



NAVY NEWS

MAY 2016

Mersey beat

● River-class patrol ship HMS Mersey has been flying the flag for the UK during her Caribbean deployment (see centre pages) as well as playing a vital role in the fight against drug runners (see page 4)

Picture: LA(Phot) Alex Cave

Happy Valley

Ideal training site for Royal Navy aircrew

Jutland's men of steel

Free inside: commemorative centenary supplement





Navies unite for Griffin



THEY appear to be breaking away but all eight warships were united to put an Anglo-French working relationship to the test.

Royal Navy flagship HMS Ocean led Bulwark and Sutherland out of Devonport to join RFA Lyme Bay and the French frigates FS Cassard and La Motte-Picquet, helicopter carrier Dixmude and tanker Var.

Lurking beneath the waves was the French nuclear attack submarine FS Perle.

For two weeks, Exercise Griffin Strike showed how UK and French maritime, land and air forces can work together for a wide range of operations and, if called upon, unite as part of a NATO, EU or UN coalition.

From the Bristol Channel to the Solent, Griffin Strike featured Royal Marines attacking via sea and air, working with aircraft from all three Armed Forces. Once ashore they linked up with UK and French land forces to continue the

exercise on land.

Most of the action took place in the South West and Wales, but because of some unseasonal spring weather off Cornwall, visitors to Brown-down at Gosport got to see some military action.

While Royal Marines came ashore from Bulwark in their landing craft, the French Navy showed off their rather impressive catamaran landing craft, the EDA-R – *Engin de débarquement amphibie rapide*, or fast amphibious landing craft (30kts, three times faster than the Royal Marines' workhorse LCUs – although it doesn't have their range).

The EDA-R can – and does, as ice-cream licking spectators on the Stokes Bay waterfront saw – turn on a sixpence.

But it cannot land Royal Marines on the shore at the Castlemartin ranges in Pembrokeshire, where Griffin Strike reached its climax.

So the logistics company of 42 Commando – 30 chefs, signallers, stores

maintainers, vehicle mechanics – who'd joined Dixmude with their vehicles three days earlier in Plymouth...

... found themselves on the shingle at Brown-down facing a 250-mile six-hour drive from Hampshire to south-west Wales.

Which was a shame, because they were just getting used to their Gallic surroundings.

"Definitely different to Bulwark or Ocean, in fact it was more like a cruise liner," said Sgt Derek 'Del' Ramage.

Six-man *en suite* cabins for the embarked forces with bunks stacked in two not three as in the large messes for the commandos aboard Bulwark, Albion et al.

The French working day begins not with *Call the Hands* but the sound of a bugle, followed by some loud music to get the 180-strong ship's company ready for the day ahead (the tunes are even piped into the *en-suite* showers...).

The food is French-orientated,

obviously. Plenty of cheese. A glass of wine. Very civilised indeed. No English TV channels though. *Scandaleux...* On the plus side there was a huge gym to pass the time in.

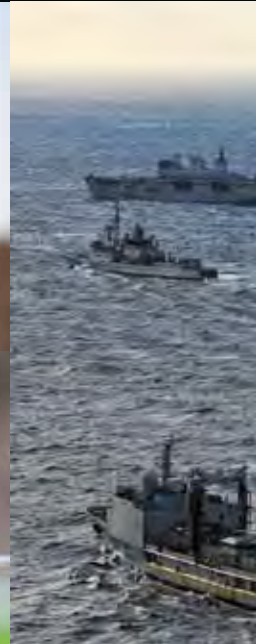
"The hospitality aboard the Dixmude was first-rate. The crew were very friendly, everyone was shaking your hands. *Bonjour, bonjour...*" said Sgt Mark 'Johnno' Johnson.

"Not too many French sailors speak English. But then not too many marines speak French."

The fallback? Pidgin English and, to a lesser degree, pidgin French. And if all else fails: sign language.

Even in the age of personal radios, signs and hand signals are a mainstay of movements on the battlefield – and differ slightly between the two corps.

But once Bulwark's own 4 Assault Group had got used to them they found their craft could operate from the Dixmude while French beach parties (no, not that type) can – despite the





Griffin Strike



● Griffin Strike's ships line up in the Bristol Channel, from left RFA Lyme Bay, the French air-defence frigate FS Cassard, HMS Ocean, the French anti-submarine frigate FS La Motte-Picquet, assault ships FS Dixmude and HMS Bulwark, HMS Sutherland and the tanker FS Var

Pictures: L(Phot) Joel Rouse and PO(Phot) Dave Gallagher

language challenges on both sides – run a beach so British commandos and their equipment can rumble ashore.

Sgt Ramage added: “The French do run amphibious operations slightly differently from us – it’s slower, more methodical.”

Capt James Parkin, Commanding Officer of HMS Bulwark, said: “Griffin Strike is an excellent training opportunity and builds on our existing strong links with our French allies.

“Bulwark and Dixmude exercised together only last October and such close co-operation in realistic scenarios is hugely beneficial in maximising our respective military capabilities.”

Then Griffin Strike ramped up a gear in Cornwall, where the Royal Marines of Juliet and Lima Companies, 42 Commando, went into action around Wacker Quay and the nearby 19th Century fortifications of Scraesdon and Tregantle Forts.

Scraesdon was Objective Strontium

for the men from Bickleigh, put ashore at Wacker via landing craft.

The 150-year-old fortresses – part of a series built to protect Plymouth from a feared invasion by the French in an age when London and Paris were at loggerheads – can be found outside the village of Antony.

Tregantle rides high on the clifftop overlooking Whitsand Bay, while Scraesdon lies a mile away on the edge of the village.

Juliet Company faced just a 350-yard yomp from the quay – which now acts as a popular picnic spot – to the fort’s largely-overgrown lower level, then an 80ft climb to its slightly-less-derelict upper level to comb through the numerous rooms, arches and passageways.

And Lima Company had a lovely ride in a Chinook during their assault on Objective Magnesium, better known as Tregantle Fort – which is still in regular MOD use as a firing range.

As well as the nine ships, Griffin Strike featured 3,500 UK personnel, 2,000 French personnel, 11 UK aircraft – Wildcat from 847 Naval Air Squadron, Apache helicopters from the Army Air Corps and Chinook helicopters from 27 Squadron RAF – and ten French aircraft, including three maritime patrol Atlantique 2.

Much of the planning has been six years in the making, with Admiral Eric Chaperon of the Marine Nationale catching up on the maritime element of the exercise with Commander Amphibious Task Group Cdre Martin Connell during a visit to HMS Bulwark.

The aim of Griffin Strike was also to test the Anglo-French Combined Joint Expeditionary Force. It is a key component of the commitment towards joint working made by both nations at the signing of the Lancaster House Agreement in 2010.

Standing Joint Force Commander Maj Gen Stuart Skeates said: “Exercise

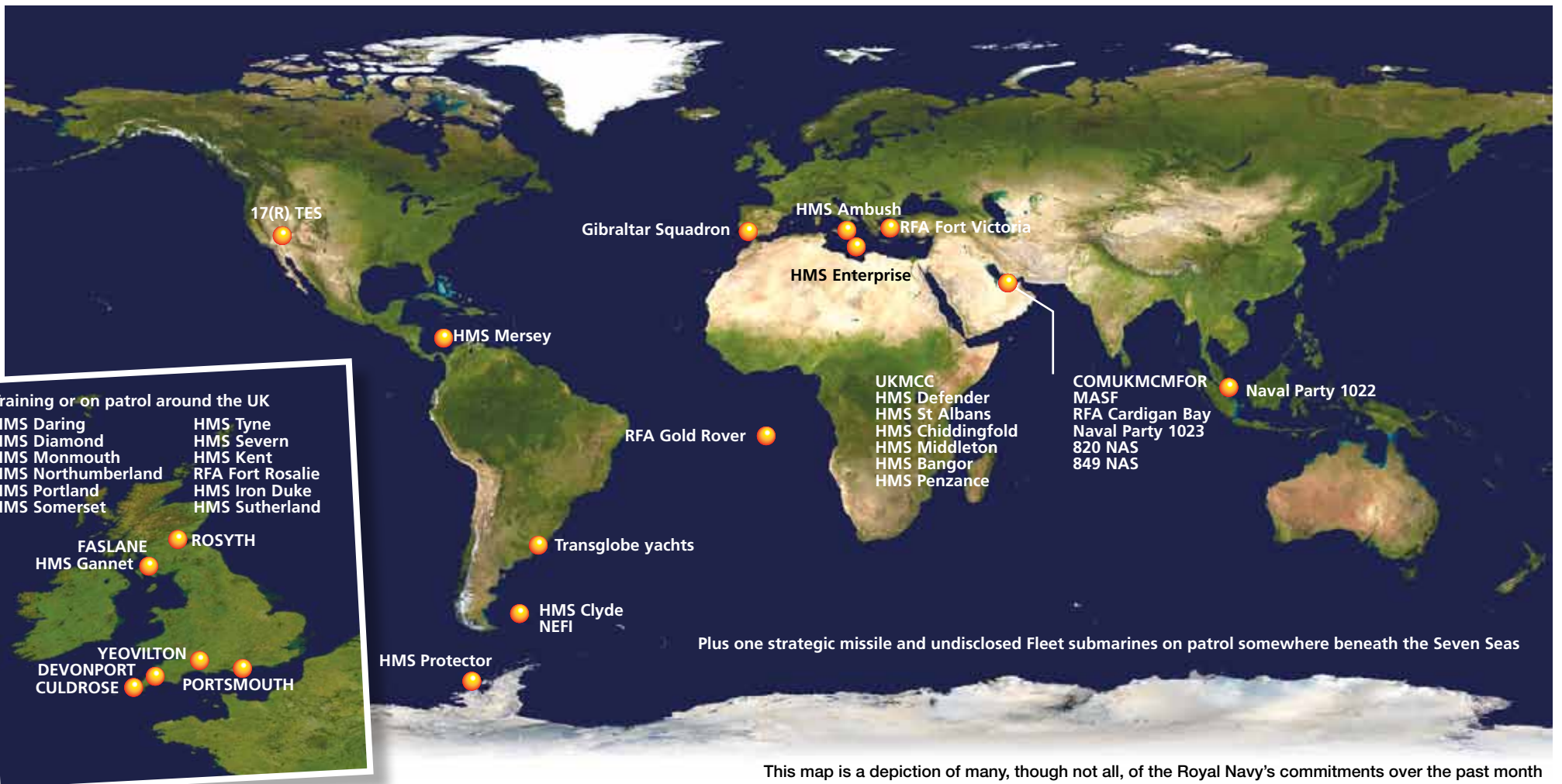
Griffin Strike marks a key milestone in the development of the Combined Joint Expeditionary Force, the embodiment of our military relationship with France.

