything for their country. Maintaining a strong military presence in tough environments, at sea and on the land.”

“it’s important we in the community support them, which is what the Harbour Lights is proud to do, and hopefully other businesses will follow.”

Funds are raised through a variety of activities.

JANUARY 2014 FUNDRAISER OF THE MONTH
Royal Navy Theatre Association

Stage right for actors

Budding thespians from the Royal Navy Theatre Association raised more than £700 for the Royal Navy and Royal Marines Charity.

The group put on a production of The Little Shop of Horrors, raising £114 for the Royal Navy Theatre Shop to support the work of the RNRM.

There were many delicacies on offer - banana cake and loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ginger bread loaves, layered cakes, coffee and walnut cake, ging...
**H4H grant boosts club plan**

A GRANT from the military charity Help for Heroes will enable the Royal Maritime Club in Portsmouth – formerly the Chairman’s Home Club – to progress ambitious plans for enhanced facilities for its disabled guests.

General Manager John Alderson welcomed the news, saying: “This grant is the first step in realising our ambition to become the South Coast’s premier R&R facility for all sailors, veterans and their families.”

The club will now start on the building work for a new, specifically adapted bedroom suite, en-suite wet room and adjoinging carer’s (or children’s) room.

Two ‘disability friendly’ bedrooms will also be fully upgraded and refurbished.

The next big project in the pipeline is the installation of a new hydraulic platform linking the ground floor to the Trilargial ballroom and balcony facilities, ensuring that disabled guests and visitors have access to all of the facilities.

Roy Parry, CEO of Help for Heroes, said: “We are delighted to have been able to support the Royal Maritime Club to allow greater accessibility for all sailors, veterans and their families.”

“The club’s facilities are superb and will offer welcome respite to those who have suffered life-changing injury or illness as a result of their service to the country.”

**WHO WILL YOU TOP UP?**

You can now Top up WelComE Accounts Online with a valid account number. Simply visit www.mywelcome.co.uk

---

**New venture for Steve**

SINCE 2007, Help For Heroes has been supporting hundreds of men and women wounded, injured or sick as a result of their service to the country.

Maj Steve McCulley has an inspirational story of his fight to recover from severe injuries sustained serving with the Royal Marines in Afghanistan. Since then, he has found a new career direction with support from Help for Heroes and other Service charities.

In May 2011 an improvised explosive device (IED) exploded and shredded him everywhere tearing through his right side, fracturing six ribs and penetrating his lungs – everything started going dark. He thought he was going to die, he said.

After three weeks in a medically-induced coma, Steve attended bikefitting courses which makes him one of the few certified Retail motion analysis bike fitters in the UK.

Then Help for Heroes provided a business mentor to sit down with Steve and look over his business plan, offering advice and guidance.

“I’ve been delighted to receive help with a business start-up and advice,” he said.

Steve has ploughed all of his remaining energy into building and developing his business.

“I am an ambassador for the charity and just recently, I attended a H4H corporate event as one of the Band of Brothers,” he said.

Help For Heroes also helped him with a grant to qualify as a Cytcche Level 3 Bike Technician and he attended bikefitting courses which makes him one of the few certified Retail motion analysis bike fitters in the UK.

Then Help for Heroes provided a business mentor to sit down with Steve and look over his business plan, offering advice and guidance.

Although I’ve set this up on my own, designing my own business plan, offering advice and general support from H4H and other charities has been really great,” he said.

“Although I’ve set this up on my own, designing my own business plan, offering advice and general support from H4H and other charities has been really great,” he said.

“I’ve been delighted to receive help with a business start-up and advice,” he said.

Steve has ploughed all of his remaining energy into building and developing his business.

“I am an ambassador for the charity and just recently, I attended a H4H corporate event as one of the Band of Brothers,” he said.

Help For Heroes also helped him with a grant to qualify as a Cytcche Level 3 Bike Technician and he attended bikefitting courses which makes him one of the few certified Retail motion analysis bike fitters in the UK.

Then Help for Heroes provided a business mentor to sit down with Steve and look over his business plan, offering advice and guidance.

Although I’ve set this up on my own, designing my own business plan, offering advice and general support from H4H and other charities has been really great,” he said.

“Although I’ve set this up on my own, designing my own business plan, offering advice and general support from H4H and other charities has been really great,” he said.

“I’ve been delighted to receive help with a business start-up and advice,” he said.

Steve has ploughed all of his remaining energy into building and developing his business.

“I am an ambassador for the charity and just recently, I attended a H4H corporate event as one of the Band of Brothers,” he said.

Help For Heroes also helped him with a grant to qualify as a Cytcche Level 3 Bike Technician and he attended bikefitting courses which makes him one of the few certified Retail motion analysis bike fitters in the UK.

Then Help for Heroes provided a business mentor to sit down with Steve and look over his business plan, offering advice and guidance.

Although I’ve set this up on my own, designing my own business plan, offering advice and general support from H4H and other charities has been really great,” he said.

“Although I’ve set this up on my own, designing my own business plan, offering advice and general support from H4H and other charities has been really great,” he said.

“I’ve been delighted to receive help with a business start-up and advice,” he said.

Steve has ploughed all of his remaining energy into building and developing his business.

“I am an ambassador for the charity and just recently, I attended a H4H corporate event as one of the Band of Brothers,” he said.

Help For Heroes also helped him with a grant to qualify as a Cytcche Level 3 Bike Technician and he attended bikefitting courses which makes him one of the few certified Retail motion analysis bike fitters in the UK.

Then Help for Heroes provided a business mentor to sit down with Steve and look over his business plan, offering advice and guidance.

Although I’ve set this up on my own, designing my own business plan, offering advice and general support from H4H and other charities has been really great,” he said.

“Although I’ve set this up on my own, designing my own business plan, offering advice and general support from H4H and other charities has been really great,” he said.

“I’ve been delighted to receive help with a business start-up and advice,” he said.

Steve has ploughed all of his remaining energy into building and developing his business.

“I am an ambassador for the charity and just recently, I attended a H4H corporate event as one of the Band of Brothers,” he said.
TRAINING is the bedrock on which the success of the Royal Navy is founded. Get it right and it can give you an unbreakable edge. Get it wrong and... well, these days you just cannot afford to get it wrong.

Initial training: Specialist training. Advanced training. Top-up training. Pre-deployment training. Sailors and marines are trained to cope with so many different possibilities.

So when disaster strikes, British politicians have no qualms about sending a Royal Navy warship to help put communities back on their feet.

A disaster like a typhoon. A warship like HMS Daring. And a community like NapoTab Island in the Philippines.

Events in the Far East in mid-November exemplified why the Navy sends ships such as Type 45 destroyers on major overseas deployments.

Daring was gearing up for Bersama Lima – a major air defence exercise conducted alongside the navies of Australia, New Zealand, Singapore and Malaysia – where she was ready to demonstrate her world-beating ability to track and destroy airborne missiles.

Then Typhoon Haiyan scythed through the region and crashed ashore in the Philippines – the world’s most battered country, with up to nine tropical cyclones making landfall every year.

The city of Tacloban was a high-profile victim of the 145mph winds, with the authorities, charities, military and the media gathering in the aftermath to assess the damage.

But in a country of numerous byways and backwaters, some of the outlying islands remained cut off from help, requiring access by sea.

Which is where Daring entered.

Daring’s lyens delivers aid to Filipinos:

New countries, new experiences and new careers. For some of Daring’s ship’s company the global deployment has been a steep learning curve.

Amongst those on their first deployment is ET(ME) Chris Moore (below), who works with radars and weapons systems, making sure they function properly – ranging from detailed technical work to greasing mechanisms to guard against rust.

“This deployment is an amazing way to start my naval career – people want their whole career for a deployment like this one, and to work straight out of training into this I couldn’t have asked for anything better,” said Chris.

He continued: “The best thing about being on a deployment like this is going around the world to places you wouldn’t usually go to and experiencing the night life with some of the best mates you’ll ever have.”

Chris said Australia was outstanding, and not just because of memorable runs ashore – he was part of the Royal Navy’s ceremonial platoon, and the march through Sydney was the icing on the cake, with everyone cheering you on around you – there isn’t a greater feeling.”

Another engineer, ET(ME) Callum Paterson, said that some adjustment was needed for a long deployment – “especially being away from family and friends” – and life in a metal box in close proximity to so many other people seemed strange at first, though he soon got used to it. Callum, who works on the sewage treatment plant, salt water plant and general ship upkeep, spends spare time on board keeping fit in the gym, playing darts or shooting with the firing range.

All Amy Gocher (above) also learned to keep fit while off-ashore, either in the gym or doing circuits on the flight deck.

This is the longest Amy has spent away from home, but the attraction of foreign lands – such as Hawaii – kept homesickness at bay. It is a far cry from her previous job in a supermarket: “The Navy is a lot more tiring than being a cashier – you don’t have the luxury of taking breaks.”

Another engineer, ET(ME) Leanne Kelland (below right) studied as an aircraft for her A levels but opted for marine engineering as a wide ranging course.

“My job involves rounds of machinery, checking on my sections equipment, topping up fuel oil and grease and generally finding leaks and rectifying them before they begin to cause problems,” said Leanne.

“I enjoy what I do – the only down point is a lack of sleep while watch-keeping.”

Sydney left its mark on Leanne too – she was part of the team showing visitors round her ship:

“Overall I think it went really well, and I would love to do something similar in the future,” she said.

Logs(SC) Matt Walker agreed that the working day could be long and tiring – especially when holding official functions on board, which reduces the chance of local sightseeing – but runs ashore such as San Diego would last long in the memory.

“The supply chain specialist also said he was also tough being away from his wife and daughter for such a long period.

The destroyer’s last visit to Hawaii last year was a dream come true for Jade Powell.

“Villagers, aid workers and sailors from HMS Daring pause for a picture...

To actually be involved in helping people and doing something for real – it’s great to be involved in humanitarian disaster relief operations,” he said.

“We spend a lot of time doing exercises and preparing for every eventuality, and I am just glad we were able to put all that training into practice and make a real difference.

“To be able to help people rebuild and provide support in the form of shelter and also get them in a position to support themselves – made me incredibly proud.”

“It was a real eye-opener, as you see these things on the TV and are so detached from it that you easily forget about it and don’t really understand the scale of the problem and suffering.”

Being part of the deployed boat teams that have gone ashore to provide aid, water and shelters gives you a real sense of achievement.

“From the guys onboard to the supply chains to the boats and helicopters – training and personnel ashore to the guys rebuilding houses and clearing debris, you realise how much of a close-knit team we really are and how all that training when put into practice makes sense.”

Part of that vital supply chain was another first-timer, Logs(SC) Jade Powell.

“From the guys onboard to the supply chains to the boats and helicopters – training and personnel ashore to the guys rebuilding houses and clearing debris, you realise how much of a close-knit team we really are and how all that training when put into practice makes sense.”

“We first arrived at the port of Cebu late at night; the following morning it was a very early start to go ashore and load nearly 20 tons of aid, shelter packs, food and water carriers, and then sail again.

“We didn’t finish till around 11pm, then up early again the next day to come back to Cambodian island that had not been reached.

We then spent the next three days ferrying the supplies, shelters and fresh water to the many islands around us by our sea boats and helicopter.

It was a really good experience to be able to make a difference to the lives of the people that had been affected by the typhoon.

“I was responsible for the logistics of the humanitarian aid going ashore, so it was important to make sure that we gave the shore teams the exact aid that was needed.

“I was also sent ashore to distribute aid to the local people and make sure that everyone got what they needed to get.”

(Left) Two facets of the Royal Marines work together to help stricken people in the Philippines.

Challenging, satisfying and fulfilling – but sometimes a hard first deployment for HMS Daring
Part of the destroyer's pre-deployment training was a spell at the DITEX (disaster exercise) site at Bull Point in Devon, where a artificial tsunami provided a glimpse of what may lie ahead. AB Robinson said: “Being in the Philippines was a completely different environment from DITEX, but Bull Point did prepare us for the worst-case scenario.”

He added: “You realise how busy and focused you have to be when you are shipboard.”

“Even though there was no food, water and shelter for the survivors,” he said. “This was an excellent preparation for Daring’s disaster relief operations in the Philippines.”

A crucial element of Daring’s response to the disaster was her Lynx helicopter, which clocked up some impressive statistics. In five days the aircraft was airborne for 32 hours, and required 128 man-hours of maintenance – often through the night to ensure the helicopter was ready for the following day.

The Lynx flew a distance of 400 miles during surveying sorties, and shifted 8.5 tons of stores ashore in 21 vertical replenishment manoeuvres (vertreps), as well as transferring 50 people to and from islands.

Between them the ship and Lynx managed to survey an area of 42,000 square nautical miles, encompassing more than 90 islands and over 200 nautical miles of coastline.

As soon as Daring arrived in the Philippines the Lynx, of 200 Flights, 815 Naval Air Squadron, was launched to take imagery of islands, with the pilot flying at his highest ever flight altitude.

This accurate, rapid assessment, impossible to achieve on the ground, allowed the ship’s command team to determine the areas that most needed help – the most remote, or those cut off by food, water and shelter for the people ashore at all times, so I was there for all the boat transfers and硬.”

Wt Leanne Powell, part of the administrative cadre, said: “I felt really good that we were helping people who were in desperate need of food, water and shelter.”

“My job was to make sure we knew exactly who was on board and ashore at all times, so I was there for all the boat transfers and moving them swiftly ashore.”

TD Chris Chappell, part of the administrative cadre, said: “It felt really good that we were helping people who were in desperate need of food, water and shelter.”

“Although being on board you still had to remain just as focused as these were not just actors were we were helping real people who had lost nearly everything,” he said.

Daring’s Executive Officer Lt Cdr Steve Wall went ashore every day to coordinate the relief operation at Shore HQ – the same role he assumed during the exercise at Bull Point.

“Before deploying, HMS Daring conducted a disaster relief exercise as part of Operational Sea Training,” said Lt Cdr Wall.

“For this, the ship’s company deployed to a fictitious island which had been devastated by a hurricane.”

“The team conducted search and rescue operations, dealt with numerous casualties and helped repair water, sanitation and other infrastructure whilst providing food, water and shelter for the survivors.”

Daring’s sea boat also proved their value; each can carry a tonne of aid as well as six people, moving them swiftly ashore. At the first island of Hogulan the boats could approach the beach, other locations, such as Calaguan, were surrounded by coral which kept them 20 metres offshore.

There the sailors waded into the sea to offload the stores in a human chain, often assisted by the villagers themselves.

“After righting Daring’s sea boat returns to the ship after delivering supplies – sailors had spotted the message ‘we need tarpaulin please’ inscribed in the sand,” said Leanne (right): A sign of appreciation as aid is distributed to Naburot Island.

Food is a major issue on board any ship, and the general consensus from the first-timers on board Daring is that the chefs are doing a good job – though it isn’t quite like home.

Chris Moore said he missed free veg at times, and was looking forward to a “nice big roast dinner”, while Callum Paterson missed Indian takeaways – as does Phil Booth, who specified a “super hot curry from my local Indian”.

Amy Gocher said: “The food onboard is usually pretty good, makes me look forward to next time.”

“I am most looking forward to a properly cooked roast dinner,” said Chris. “Mum’s roast dinner is the best.”

Amy also gives Daring’s chefs the thumbs-up, as does Sam Robinson, who looks forward to eating on board the destroyer, despite the fact he is anticipating “a huge beef lasagne my mum makes” on his return to the UK.

Chris Chappell said: “The food onboard is usually pretty good, but we are often at sea and away from home. I am hoping to be home to get a proper cooked meal.”

“I am looking forward to a nice Sunday dinner back at home with my family.”

Phew!
SAV ‘Royal Navy’ to the man on the Clapham omnibus and he will probably think of ships.

And while that is true, he would also be quite a way off the mark, because there are plenty of land-based activities that the Royal Navy also does very well – as 2013 proved.

Royal Marines, for example – regarded by most as one of the finest fighting forces in the world.

And as the focus of their attention has shifted away from Afghanistan it has allowed the Corps to slip back into their more traditional role as sea soldiers and extreme-weather specialists.

The build-up to the Cougar 13 deployment saw bootnecks storming ashore on British beaches during Joint Warrior in the spring, in anticipation of further such assaults on the coasts of the Mediterranean and the Middle East as they trained alongside allied nations.

Elements of the Corps also found themselves in the baking heat of the Mojave Desert in America and the steamy jungles of West Africa as well as the deep snow of northern Norway as they battled the environment and ‘hostile’ forces.

The Navy ashore is no fish out of water either.

Operation Pawan, the humanitarian mission in the wake of the devastating Typhoon Haiyan, saw sailors from destroyers HMS Daring and helicopter carrier HMS Illustrious landing supplies, fixing buildings and equipment and getting communities back on their feet.

The year just ended was also a chance for the Naval Service to don its best uniform and commemorate the sacrifices and victories of previous generations.

Sailors paraded at the Armed Forces Day event in Nottingham and Battle of the Atlantic ceremonies in Derry/Londonderry, London and Liverpool, while the traditional November remembrance services were that little more poignant this year as the nation prepares to mark the centenary of the start of the Great War.

Clockwise from top: marines from 43 Commando on exercise in Scotland; veterans are interviewed by Matt Baker, Alex Jones, Eddie Izzard and Dan Snow during a transmission of BBC’s The One Show from HMS Illustrious; Remembrance Day parade at Plymouth Hoe; marines launch a beach assault during Joint Warrior; veteran Rex Ayers with a member of HMS Bulwark’s company during a Battle of the Atlantic reception in Liverpool; sailors parade in Nottingham for Armed Forces Day; Lt Cdr Andy Reeves, HMS Illustrious’s First Lieutenant, talks to villagers in the Philippines; snow blankets Portsmouth Naval Base. Previous page – pictured by CPO(Phot) Tam McDonald: HMS Defender arrives in her adopted city of Glasgow for the first time.
A global outlook

IF NOTHING else, 2013 proved that the Royal Navy still proudly boasts a truly global reach, as well as offering sailors the mix of challenges and adventure which is hard to match in any other organisation.

Cougar 13 saw the UK Response Force Task Group, which toured the Mediterranean and Gulf, again prove its worth when HMS Illustrious broke off to provide succour to storm-hit islands in the Philippines.

She took over from destroyer HMS Daring, allowing the Type 45 to resume her high-profile round-the-world deployment.

Although these missions stole the headlines, other ships were getting on with their tasks in home waters and overseas, whether nipping a piracy threat in the bud or enforcing the rule of law at sea for the good of the seafaring community.

September saw a flotilla of warships in London promoting maritime affairs, reflecting the support Royal Navy ships give to British trade and industry around the world.

Last year also saw the demise of a much-loved class of ship—the final Type 42 destroyer, HMS Edinburgh, paying off in the summer.

But the successor Type 45s have started to put in appearances in traditional Royal Navy haunts such as Gibraltar and Malta, ensuring continuity while providing a huge advance in capability.

The past year has also seen significant developments in one of the Royal Navy’s most cherished projects—HMS Queen Elizabeth, as she will be christened, now looks like an aircraft carrier as work gathers pace in Rosyth.
The Fleet Air Arm is constantly evolving, introducing new aircraft or wringing the best value out of existing airframes.

But once again, as we look back to 2013, WAFUs were very much looking forward to the dawn of a new era of Naval aviation.

Development work carries on apace in the US on the new F35B fighter, the Wildcat and Merlin Mk2 are ever closer to joining the front line and the Commando Helicopter Force (CHF) get its hands on the Jungle Merlin Mk3.

The Lynx and Sea King continued to provide sterling service – including helping communities in the Philippines recover from Typhoon Haiyan.

Training exercises saw aviators working out in challenging conditions, whether its the snows of Norway or the sands of Jordan.

But there was also a chance to glance back during the year.

The heroics of the Royal Navy’s Search and Rescue community were highlighted as the country marked 60 years of airborne military SAR.

And the venerable Swordfish of the RN Historic Flight also enjoyed a year in the spotlight at Battle of the Atlantic 70th anniversary events.
Airman’s Punch is knockout comedy

I EXPECT that we all enjoy our memories of Service life, no doubt some more enjoyable than others. My last commission on HMS Allion 1966-68 provided some of the best.

In particular, when in a visiting port, during which the ship would come underprivileged children to a fun afternoon and a party.

Every department of a ship’s complement provided men to entertain and look after the children. What a great time we had, especially the crew!

I well remember the Air Department putting up a ‘live cast’ Punch and Judy show in Fremantle.

It was so popular that when the ship went to Brisbane a few weeks later, Captain M Ollivant asked that the show be delayed until he flew back from a meeting ashore.

It was good to see him coming from the lift into the hangar deck.

Maidstone’s torpedomen

HAVING read the Navy News for quite some years now, leaving the Royal Navy in 1946, I wondered if the enclosed snap of us guys, the ‘Torpedomen’ aboard HMS Maidstone, may awake the memories of some of the guys. We were part of the Far Eastern Fleet.

I recall the guy pictured front right caught the phone exchange alright with his cigarette.

I am front left. This was taken in Hong Kong dockyard, we’d just cleared the Japanese out in 1945 – no lives lost.

Hampshire’s heavy loss

FOLLOWING the report in the latest issues of Navy News regarding next year’s commemorations of the 350th anniversary of the Royal Marines, and the 100th of the commencement of the First World War, I would like to remember my uncle, Gilbert Sandom Royal Marine Light Infantry.

Together with Lord Kitchener, and all but 26 of his shipmates, he was lost in the sinking of HMS Hampshire on June 5 1916.

The date subsequently became my birthday in 1932.

I have been twice to the beautiful islands of Oudney to pay my respects to those lost on Hampshire and also to lay a wreath on behalf of the Netley branch of the RN on the wreck of the Royal Oak.

I was ably assisted in this by the RNA Orkney and their chaplain David Hughes. I hope to go again in 2014 on June 5 which will be the 98th anniversary of Hampshire’s loss and my 82nd birthday.

Toad in the hole

After a couple of seconds I heard a scream and a thump as my oppo hit the plates below. My oppo shouted up to me but the sound of the air conditioning plant made it hard for me to make out what he was saying.

But it sounded like “Look off, you warped custard!”

So I shouted back down to him: “Do you want this mug of tea or what?”

– Pete Chile Deepcar, Sheffield

Banking on Ruby’s help

SOME 40 years ago, up until 1970 Royal Navy personnel used to get paid once a fortnight, cash in hand.

Once the money was gone in the first week we had a blank week, asking our mates for loans until we got paid again.

The Royal Standard pub in Portsmouth was particularly helpful in those days with a friendly landlady called Ruby.

Ruby was like a bank, she used to loan money to sailors she knew and she always got it back.

– Bryan ‘Tiny’ Height Gosport, Hants

Letters

Airman’s Punch is knockout comedy

Each month Pusser’s Rum are offering to courier a bottle of their finest tipple to the writer of our top letter. This month’s winner is Nobby Clarke.

I HAVE worked in the commercial sector of the maritime security industry for a number of years and have watched the decline of the Royal Navy with some trepidation.

We still rely on the maritime industry for 90 per cent of our exports and imports, which have been protected by the Royal Navy for the last 500 years, but will struggle to do so over the next 500 years, let alone another 500 years.

At the moment the capacity of the RN and (the British forces in general) seems to be slashed with every pen stroke of Parliament.

We are now trying to save money at every turn and get ‘more bang for our buck’, so instead of investing in these massive new design and builds (as the F35) why not adapt tried and tested platforms?

We have two new larger carriers coming online in the next few years, but they will not have an adequate radar system until at least 2022/2024.

Both carriers are to be equipped with the F35B only (as proposed at the moment).

The USMC are landing the MV22 Osprey on any capable platform (that is willing to have them on board) in (September one landed on HMS Illustrious).

To make HMS Queen Elizabeth and HMS Prince of Wales more effective would it not be better to have a detachment of Ospreys on board equipped with Airborne Surveillance (as the aging Sea Kings/Alphac 7)?

We could buy the airframes and fit them out in the UK, also the Osprey would make a good anti-submarine platform giving the two carriers a lot more capability having both the F35Bs along with the MV22.

The MV22 would be a good addition to the Royal Marines with a faster airspeed and longer range than the Merlins and Sea Kings, it would be money well spent on a tried and tested airlift that we could adapt for our own use.

– Allie Rake Hunstanton, Norfolk

Shipping share

MY SHIP was at anchor in the River Irrawaddy at Rangoon, Burma in May 1945. I was on RT watch in the tiny radio room in HMY Virginia (an armed yacht) when we received the signal when the war in Europe was at an end.

The closing words said ‘Splice the Mainbrace!’ At the tender age of eighteen I was listed UA (underage), so not entitled, but thanks to a friendly Sub Lt who entered the office saying “here you are spats” and a few pesos who put together ‘spickers’ I had more than my share of rum!

I still enjoy a tot of Pusser’s Rum every day.

– Brian Brown Ex-Tel RNPS Chairman Chesham and Amersham RNA Chesham, Bucks

Airman’s Punch is knockout comedy

I expect that we all enjoy our memories of service life, no doubt some more enjoyable than others. My last commission on HMS Allion 1966-68 provided some of the best.

In particular, when in a visiting port, during which the ship would come underprivileged children to a fun afternoon and a party.

Every department of a ship’s complement provided men to entertain and look after the children. What a great time we had, especially the crew!

I well remember the Air Department putting up a ‘live cast’ Punch and Judy show in Fremantle.

It was so popular that when the ship went to Brisbane a few weeks later, Captain M Ollivant asked that the show be delayed until he flew back from a meeting ashore.

It was good to see him coming from the lift into the hangar deck.
Escape to the Antarctic

It will celebrate both the achievements in 1914-16 of Shackleton and his men, and the raw grit and determination evident in the young men and women of today's Naval Service.

The research programme will be used to educate the Naval Command, Ministry of Defence and industry in key aspects of team dynamics and leadership.

The final team, consisting of qualified yachtsmasters and mountaineers with a crew of six RN and RM personnel in the first five years of their careers, will join Xphere, a chartered 67ft steel yacht, in the Falkland Islands on January 9 2016, setting sail for the Weddell Sea. Teams will make landfall on the eastern side of the Antarctic Peninsula to collect environmental and hydrographical data, before moving to Elephant Island (pictured here with the Shackleton team) to collect further data.

The yacht will then be sailed across to King Haakon Bay in South Georgia to land the main mountaineering party, who will cross to Stromness, to be met by the Xphere before returning to the Falklands, arriving on February 30 2016.

Shackleton’s granddaughter, the Honourable Alexandra Shackleton, has agreed to be the principal patron. Rear Admiral Duncan Potts said: “Antarctic Endurance 2016 is just the sort of expedition I am delighted to be associated with. For those who participate they will return to the Service with determination, resilience and leadership to inspire others.”

Volunteers to take part are now being sought, with the selection process taking place this year, before the selected squad of 18 trains in 2015. Regular members of the RN and RM who joined after January 2009 and are interested in taking part should complete the application form available on the Exercise website.

Qualified yachtsmasters and mountaineers serving in the RN and RM are invited to apply using the rear-guard form on the website. Application forms are available at www.antarcticendurance.co.uk
Twin brothers who joined the Royal Navy together are celebrating after 31 years of service was recognised with clasps to their Long Service & Good Conduct (LSGMC) Medals.

Glenn and Warren Newcombe enlisted together as artificers at HMS Raleigh in 1982 before moving to HMS Daedalus for air engineering training. Serving together at the start of their careers, they joined 825 Naval Air Squadron in 1984 at RN Air Station Culdrose to work on Sea King anti-submarine helicopters at a time when the squadron was embarking on RFA ships operating in the South Atlantic as part of the Falkland Islands contingencies.

A move for Warren to HMS Illustrious in 1986 saw the brothers parted, and their respective careers thereafter saw them separate throughout the world, working aboard on operations in the Gulf, the Balkans, off Libya and in Afghanistan.

"I enjoyed every minute of my career, and serving alongside Warren has made it all that more special," said Glenn. "It's a rare and great achievement which we are very proud of.

For twin brothers to achieve such a feat is indeed a rare event. Glenn is currently serving in the HQ in Culdrose while Warren is still on the frontline with 957 Naval Air Squadron conducting operations in Afghanistan. It is a remarkable outcome and we are proud of both of them.

Some of the best times I've had in the Navy so far were on operations in Afghanistan with the Sea King Force. It's been a wonderful career." The LSGMC medal is awarded to personnel who have completed 15 years of dedicated, professional service to the country. Those who manage 30 years – a significant milestone that very few achieve – receive a further clasp.

Assistant Chief of Staff Carrier Strike and Aviation Cdre Graeme Mackay presented the brothers with their awards.

**Twins celebrate brace of clasps**

**Lectures go with a bang**

Two officers from HMS Collingwood’s Explosives Training Unit travelled to Simon’s Town to run an explosives safety course for the South African Navy.

Under the RN International Defence Training (IPT) scheme, Lt Cdr Steve Toone and Lt Russ Say took on the role of training instructors, teaching South African personnel in a naval base facilities to gain an understanding of safer handling – their own issue and the SAN’s management of explosives handling.

The British officers then stayed on for a week of Explosives Responsible Officer course for a diverse audience which included 22 people from across the country.

The SAN will use the knowledge gained from the course to help review their own practices and procedures of explosives handling at sea.

**Where do you read us?**

In a year of anniversaries, Navy News is set to claim its own modest landmark.


Latter over a year later it also became the official newspaper of the RN as well, in January 1956 the Home Air Command was added to the list (the Sea Cadet Corps also came into the fold), and by the end of that year Navy News had given up listing particular affiliations on the front page as it essentially covered all activities of the Navy Service.