“Together with Admiral Laurent Isnard, my French counterpart, we are anxious to demonstrate that our military partnership is now on a new level and show how the combined UK-France Combined Joint Task Force, in the most testing of circumstances, stands shoulder to shoulder.”

Griffin Strike culminated with a demonstration of firepower at the Salisbury Plain Training Area, where RAF Typhoons and French Rafale, as well as Apache helicopters, supported troops.

The two nations have an impressive record of *interopérabilité* during the past few years – working together for exercises Corsican Lion, Capable Eagle, Griffin Rise and Rochambeau – as well as the twice-yearly Joint Warrior off the coast of Scotland.





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

ROYAL NAVY FLEET FOCUS Protecting our nation's interests

ONE hundred years ago the Royal Navy's Grand Fleet took part in the greatest Naval conflict ever fought in European waters – the **Battle of Jutland**.

The battle saw 250 ships from the British and German Navies fight to control the North Sea – the sole time the two Navies met during the Great War.

Navy News commemorates the WW1 battle with a 12-page supplement – including a four-page poster of the two fleets specially created by our graphic artist Andy Brady (see pages 23-34).

Fast-forward to the present day and the focus falls on **HMS Mersey** and her Caribbean deployment (see pages 22 and 35). The patrol ship has been flying the flag for the UK as well as helping the Canadians and US Coast Guard halt drug runners (see right).

Further south, to the Antarctic in fact, and **HMS Protector** marked the end of her historic deployment with a visit to Rothera Research Station, which lies 800 miles south of Cape Horn (see pages 20-21). The ice patrol ship also tested a quadcopter and a 3D-printed aircraft (see page 21) to scout the way for the ship so she can find her way through the thick ice of frozen seas.

Enjoying much warmer conditions are the crew of **HMS Penzance** in the Gulf (see page 5) as 1st MCM Squadron's Crew 4 were awarded a Fleet Efficiency Trophy.

Back in the UK and a visit to **RAF Valley**, not for the fast jets but for the helicopter pilots, observers and aircrewmembers who are all trained at 202(R) Sqn by search and rescue experts (see pages 14-15).

Sticking with Wales and **HMS Monmouth** visited ... Monmouth (see page 10) to celebrate the freedom of the town for the first time in three years.

Fleet flagship **HMS Ocean** led a contingent from the Royal Navy and Royal Marines for the Anglo-French **Exercise Griffin Strike** in Wales and the South West of England (see pages 2 and 3).

Heading north to the Orkney Islands and Royal Navy **bomb disposal experts** detonated a WW2 torpedo – likely to have been one of those fired at HMS Royal Oak in 1939 – found during a routine seabed survey in Scapa Flow (see page 6).

The stormy waters of Cape Horn tested Royal Navy sailors competing in **Exercise Transglobe** (see page 8).

Two Naval Service **chefs** picked up medals at the American Armed Forces' equivalent of Joint Caterer (see page 17). RFA Chef Marc Reed joined CPO Si Geldart for the week-long contest at Fort Lee in Virginia.

Landing craft **Foxtrot Eight**, which helped Royal Marines liberate the Falklands nearly 35 years ago, is to enjoy a fresh lease of life – running tourists around Portsmouth Harbour (see page 10).

We also record the passing of the Royal Navy **Sea Kings** as the Mk4s held a 475-mile, six-hour farewell tour (see pages 18-19).

Heading into service will be the **F-35B** and new contracts have been announced (see page 5) to build new hangars at RAF Marham, from where the RN and RAF Lightning II squadrons will be based when not on duty in HMS Queen Elizabeth and Prince of Wales.

Preparing for HMS Queen Elizabeth's arrival in Portsmouth next year is **Chief Admiralty Pilot** Tony Bannister (see page 7), who has been named as dedicated pilot for the new carriers.

Finally, please take a couple of minutes to vote for your favourite photograph in the **Navy News People's Choice Award** category of the prestigious **Royal Navy Peregrine Trophy** competition (see page 10).

New man takes Navy's top job

SURROUNDED by family and watched by the men in charge of our closest allies on the Seven Seas, **Admiral Sir Philip Jones** has taken over from **Admiral Sir George Zambellas** as **Britain's most senior sailor**.

Aboard Nelson's great flagship, the torch of Naval leadership changed hands as Admiral Zambellas stepped down after three years at the helm as First Sea Lord – and 35 years serving his nation.

He formally handed over command of more than 30,000 men and women, nearly 90 warships, nuclear submarines and support vessels, the helicopters and jets of the Fleet Air Arm and the elite Naval infantry of the Royal Marines to the man who has overseen the day-to-day operations of the Royal Navy since 2013 as its Fleet Commander.

During his three-year tenure, Admiral Jones will oversee the aircraft carrier HMS Queen Elizabeth's entry into service. Her sister ship, HMS Prince of Wales, will begin sea trials and the world's most advanced fifth generation jet aircraft, the F-35B Joint Strike Fighter, will operate from a Royal Navy ship for the first time.

The historic setting of HMS Victory's great cabin was the venue for the transfer of office, observed by the head of the US Navy, Admiral John Richardson, and US Coast Guard, Admiral Paul Zukunft, and France's most senior sailor, Admiral Bernard Rogel.

Proceedings then shifted to Victory's quarterdeck and the last act of the ceremony, where



Admiral Sir Philip Jones takes over as First Sea Lord from Admiral Sir George Zambellas aboard HMS Victory

Picture: LA(Phot) Guy Pool

Admiral Zambellas' standard was lowered and Admiral Jones' flag raised in its place.

"We owe Sir George a huge debt of gratitude; through this vision and leadership, the Royal Navy's credibility has been strengthened immeasurably, and with it our self-belief; it is a legacy that will stand the test of time," the incoming First Sea Lord said.

"In the years ahead, the introduction of the two new aircraft carriers – the largest warships in our history – will change entirely how the Royal Navy operates.

"Our sailors and marines are the best in the world, and I intend to keep it that way."

Before arriving on Victory – which serves as the flagship for the First Sea Lord as it did for Nelson at Trafalgar – Admiral Zambellas embarked on a short sail-past around the harbour in patrol boat HMS Blazer; the

crew of HMS Dragon, whose Type 45 destroyer is freshly out of refit, were among those who saluted as Blazer passed.

Admiral Zambellas joined the Royal Navy in September 1980 and served as a Sea King pilot before commanding three warships, including HMS Chatham, which saw action in Sierra Leone.

As the nation's ranking sailor, he has overseen the ongoing programme to deliver the Queen Elizabeth-class aircraft carriers and the recent Strategic Defence and Security Review – the first in decades to pledge a growth in the RN.

"It has been an enormous honour to lead the Royal Navy," said Admiral Zambellas. "The Navy is full of brilliant people – sailors, marines, civilians, and their supportive families. If I could, I'd join them all over again."

Mersey aids drugs bust

ROYAL Navy patrol ship HMS Mersey has helped in the seizure of cocaine off the coast of Nicaragua.

The River-class ship, currently on deployment in the Atlantic, was called in to help the Canadian Navy minehunter HMCS Summerside, which had stopped a vessel bound for Honduras.

A team from the US Coast Guard boarded the vessel and found 304kg of drugs before requesting Mersey embark the drugs and the crew, as well as tow the vessel.

Mersey deployed her Pacific 22 RHIB to collect the three suspects and 16 bales of cocaine, with a UK wholesale value of £12,000,000.

With the vessel, pictured below, brought under tow, it struggled in mounting waves, breaking free of the tow line and quickly sinking.

Mersey's crew collected debris from the surface of the sea before continuing north to rendezvous with the US Coast Guard cutter Thetis.

Despite rough seas, Mersey transferred the three suspects and the drugs to the cutter before continuing her patrol.

Mersey paradise, see pages 22 and 35



Penzance's happy campus

A STANDARD bearing the hippocampus – the mythical seahorse which is the symbol of the Surface Fleet – flies from the mast of HMS Penzance in the Gulf.

That's because the 40 or so men and women who crew the Sandown-class ship are the best in the business.

1st MCM Squadron's Crew 4 were singled out as the best of the 15 crews behind the RN's entire mine warfare force, plus the half dozen diving groups/squadrons, winning the Jim Acton Mine Warfare Efficiency Trophy.

The award is presented in honour of a lieutenant commander killed by an earthquake in Turkey in 1999 as he helped plan a major mine warfare exercise.

Crew 4 won it – and the right to fly the Fleet Effectiveness flag – chiefly for their efforts aboard HMS Pembroke (minehunter crews rotate around their squadrons depending on their mission).

Pembroke took part in a NATO deployment to the Baltic, two busy Joint Warrior exercises off Scotland and then a successful period of Operational Sea Training (earning a 'very satisfactory' score, where most crews pass with a 'satisfactory') before swapping Faslane for Bahrain, where Penzance is deployed with the Royal Navy's four-strong minehunter force permanently stationed in the Gulf.

Capt Nick Washer, the RN's deputy commander east of Suez, presented the trophy to ET(CIS) Paddy Foakes on behalf of his shipmates for his sterling efforts over the past 12 months.

More T26 kit on order

NEARLY £½bn is being spent on more equipment to be installed on the RN's future frigates.

Diesel generators, sonar domes, helicopter handling equipment to control the movement of aircraft to/from the hangar, mission bay side doors for the loading/unloading of equipment and the stabiliser and steering gear system have all been ordered for the Type 26 programme.

In addition, money is also being pumped into shore-based testing facilities which will assess key parts of the ship's power and propulsion system and her combat system (the T26's 'fighting brain').

The £472m investment will provide work for firms around the UK including Fife, Midlothian, Derbyshire, Warwickshire, West Yorkshire, Hampshire, Dorset, Bristol and Leicestershire.

Ribs rolling off the line

THE first new generation of Pacific 24 boats has come off the production line at BAE Systems' facility in Portsmouth.

Over the next three years, 60 of the 38kt boats – now in their fourth incarnation – will be delivered to the RN/RFA Fleet to support day-to-day operations under a £13.5m contract between the MOD and BAE.

The Pacific 24 Mk4 has a lighter, quieter engine than its predecessor, and electronic control and fault diagnosis, meaning that any issues can be spotted and repaired more quickly.

The boats are also fitted with suspension seating to lessen the effects of shocks experienced in high-speed boat operations.



Somerset's Tsar turn over Easter

HMS Somerset shepherds Russian destroyer Vice Admiral Kulakov through the Channel – part of a six-day mission which kept the 200 crew away from loved ones over Easter.

The frigate – along with her Merlin helicopter – were on patrol when they received orders to shadow the Kulakov and her supporting ships (tug and tanker) as they passed up the English Channel and into the North Sea.

The Russian group was returning to its homeland after being deployed to Syria.

Somerset intercepted the Task Group off Brest as it approached the south west of the UK on Wednesday and remained with the Kulakov as she twice took on fuel in open waters in the North Sea and off the Scottish coast.

The frigate kept a watchful eye on the ships as they anchored in international waters, 20 miles from land in the Moray Firth, to avoid Storm Katie which barrelled through the UK over the Easter weekend.

The Royal Navy wasn't the only NATO

force monitoring the Kulakov's progress: France's FS La Motte-Picquet and the Dutch HNLMS Friesland also tracked the Russian task group as it passed French and Dutch waters respectively.

"The transit of Russian ships from the Mediterranean to their northern ports is not unusual, but the Royal Navy is ready at all times to protect UK territorial waters," said Cdr Michael Wood, Somerset's CO.

Picture: ET Ryan Curtis, HMS Somerset
■ Proud history recalled, page 38

Testing i's new pad

THE new wings of the Royal Marines have been getting their sea legs ready to carry commandos into action around the globe.

The green Merlins of 846 NAS joined flagship HMS Ocean off the South Coast for basic, but vital, amphibious training.

With the veteran green Sea King now retired (see pages 18-19), the burden of flying commandos into battle falls squarely on the Merlin.

Since transferring from the RAF, the helicopters have received a mini upgrade – the Merlin iMk3 ('i' for interim) is better suited to supporting the green berets on amphibious operations than the 'basic' model thanks to a folding main rotor head, strengthened undercarriage

and communications upgrades.

"The iMk3 has a number of modifications to allow us to operate at sea, day and night, as well as the ability to conduct various other tasks such as the fast roping of troops to the deck of a ship on the move," explained pilot Lt Cdr Alex Hampson.

It plugs the gap until the truly 'marinised' version of the battlefield Merlin, the Mk4, is delivered in late 2017. With an enhanced avionics suite, automatic folding main rotor head and folding tail, it's perfect for operations at sea.

846's Commanding Officer Lt Col Del Stafford said that the few days embarked on the helicopter carrier would serve the Commando Helicopter Force well: first sea time for the iMk3; first green Merlins landing

on assault ship HMS Bulwark; ferrying loads between ships on the move at sea; and air and ground living and working in the confines of a warship.

"The aircrew, engineers and aircraft have been undergoing the transition process from Sea King for several years," said Lt Col Stafford.

"Even though this short embarkation on HMS Ocean may seem like a relatively minor achievement, it marks an extremely important milestone for all that have been living and breathing Merlin operations for the last few years."

Lt Cdr Hampson added: "The efforts of so many people involved in the transition are now coming to full fruition as we see the first Merlin iMk3 on the deck of a Royal Navy warship at sea."

"The small team of engineers and aircrew that we brought on board with us understand this perfectly and are rightly proud to be the first to do so."

Two squadrons of Merlins are assigned to the green berets – 845 NAS will shortly move from RAF Benson in Oxfordshire to Yeovilton into offices and hangars vacated by the just-disbanded 848 NAS.



Cash pumped into future F-35 home

LET'S go to work. F-35B pilots stroll across the floor of their pristine hangar to their state-of-the-art strike fighters in this computer-generated image revealing how the jet's future UK home will look.

The MOD has placed contracts worth £167m to upgrade and build new facilities at RAF Marham, where the Royal Navy and RAF Lightning II squadrons 809 NAS and 617 Sqn will be based when not on duty in HMS Queen Elizabeth and Prince of Wales.

The contracts, which will create 300 new jobs, will provide the East Anglia air base with maintenance, training and logistics facilities supporting the next-generation fighter. When the complex opens in 2018, around 250 military and civilians will work there.

Hand-in-hand with investment in the home of the F-35s comes millions of pounds pumped into the new port of Duqm in Oman so it can act as an overseas base for HMS Queen Elizabeth and Prince of Wales.

Defence firm Babcock and the Oman Drydock Company will provide vital engineering work and support at the man-made harbour, which lies between Salalah and the Omani capital Muscat.

The port has been carved out of the mountains and sands of a tiny fishing village which will be a city of around 100,000 people by the end of this decade.

The harbour features more than two miles of breakwaters and the second largest dry dock in the Middle East. It has already been used by the USS George H W Bush supercarrier – one third larger than the RN's new capital ships – while RFA Fort Victoria tested the new facilities and logistics set-up at Duqm earlier this year.



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Turtley tropical



BUT in Ascension, not Barbados... A green sea turtle crawls down to the Atlantic foreshore as tanker RFA Gold Rover (she's the lump of grey in the distance) anchors off the British dependency.

After an extended maintenance period in Simon's Town, South Africa, the Navy's oldest tanker (42 years' service) has resumed patrols in the Atlantic, largely focused in the Gulf of Guinea and West Africa.

The tanker picked up 14 Royal Marines in Ascension, ready to take part in the largest naval exercise staged off West Africa, Obangame Express. More than 70 vessels and aircraft from 32 nations threw their hat into the ring.

The auxiliary first played the part of (a rather large) illegal fishing boat, then became the good guys as a tanker taken over by pirates (a not uncommon event in this part of the world)... and then reverted to her day job, topping up the tanks of the French patrol ship Commandant Blaison.