Over the years – as it still is in 2014 – the paper has been distributed and read around the world. Sometimes in very strange places and situations...

If you have a picture of someone reading Navy News in an unusual place, send it to us with a brief description – three year subscriptions up for grabs as prizes for the best, which we will feature in our June edition.

Try to keep them clean.

Closing date is April 1, 2014, and you can post your entries to:海军新闻, Mail Point 1-4, Navy Command, Leuch Building, HMS Excellent, Portsmouth PO2 6BY, or email a high-resolution image to us at editor@navynews.co.uk

Drake tries his hand at controls of VC10

**Twins celebrate brace of clasps**

**Lectures go with a bang**

**Where do you read us?**

**Driver tries his hand at controls of VC10**

**THE Naval community is a pretty tight-knit bunch, and the chances of bumping into an old friend are fairly good.** The odds start to stack up if you have lost touch with that old friend.

And they get very high indeed when that old friend emigrates to the other side of the world, and you are working in a ship on a vast expanse of water – such as the Gulf of Aden, an area slightly larger than Spain and twice that of the UK.

But Lt Cdr Helen Ingl defied those odds – and it was all down to a chat her mother had while shopping back home in Devon.

Before steering thousands of miles east to assist in the relief effort in the Philippines following Typhoon Haiyan, Portsmouth-based amphibious helicopter carrier HMS Illustrious met up with the Royal Australian Navy ship HMAS Melbourne whilst participating in the international effort to tackle piracy off the Horn of Africa.

Eight sailors from each ship had the opportunity to cross-deck, via Sea King helicopter, from one to the other to experience life from a different perspective for a day.

Lt Cdr Ingl, 28, from Devon, had a special reason to be excited about her visit to the Australian ship.

Helen, who has been with Illustrious for four months, had been surprised to receive a message from the Australian ship.

“An old school friend worked on board the Melbourne,” she explained. “I didn’t know he was out here until I got a message via the ship-to-ship communications.”

Helen, who was born in Exeter, attended Manor House School in Honiton, Devon, with Mathew Smith, 29.

Helen, who is a keen rugby player, joined the Royal Navy in 2001 as a steward.

Mathew is an Engineering Technician, specialising in weapons, with the RAN.

“Apparently our mums met shopping in Seaton the other day,” said Helen. “If it hadn’t been for Mathew’s mum telling him I was on board Illustrious we would never have known we were out here working together.

“Mathew asked the ship’s operation room to contact me – we haven’t seen each other for 17 years!”

Lt Gemma Radcliffe RN said of her visit: “It’s always surprises me how small the world’s naval community is and how closely we work together.

“During our visit to the Melbourne even their executive officer, Lt Cdr Andrew Hough, recounted memories of the Royal Navy and specifically serving in HMS Manchester, where he spent time as a Principal Warfare Officer.”

Frigate HMAS Melbourne is on a seven-month deployment which will see her returning home in March – she is the 56th of her class.

“Her visit is when Adam decided to go down on one knee to pop the question to Lauren Robinson, surrounded by his friends and family.”

Adrian said: “I first asked Lauren to marry me two years ago when we were on holiday in Corfu, but I wanted to do it properly and replace her engagement ring.

“Lauren thought what better time to ask than at the end of my passing-out parade?

“I bought the ring the day after my passing-out parade, which is the end of my seven-week course.

“I wasn’t sure how she would react, because she doesn’t like to be the centre of attention. Fortunately Lauren, also 22, accepted my proposal for the second time.

Taken completely by surprise, she said: “I am shaking and very happy.”

Adam met Lauren, who hails from Bedale, at his brother, Craig’s, wedding; the couple have been together for more than four years.

Before joining the Royal Navy Adam worked as a van driver and last September marked the end of an intensive training at HMS Raleigh in Cornwall.

“Lauren said: “I joined the Royal Navy for the great career prospects and to travel the world.

“It’s been great meeting so many new people and I’m feeling a whole new level of fitness – I’m hoping to try out for the Navy football team.”

**Twins celebrate brace of clasps**

**Lectures go with a bang**

**Where do you read us?**

**Driver tries his hand at controls of VC10**

**A ROYAL Navy recruit from Oldham celebrated the end of his basic training by reaffirming his commitment to his fiancée.

Trainee Technical Engineer Technician Adam Tenney, 22, joined the Royal Navy in September to undertake ten weeks of intensive training at HMS Raleigh in Cornwall.**

“Say met relevant staff – including Lauren Robinson, surrounded by his friends and family.

Adrian said: “I first asked Lauren to marry me two years ago when we were on holiday in Corfu, but I wanted to do it properly and replace her engagement ring.

“Lauren thought what better time to ask than at the end of my passing-out parade?

“I bought the ring the day after my passing-out parade, which is the end of my seven-week course.

“I wasn’t sure how she would react, because she doesn’t like to be the centre of attention. Fortunately Lauren, also 22, accepted my proposal for the second time.

Taken completely by surprise, she said: “I am shaking and very happy.”

Adam met Lauren, who hails from Bedale, at his brother, Craig’s, wedding; the couple have been together for more than four years.

Before joining the Royal Navy Adam worked as a van driver and last September marked the end of an intensive training at HMS Raleigh in Cornwall.

“Lauren said: “I joined the Royal Navy for the great career prospects and to travel the world.

“It’s been great meeting so many new people and I’m feeling a whole new level of fitness – I’m hoping to try out for the Navy football team.”

**Twins celebrate brace of clasps**

**Lectures go with a bang**

**Where do you read us?**

**Driver tries his hand at controls of VC10**

**A ROYAL Navy recruit from Oldham celebrated the end of his basic training by reaffirming his commitment to his fiancée.

Trainee Technical Engineer Technician Adam Tenney, 22, joined the Royal Navy in September to undertake ten weeks of intensive training at HMS Raleigh in Cornwall.**
**Enterprising initiative by ex-sailor**

A FORMER Royal Navy sailor from Truro has been awarded the 10,000th start-up loan by MP Vince Cable and Dragon’s Den star James Caan.

A few months ago Allen Martin got in touch with X-Forces, a social enterprise founded to support military veterans and their spouses set up their own business.

X-Forces provided business mentoring, advice and help to write a business plan before helping him to secure the funding to establish Eclipse Property Management in Cornwall.

The company will officially be launched this month.

Allen lives in Truro with his wife Gayle and three children, Lauren, 15, Harrison, 7 and Aston.

"To have been given the opportunity to start a new life running my own business is an amazing feeling," said Allen.

"The money will prove invaluable with my business during its first year, and X-Forces have helped me to fulfill my ambitions of being my own boss after leaving the Armed Forces."

Allen joined the Navy in 1994 as an aircraft engineerin gmechanic and rose through the ranks until becoming a petty officer, but an accident left him with seborrheic dermatitis – which led to a reaction when dealing with fuels and oils. He was medically discharged in July this year.

"I needed a game plan and realised that with three months of resettlement and no chance of working in the aircraft industry I had to try something new," said Allen.

"Even before I left I knew in my heart that I wanted to be my own boss."

During his 22-year career Allen worked predominantly on Sea King helicopters.

He completed three tours in Bosnia, and also served in the Gulf conducting air operations over Iraq and anti-piracy patrols, Kosovo, and two tours of Afghanistan.

During his last tour of Afghanistan in 2009, Allen led a team which recovered a stricken aircraft from behind enemy lines during their deployment in Afghanistan in 2009.

Allen led a team which recovered a stricken aircraft from behind enemy lines during their deployment in Afghanistan in 2009.

"Two years after leaving the Royal Navy, my son Lewis got in touch with X-Forces, a business mentoring and support organisation for ex-servicemen, and he was given the chance to become a petty officer, mechanic and rose through the ranks to become a petty officer, mechanic and rose through the ranks.

"Lewis and I are both very proud of them both."

"I can't believe we made it to the double."

"Lewis (left) and Jack Cooper with proud parents Howard and Janette"}

**Passing-out parades – at the double**

ROYAL Navy sailors from HMS Raleigh have gone back to the classroom to share their love of reading with the children at Antony School in Cornwall.

Four members of 162 Troop, King’s Squad, ceremonially receiving the coveted green beret at the Commando Training Centre Royal Marines after 32 weeks on the physically demanding and demanding course.

Lewis said: "Training was hard, with lots of highs and lows. But I’m a lot more independent now than when I joined up."

"I’m more mature and I value things at home more now – and I’m a lot better at ironing."

"To be honest, it feels like they’ve already been in the Navy for 20 years!"

With the first phase of his training now complete, Jack is ready for his specialist course to qualify as a clearance diver, while Lewis has now been offered his first choice of appointment, to serve at 40 Cdo in Taunton.

**Time finally called on Ruby’s era**

A FAMILY which has run a renowned Naval pub in Portsmouth for more than half a century has seen the development of the pub’s main customer base – including vital food and fuel.

If you are part of an organisation which would like to hear from the RN Presentation Team, contact Lt Dan Marsden, Events Director, on 023 9272 7466 or email NAVYFORF. RNPTE@mod.uk

**England expected in Kabul**

THIRTY Naval personnel gathered in the Afghan tailor shop of Camp Surou for their Trafalgar Night dinner at the headquarters of the International Security Assistance Force (ISAF) in Kabul.

And being Trafalgar Night, Nelson’s famous signal was hoisted – with the help of the local tailor.

Guest of Honour at the event was Australian Cdr David Scott, while the USA, Canada, Germany, Norway and Romania were also represented.

Sadly, a Spanish Naval representative was unable to attend the function, but everyone made the sole Frenchman very welcome.

The dinner was organized by three new arrivals to Kabul: Surg Lt Cdr Helen Evans, the ‘doc’ for Camp Surou; the principal guest from the ISAF with Lt Cdr Mike Forrester and CPO Dave Betchford, who work for HQ.

It was Helen’s idea to get the local tailor to make a collection of ‘England Expects’ signal flags.

"Explaining the purpose of the flag hoist was not easy, but in the end it turned out brilliantly," said Helen.

"Everyone loved them, and PFA CPO Dave Betchford was very proud of the Naval souvenir from Kabul."

She continued, "The task realised he had to use the colours shown on the card, and not any old material. He knew it was a big challenge to cut the fabric right."

"The task was finished barely an hour before the dinner started – but it was worth every stitch, and everyone loved them."

Pre-dinner entertainment was provided by shipmate Maj Bryan Brotherton, who entertained guests under the Afghan stars, before leading them in for dinner.

"I’ve now got a very personal naval flag for my souvenir from Kabul."
**Family plans service for lost boat**

The 100th anniversary of the loss of HM Submarine A7 will be marked this month by members of the boat’s commanding officer – and they would be very pleased to hear from any other relatives of the crew who could join them.

A7 was on exercise in Whitby and Tant, south-west of Plymouth, when she failed to surface after a dive.

Since she had no escape hatch and the nearest salvage lighter was at Sheerness in Kent, she and her ship’s company of 14 lie there still.

At 3pm on Saturday January 18 members of the family of Lt Gilbert Welman plan to gather on Rame Head, overlooking Whitby Bay, for a simple, informal act of remembrance for Gilbert – ‘Gibby’ – and his shipmates.

If any of the families of other members of A7’s crew have similar plans to commemorate the loss they should be in touch with Pamela-Jane Shaw on 07731 883666.

The sailout with their boat was PO1 Crowle, AB Ernest Dyer, AB Frank Harris, AB Frederick Jewell, Sub Lt Robert Shaw and Lnr SNR Ronald Williams-Freeman. Lnr SNR Stoker John Northam, AB Charles Russell, PO1 PO2 RN & MC Stoker Richard Vodden, Lnr SNR Stoker Lancelot Waggstaff and Lt Welman.

**Glass and stone are focus of attention**

A GROUP from the Algerines Association and their partners take a break during their tour to Malta

More than 70 Commonwealth graves were marked this month by members of the Algerines Association to mark the centenary of the Commonwealth War Memorial in Valletta.

The veterans, many accompanied by their partners, visited their old stamping grounds (including Strait Street, aka the Gut), and joined a coach tour of the island by night, as well as taking short sea trips to Gozo and Comino.

Their final outing was to a wreath-laying service at the Commonwealth War Memorial in Valletta.

The Algerine-class minesweepers were part of the 12th Minesweeping Flotilla, which cleared channels for Allied invasion forces as well as making lanes safer after the war.

In Valletta, cleared more than 2,700 mines and obstructions in the three years to 1946, and recorded unimpaired by any other such force.

A GROUP from the Algerines Association has made an all-inclusive memorial visit to Malta, thanks to the Big Lottery Fund.

The veterans, many accompanied by their partners, visited their old stamping grounds (including Strait Street, aka the Gut), and joined a coach tour of the island by night, as well as taking short sea trips to Gozo and Comino.

Their final outing was to a wreath-laying service at the Commonwealth War Memorial in Valletta.

The Algerine-class minesweepers were part of the 12th Minesweeping Flotilla, which cleared channels for Allied invasion forces as well as making lanes safer after the war.

In Valletta, cleared more than 2,700 mines and obstructions in the three years to 1946, and recorded unimpaired by any other such force.

Algerines return to Maltese base

**Pershore pay their tributes**

VETERAN organisations in Pershore participated in five services during the remembrance period.

On Friday, Pershore branch, WRAC, SSAFA, SCS and the Pershore Memorial Committee attended Pershore High School’s Service of Remembrance, a service of recommitment which included a wreath-laying ceremony.

This year saw a record attendance, including guests from Worcestershire Police and Wychavon District Council.

On Saturday, Pershore members travelled to Rowney Green for the 70th anniversary service to remember the five Canadian crewmen of Wellington 155 who died when their bomber crashed onto the village green on November 9 1943.

This annual service is organised each year by Abchurch Es-Services Association.

Sunday saw the traditional town Remembrance parade, for which the RRL and Women’s Section were joined by the RNA, women’s sections, cadets, scouts, Guides, Brownies and St John’s Ambulance.

After a service of remembrance in Pershore Abbey, crowds lined the streets as the parade marched back through town.

Despite diurnal weather, the five schools in the town held their first service of remembrance at Pershore Commemorative Garden in the presence of the veterans and civic guests.

More than 240 children paid their respects and each school took part in readings and laid a wreath at the Commemorative Stone in honour not only of those who have died in conflict but also to those who have served and are still serving in the Forces.

This event was masterminded by SM Trudy Buage of Pershore branch, who was instrumental in the creation of the Commemorative Garden.

The last date was paid to the traditional RRL Armistice Day service, held at the Cross of Sacrifice in Pershore Cemetery.

More than 70 Commonwealth Servicemen are buried in the cemetery, 42 of them Canadian.

The address was given by S/M Chris Doyce and artist Elaine Mitcheson to Pershore in Glass.

Mr Finlay oversaw the cutting and screening printing of the glass panels; they were then heated to 650 degrees in a furnace so that the printing melts into the glass, preventing it from fading.

A mirror piece of glass is then placed on top with a filling that looks like grey chewing gum, but which melts into gel and brings the two pieces of glass together into one laminated panel.