After an Easter break in Sekondi in Ghana, the ship anchored off Freetown in Sierra Leone for a three-day visit.

Her sailors and marines offered to assist with minor repairs at the Milton Margai School for the blind.

Volunteers painted the walls of two classrooms and carried out general maintenance around the school and grounds; some desks and chairs were in need of repair and shutout blinds were fitted to some sun-facing windows.

Various items of sports equipment – footballs, toy baseball bats and balls – were purchased for the children, the swings were repaired and a see-saw built. Chocolate bars, sweets, soft drinks and fruit were especially well received, as was a big RFA Ensign flag, which now proudly hangs on the wall of one of the classrooms.

Headmaster Didymus Kargba thanked the volunteers for their efforts – and the treats they brought for the kids – before everyone posed for a group photograph.

Then it was time to return to the ship – and to Ascension (after crossing the Equator, with all the nautical trimmings of King Neptune and his court) to offload the small Royal Marines detachment.



GERONIMOoooooooooooooooooooooooooooo

A RIGID inflatable boat hangs beneath the canopy of a parachute as it gently descends into Studland Bay in Dorset as submarine rescuers practise providing immediate assistance to a stricken boat.

A dozen members of the Submarine Parachute Assistance Group – typically shortened across the military to SPAG – leapt from the back of a Hercules and into the Channel, accompanied by their kit.

The jumpers are at six hours' notice to go anywhere in the world if needed, taking inflatable boats, life rafts, hot and cold rations, first aid kit, and communications equipment.

Their job? To provide assistance on the surface of the ocean to men ascending from a SUBSUNK – the codeword which sends shivers down the spine of any submariner.

Leaping into the ocean is about as tricky as it gets – jumpers must release the parachute at the exact moment of impact to prevent being dragged along.

To maintain their parachute qualifications, the SPAGgers loaded their kit and caboodle on to one of the RAF's veteran transporters and, with the help of Royal Logistic Corps 47 Air Despatch, jumped off the Hercules' ramp several thousand feet over the bay – where patrol ship HMS Severn and her sea boat were on stand-by.

"It was great to see the teamwork so my team could parachute and ensure a successful exercise was achieved," said

SPAG's head, WO1 Chris Dello.

The jump group traces its history back to the late 60s when the Navy decided it needed a parachute rescue team – especially in remote areas.

It comprises volunteers from across the Royal Navy and Royal Marines. If you fancy becoming one of them, contact WO1 Dello on NAVY OP TRG-FOST N SMERAS SPAG@MOD.UK.



Royal Oak torpedo finally explodes

NEARLY 80 years after it was fired, this is the moment a German torpedo detonates in Scapa Flow.

Fired by U-boat ace Günther Prien, it was one of half a dozen sent towards HMS Royal Oak in the RN's wartime anchorage.

At least half the torpedoes fired by Prien failed to explode – German 'tin fish' in the opening months of WW2 were notoriously unreliable – but three hit the battleship, causing her to capsize, taking 833 men and boys down with her.

Seven decades later one of the torpedoes from U-47 which failed to hit its mark was found during a routine survey of the seabed. Lying in around 35 metres of water, the torpedo was first spotted during a sonar survey carried out by SULA Diving on behalf of Orkney Islands Council Marine Services.

A team of bomb disposal experts from the Northern Diving Group in Faslane viewed the site and discussed the video footage with the Orkney Harbour Authority. The Navy divers then examined the torpedo on the seabed and a plan was drawn up for its safe disposal.

The divers, on a return visit to Orkney, attached explosives to the torpedo on the seabed. When detonated, a section of the torpedo containing its own explosive charge broke free and appeared on the surface.

"From our first survey, it was clear that there was no immediate threat to shipping, so we marked the location so that we could return today to safely dispose of the torpedo when the conditions were more favourable," explained Lt Cdr Tony Hampshire, Northern Diving Group's CO.

David Sawkins, Orkney Islands Council's Deputy Harbour Master, said: "The torpedo had been sitting on the seabed of Scapa Flow for almost 80 years. Although it posed minimal danger to shipping, our responsibility is to operate a safe harbour and, as it was likely to contain live explosives, the prudent course of action was to alert Royal Navy bomb disposal experts and arrange for its safe disposal.

"This was carried out with great professionalism by the Navy divers and we are grateful for their assistance and expertise. The hope now is that the rear section of the torpedo, including the propeller, will be recovered and after a full examination returned to go on display in Orkney later in the year. It would be a poignant reminder of the huge loss of life when the Royal Oak went down in October 1939."



Joy for 56 matelots – and a Minion

THAT'S got to be worth a crate, ET(ME) Ben Stevenson and ET(WE) Louis Reeves... evidently stitched up by a shipmate armed with a camera as HMS Scott returned to Plymouth after nine months away.

Could be worse. You could have had a giant inflatable Minion character flying over Devil's Point – the traditional gathering point for families in Devonport – like AB(Sea) Marcus 'Minion' Mannion.

Anyway... Having gathered oodles (technical term) of scientific data on the waters of the Atlantic and Mediterranean, the deep-water survey ship sailed back into her home port.

It's great to get home after a really successful period away," said CO Cdr Karen Dalton-Fyfe. "My guys have worked incredibly hard over the last nine months and can be extremely proud of all that we have achieved."

Her ship covered 42,000 miles while away and, when conducting surveying with its multi-beam sonar suite, Scott scanned 58 square miles of seabed every hour – or about twice the size of Plymouth.

That data will allow the experts at the UK Hydrographic Office in Taunton to update their charts of the Seven Seas.

Even when not being greeted by giant Minion inflatables, 24-year-old AB Mannion (he prefers 'Manny') enjoyed his maiden deployment.

"I joined Scott straight from training which was quite daunting at first but it's great to be doing a job where you feel like you're making a difference and contributing, especially so early in my career."

The ship is now undergoing a short period of maintenance before resuming surveying work over the summer.

RN's female policy makes Times top 50

THE Times has listed the RN in its 'Top 50 Employers for Women', singling out the Senior Service as a leader when it comes to gender equality in the workplace.

The unranked alphabetical list is published in partnership with Business in the Community, the Prince's Responsible Business Network, as part of the charity's Responsible Business Week.

The list is compiled based on a comprehensive submission process managed by the gender equality campaign at Business in the Community.

Every organisation in the top 50 has demonstrated that gender equality is a key part of its business strategy, with consistent commitment to creating workplaces and cultures that are inclusive of women from entry level through to senior leadership – benefiting not just women, but male employees as well.

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Wild times at 815 NAS

THE first of four Wildcats has been delivered to 815 Naval Air Squadron as the Fleet Air Arm's largest squadron begins the switch from Lynx after 35 years.

In a year's time, it will fall to the Yeovilton squadron to provide Wildcat flights to support operations around the globe – just as it has done with numerous variants of the trusty Lynx since 1981.

With the Lynx Mk8 gradually being phased out – the last flight joins HMS Portland for a nine-month deployment shortly – Wildcat will rapidly take its place.

There's already one Wildcat squadron at the Somerset air base, 825, which has been learning how to operate the new helicopter for the past two years and has deployed one Wildcat flight with HMS Lancaster.

Come April 2017, with four Wildcats, 825 will feed 815 with trained air and ground crew, as well as provide 'quality control' for the Wildcat force (rather like 702 NAS did for the Lynx until it disbanded in 2014) – but will also be able to meet front-line demands if needed.

And 815 will have a dozen helicopters to meet the requirements of frigates and destroyers, plus other RN/RFA vessels and operations around the UK.

Two of its inaugural Wildcats were handed over by 825 (who've also supplied 54 trained Wildcat technicians and six pilots/observers to help 815 get started) and two straight from the Finmeccanica (formerly AgustaWestland) works just down the road in Yeovil. The first 815 Wildcat flight joins destroyer HMS Duncan this month.

Mind the gap

MEET the first pilot assigned to the Navy's new carrier.

No, he doesn't fly. But Tony Bannister will make sure 65,000-tonnes of warship safely enters her new home when HMS Queen Elizabeth arrives in Portsmouth Naval Base next year.

It will fall to the 64-year-old Chief Admiralty Pilot to guide the carrier – the largest warship ever built for the Royal Navy – from Outer Spit Buoy to her berth in the naval base.

It will take half a dozen tugs to guide the new carrier up the specially-dredged channel and through the narrow harbour entrance – just 700ft wide (QE's beam is 128ft wide at the waterline, but the overhang of her flight deck means at her widest point, she's 239ft across).

Tony, from Havant, has served as Portsmouth's Chief Admiralty Pilot for the past 18 years and is now the dedicated pilot for the Queen Elizabeth-class carriers.

Before the maiden entry, he will advise on the location of new navigational aids and ensure tug teams in the base are fully trained to manoeuvre first Queen Elizabeth and, from 2018, her sister HMS Prince of Wales in and out of the harbour.