It is then heat-soaked for six hours at 250 degrees to ensure that there are no inclusions. Eventually, small crystals that could cause the glass to crack are dissolved.

The panel can then be edged, polished and set into the stone.

Meanwhile Graeme is investigating the stone to be used on the pavement.

The most effective way for the dedication event, parade and a small service of thanksgiving in the Memorial Arboretum.

A Royal Marines Band will keep everyone in step, and ships will be joined by Royal Navy regulars from HMS Sultan and HMS Collingwood.

The Chaplain of the Fleet is also working on the details for the dedication ceremony, on June 15.

For planning purposes, shipmates are advised they should aim to be at the Arboretum no later than 11.15am to give time to get from the car park to the muster point for 11.30am or so.

Those attending Conference in any of the Britannia hotels will be able to travel in coaches; those branches bringing their own transport are asked to make their own way to the Arboretum.

Coach schedules will allow time before or after the service to look around the Arboretum.

More details will be available soon, and send questions to the General Secretary by 3pm on Friday, February 21 at the latest.

Those attending Conference in any of the Britannia hotels will be able to travel in coaches; those branches bringing their own transport are asked to make their own way to the Arboretum.

Coach schedules will allow time before or after the service to look around the Arboretum.

More details will be available soon, and send questions to the General Secretary by 3pm on Friday, February 21 at the latest.

Those attending Conference in any of the Britannia hotels will be able to travel in coaches; those branches bringing their own transport are asked to make their own way to the Arboretum.

Coach schedules will allow time before or after the service to look around the Arboretum.

More details will be available soon, and send questions to the General Secretary by 3pm on Friday, February 21 at the latest.

Those attending Conference in any of the Britannia hotels will be able to travel in coaches; those branches bringing their own transport are asked to make their own way to the Arboretum.

Coach schedules will allow time before or after the service to look around the Arboretum.

More details will be available soon, and send questions to the General Secretary by 3pm on Friday, February 21 at the latest.

Those attending Conference in any of the Britannia hotels will be able to travel in coaches; those branches bringing their own transport are asked to make their own way to the Arboretum.

Coach schedules will allow time before or after the service to look around the Arboretum.

More details will be available soon, and send questions to the General Secretary by 3pm on Friday, February 21 at the latest.

Those attending Conference in any of the Britannia hotels will be able to travel in coaches; those branches bringing their own transport are asked to make their own way to the Arboretum.

Coach schedules will allow time before or after the service to look around the Arboretum.

More details will be available soon, and send questions to the General Secretary by 3pm on Friday, February 21 at the latest.
**£50 PRIZE PUZZLE**

THE mystery ship in our November edition was a large heavy displacement battlecruiser (Essex). Lord Mountbatten rode on board HMS Baylyard, and D-Day 70 was recalled in the Poole Echo editorial E50 for identifying her. The mystery ship’s (above) could be regarded as the first of its class – though she was never technically one of that class.

Ships chartered by the Royal Navy in the mid-1970s for a couple of years for evaluation, as a result of which seven similar vessels were ordered from the Aberdeen shipyard which designed and built her and her younger sister. (1) was her name, and (2) what was the name of the chip she was charged to.

We have removed the pennant number from the image.

Complete the coupon and send it to Mystery Picture, Navy News, Navy Command, Leach Building, MYSTERY PICTURE 227

Name ..............................................
Address ...........................................
My answers: (1) ...................................
(2) .............................................
My answers: (1) ...................................
(2) .............................................
(3) .............................................

The winner will be announced in our March edition. The competition is not open to Navy News employees or their families.

---

**No let-up for busy Falmouth**

A BUSY summer for Falmouth branch became a busy autumn with the prospect of an equally-busy 2014.

In June, at the invitation of the Town Council, the branch played a prominent part in the organisation of the Cornwall Armed Forces Day.

Around 250 veterans and an equal number of cadets from across Cornwall marched to Events Square, where the Lord Lieutenant presented Arctic Star medals and Bomber Command clasps to nine recipients.

The Lord Lieutenant was accompanied by her cader, and he insisted that the cadet should personally present the first of the medals to the branch’s founder.

For the 30th successive year, the branch organised and coordinated the annual Sea Sunday Service.

One member, S/M Alan Polley, was so disappointed that the branch was unable to fly a Battle of Britain Standard, that he chartered the Yacht TS Golden Hind for the flotilla and his yacht was under way in time to be among the flotillas that entered the Tyne in May 1945.

For his part in this success Peter was awarded the DSM in June 1944 for leadership, outstanding skill and enterprise. He was among the first to leave the ship.

His return, when he returned after leave to Chatham Barracks, was made in August

Peter was involved in a mission to escort the standard – ACs would be placed on the quarterdeck.

The main service was held at the parish church of St Thomas in Brentwood.

The main service was held at the regimental chapel. The winner will be announced on the 30th successive anniversary of the Plymouth branch annual dinner and dance.

---

**Arctic Convoy medal will be Peter’s 16th**

S/M Peter attended the 75th anniversary celebration of HMS Beaufort’s launch on board ship last year, and returned to his old ship in October when his family organised a big 90th birthday party.


---

**New title for Korea visitor**

A MEMBER of Beccles college made a nostalgic visit to South Korea – and returned with a medal and a new title.

S/M Roy Holroyd (above) returned to Incheon during ceremonies to mark the 65th anniversary of the landings behind the front line of invading North Korean forces.

The ship was at sea between Singapore and Hong Kong in June 1950 when news broke that the North Koreans had invaded the ROK.

HMS Korea increased speed and embarked troops. HMAS Innisfail Fusiliers for passage to Pusan.

After landing the soldiers the ship headed up to the Yellow Sea and, with directions from an American spotter aircraft, began to drive a line of enemy troops along the coast.

The following months Kenya operated along the west coast.

S/M Roy recalled how a little girl’s legs had been cut off by shrapnel, and a six-year-old South Korean girl of about five or six had been brought to the ship for treatment.

John Michel, Philip Nightingale, Douglas Kiddle, William Lynch, Kenneth Littleton, Charles Parini, Leslie Squire, Janette Whiteman received Certificates of Membership for long and honourable service to the Association.

---

**Smaller detachment**

BRENTWOOD branch was down to a matching detachment of just three, including standard bearer, for Remembrance Day.

Fortunately TS St Vincent provided two smart cadets to escort the standard – Shantelle Betts and Daniel Melling.

The remaining file of two was then augmented by an ex-submariner, creating a full file.

Led by the Youth Band of the Royal British Legion, Brentwood, the parade marched from the Brentwood War Memorial, where wreaths were laid and a service of remembrance held.

---

**Memories of D-Day**

WERE you involved in D-Day, the preparations or the first few days after the landings?

Navy News plans to commemorate the 70th anniversary of the Allied invasion of Europe by recounting the experiences of Naval Service veterans.

Please send your first-hand accounts – and any images if you have them – to D-Day 70, Navy News, Mail Point 1.4, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 7BY, or email them to: dday@navynews.co.uk

Please let us know if you want material returned – and if possible please send copies rather than valuable original documents or pictures.
IN DECEMBER’s Navy News the Warfare Officers Career Development world-wide Warfare Officers on General Service opportunities, and the Fleet Air Arm Cadet. This column addresses the remaining specialist cadres and provides an updated Warfare CM contact list for your convenience.

Intelligence cadre

The Intelligence cadre has increased to gain more (people) and liability (jobs) since its reinvigoration three years ago. The only route into the branch is by sideways entry, usually from the OSX plot (that is not exclusively) or as a SUY. Given the increasing OpTour requirement for Maritime Intelligence Specialists both at SO3 (UKMCC, Jordan, Libya, Afghanistan) and SO2 (UKMCC, Afghanistan, Yemen) and the fact that over 60 per cent of the SO3 cadre are not deployable positions, there is no room for those who see intelligence training as a route for easy shore time – the reality is from this.

Assignment areas include PHEL (HQ), MIF (Agri, Maritime, and SFC) N2 Northwest, and a variety of staff posts from Washington to Izmir, Naples and etc.

One valid path to OP4 has been established and works well, to support the OP4 requirement. In short, there are opportunities for high-calibre officers to transfer to the Int cadre at the start of their career or to continue a main-stream GS X career path gaining Intelligence Specialists both (exclusively) or as a SUY.

There is an unprecedented number of Int at sea to grow the future COs of the RN Class SSNs and USN and Australian naval schools.

Miss Debbie Urry
Lt Cdr A Laycock (Ant)
Lt Cdr M Scott (Mark)
Lt Cdr J Howe (Jools)
Lt Cdr O Slight (Olly)
Cdr T A Price (Andy)

There are plenty of opportunities out there in 2014 for warfare officers to develop their careers. Lt David Hargreaves is seen here on the bridge of HMS Hunswick

The headmark remains within the context of global contribution of aviation Climate Change, who outlined an advisor to the Committee for Space.

There is an increasing drive to improve the career path of communication specialists such that the RN can compete strongly for the more challenging command positions in the joint arena, whether they be PWO/CIS or from an SUVC3 background.

Combining this with the growing importance of cyber security and the ever-increasing reliance on information it is clear to see how the CIS community is presenting more and more career opportunities.

One significant event has warships is an ideal opportunity to offer a stimulating opportunity for our submarine and capacity beyond their Service marks out officers with maturity.

On top of these key challenging assignments in the comms arena.

Furthermore, having bridge diving, compression chambers and conducting and supervising 60m (IWO) Course to Diving and decompression.

The PWO (CIS) course has a large OpTour plot across the world, providing additional personnel for events, short notice operations and improving future employability.

Excluding those personnel which are in direct support to operations at which are dual-assigned to contingency and augmentation roles, the size of the RN’s OPPOs can be called upon to supply personnel, monitored relatively small.

The flotillas have continued their mentoring process. CQ Boarding process.

The Hydrographic flotilla is world-renowned for gathering bathymetric and oceanographic data to support the UKHO production of environmental briefing documents. Please more advice and help on the HM plot contact CM OF WAR USO3.

Development Vetting (DV)

A number of posts require DV clearance. The process is conducted electronically initially requires a current email address and access to the internet in the fill-in the e-form. Incorrect or missing information can lead to delays in the DV process.

DV must take up to six months to complete, so if you know your DV is about to expire or that your DV is for a DH, then bring this to the attention of your CM immediately.

There is an increasing drive to improve the career path of communication specialists such that the RN can compete strongly for the more challenging command positions in the joint arena, whether they be PWO/CIS or from an SUVC3 background.

Combining this with the growing importance of cyber security and the ever-increasing reliance on information it is clear to see how the CIS community is presenting more and more career opportunities.

The headmark remains to tailor individual careers so officers arrive at SMCC as broadly experienced junior Lt Cdrs ready for timely promotion following an XO assignment. 2014 is going to be a terrible year to be at sea, the opportunities to develop careers are there for the taking, but the ones must remain committed to their individual. Navtay must achieve CQ2 early in their career, and the second for those moving into staff/intelligence-related roles.

The PWO/CIS course has been split into two modules, the first designed for those getting their CQ2 and the second for those moving into staff/intelligence-related roles. The course is open to SUVC3.

WE Officers and anyone involved in the SM plot, field, as well as RNPOs, with the aim to develop a stronger cadre of communication specialists.

Submarine Specialisation

Submarine Warfare Officer (SWO) managing continues to progress in the exploitation of the environment (both above and below the waterline) to create geospatial intelligence to the warfare officer.

HM Officers are embedded in the Battlestaffs, Navy Command HQ, amphibious platforms and air stations as well as supporting professional FFD/FD.

The Hydrographic flotilla is world-renowned for gathering bathymetric and oceanographic data to support the UKHO production of environmental briefing documents. Please more advice and help on the HM plot contact CM OF WAR USO3.

There are potential opportunities to become a PWO and clear opportunities to command for those that pursue the sea command route. The bespoke HM command qualification is being reinvigorated.

Looking ahead, there will be more availability for those who pass the QEC and we have recently re-established a HM presence in preparation for JTF, with the RN’s support of Standex with Master Marham.

More advice and help on the HM plot contact CM OF WAR USO3.

Opportunities

OpTours are a good opportunity to broaden operational experience, and are an excellent addition to a career which is improving future employability.

For officers not employed in a particular job. Make sure that you take your leave entitlement and if necessary, to be called upon to supply personnel, monitored relatively small.

The flotillas have continued their mentoring process. CQ Boarding process.

The Hydrographic flotilla is world-renowned for gathering bathymetric and oceanographic data to support the UKHO production of environmental briefing documents. Please more advice and help on the HM plot contact CM OF WAR USO3.

HM Specialisation

HM Officers are specialists in a particular job. Make sure that you take your leave entitlement and if necessary, to be called upon to supply personnel, monitored relatively small.

The flotillas have continued their mentoring process. CQ Boarding process.

The Hydrographic flotilla is world-renowned for gathering bathymetric and oceanographic data to support the UKHO production of environmental briefing documents. Please more advice and help on the HM plot contact CM OF WAR USO3.

HM Specialisation

HM Officers are specialists in a particular job. Make sure that you take your leave entitlement and if necessary, to be called upon to supply personnel, monitored relatively small.

The flotillas have continued their mentoring process. CQ Boarding process.

The Hydrographic flotilla is world-renowned for gathering bathymetric and oceanographic data to support the UKHO production of environmental briefing documents. Please more advice and help on the HM plot contact CM OF WAR USO3.

HM Specialisation

HM Officers are specialists in a particular job. Make sure that you take your leave entitlement and if necessary, to be called upon to supply personnel, monitored relatively small.

The flotillas have continued their mentoring process. CQ Boarding process.

The Hydrographic flotilla is world-renowned for gathering bathymetric and oceanographic data to support the UKHO production of environmental briefing documents. Please more advice and help on the HM plot contact CM OF WAR USO3.
Silver gift for prince

TO MARK the baptism of Prince George, the Royal Navy has presented an unique silver cup to the Duke and Duchess of Cambridge.

The antique silver trophy bears the name of the royal Navy’s Majestic-class battleship HMS Prince George and is engraved with the date 1989, three years into the ship’s Victorian-age commissioning, marking the date officers from the Wardroom presented it to the ship.

The trophy had been carefully stored by the Trustees of the RN Trophy Fund at the National Navy Shipyards in Portsmouth since 1921, when the ship decommissioned.

Prince William sent a personal letter of thanks to First Sea Lord Admiral Sir George Zambellas, in remembrance of the ‘extraordinarily special gift’ and extending the Royal couple’s ‘profound’ and ‘joyful’ thank you for the generous and thoughtful gift.

The Trustees of the Royal Navy’s Trophy Fund were also thankful for the ‘extraordinary’ present, and extending the Royal couple’s ‘profound’ and ‘joyful’ thank you for the generous and thoughtful gift.
Submariner Arthur honoured by family

Traveling to Malta for the first time, leading Seaman Andy Westlake from HMS Eagle flew into Malta last week with his wife Michelle and her family to carry out a fitting act of remembrance for Michelle’s grandfather, who was killed in Malta during WWII.

PO Arthur Davey was part of the 10th Submarine Flotilla, nicknamed ‘The Fighting 10th’, based on Manx Island in Lancaster. His family visited the memorial site at St Paul’s Anglican Cathedral in Valletta, which honours the Royal Navy and Commonwealth forces in Malta during 1942.

The weekend gave him the chance to act as part of a bridge team, something that will be important to him when he goes to sea as a junior RNR Mine Warfare Officer, said Sub Lt Fai Lee, from London.

“Travelling to Malta for the first time, leading Seaman Andy Westlake from HMS Eagle flew into Malta last week with his wife Michelle and her family to carry out a fitting act of remembrance for Michelle’s grandfather, who was killed in Malta during WWII.

PO Arthur Davey was part of the 10th Submarine Flotilla, nicknamed ‘The Fighting 10th’, based on Manx Island in Lancaster. His family visited the memorial site at St Paul’s Anglican Cathedral in Valletta, which honours the Royal Navy and Commonwealth forces in Malta during 1942.

The weekend gave him the chance to act as part of a bridge team, something that will be important to him when he goes to sea as a junior RNR Mine Warfare Officer, said Sub Lt Fai Lee, from London.

“The weekend gave me the chance to act as part of a bridge team, something that will be important to me when I go to sea as a junior RNR Mine Warfare officer,” said Sub Lt Fai Lee, from London.

LS Matt Day, from Liverpool, added: “The bridge simulator is so realistic. This was one of the best RNR weekends I’ve had so far.”

ACROSS the nation, RNR and RMR training Units are throwing open their doors to enlighten those dippin an adventurous toe into the life of a Maritime Reservist.

In case you have missed the news, the Royal Navy and Royal Marines want to grow their reservist strength across most specialisations in the Future Reserves 2020 programme.

Every Reserve unit in the country has stepped up to the challenge to swell their numbers and, over the course of the next year, expect to see much more in your local news about what exactly our people are doing in support of the Service and the country.

More importantly, RNR Live gives interested applicants the opportunity to find out more about the lifestyle, what sort of training is available and the qualities required by speaking directly to those people who have already joined and are excited to share their experiences first hand.

That’s the point of the RNR Live, meeting representatives from each of the specialist branches that you might be interested in. They’ll help guide those thinking about whether they are suited to the RNR or RMR lifestyle with their honesty and enthusiasm.

There are dynamic displays and the new Navrator training tool offers fun challenges in maritime scenarios to test your decision-making abilities and leadership skills.

You can also get hands on with naval equipment and insights into military first aid training. More RNR Live events are coming in the new year.

Check the events diary on the Royal Navy website to find out more: www.royalnavy.mod.uk/ News-and-Events or call 0845 6005222 to book a place.

Patrick helps in Philippines

Helping to deliver humanitarian aid in the Philippines is Marine Patrick Hoey from Nottingham RMR Unit.

Deployed in August with J Company, 42 Cdo RM, he transferred across from RFA Mount's Bay to Iloilo to support the new tasking, first collecting 500 tons of emergency aid relief stores in Singapore.

Patrick said: “A lot of the stores had to be lifted onboard manually. It was a back breaking job but I can’t overstate how motivated the men were to get it done.”

Patrick went ashore to assist in the remote Cagayan, Calaguas and Bicolan Islands.

“During his time in the Territorial Army, Bear suffered a parachuting accident which almost left him paralysed. Fortunately he made a good recovery and reached the summit of Everest aged 23.

He has also made a paramotor flight near the summit of Mount Everest and completed a crossing of the Atlantic in an inflatable boat. He was made the youngest ever Chief Scout at the age of 35 in 2009.

Bear is due to return to CTCRM in January 2014 where he hopes to meet more of the reservists and tackle some more of the Royal Marines physical tests.

recently the proud recipient of an honorary green beret, adventurer Bear Grylls marked the occasion by visiting the Commando Training Centre at Lympstone.

As a newly-appointed Royal Marines Honorary Lantenant Colonel, he was among the VIPs at the Kings Squad pass-out of 162 Recruit Troop, taking pride of place in front of the new marines and their families.

“It’s a total privilege and for me it’s about encouraging marines in all their endeavours,” said Bear when asked about his new appointment.

“Especially down here at Lympstone where it’s pretty daunting for recruits and young officers when they start training, but they’re on the path to something special. Meanwhile things in life don’t come easy. For me it’s just about encouraging them to stick with it. Go for it, and really embrace that stuff that really matters in soldiering but also in life.”

Whilst at CTCRM Bear took part in a photo shoot on the assault course for a civilian photographer whose task was made harder by Bear’s enthusiasm to run off and start tackling the assault course.

Recruits from 164 Troop on the practice Tarzan Assault course run were more than surprised to encounter the new LS Lt Col on top of the 12ft wall.

Bear was finally unlocked on the notorious regret obstacle which he completed repeatedly without breaking into a sweat.

“My father was a boatneck, he’s no longer around now but I’d like to think he’d be smiling down – especially as I now outrank him!”

During his time in the Territorial Army, Bear suffered a parachuting accident which almost left him paralysed. Fortunately he made a good recovery and reached the summit of Everest aged 23. He has also made a paramotor flight near the summit of Mount Everest and completed a crossing of the Atlantic in an inflatable boat. He was made the youngest ever Chief Scout at the age of 35 in 2009.

Bear is due to return to CTCRM in January 2014 where he hopes to meet more of the reservists and tackle some more of the Royal Marines physical tests.

Bootneck Bear

Recently the proud recipient of an honorary green beret, adventurer Bear Grylls marked the occasion by visiting the Commando Training Centre at Lympstone.

As a newly-appointed Royal Marines Honorary Lantenant Colonel, he was among the VIPs at the Kings Squad pass-out of 162 Recruit Troop, taking pride of place in front of the new marines and their families.

“It’s a total privilege and for me it’s about encouraging marines in all their endeavours,” said Bear when asked about his new appointment.

“Especially down here at Lympstone where it’s pretty daunting for recruits and young officers when they start training, but they’re on the path to something special. Meanwhile things in life don’t come easy.

For me it’s just about encouraging them to stick with it. Go for it, and really embrace that stuff that really matters in soldiering but also in life.”

Whilst at CTCRM Bear took part in a photo shoot on the assault course for a civilian photographer whose task was made harder by Bear’s enthusiasm to run off and start tackling the assault course.

Recruits from 164 Troop on the practice Tarzan Assault course run were more than surprised to encounter the new LS Lt Col on top of the 12ft wall.

Bear was finally unlocked on the notorious regret obstacle which he completed repeatedly without breaking into a sweat.

“MYFATHER WAS A BOATNECK... HE’S NO LONGER AROUND... BUT I’D LIKE TO THINK HE’D BE SMILING DOWN... ESPECIALLY AS I NOW OUTRANK HIM!”

During his time in the Territorial Army, Bear suffered a parachuting accident which almost left him paralysed. Fortunately he made a good recovery and reached the summit of Everest aged 23.

He has also made a paramotor flight near the summit of Mount Everest and completed a crossing of the Atlantic in an inflatable boat. He was made the youngest ever Chief Scout at the age of 35 in 2009.

Bear is due to return to CTCRM in January 2014 where he hopes to meet more of the reservists and tackle some more of the Royal Marines physical tests.

NEWS AND EVENTS

23-12 – Maritime Reserves Enlistment to Paid Leave

DiBs

2013DB/9 Standard Learning Credits scheme – Extension of eligibility to Reserve personnel from April 2014
“TWO MINUTES, 35 seconds… Not bad, in fact - not bad at all for a first attempt. The diving supervisor checked his stopwatch, acknowledging the effort of the panting men before him with a nod. Not bad indeed but also not quite good enough, not yet… A biting wind whistled across the lake as the six men tore off their uniforms, with some comedy hanging as they tugged at their shoulder pads, finally pulling the tight seals of the drysuits over their shivering frames. Two minutes is the expectation but it is early days yet for these would-be Naval divers.

The Royal Naval Reserve Divers were conducting timed pre-join tests, changing for diving duty ‘at-the-ready’ on a wintry Saturday morning at Horsea Island’s enclosed lake in Portsmouth Harbour. These determined men have one collective ambition: to join the Royal Naval Reserve Diving Branch, a specialist cadre of the Maritime Reserve.

The six men joined a diving training weekend alongside qualified Naval Reserve divers drawn from RNR units across the country as far as HMS Scotland in Royston and HMS Vindictive in Plymouth. Commander of the Maritime Reserve, Commodore Andrew Richardson and Commodore Warrant Officer for the Maritime Reserve, WO Annette Penfold visited the Horsea Island site to observe activity and meet the divers.

They received a presentation on the RNR Diving Branch from Lt Nick Foster, with Branch Manager Lt Cdr John Herriman answering detailed training and policy questions.

Commodore was briefed on the Diving Branch’s role to deliver a Royal Naval Defences underwater search capability in the UK, providing underwater force protection and supporting military searches in strategic UK waters.

The Diving Branch also generates reservist diving teams to support the UK’s Explosive Ordnance Disposal Reconnaissance operations, backfilling the Fleet Diving Squadron’s teams when personnel are deployed overseas.

More recently, the RNR Diving branch has been tasked to generate manpower to support the NATO Submarine Rescue System.

The two senior HQ officers spent the morning touring the course and joined the would-be divers afterwards for lunch, tucked into bag meals inside a lakeside chill.

Among the six applicants is James Parker, a 34-year-old carpenter from Redditch, near Birmingham. James, a keen scuba diver, already holds a PADI qualification and the mandatory 1000 minutes dived underwater. Currently serving as an infantryman in the Army Reserve’s Mercian Regiment, he explained: “Location changes and the rebadging of Army Reserve units in Birmingham have led to me considering changing my cap badge. I’ve served with the RNR before and knowing a few of the lads at the RNR Unit HMS Forward which is conveniently nearby, I am looking at switching across to the RNR. I definitely want to do something with a bit more ‘grunt’ – something requiring me to be physically active. This is the sort of challenge I need.”

The qualified RNR divers attending the training weekend also need to maintain their own skills and undertake specific courses to continue their professional development.

Training undertaken includes learning how to operate the recompression chambers, advanced diving first aid courses, driving inflatable boats, transporting hazardous goods and the maintenance of diving equipment. It has been averaged a new candidate can expect to achieve full qualification as an RNR Diver after two to three years.

Lt Foster explained: “The level of scrutiny from the Defence Diving School is particularly high, we must conform to all standards required of military diving because safety is paramount, both for our personnel and for operational efficiency. We are proud to say some of our divers have been able to qualify on the bomb disposal course alongside the regulars and in recent cases have come top of the course.”

AB Tony Cassidy from HMS Eaglet can vouch for the level of integration he saw between Reservist and regular RNR divers during his three-month mobilisation during the 2012 Olympics. Tony, an offshore steward working on the North Sea oil rig voluntarily mobilised to Operation Olympic, providing military support to London 2012.

He worked alongside a group of RN divers inspecting the Port of London and protecting underwater security in the River Thames and adjacent Olympic areas while also paying particular attention to the force protection safety zones around the warships in the capital, providing accommodation to the troops carrying out security duties at the 2012 Games.

The new naval tasking to be opened up to RNR divers will provide direct support to the NATO Submarine Rescue System (NSRS).

The RNR aims to train up to 36 reservists over the next five years to meet the operation requirement. A pool of 12 NSRS trained divers will then be at 24 hours standby notice to move to deploy to assist with the recovery and rescue of personnel from a submarine in distressed circumstances.

As the weekend drew to a close Lt Cdr John Herriman said: “This weekend was a great opportunity to show CRMR what the Diving Branch is about and how well we are integrated into the Royal Navy.

“We were also able to show him how stringent our selection and training procedures are which is critically important for our future divers as part of the safety considerations with diving and bomb disposal. It also means that we can operate with confidence alongside our regular Royal Navy Diver colleagues.”

The branch is open to anyone, male or female, who has previous military service and holds a RN or Army diving qualification. Candidates should be UK citizens with at least five years residency and be between the ages of 17-40 although ex-military candidates may join before the age of 40.

It also open to those who have no military diving background but who possess a recognised civilian diving qualification. This can be a commercial (HSE) or recreational (BSAC/PMDC) qualification.

The minimum requirement is for 1000 minutes spent under water, these must be recorded in a diving log book. The branch recruits both male and female reservists and officers and ratings.

CPO Chris Dello from HMS King Alfred is the first reservist to undertake the NSRS training. A former Submariner, he left the RN to become an Engineer Surveyor. In his NSRS role he has a high readiness commitment to operate the Transfer Under Pressure (TUP) element of the rescue phase for the submarine’s safe back to surface pressure in a special chamber as part of the rescue process.

DISCOVER more information about a career in the Royal Navy, visit the website at www.royalnavy.mod.uk/royalnavyreserves or call 08456 60 32 22.
Successful first steps

WELBECK DEFENCE SIXTH FORM COLLEGE is one of the UK’s leading full-boarding educational establishments – and it’s where motivated, ambitious students from all backgrounds take their first steps towards rewarding futures as engineers and technical officers in the Forces or as civilians within the MOD Civil Service.

Based in Lichfield, the state-of-the-art facilities would be enough to make it unique.

But the superb teaching, outstanding pastoral care and opportunities for adventurous expeditions have also earned Welbeck a reputation for providing an unrivalled quality of education.

And though the academic focus is on maths and science, a truly rounded education is offered through a unique programme of intellectual, physical and personal development.

Welbeck’s principal purpose is to develop the engineers and technical officers of tomorrow – whether that’s in the Royal Navy, Army, RAF or Civil Service.

It’s a career path that leads on to one of nine highly-regarded universities where the Defence Technical Undergraduate Scheme (DTUS) provides a £4,000-a-year bursary.

Graduates then move on to Initial Officer Training with the Services or to the Defence Engineering and Science Group (DESC) Graduate Programme with the MOD Civil Service.

Last year, 99 per cent of Welbeck students were offered a university place, and the College achieved a 100 per cent A-level pass rate, 89 per cent at A* - C – an impressive achievement considering every student studies Maths A-level and 80 per cent of students take Physics to A2.

Find out more and book a place on an open day: www.doyrms.co.uk, tel: 01473 326210; Facebook: Welbeck Defence Sixth Form College.

THE ROYAL HOSPITAL SCHOOL

THE Royal Hospital School overlooks the beautiful Stour River and is adjacent to a large reservoir and sailing club.

As a result of this watery location, and a unique 300-year maritime history, it has become a centre of excellence for sailing.

Most recently the School has launched its RYA-accredited Sailing Academy, with a fleet of more than 50 dinghies catering for every level of sailing – from beginner boats like RS Teras to team racing Fireflies and Olympic pathway craft such as the Laser 3 and 29ers.

On joining the School, all 11-year-olds take part in a week-long sailing course where they are taken through the basics up to RYA level 2.