He'll also work closely with Queen Elizabeth's CO Cdre Jerry Kyd and his bridge team.

And Tony will make several trips to Holland to use a specialist simulator which can mimic exactly guiding large ships into port in a range of weather and tidal conditions.

"During my 18 years as Chief Admiralty Pilot I had a great deal of fun, but the day when HMS Queen Elizabeth comes in for the first time will be

the highlight of my career," said Tony, who joined the naval base in 1968 as a deck boy on tugs.

"Getting the ship through the narrow entrance and safely onto her berth will be a real challenge. "I will probably get on board the night before and talk through a detailed 'passage plan' with the commanding officer. My main role will be to coordinate all tug activity – the bridge will be a hive of activity but I'm sure the atmosphere will be tremendous.

"We will have six tugs involved and the journey from Outer Spit Buoy in the Solent to the berth will take about an hour."

Tony's work will not stop once HMS Queen Elizabeth has arrived in Portsmouth.

He plans to stay on at least until he's on the bridge of HMS Prince of Wales when she debuts in Portsmouth in 2018.

Picture: Nicola Harper, BAE Systems



Hail Mary, full of passengers

APPROACHING their destination of Dubai, passengers line the top deck of the flagship of the Cunard Line, RMS Queen Mary 2, as she ploughs through the Gulf of Oman.

Passing to starboard, destroyer HMS Defender acts as escort for the 140,000-plus-tonne leviathan, during a maritime security phase of the world's largest mine warfare exercise.

Over three weeks, men, women, ships, helicopters and robot submersibles from around the globe showed that they can deal with the threat of underwater explosive devices should anyone try to disrupt key shipping lanes.

Run every couple of years, the International Mine Counter-Measures Exercise – shortened to IMCMEX – focuses on keeping two of the world's most important 'choke points' for shipping open: the Straits of Bab-al-Mandeb, at the foot of the Red Sea, and the Strait of Hormuz – gateway to and exit from the Gulf.

As the vast exercise got under way, Vice Admiral Kevin Donegan, in charge of both the US Fifth Fleet and operations by the Combined Maritime Forces – more than two dozen navies committed to keeping the waters of the Gulf and Indian Ocean safe – warned of the impact on the global economy should either of those points ever be 'choked'.

"Nearly 20 percent of the world's oil transits through the Strait of Hormuz every day," he said.

"Imagine the impact on the global economy if suddenly that oil stops flowing because of restricted sea-lanes."

And not just oil and goods. More than 2,600 passengers (plus 1,250 crew) were aboard the luxury liner, heading for the UAE after an 11-day sell-out voyage from Singapore on the latest stage of a round-the-world trip.

Defender was just one of several RN vessels committed to IMCMEX – the emphasis, as one would expect, was on mine warfare forces, such as mother ship RFA Cardigan Bay and shallow-water specialist minehunter HMS Middleton.

Aside from the UK, seven other nations committed ships: the USA, Iraq, Japan, Kuwait, Saudi Arabia, the United Arab Emirates and Pakistan were involved.

In addition seven countries dispatched specialist teams – such as boarding parties, divers and bomb disposal experts.

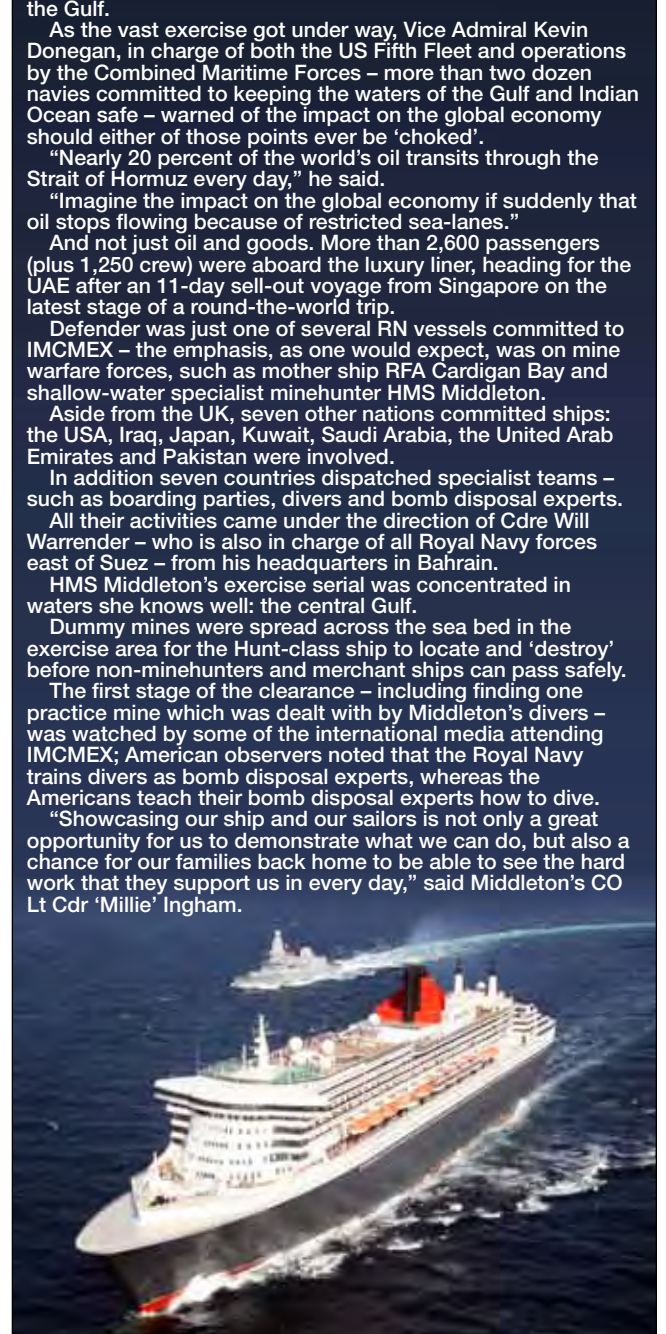
All their activities came under the direction of Cdre Will Warrender – who is also in charge of all Royal Navy forces east of Suez – from his headquarters in Bahrain.

HMS Middleton's exercise serial was concentrated in waters she knows well: the central Gulf.

Dummy mines were spread across the sea bed in the exercise area for the Hunt-class ship to locate and 'destroy' before non-minehunters and merchant ships can pass safely.

The first stage of the clearance – including finding one practice mine which was dealt with by Middleton's divers – was watched by some of the international media attending IMCMEX; American observers noted that the Royal Navy trains divers as bomb disposal experts, whereas the Americans teach their bomb disposal experts how to dive.

"Showcasing our ship and our sailors is not only a great opportunity for us to demonstrate what we can do, but also a chance for our families back home to be able to see the hard work that they support us in every day," said Middleton's CO Lt Cdr 'Millie' Ingham.



A (Princess) Royal occasion at Dartmouth

THE Princess Royal took the salute at Britannia Royal Naval College as 154 Officer Cadets celebrated the end of training at Lord High Admiral's Divisions.

More than 850 friends and families watched as Princess Anne inspected cadets on the Dartmouth parade ground and presented prizes.

Among the officers graduating was 20-year-old Midshipman Hendrikus Looze from nearby Paignton who's chosen a career as a warfare officer.

"I've wanted a life at sea from a very young age so I joined the Navy to see the world and defend our nation," he said.

"The training has helped me to develop as a person and also made me more self-disciplined. I feel I now have the tools to tackle any challenge I may face in the future either as an individual or as a member of a team."

The cadets passing out included 28 officers promoted from the ranks, a Royal Navy Chaplain, three new officers for Queen Alexandra's Royal

Naval Nursing Service, 26 recruits to the Royal Fleet Auxiliary and international cadets from Singapore and Malta, who have trained alongside their Royal Navy counterparts.

A total of 178 other cadets at various stages of their training took part in the parade, among them were international students from Albania, Bahamas, Bahrain, Bangladesh, Qatar and Ukraine, with numbers bolstered by two platoons of recruits from HMS Raleigh.

Music was provided by the Band of HM Royal Marines Commando Training Centre.

"All our parades are a special occasion but Lord High Admiral's is probably the most prestigious," said Capt Harry Duffy, BRNC's Commanding Officer.

"Those passing-out should be proud that they have met the stringent standards that we require of them to earn their place on parade today. They can look forward to a very exciting future."