Pupils joining in other year groups have the opportunity to learn to sail in afternoon activity sessions and those in the sailing squad can sail up to four times a week during the summer months. Pupils under the Elite Sailing Programme are provided with intensive competition training, including the use of GPS tracking and video analysis, individual fitness programmes, specific dietary advice and transport to competitions.

They are also well supported in their studies by a personal tutor to ensure that they carefully balance their academic and sailing commitments.

The School has regular team and fleet fixtures against other schools and the elite sailors compete at both National and International level.

Most recent inter-school successes have included winning the BSDRA Hoad Shield and Kings Challenge Cup.

Sailing academy launched

As a recognised RYA Training Centre, the highest levels of safety and tuition are maintained and pupils can work towards sailing qualifications as well as qualifications in power boating, windsurfing and dinghy sailing instruction. There is also a fleet of Cornish Shrimpers for coastal cruising at weekends.

Time for all to flourish

AGAINST a background of traditional values, Perrott Hill has the time and space to ensure that every child achieves their very best.

Class sizes are small and all children will be given the individual attention necessary to ensure that they flourish.

We invest time in teaching manners and the common courtesies which are so often overlooked in the rush of modern-day life.

Perrott Hill’s Independent Schools Inspectorate Report October 2013 was outstanding, with the top mark of ‘Excellent’ awarded in every category.

We encourage you to read the Tallier Schools Guide 2014 and the Good Schools Guide reports which capture our values and ethos.

Academic success at Perrott Hill is measured by 100% of pupils gaining 5 A*-C at GCSE and 60% gaining 11 A*-C, with 26% gaining 11 A* in any subjects.

Most recent inter-school successes have included winning the BSDRA Hoad Shield and Kings Challenge Cup.

THE DUKE OF YORK’S ROYAL MILITARY SCHOOL

An Academy with Military Traditions

The Forces’ best kept secret is out...

• The Duke of York’s Royal Military School is a full boarding academy for forces families’ children aged 11 to 18, as well as those buying into our military ethos and traditions.

• Established for over 200 years, and sponsored by the MoD, we understand the demands of military life and will ensure your child is well looked after.

• Our military ethos, character paradigms and Combined Cadet Force will help your child to develop essential life skills including character and resilience.

• They will enjoy an active lifestyle with sport, music, drama and activities all playing a key role while studying for their GCSEs and A Levels.

• Every student is actively encouraged to achieve the very best they can – developing their self-confidence, teamwork and leadership skills while living and studying in a friendly and supportive community.

Our fees are £3,550 per term (£10,500 per year) if you qualify for CEA, you will pay just over £1,000 per year. Come and visit us in Dover for a pupil guided tour.

www.doyrms.com
admin.office@doyrms.com
Tel: 01304 245073

Perrott Hill Time and space for a full education

Perrott Hill Scholarship Day Friday 7th February 2014.

Academic, Sports, Art, Music, Drama and All Rounder Scholarships available.

For a scholarship information pack, to arrange a visit or find out more, please contact the school on 01460 72051 or admissions@perrotthill.com

Successful first steps
Loud and proud at Twickenham

The Duke of York’s Royal Military School Band was proud to open the international rugby match between England and Argentina at the Twickenham ground in November.

Instituted to play the two national anthems along with Jerusalema, Swing Low and Jupiter, the school group of 75 students aged 13-18 were thrilled to play at such a high profile and patriotic event.

Taking their position in the middle of the pitch, the band put on one of their best performances, accompanied by loud pyrotechnics and the 80,000-strong singing crowd.

The National Anthem was sung by Laura Wright and Joselita Acharya singing the Argentine Anthem.

The Duke of York’s Royal Military School is sponsored by the Ministry of Defence and has adopted a military ethos for over 200 years.

Throughout its history the band has played an important role in the life of the school.

Marching band members are recruited from Years 9 to 13 and many have never played an instrument before joining the school.

Students rehearse three times a week and lead the school’s regular Sunday parades.

The staff and students were overjoyed and Drum Major Ieuan Bevan, 17, commanded the students throughout the Twickenham performance (picted right on the stadium screen).

Ieuan said that he was “the proudest person in the stadium to be on such hallowed turf on such an occasion.”

Jack Wilson, a Year 11 tuba player, said: “Despite being very nervous about taking part it was one of the most exhilarating experiences of my life which I will never forget.”

The band has risen admirably well to all the challenges that this prestigious event has brought,” Director of Military Music Maj David Cresswell (Rtd) concluded.

“They might be a routine event for many other professional musicians, but considering the average age of the band is 16, each and every one of them can take great pride in their achievement and I am proud to be their Director of Music.”

Queens Victoria School (QVS) is a co-educational boarding school fully funded by the Ministry of Defence to provide stability and continuity of education for the children of UK Armed Forces personnel who are Scottish, or who have served in Scotland or who have been members of a Scottish regiment.

QVS is tri-service, and most of its pupils have at least one actively serving parent when they enter the School.

Our main intake is into the Scottish Primary 7 year; there is no exact equivalent with the English primary system, but the majority of our P7 intake are 10 or 11 years.

Many pupils come from educationally-disrupted backgrounds as they have moved from school to school, according to family postings.

QVS is a unique boarding school which seeks to achieve the best for its pupils, priding itself on developing them in the widest possible sense and aiming to achieve success academically, in sport, music, drama and many other areas.

A special and unique dimension of this school for military families is the ceremonial side.

Marching on one of its six Parade Sundays a year, and on Grand Day – the final day of the academic year – is one of the proudest moments of a Victorian’s life (as well as that of the parents).

The pipes, drums and dancers of QVS are internationally-renowned, having played at tattoos both at home and abroad.

In 45 acres of beautiful countryside, QVS is easily accessible by road, rail or air.

There is no substitute for visiting a school, meeting its pupils and staff.

If you would like to know more before travelling to Dunblane to visit us, however, and to request a DVD, please contact our Admissions Secretary on +44 (0) 131 310 2927.

Alternatively, write to: Admissions Secretary, Queen Victoria School, Dunblane, Perthshire FK15 0JY, or visit our website www.qvs.org.uk

Please note – admissions deadline is Wednesday January 15 2014.

Ceremonial side provides unique dimension

Queens Victoria School

Admissions Deadline
Wed 15 Jan 2014

QVS is a co-educational boarding school for children of Armed Forces personnel who are Scottish, or have served in Scotland or are part of a Scottish regiment.

All places are fully funded for tuition and boarding by the Ministry of Defence.

Families are welcome to find out more by contacting Admissions on +44 (0) 131 310 2927 to arrange a visit.

Queen Victoria School

Dunblane, Perthshire

FK15 0JY

www.qvs.org.uk

Home from home at Prebendal

Boarding at The Prebendal School is an extremely rewarding experience where children become self-sufficient, independent and passionate learners.

As the oldest school in Sussex, we are proud of our history and tradition, combining our established reputation in the South of England with a modern approach to teaching and preparing our pupils for a range of leading senior schools.

We are a family-oriented school that caters to every child’s individual needs, and boarding can be full, weekly or flexi.

There are ample opportunities for our boarders to visit many beautiful historic cities, country and coastal attractions, while Chichester is a beautiful city renowned for its heritage.

As an exclusive boarding community, we have the flexibility to arrange outings and trips for either the day or the weekend.

We provide a safe and secure boarding environment for Armed Forces children with first-class pastoral care and a broad and challenging curriculum.

Every year a large proportion of our Year 8 pupils achieve an academic or music scholarship to a leading senior school, and we have an impressive 100 per cent record of all our 13-year-olds achieving a place at their first-choice school.

Please contact us to receive our prospectus, arrange a visit or answer any of your questions.

Admissions Secretary Lesa Burchell can be contacted on 01243 520970, or email secretary@prebendalbtomconnect.com

We also find out more by visiting our website at www.prebendalschool.org.uk
MINEBUDDER HMS Ledbury spent four days in Swansea to give the people of South Wales an insight into the workings of the Royal Navy – and to help city folk honour their fallen.

During her stay, the Hunt-class ship hosted several groups of people from schools, colleges and cadet organisations.

And there was a day working closely with the RNR, supporting recruitment activity and conducting seamanship training, including preparations for anchoring, davit driving and launching and recovering Ledbury’s sea boat.

The final day of the visit saw Ledbury open her gangway to the public, to offer an insight into life at sea in the Royal Navy.

More than 360 people took that opportunity, chatting with sailors and getting hands-on experience of clearance diving equipment, weaponry and firefighting kit.

The visit to Swansea coincided with the rededication of the city’s war memorial to mark the addition of two names: Fussiler Jonathan Burgess of the 1st Battalion Royal Welch and Cpl Matthew Thomas of the Royal Electrical and Mechanical Engineers, both killed on duty in Afghanistan.

Ledbury’s Commanding Officer, Lt Cdr Simon Pressdee, and four other members of the ship’s company including the ship’s Operations Officer Lt Natham Frisch, a US Navy exchange officer, laid a wreath at Swansea Cenotaph.

What’s that you say? Do we have any photographs of a sailor and Royal Marine boss, HMAS Protector holding a plastic gorilla in front of Sugar Loaf Mountain? It’s funny you should ask...

Meet PEG (he’s the one in white in the middle…) with AB (HM) Sally Verde and ‘Crossed the Line’ under our comprehension) has visited Cape Verde and ‘Crossed the Line’ under the watchful eye of King Neptunus.

Anyway, the challenge for the ship’s company as Alan for reasons beyond the medium was to rebuild the gorilla climbing frame earlier this year (no jokes please…).

Pic procedure...
Navy News

Notice to Readers

The publishers of Navy News cannot accept responsibility for the accuracy of any advertisement or for any losses suffered by any readers as a result. Readers are strongly recommended to make their own enquiries and seek appropriate commercial, legal and financial advice before sending any money or entering into any legally binding agreement.

To advertise -
Tel: 023 9272 5062
Fax: 023 9273 4448
for a full Media Pack

www.navynews.co.uk
advertising@navynews.co.uk

MILITARIA

REGIMENTAL TIES, blazer Badges, Cuff-Links, Insignia, Medals, Cap Badges, Militaria. £2.00 for list. Caimcross (Dep. NN), 31, Belle Vue St, Filey, N. Yorks YO14 9HU.
Tel: 01723 513287 www.caimcrossmilitaria.co.uk

Another Great Calendar for 2014

12 Amazing images of the Royal Navy in action on Land, Sea and Air

The 2014 Royal Navy/Navy News Calendar

Order Now!

This Year’s Official Royal Navy Calendar features images that reflect the diversity of the Royal Navy in its role of protecting this Island Nation of ours.

There will be 3 ways to purchase your copy –

- Online – click on www.onlinalendarshop.com and go through the simple order procedure to secure your copy. Don’t forget to have your credit card details handy when you go online.

- By post – send a cheque or postal order to Onlinecalendarshop Ltd, 2 Ringway Business Park, Richard Street, Birmingham B7 4AA.
Please make your cheque payable to
Onlinecalendarshop Ltd

- By phone – call 0121 333 1553 to place your order direct with one of our friendly customer service operators. Don’t forget to have your credit card details handy when you call. Please allow 28 days from order for delivery

Onlinecalendarshop Ltd. 2 Ringway Business Park, Richard Street, Birmingham B7 4AA

NAVY NEWS Gifts Collection

Big Charlie Bear is 10” sitting. He has soft brown fur with beans in his hands and feet. Charlie wears a red fleece hooded top with the Royal Navy logo embroidered on the front.

£20.85 (includes P&P UK)

Mini Charlie Bear is 6.5” sitting. He has soft brown fur and comes in either a red or cream knitted jumper.

£13.45 (includes P&P UK)

Salty Jack stands at 16” and has soft golden fur. He is knitted out wearing his number 8’s uniform.

£33.50 (includes P&P UK)

Please send your order to:
Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH
Along with a cheque made payable to: HMG 1800

To pay by Credit/Debit Card, please call 023 9272 6284 or 023 9272 0494

For orders O/S please add £3.00 to any item to cover P&P.

www.navynews.co.uk

EXCITING OPPORTUNITY

Commanding Officer needed for Guildford Sea Cadet’s after 13 successful years under Colin Whithear. Those interested should contact Colin Whithear at: colin.whithear@sky.com by Friday 31st January 2014

REGIMENTAL TIES, blazer Badges, Cuff-Links, Insignia, Medals, Cap Badges, Militaria. £2.00 for list. Caimcross (Dep. NN), 31, Belle Vue St, Filey, N. Yorks YO14 9HU.
Tel: 01723 513287 www.caimcrossmilitaria.co.uk

WARNING Free Queen Elizabeth II Post

ONLINE CALENDAR

Still Only

£8.99

using voucher code RN89914

Available now

ORDER NOW

NAVY LISTS

NAVY LISTS 1827 to 2011. View online:
www.NavyListResearch.co.uk

MILITARY MEDALS

www.bigburymint.com

Call to 0871 numbers will cost 8 pence per minute from a BT landline, other networks and mobiles may vary. Calls may be recorded for training and monitoring purposes.
Terms and conditions apply, visit europcar.co.uk.

Exclusive deals for HM Forces.

On car and van hire in the UK and Worldwide.

T el: 023 9287 0505

~ Portsmouth ~

Closest B&B to
Historic Dockyard Gate

10 rooms, most en-suite
Singles/Doubles/Twins & Family rooms
Freeview TV, Free Wi-Fi
Tea/Coffee and full English Breakfast included

~ Free House ~
Deaths

Morgan, Capt I P

Phimister PO AH1

Atkins, A O

H R H Prince Charles
Death of the Prince of Wales, born in 1948. He was a member of the Royal Family and a key figure in the British royal family. He was succeeded by his son, Prince William, who is married to Catherine, Duchess of Cambridge.

Deaths (cont)

For more information on the deaths of crew members please contact the Defence News Office on 023 9272 6284 or email: info@navynews.co.uk.

In memoriam

HMS M33 in dry dock, close to another historic warship undergoing restoration – HMS Victory

Heritage lottery fund monitors progress


Served in Coquette.

Phimister PO AH1

Atkins, A O

H R H Prince Charles
Death of the Prince of Wales, born in 1948. He was a member of the Royal Family and a key figure in the British royal family. He was succeeded by his son, Prince William, who is married to Catherine, Duchess of Cambridge.

Deaths (cont)

For more information on the deaths of crew members please contact the Defence News Office on 023 9272 6284 or email: info@navynews.co.uk.

In memoriam

HMS M33 in dry dock, close to another historic warship undergoing restoration – HMS Victory

Heritage lottery fund monitors progress


Served in Coquette.

Phimister PO AH1

Atkins, A O

H R H Prince Charles
Death of the Prince of Wales, born in 1948. He was a member of the Royal Family and a key figure in the British royal family. He was succeeded by his son, Prince William, who is married to Catherine, Duchess of Cambridge.

Deaths (cont)

For more information on the deaths of crew members please contact the Defence News Office on 023 9272 6284 or email: info@navynews.co.uk.

In memoriam

HMS M33 in dry dock, close to another historic warship undergoing restoration – HMS Victory

Heritage lottery fund monitors progress


Served in Coquette.

Phimister PO AH1

Atkins, A O
WHEN the last Sea Harrier was withdrawn from service in the spring of 2006, a sense of something being maintained the jump jets provided a fitting epitaph: “It’s the end of the road for this ship.” Such sentiments are evident throughout Jonathan Glanvill’s Harrier: The Biography ($20, ISBN 978-1-84354-891-1), a homage not just to the aircraft and those who flew it, but to British innovation.

The Royal Navy came late to the Harrier party. As service a decade or two after the RAF by the time it was operational in Fleet Air Arm colours. The Royal Navy’s focus on the jump jet in naval service is largely anchored to its role in the Falklands War.

In doing so, Glanvill elevates the aircraft to its rightful place in the Battle of Britain 42 years earlier. It was downed with shocking frequency: a German pilot of the fighter aircraft and those who flew it were, but to British innovation.

The Royal Navy’s focus on the jump jet in naval service is largely anchored to its role in the Falklands War. But, soon or late, for each of the little band of conquerors with whom Herr Hitler not unreasonably classifies himself – for Napoleon – the curtain has fallen on tragedy. Each has had a part of a generation, not one a thousand years. This is particularly galvanizing because the Harrier has been very much a British success story – far beyond this sceptred isle.

It flies still with the Indians. And the USA. The Harrier is a positive to take into the future from the Harrier story it is the Harrier that has carried Britain to the shores of the land vertically – remains both sound and highly useful, as embodied by the Anglo-Italian F35B, currently due to become the mainstay of Fleet Air Arm and RAF fast strike operations into the second half of this century.

While the F35B proves as successful as remains to be seen. The Harrier has certainly set the bar high,” Glanvill muses.

I have not read all the entries in the discus (which have the old formatting errors) but they seem to be a remarkable achievement of research and compilation. I did access some of the material; however and was a little troubled by some of it. Most surprisingly, I think there is a little confusion between appointments to the Dartmouth Training Squadron while the officer was still effectively at BRNC and more substantive list ship appointments, eg as Murray scheme sub lieutenants in their second year of training. None of these are ‘show stoppers’ for work that should be the starting point for anyone who wants to obtain a career shape for the Royal Navy officers of the Royal Navy in the last eventful century. The career profiles are themselves important guides to the evolving career of the Royal Navy officer.

None of these ‘show stoppers’ for work that should be the starting point for anyone who wants to obtain a career shape for the Royal Navy officers of the Royal Navy in the last eventful century. The career profiles are themselves important guides to the evolving career of the Royal Navy officer.

A short, sharp education

HMS GANGES elects a strong and steady course passed through the East Anglian winter or summer. Often a mix of pride and shame accompanied by a shudder at the recollection of the hardships that trainees were often required to endure.

There are plenty of accounts of life aboard Ganges, from Chaplin Books’ Peter Broadbent’s paperback HMS Ganges Days – from Nozzler to Dabbler in the British Navy (Chaplin Books, ISBN 978-1-899181-13-1) bring their own particular Naval Party.

Well, it is a tremendously engaging read, for a start.

The author begins in February 1989, on his 45th birthday, picking his way along a particularly rutted and unkempt memory lane as he surveys what has become of his old stabling ground.

The narrative then flies back to the 1950s, and the author’s wish to see the world – and his arrival at Ganges in 1956.

There follows a description of just over a year as the author’s time in Ganges, from his early 15-year-old stubbiness to boatie ‘on the move’ to officer.

The book seamlessly weaves vignettes and anecdotes into the overall passage of a year or so that will no doubt raise a smile (knowing or otherwise) on the lips of other former boaties.

The fate of ‘Maggie’, a serial defector, is described in which he subjected to a publicgart on deck with ruffians, cold water and foul-smelling soap was perhaps typical (the shivering, shivering, shivering and shivering that we never saw his opponent – by the time his boatie locker was empty and his bed baded)

Doubling up and down Fanch, Horse, Finch and Chaffeur was undergirding flights of steps seemingly created to punish trainee sailors – was one of the unappreciative parts of the Ganges establishment, but punishments came with their price, as did skylarks, scams and lessons in life.

Knowledge is power, as they say, and some of the Naval terminology (and outlook) helps in this regard. Some of the Naval terminology (and outlook) helps in this regard. Some of the Naval terminology (and outlook) helps in this regard.
Edinburgh (right of picture), presented the cadets with the refuse, which is how the footballers of unit came by their cadets on board.”

During the next six days, the young crew members learned how to navigate, set sails and take the helm as they sailed across the Irish Sea to Bangor and on to Peel in the Isle of Man before returning to Whitehaven.

“Coming on an Ocean Youth Trust North voyage is about much more than just learning to tie knots or taking the wheel for a short time – it’s about stepping out of your comfort zone and pushing yourself a little,” said skipper Grace Metcalfe.

Dover and Deal cadet unit have taken delivery of their new minibus.

Their primary purpose was to fly light aircraft for sovereignty assurance and as a training vehicle. It means cadets can now have support and training from the Royal Navy.

A TEAM of specially-selected Sea Cadets from all over the South represents their units on an engineering expedition, accredited by the Defence School of Marine Engineering (DSMan) at HMS Sultan.

A professional engineer, a perch boat with an experienced team to assist with the students' training.

The presentation was conducted by unit president Rear Admiral Michael Wilkinson RN.

“Even so, at the end of your course you can expect to feel very tired and you will need to rest before you have a chance to improve,” said Maureen McElwee.

The vessel was named after Eileen's late husband.

Lt Cdr Robert Steer RN (Rtd), who operates a local sailing club in Whitehaven, when they were shown around and issued with their equipment.

A TEAM of specially-selected Sea Cadets from all over the South represents their units on an engineering expedition, accredited by the Defence School of Marine Engineering (DSMan) at HMS Sultan.

A professional engineer, a perch boat with an experienced team to assist with the students' training.

The presentation was conducted by unit president Rear Admiral Michael Wilkinson RN.

“Even so, at the end of your course you can expect to feel very tired and you will need to rest before you have a chance to improve,” said Maureen McElwee.

The vessel was named after Eileen's late husband.

Lt Cdr Robert Steer RN (Rtd), who operates a local sailing club in Whitehaven, when they were shown around and issued with their equipment.

A TEAM of specially-selected Sea Cadets from all over the South represents their units on an engineering expedition, accredited by the Defence School of Marine Engineering (DSMan) at HMS Sultan.

A professional engineer, a perch boat with an experienced team to assist with the students' training.

The presentation was conducted by unit president Rear Admiral Michael Wilkinson RN.

“Even so, at the end of your course you can expect to feel very tired and you will need to rest before you have a chance to improve,” said Maureen McElwee.

The vessel was named after Eileen's late husband.

Lt Cdr Robert Steer RN (Rtd), who operates a local sailing club in Whitehaven, when they were shown around and issued with their equipment.

A TEAM of specially-selected Sea Cadets from all over the South represents their units on an engineering expedition, accredited by the Defence School of Marine Engineering (DSMan) at HMS Sultan.

A professional engineer, a perch boat with an experienced team to assist with the students' training.

The presentation was conducted by unit president Rear Admiral Michael Wilkinson RN.

“Even so, at the end of your course you can expect to feel very tired and you will need to rest before you have a chance to improve,” said Maureen McElwee.

The vessel was named after Eileen's late husband.

Lt Cdr Robert Steer RN (Rtd), who operates a local sailing club in Whitehaven, when they were shown around and issued with their equipment.

A TEAM of specially-selected Sea Cadets from all over the South represents their units on an engineering expedition, accredited by the Defence School of Marine Engineering (DSMan) at HMS Sultan.

A professional engineer, a perch boat with an experienced team to assist with the students' training.

The presentation was conducted by unit president Rear Admiral Michael Wilkinson RN.

“Even so, at the end of your course you can expect to feel very tired and you will need to rest before you have a chance to improve,” said Maureen McElwee.

The vessel was named after Eileen's late husband.

Lt Cdr Robert Steer RN (Rtd), who operates a local sailing club in Whitehaven, when they were shown around and issued with their equipment.

A TEAM of specially-selected Sea Cadets from all over the South represents their units on an engineering expedition, accredited by the Defence School of Marine Engineering (DSMan) at HMS Sultan.

A professional engineer, a perch boat with an experienced team to assist with the students' training.

The presentation was conducted by unit president Rear Admiral Michael Wilkinson RN.

“Even so, at the end of your course you can expect to feel very tired and you will need to rest before you have a chance to improve,” said Maureen McElwee.

The vessel was named after Eileen's late husband.

Lt Cdr Robert Steer RN (Rtd), who operates a local sailing club in Whitehaven, when they were shown around and issued with their equipment.

A TEAM of specially-selected Sea Cadets from all over the South represents their units on an engineering expedition, accredited by the Defence School of Marine Engineering (DSMan) at HMS Sultan.

A professional engineer, a perch boat with an experienced team to assist with the students' training.

The presentation was conducted by unit president Rear Admiral Michael Wilkinson RN.

“Even so, at the end of your course you can expect to feel very tired and you will need to rest before you have a chance to improve,” said Maureen McElwee.

The vessel was named after Eileen's late husband.

Lt Cdr Robert Steer RN (Rtd), who operates a local sailing club in Whitehaven, when they were shown around and issued with their equipment.

A TEAM of specially-selected Sea Cadets from all over the South represents their units on an engineering expedition, accredited by the Defence School of Marine Engineering (DSMan) at HMS Sultan.

A professional engineer, a perch boat with an experienced team to assist with the students' training.

The presentation was conducted by unit president Rear Admiral Michael Wilkinson RN.

“Even so, at the end of your course you can expect to feel very tired and you will need to rest before you have a chance to improve,” said Maureen McElwee.

The vessel was named after Eileen's late husband.

Lt Cdr Robert Steer RN (Rtd), who operates a local sailing club in Whitehaven, when they were shown around and issued with their equipment.
Children of Chernobyl enjoy a day’s boating

The Children of Chernobyl are now able to go out on the water for the first time since the nuclear disaster at Chernobyl in 1986. The trip was organised by the Chernobyl Trust and saw children enjoy a day out on the water, accompanied by a group of volunteer sea cadets.

The cadets were present to provide support and guidance, allowing the children to participate in various boating activities. The trip was a significant milestone for the children, as it marked the first time they had been able to engage in recreational boating since the disaster.

Driving and climbing

The Chatham Royal Marines Cadets have been busy with a variety of activities recently. They have been involved in a number of events, including a trip to Portugal to visit the Portuguese Army, a visit to the Maritime Museum in Toronto, and a climbing trip to the Yorkshire Dales.

The cadets have also been involved in a number of community activities, such as a visit to the local fire station to learn about their work, and a trip to the Royal Marines Museum in Portsmouth to learn about the history of the Royal Marines.

Visiting international exchange cadets with their Hong Kong hosts at Victoria Park

Hong Kong cadets – each district had their own act and it was a fun evening for everyone. Here is his account of his time in Hong Kong.

A MEMBER of Toooting and Balham unit, LC Jonathon St Clair-Smith, took part in an International Sea Cadet Exchange hosted by the Hong Kong Sea Cadets.

He was here in his time in the cadets of each country present for the exchange in the years that cadets take up the opportunity and forget.

NEW Romney and District held a ceremony at their TS Veteran H0 to say thank you and farewell to CPO (SCC) Alan Bell, who steered the unit to the success it enjoys today.

In the presence of a number of guests and well-wishers unit chairman Lt Cdr Don Davies RNR presented Alan with a large ship’s wheel in recognition of all his work and efforts on behalf of TS Veteran during his six years dedicated service, adding that he would be greatly missed.

Retirement cards were also presented to Alan from the staff, committee members and cadets.

The unit, the Hon. Alderman Fred Wood-Bignall, then thanked Alan for all he has done, as officer-in-charge, and stated the unit has gone from strength to strength since he took over that role in 2007. He also wished him well in the future.

A number of gifts were also extended by the president and chairman to PO (SCC) Mark Godden, who took on the role of officer-in-charge in November.

The evening concluded with guests and staff enjoying a buffet supper provided by members of the PSSA Committee.

Aberdeen agenda

GRAMPIAN District’s Junior Sea Cadets enjoyed an action-packed, fun-filled adventurous training weekend in Aberdeen. The Juniors were treated to a number of activities as part of their training programme – with the trip arranged by the Head of Sea Cadets and supported by the course officer in charge, PO (SCC) Peter Ritchie, including a trip to a local university’s hi-tech training facilities and a visit to the Aberdeen Harbour Control Tower at Footdee.

While in Aberdeen, the cadets also enjoyed an oil industry services provider – the juniors were appropriately dressed for the conditions, with hard hats and survival suits, before they went onboard the boats that are used to train offshore personnel.

They also toured the control tower, seeing the equipment and control room, and the shipping uses the harbour safely.

London cadet joins Hong Kong exchange

Cadets from Northampton unit took the opportunity to reflect on their achievements of the past year – it was then straight on with the good work.

The unit celebrated its outstanding members at the annual prizegiving evening, at which the guest of honour was the Mayor of Northampton, Cllr Lee Marriott.

But the following day a group of cadets attended the Marie Curie Twilight Walk held at Althorp House, where they showed themselves in to the important task of keeping morale high by encouraging the walkers with cheers and, in some cases singing.

And as a break from drill practice and training, the unit hosted a Hallowe’en evening, which was broken with a fashion show, where cadets glided down the catwalk to scary music whilst encouraging the walkers with

"yes please!"

Following a lengthy walk we returned to unit HQ in Kent where C/Sgt Karen Godden, who took on the role of officer-in-charge in November.

The evening concluded with guests and staff enjoying a buffet supper provided by members of the PSSA Committee.

Visiting international exchange cadets with their Hong Kong hosts at Victoria Park

Several cadets from Northampton unit took the opportunity to reflect on their achievements of the past year. The unit celebrated its outstanding members at the annual prizegiving evening, at which the guest of honour was the Mayor of Northampton, Cllr Lee Marriott.

Several Cadets.

On the fifth day of the exchange we travelled out to one of the outstanding islands, where they follow traditional fishing methods and the islands are famous for their fish stores.

The island was also home to a traditional Chinese temple where worshippers can dedicate prayers to their ancestors.

Our escort officer had future read in the traditional Chinese way – although it was told in Camotian so we didn’t hear what it was, the Hong Kong officers translated it for him later.

We then travelled back to the camp and took part in the variety show being held by the Hong Kong cadets – each district had their own act and fun evening for everyone.

That evening was also the final day of the Hong Kong Sea Cadet Annual Camp, which we joined in the afternoon.

Here the cadets of Hong Kong all gather for a week to take part in different activities, much like our annual Summer Camp.