Picture: Craig Keating



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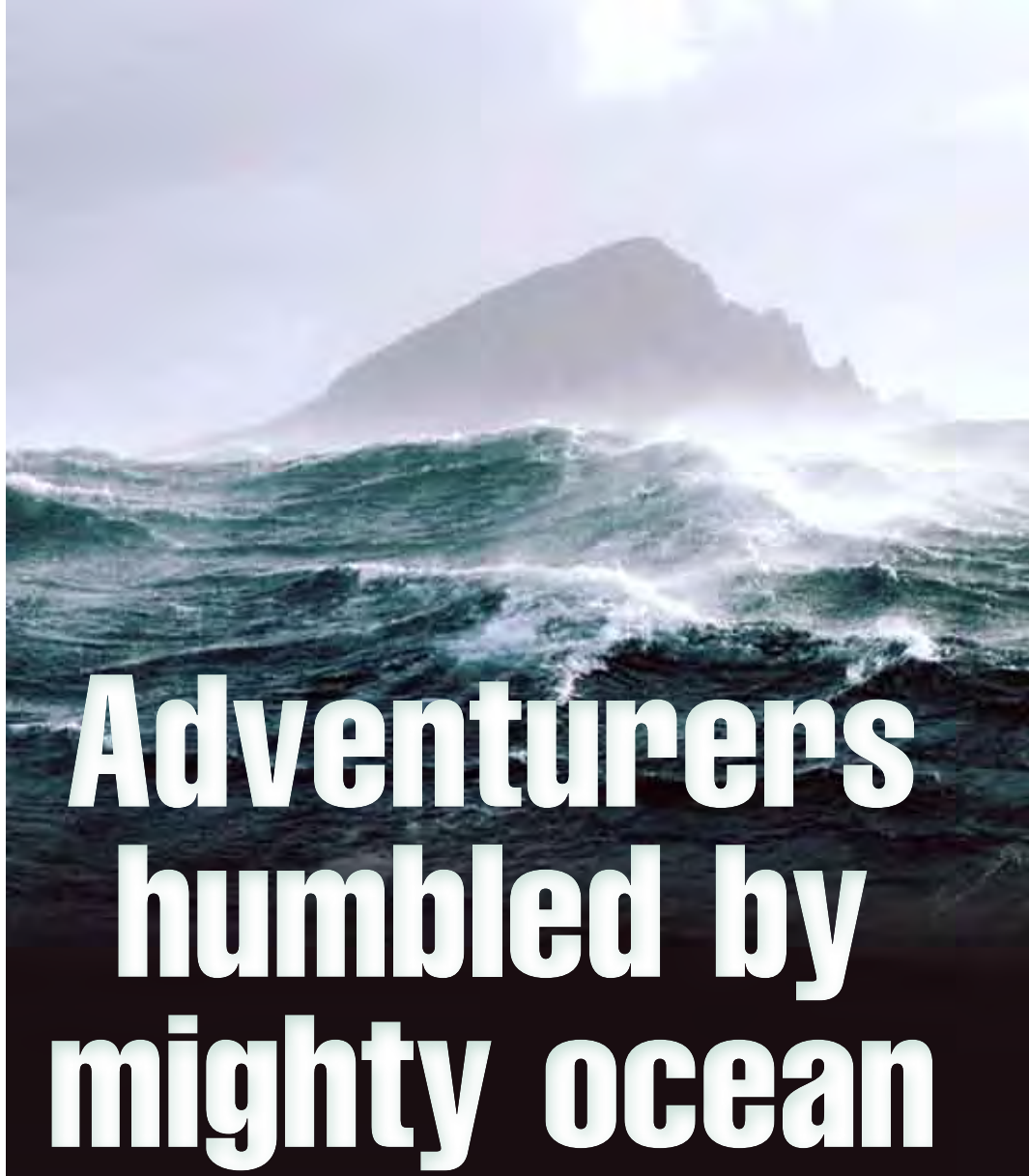
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Adventurers humbled by mighty ocean

MOUNTAINOUS seas greeted Royal Navy personnel as their yachts rounded Cape Horn on leg eight of Exercise Transglobe.

The Southern Ocean proved challenging as the crew of the 72ft Challenger yachts Adventure of Hornet and Discoverer of Hornet celebrated the milestone with tots of rum.

The moment warmed the souls of the sailors who had endured regular soakings during the crossing from Auckland, New Zealand.

"As we slip out of foulies, we hang them in the wet locker optimistically hoping they might dry a little before we don them in four hours' time for another stint in the on-deck washing machine," said Lt Col Richard Pattison.

The two vessels, which are crewed by Royal Navy, Army and RAF personnel, then headed for the relatively calmer waters of the Falkland Islands, where dolphins escorted Discoverer to Port Stanley. Adventure arrived in the early hours of the following day.

The crews were given a warm reception by a host of well-wishers who flocked to view the yachts, before the sailors visited Goose Green, where they remembered Capt Jim Barry, a member of the Army Sailing Association, who died in action there in 1982.

"I saw the islands through a submarine periscope many years ago and, having heard so much about the conflict and met several men who served, it was a privilege to get ashore at last," said Lt Cdr John Butler.

"We experienced a very warm welcome from the islanders while a special thank you must go to the staff at the Port Stanley Seafarers' Mission who, at short notice, provided a full cooked breakfast for both crews on the morning of our departure."

Both yachts then left the Falklands en route to Montevideo in Uruguay. Transglobe, which

began in Gosport last August, consists of 13 legs, with crew changes on each one. St Lucia, Miami, New York and Halifax are the remaining ports of call before returning to the UK, having circumnavigated the globe.

Weapons engineer technician Dan said of his adventure: "In my short three years in the Navy so far, I have only served in one ship which deployed (to the Mediterranean). I was beginning to think the Forces were a bit dull, unaware of the other opportunities available to the pro-active - things like this.

"I will leave Adventure not only knowing how to sail a 72ft yacht, but also what is possible with a little determination.

"As for Cape Horn - I never knew much about it before now, or why it meant so much to others in the crew. Now I can see it as a great achievement and I now appreciate the various warnings given to me by others, including the skipper - wrap up warm, remain optimistic and most importantly, hold on to the boat and don't go over the side!"

Lt Cdr Butler added: "I hope we have demonstrated that today's Forces offer unparalleled opportunities for the adventurous and determined. Service life comes at a cost, but the rewards are correspondingly great for those willing to take the risk.

"The experience has grown us as Servicemen and increased our confidence in our ability to meet and defeat the next challenge; whichever direction it comes from. As sailors, we have all grown beyond expectation, be it surfing the boat in a 50kt gale, conducting astro-navigation, cooking in a rollercoaster or handling the yacht under everything from a storm trysail to a spinnaker."

By the time the yachts return to Gosport in August this year, 392 women and men, both reservists and regulars, will have sailed in them.

Main picture courtesy of Joint Services Adventurous Sail Training Centre



● Discoverer in the calm waters of Port Stanley in the Falklands

At the Forces Pension Society some things just don't change



FIGHTING FOR THE FORCES AND THEIR FAMILIES

We've been looking back at some of the thousands of letters received over the years from Members who have benefitted from the help given by our Pension Advisory Service.

Here are some of the sentiments they expressed 60 years ago in 1956.



"I have this morning received a communication from the Admiralty informing me that I am to receive an increase of my retired pay by 25 per cent as from April 1956.

Now I am writing to tell you about this as I feel that this has been brought about mainly

by the amazing work carried out by the Society. Good wishes for the continued prosperity of your admirable Society."

(Captain, RN)



"I have received notification from the Army Pensions Office of the increase in my retired army pay to take effect from 1st April 1956. As I know the Society has been instrumental in securing increases in army pensions and for keeping the subject ever-present before Ministers of the Crown,

I wish to express my appreciation for all the fruitful effort made by the Society. May I add that The Pennant is a most instructional journal."

(Lt. Colonel)



"I am very glad to be a member of your Society and shall do all I can to get new members as I feel you are fulfilling a great need for Service people.

I am glad that I can rely on you for advice should I need it at any future time with regard to my pension; also that I shall get the 5 per cent increase as I was not sure that I came in for this."

(Widow)

And here is a quotation from one of our most recently received letters also in response to help from our Pension Advisory Service:

"Membership to this Society is worth its weight in gold."

(LH, FPS Member)



Pardon our moment of pride but it is our 70th anniversary.

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JOIN US AND SEE HOW WE CAN HELP YOU

Vote for your favourite picture

THIS month is your opportunity to vote for one of the winners of the prestigious Peregrine Trophy awards.

We have shortlisted five photographs for the Navy News People's Choice Award which recognises images which have had a major impact on the publication over the past year.

The Peregrine Trophy's primary purpose is to encourage the production of eye-catching, powerful imagery that can be used in the media to demonstrate the Royal Navy and Royal Marine's operations. The role of photography, portraying the work of the Royal Navy has never been more important.

The shortlisted photographs are pictured below.

You can see the full-size images and vote by visiting the Royal Navy Facebook page.



Picture: PO(Phot) Owen Cooban

Mickey Mouse, Michael Jackson, and Prince Philip all under the same roof

IS THERE anything more impressive in the world of entertainment than the nation's finest band in the nation's finest music venue?

Over three nights nearly 12,000 people were treated to the spectacular musical event that is the Royal Marines' Mountbatten Festival of Music in the Royal Albert Hall.

It fell to Portsmouth, Collingwood and Plymouth – three of the five RM Bands – to combine talents for the event's 44th incarnation.

The festival showcased the eclectic abilities of the 170 musicians, who performed not just the traditional marches and nautical crowdpleasers which bring the audience to its feet, but also a medley of Michael Jackson hits, choreographed

tubthumping courtesy of the Corps of Drums, excerpts from Walt Disney's *Fantasia*, some Big Band swing and a host of solo performances – all to raise money for the Royal Marines Charitable Trust Fund and the children's cancer charity CLIC Sargent.

More sobering tributes to those who served in the Gallipoli campaign and the Battle of Jutland featured in a moving premiere of a specially-commissioned piece, *Remembering Jutland*, written by former RM bandmaster Michael McDermott to mark the centenary of the clash between the German and British Fleets later this month.

The Duke of Edinburgh – Captain General Royal Marines, the Corps' symbolic head – attended the festival's

final night.

"There's nothing quite like the feeling you get on stage at the Mountbatten Festival of Music," said Lt Col Nick Grace, Principal Director of Music Royal Marines.

"After months of planning, with members of the Band Service not just playing, but composing and arranging much of the music, to finally bring all three bands together and perform in front of a live audience at the Royal Albert Hall is not only humbling, but an amazing feeling of achievement coupled with a huge amount of pride in the Band Service.

"It was particularly moving to be able to mark the centenary of the Battle of Jutland with the premiere of *Remembering Jutland* which recognises one of the Royal Navy's greatest battles."

A Black birthday

SAILORS march through the iconic Monnow gate which sits proudly on their ship's badge as they celebrate the Freedom of Monmouth for the first time in three years.

Townfolk turned out in force to applaud the ship's company – bolstered by personnel from 815 NAS who provide the frigate with her Lynx helicopter – through the streets on the very last day of winter.

Civic leaders in the small county town (pop. 10,500) granted the ship's company their highest honour back in 2004.

Tours of duty, commitments and refits (Monmouth came out of a massive overhaul last year) means chances to exercise their freedom of the town – marching through the streets bayonets fixed, drums beating and colours flying – have been relatively few.

"It's a very special event when a ship's company exercises the freedom of an affiliated town," the frigate's Commanding Officer Cdr Philip Tilden told townfolk.

"For us being in Monmouth makes us feel especially proud because of our long historic links and the warm welcome that we always receive here."

Weapon engineer officer Lt Cdr Adam Coates, who grew up just a few miles from Monmouth in the Royal



Picture: LA(Phot) Caroline Davies

Forest of Dean, added: "It's always a great honour to be involved in a Freedom parade, but especially for me returning so close to home."

His shipmates seized the opportunity presented by the rare visit to hand over a (rather large) cheque for £640 to Mayor Cllr Graham Pritchard's appeal – the fruits of fund-raising activities on board, chief among them Ride the Rebellion.

A team from the frigate cycled the 212-mile route which James Scott, the Duke of Monmouth, had taken in 1685 in his failed attempt to overthrow Charles II.

Scott lost his head, the title was discontinued, but his nickname – The Black Duke – is

carried by the ship to this day. (In 'honour' of the treacherous duke's actions, today's Type 23 flies a black flag and her nameplate on the stern is painted black, not the traditional RN red.)

The visit to the county town was the highlight of the frigate's five-day visit to nearby Cardiff.

Cardiffian ET(WE) Scott Yeoman-Keyes said the few days in his native Wales were welcome reward after a busy winter.

"The visit marked the end of a very busy period at sea – we'd been away for a long time conducting various exercises in many waters under arduous conditions.

"We took great pride in

taking part in the freedom of the city ceremony in Monmouth and were humbled by the fantastic reception the town so close to my home had to offer."

On the way back from Wales, crew celebrated their ship's birthday as some 104 sailors – half the ship's company – filed on to the flight deck to mark 350 years since the name 'Monmouth' was introduced to the Royal Navy.

Wildcat observer Lt Simon Stuart leaned out of the side of his helicopter – during a brief break in training with the Black Duke – and took the vertical view (below).

An eight-gun yacht, the first Monmouth was commissioned on March 5 1666 (the same year as the Great Fire of London). She was used to map the British Isles for the groundbreaking *Great Britain's Coasting Pilot*, skirmished with the French in Dublin Bay and was finally sold off in 1698.

Since then six ships have carried the Monmouth name around the world, the most recent lost with all hands at Coronel in 1914.

And if you think 350 is quite a good innings for a ship's name in the Royal Navy, well submarines HMS Triumph and Vanguard can trace their lineage back to at least 1588 – the Spanish Armada, the Navy's first battle honour, 428 years ago.



F8's fate in hands of volunteers

A LANDING craft which helped Royal Marines liberate the Falklands nearly 35 years ago is to enjoy a fresh lease of life – running tourists around Portsmouth Harbour.

Foxtrot Eight was one of four smaller landing craft used by assault ship HMS Fearless to ferry commandos and their equipment ashore at San Carlos in May 1982.

After long and fruitful service, Fearless was broken up a decade ago – but two landing craft were saved as museum pieces.

One – Foxtrot Seven, used in the evacuation of crew of stricken frigate HMS Antelope – sits outside the Royal Marines Museum in Eastney as a monument to landing craft crew.

Foxtrot Eight was donated to the historic dockyard where she could be seen floating in the Mast Pond – between Action Stations and Boathouse No.4.

The latter was brought back to life at the end of last year as a centre for small boat building thanks to £6m of investment.

Volunteers from the Portsmouth Naval Base Property Trust will team up with students and the International Boatbuilding Training College Portsmouth who share the building to restore the craft – although they face quite a task (as seen from the state of the wheelhouse above).

"The years of retirement sitting in the Mast Pond have not been kind to F8," said volunteer Lt Paul 'Shady' Lane from survey ship HMS Scott.

"The hull is riddled with marine growth and many of the fittings – including the engines – are in desperate need of attention."

If the £200,000 restoration programme succeeds, the landing craft will give disabled visitors in particular a tour of the harbour in an historic vessel – thanks to the bow ramp allowing easier access.

The trust is keen to hear from people who can offer advice on the restoration, or who want to help out. Contact caroline@boathouse4.org.

■ A few hundred yards away, marine archaeologists have discovered the remains of two German WW1 destroyers – one a survivor of Jutland – mostly buried by the sludge and mud off Whale Island.

Experts from the Maritime Archaeology Trust hope to bring V44 and V82 back to life as 3D models, having filmed their wrecks with a drone.

Both ships were scuttled at Scapa Flow in June 1919, but subsequently salvaged. They were used as gunnery targets before being beached at the foot of Whale Island in the early 1920s and sold to a scrap dealer to be broken up.

One had largely been dismantled by WW2, but the second remained much more intact well into the 1970s, when the stern section was chopped off as part of work on the ferry port opposite.

Research into the two destroyers is part of the Forgotten Wrecks of World War 1 initiative, backed by the Heritage Lottery Fund, which aims to remind the public that the four-year conflict was not merely waged on the Western Front.

You can follow progress at <http://forgottenwrecks.maritimearchaeologytrust.org/jutland-german-wrecks>.





● One of the Argentine soldiers mentioned in the diary, Miguel Gustavo Vera (second right), with former comrades, exchange student Florencia Figar and a friend of Florencia

Diary soldier is found 34 years on

A DISCARDED diary found in an Argentine trench by a Royal Navy sailor at the end of the Falklands Conflict has been returned to a soldier featured in its pages more than three decades later.

Martin Bradford was a weapon engineer in Leander-class frigate HMS Penelope, which arrived in the Falklands theatre in late May 1982 as part of the HMS Bristol group.

"I was landed on June 15 to repair the radio in Government House as it was left broken by the Argentinians," said Martin.

"After successfully restoring communications between Government House and shipping I had some time to kill before my boat transfer back to my ship.

"I wandered up the Murray Heights, which overlooks Port Stanley, where I came upon a discarded diary in a trench which formed part of an Argentinian anti-aircraft battery.

"I declared the diary to my superiors in case it contained intelligence but it was handed back to me to keep as a souvenir.

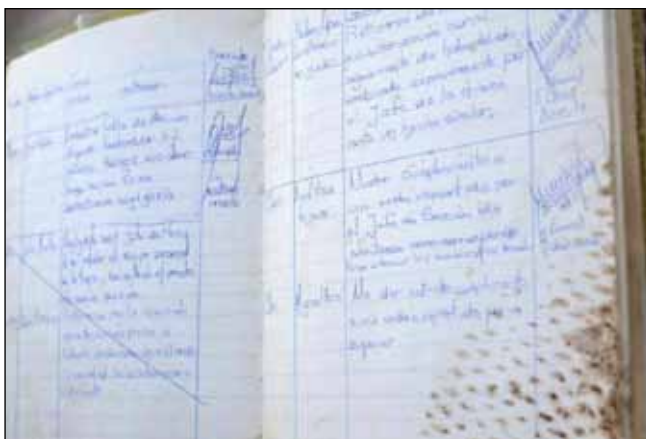
"I had the diary translated by a Spanish teacher I knew and was amazed to learn it contained a daily narrative from April 2 to June 14 1982, when they surrendered.