On the fifth day of the exchange we travelled out to one of the outstanding islands, where they follow traditional fishing methods and the islands are famous for their fish stores.

The island was also home to a traditional Chinese temple where worshippers can dedicate prayers to their ancestors.

On the fifth day of the exchange we travelled out to one of the outstanding islands, where they follow traditional fishing methods and the islands are famous for their fish stores.

The island was also home to a traditional Chinese temple where worshippers can dedicate prayers to their ancestors.

That evening was also the final day of the Hong Kong Sea Cadet Annual Camp, which we joined in the afternoon.

Here the cadets of Hong Kong all gather for a week to take part in different activities, much like our annual Summer Camp.

On the fifth day of the exchange we travelled out to one of the outstanding islands, where they follow traditional fishing methods and the islands are famous for their fish stores.

In Hong Kong’s national parks – this particular one was home to one of the reservoirs that provide the city with fresh water.

Following a lengthy walk we went by coach to the Maritime Training Institute, where students are prepared for life in the merchant navy, an important aspect of Hong Kong’s economy and history. Here we watched students and were able to have a go at using these simulators.

That evening was also the final day of the Hong Kong Sea Cadet Annual Camp, which we joined in the afternoon.

Here the cadets of Hong Kong all gather for a week to take part in different activities, much like our annual Summer Camp.

On the fifth day of the exchange we travelled out to one of the outstanding islands, where they follow traditional fishing methods and the islands are famous for their fish stores.

The island was also home to a traditional Chinese temple where worshippers can dedicate prayers to their ancestors.

Our escort officer had future read in the traditional Chinese way – although it was told in Camotian so we didn’t hear what it was, the Hong Kong officers translated it for him later.

We then travelled back to the camp and took part in the variety show being held by the Hong Kong cadets – each district had their own act and fun evening for everyone.

That evening was also the final day of the Hong Kong Sea Cadet Annual Camp, which we joined in the afternoon.

Here the cadets of Hong Kong all gather for a week to take part in different activities, much like our annual Summer Camp.

On the fifth day of the exchange we travelled out to one of the outstanding islands, where they follow traditional fishing methods and the islands are famous for their fish stores.

The island was also home to a traditional Chinese temple where worshippers can dedicate prayers to their ancestors.

That evening was also the final day of the Hong Kong Sea Cadet Annual Camp, which we joined in the afternoon.

Here the cadets of Hong Kong all gather for a week to take part in different activities, much like our annual Summer Camp.

On the fifth day of the exchange we travelled out to one of the outstanding islands, where they follow traditional fishing methods and the islands are famous for their fish stores.

The island was also home to a traditional Chinese temple where worshippers can dedicate prayers to their ancestors.

That evening was also the final day of the Hong Kong Sea Cadet Annual Camp, which we joined in the afternoon.

Here the cadets of Hong Kong all gather for a week to take part in different activities, much like our annual Summer Camp.

On the fifth day of the exchange we travelled out to one of the outstanding islands, where they follow traditional fishing methods and the islands are famous for their fish stores.

The island was also home to a traditional Chinese temple where worshippers can dedicate prayers to their ancestors.

That evening was also the final day of the Hong Kong Sea Cadet Annual Camp, which we joined in the afternoon.

Here the cadets of Hong Kong all gather for a week to take part in different activities, much like our annual Summer Camp.
Anglers end seven years of heartache

A SEVEN-YEAR wait for victory over the other two Services finally came to an end for the RN team when they triumphed in the Inter-Service Shore Angling competition.

The last time the RN were victorious was 2006, with the Army retaining the trophy for the past five years.

It was the turn of the RAF to host the event, and they chose Liverpool, fishing the River Mersey over two days.

At the end of the first day, the Army had a slender lead of four points over the RN.

With everything to fish for, the RN team incurred a 15-point penalty for being an angler down.

But WO1 Mark Duncan, WO2 Michael Robson and LCPL Rob Shaw comprehensively beat the other two Services, with a total of 78 points. The RAF finished second and the Army third.

LAET Mark Williams took the 2013 Inter-Services Individual title.

Seahawk overcome defiant Devonport

THE Royal Navy Rugby Union Plate Final at HMS Drake saw HMS Seahawk's scrummage provide the platform upon which they built a 31-15 victory.

Behind the scrum both sides were evenly matched, with Devonport's fly half Croft proving particularly effective off scraps of possession.

However the driving breeze ensured there were a number of handling errors, and the resultant scrums were relished by the Seahawk pack, who squeezed the life out of the home side's defence.

The game kicked off late due to HMS Seahawk's delayed arrival at Plymouth. However, with the breeze on their backs they were quicker into their game than the home side.

It wasn't long before a deep cross-field chip kick from fly half Horton was regathered by Rob McIntyre for the opening score. Horton converted for a 7-0 lead.

From the restart HMNB Devonport started to exert pressure themselves and were rewarded with a try of their own. Kava was unable to clear their lines, Kava was able to run the loose ball deep into the home side's defence.

The ball was recycled and eventually came to Calum Davies. The Seahawk No 8 was to have an impressive match, and thoroughly deserved to crash over for the try. Again Horton converted.

It wasn't long before Seahawk were crossing for their third try of the half.

Having conceded two soft penalties, the first for a high tackle was missed by Croft but immediately afterwards he punished Seahawk for hands in the ruck.

Eventually Cox darted right to find Kava who in turn timed his pass superbly for McIntyre to score a well-taken try.

Another successful kick from Horton and it was 21-8 to HMS Seahawk at half time.

To have any chance of turning the game around Devonport needed to score first in the second half.

Unfortunately for them they were unable to keep possession as playing into the wind the Seahawk pack tightened up their game and drove repeatedly into the heart of the Devonport defence.

Though Devonport tackled tenaciously they were unable to get hold of the ball and the pressure continued to mount.

Eventually it was Davies who made the decisive break and put Matt Horton clear with a simple but well-judged pass.

Horton was re-gathered by Rob McIntyre for the opening score.

He certainly deserved the try for his game defining tackle and went under the posts.

Seahawk would be able to weather the storm before Tom Croft stepped off his left foot, broke the tackle and went under the posts.

Converting his own try he brought the score back to 31-15.

He certainly deserved the try and also made the scoreboard reflect some of the enterprising play that Devonport had produced.

However, overall HMS Seahawk were well deserving of their win. They had relinquished their hold on the Cup but the Plate win will prove a little compensation.

Quorn takes fitness title

BAHRJAIN-based sailors from the Mine Countermeasures (MCM) Squadron proved their fitness by competing in their own Iron Man.

The first Plastic Man competition - the MCM's have glass reinforced plastic hulls – took place while Quorn, Atherstone, Shoreham and Ramsey were all alongside in Minia Salman Port, Manama.

The teams of ten from each ship took part in pull-ups, press-ups, a rowing machine speed row, a squad sprint, 20kg kettlebell swings, a 40k push-press and a rope pull involving a four-wheel drive along the jetty.

HMS Quorn's team were crowned the victors.

Trainer ready for strong contest

A PETTY Officer from Plymouth, who stands 6ft 4in tall and weighs in at over 21 stone (135kg), was the Royal Navy's only representative at the Forces Winter Strongman Competition.

PO Matthew Geldard finished third in the contest against 30 other Armed Forces strongmen.

The contest involved six strength tests; from lifting a small car as many times as possible in 75 seconds to carrying 90-kilo log in each hand along a 20-metre course in 90 seconds.

The 32-year-old Seaman Specialist, who is currently serving as an instructor at HMS Raleigh, took up the Strongman challenge six months ago.

PO Geldard said: “I needed something to train towards after completing my Senior Rates Leadership Course. I normally play rugby, but Raleigh doesn’t have a team.

“I saw a Strongman on the TV one day, looked it up on the internet and found that there was a gym in Plymouth which specialised in the event, so I went along and had a go.

“The competition is tough, but you’ve got to push yourself to the limit. My best ever score was 1,900. I’ve never done that before.

“The event proved a real test of my strength, but I knew I could if I gave it my all. I didn’t even think about the other men.

“I just did what I could, and I was really impressed with everyone there. It was a great day and we did well.”

PO Geldard was due to leave HMS Raleigh in the New Year to join HMS Ocean.
Bug's life on top of the world

WITH his pick raised in triumph, former Royal Navy commander and engineer Bug Whittaker celebrated winning one of the first two ultra-marathons in Himalayan peak.

Until November, no one had stood atop the 5,460-m-high (18,030ft) summit of Chhuchotse. But on his 60th birthday, Bug, a freelance outdoor activities leader and trainer from Hayling Island, and mountain rescue Drone Glass (www.expeditionwise.com) did just that, supported by Pasang Sherpa and Tendi Sherpa. (A third member, Ian Fosbery, an outdoor equipment specialist, remained at base camp due to illness.)

Bug embarked for an area known as the Lost Valleys – part of the Manang Region, which has only two roads – and on October 17, 2013, undertook the summit block.

They began their ascent at 8am and returned to Base Camp just before 4pm on November 16.

The AFA had the best of the play in the opening period, but had to contend with temperatures of -20°C, appalling snow conditions, and finally an exposed jump across to the summit block.

The Highland Games included a caber toss, tug-o-war, and obstacle relay, all carried out wearing tradition-inspired tartan attire.

It was organised by the ship’s Lieutenant Commander Bug Wrightson, who said: “Putting an unusual spin on some flight deck sports is a fantastic opportunity to break the arduous routines of our current operations.

The tug-o-war was my particular favourite and I am astounded by the enthusiasm of all involved. It was a great way to spend my birthday while on deployment to the Gulf.”

The Type 23 Plymouth-based frigate has long stationed a personnel from the RNFA Secretary mantle and is equipped with a ship’s company Highland Games.

To kick off the event, crew members formed a seven-man cross, or salute, on the flight deck.

HMS MONTROSE marked her Scottish connections with a flight deck St Andrew’s cross on November 16.

The switch appeared to have worked and the crew remained at base camp due to illness.

He was joined on the summit by the AFA’s personnel for a group picture.

senior or under 25 level – or would like to – then IF YOU play or have played cricket for the RN at any level – or would like to – then

ONSID with Lt Mark Toogood, RNFA

IF YOU play or have played cricket for the RN at any level – or would like to – or would like to – then there is a chance to put your case for selection.

The Royal Navy Cricket Club, in conjunction with Hampshire County Cricket and Combined Services Association of Cricketers (CSACO) will be running an ECB Level 1 Umpires and Scorers course from February 10-12 at HMS Ternaire in Portsmouth.

The chance to represent your Service sells itself, but there are other benefits to being a member of the Inter Service T20. This is a fantastic opportunity for those with Scottish affiliations to take part in the annual competition.

For those within the Service, SLC may be used subject to prior authorisation.

HMS MONTROSE marked her Scottish connections with a flight deck St Andrew’s cross on November 16.

The switch appeared to have worked and the crew remained at base camp due to illness.

He was joined on the summit by the AFA’s personnel for a group picture.

senior or under 25 level – or would like to – then IF YOU play or have played cricket for the RN at any level – or would like to – then

ONSID with Lt Mark Toogood, RNFA

IF YOU play or have played cricket for the RN at any level – or would like to – or would like to – then there is a chance to put your case for selection.

The Royal Navy Cricket Club, in conjunction with Hampshire County Cricket and Combined Services Association of Cricketers (CSACO) will be running an ECB Level 1 Umpires and Scorers course from February 10-12 at HMS Ternaire in Portsmouth.

The chance to represent your Service sells itself, but there are other benefits to being a member of the Inter Service T20. This is a fantastic opportunity for those with Scottish affiliations to take part in the annual competition.

For those within the Service, SLC may be used subject to prior authorisation.

HIGHLAND GAMES

A taste of home

After 25 minutes the RN started to dominate their youthful opponents, with captain ET Batsioutsy, ET Hunter and a debutant CPOET(MESM) Collin Leiba leading the way.

With a few hours out from maritime training as he finished third in the Men’s Hwt 35+ in a time of 6 mins 46.0 secs.

Top ten finishes were also recorded by Lt Cdr Maxine Ashby (NAS Culdrose) 8 mins 43.3 secs/3rd in Women’s Lwt 45+; WO1 Andy Patience (Collingwood) 6 mins 55.6 secs/6th in Men’s Hwt 45+; WO1 Andy Stancilffe, RNCC Director of (OICs) on 6 mins 51.8 secs/6th in Men’s Hwt 40+. The RNCC will be holding three trials and competition across the age categories covering men, women and lightweights (Lwt).

With nearly 500 rowers wide by the irrepressible forward.
Duo secure team slots

A SMALL team of RN oarsmen, Cdr Jim Buck (NCHQ), Lt Andy Beverley (DES ISS, Northwood) and Lt Megan Ashton (MOD CECT), travelled to Penhale Sands in Cornwall to take on the Army and RAF team members in a Orienteering team.

They have just completed the arduous six-month course and will now be dispersed among ships and shore establishments as Leading, Physical Trainers.

A SPECTACULAR display of strength, courage and agility marked the end of a grueling course which trains Royal Navy instructors in keeping sailors fit for fight.

Six physical trainers marked their passing out in style at HMS Temeraire in Portsmouth – the Navy’s School of Physical Training – in front of 200 guests.

They have just completed the arduous six-month course and will now be dispersed among ships and shore establishments as Leading, Physical Trainers. The display included many of the traditional skills taught on the course, including clay target shooting, rope climbing, gymnastics, the hose gun and performing at height on a window ladder, also proving a hit with the audience was a hilarious short film featuring the big strong boy Build Me Up Buttercup. Most of the footage was filmed during breaks in their four-week adventurous training leadership in north Wales.

A SMALL team of RN oarsmen, Cdr Jim Buck (NCHQ), Lt Andy Beverley (DES ISS, Northwood) and Lt Megan Ashton (MOD CECT), travelled to Penhale Sands in Cornwall to take on the Army and RAF team members in a Orienteering team.

They have just completed the arduous six-month course and will now be dispersed among ships and shore establishments as Leading, Physical Trainers. The display included many of the traditional skills taught on the course, including clay target shooting, rope climbing, gymnastics, the hose gun and performing at height on a window ladder, also proving a hit with the audience was a hilarious short film featuring the big strong boy Build Me Up Buttercup. Most of the footage was filmed during breaks in their four-week adventurous training leadership in north Wales.

A SPECTACULAR display of strength, courage and agility marked the end of a grueling course which trains Royal Navy instructors in keeping sailors fit for fight.

Six physical trainers marked their passing out in style at HMS Temeraire in Portsmouth – the Navy’s School of Physical Training – in front of 200 guests.

They have just completed the arduous six-month course and will now be dispersed among ships and shore establishments as Leading, Physical Trainers. The display included many of the traditional skills taught on the course, including clay target shooting, rope climbing, gymnastics, the hose gun and performing at height on a window ladder, also proving a hit with the audience was a hilarious short film featuring the big strong boy Build Me Up Buttercup. Most of the footage was filmed during breaks in their four-week adventurous training leadership in north Wales.