"It also contained their daily routine duties, punishments and bathing rota.

"Over the years I tried in earnest to find Miguel Gustavo Vera and other soldiers mentioned in the diary, via forums and social media methods, but to no avail.

"A couple of years ago whilst residing in Folkestone I hosted an Argentinian student, Florencia Figar, from the local School of English Studies.

"She initiated a conversation about the Falklands and I informed her of my involvement, the diary and my quest to locate



● A snapshot of the diary (above) and HMS Penelope in the Falklands (below)



the author and his colleagues.

"She offered to help and continued the search on my behalf on her return home.

"I gave her the diary to take with her with the hope that if she did find him she could return it to him."

A few days ago, more or less on the 34th anniversary of the start of the Falklands invasion, Florencia announced via Messenger that she had found Miguel, the soldier mentioned most often in the diary, who now lives at a veterans' centre at Neuquén, in central Argentina.

"I was cock-a-hoop when I heard she had found Miguel," said Martin.

"The story sparked some media interest in Argentina, and has featured on local radio stations."

Florencia believed that Miguel should be the recipient of the diary – which was written by a junior officer – as it would serve as a testimony of his life in the islands.

The diary entries tell of sanctions for not having polished boots or for being unshaven, and the fears of the soldiers.

Advice service expanded

THE Seafarers' Advice & Information Line (SAIL) has launched a new service and is now able to offer free advice to the Royal Navy and Royal Marines across the UK.

SAIL will be adding an adviser to its team of five, with funding for the new post coming from Greenwich Hospital, the Navy's Crown Charity since 1694.

SAIL's advisers will be able to offer help and advice to veteran and serving Royal Navy and Royal Marines, and their partners, on a range of matters, including:

- ✔ Benefits;
- ✔ Debts and money problems;
- ✔ Housing;
- ✔ Employment;
- ✔ Maritime charity grants;
- ✔ Consumer matters;
- ✔ Family-related issues;
- ✔ Immigration;



✔ Pensions.

They can also help ex-partners of seafarers when they are caring for the children of a seafarer.

SAIL is a Citizens Advice service dedicated to UK seafarers and their families which has been advising merchant seafarers and fishermen for 20 years.

All advice is free and confidential.

SAIL gives advice on the phone, by email and by letter,

and all advisers are professional and fully trained.

The organisation is independent of government and the Services.

SAIL can also give advice to organisations that are directly helping seafarers, without needing to know the identity of the seafarer who is being supported.

You can contact a SAIL adviser in any of these ways:

✔ Call 08457 413 318 or 020 3597 1580 between 10 and 4 on weekdays.

There is an answer phone service at other times.

You can request an immediate call back if the call is expensive for you.

✔ Email advice@sailine.org.uk

✔ Use the contact page on the SAIL website www.sailine.org.uk



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ADVANCE



SPEWING thick black smoke and down 14 feet at the bow, this is the battered German battle-cruiser SMS Seydlitz, struggling to reach home on the morning of June 1 1916.

There can be only one subject for a monthly dip into the photographic archives of the Imperial War Museum: the Battle of Jutland – or, as the Germans call it, the Skagerraksschlacht (Britain named the clash for the nearest land, the peninsula in Denmark 90 miles to the east, the Germans for the water between Denmark and Norway).

What happened to the three-year-old battle-cruiser that Wednesday afternoon and Thursday morning 100 years ago this month in many ways encapsulates Jutland.

Seydlitz had been mauled at Dogger Bank in January 1915; a 13½in shell from HMS Lion exploded in one 28cm turret, spread to its neighbour and would have detonated the magazines but for the quick-thinking of the executive officer who ordered their flooding.

In the aftermath of Dogger Bank, the Germans changed their procedures for handling shells and charges in battle. It would probably save Seydlitz and several other ships at Jutland.

There were no such lessons for the Royal Navy. Which is why when three or four shells from Seydlitz and fellow battle-cruiser Derfflinger struck HMS Queen Mary, the flash from the fire shot down from one of her turrets, into the magazine and tore her apart. It prompted Beatty's famous pithy remark: "There seems to be something wrong with our bloody ships today." Less well known is his next sentence: "And our system."

Seydlitz, meanwhile, soaked up fearful punishment from British battle-cruisers, battleships and destroyers, struck by 21 heavy British shells, two medium calibre shells and a torpedo for good measure.

In the last skirmish of the daytime action, the German battle-cruiser was hit several times, one shell wiping out her entire bridge team. Charts were smeared in blood, making it almost impossible to navigate; the spare maps were kept below – in a compartment now flooded.

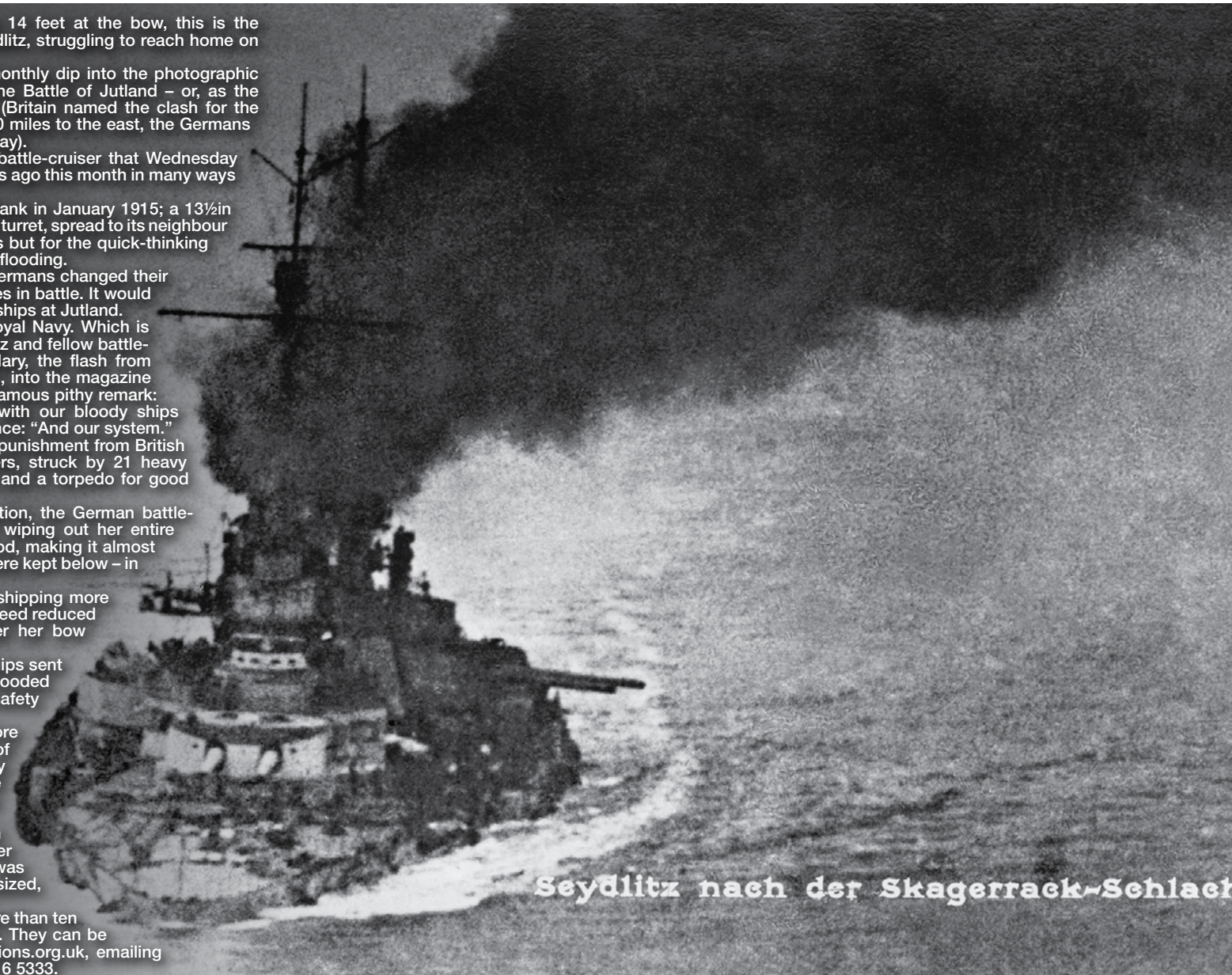
So bruised was the Seydlitz, she was shipping more than 5,000 tonnes of the North Sea, her speed reduced to barely 7kts to prevent the wave over her bow swamping her.

She grounded several times, needed ships sent out from Wilhelmshaven to pump out flooded compartments, and eventually limped to safety on the morning of June 2.

It would be five more months before Seydlitz could rejoin the German line of battle. The rest of the fleet had been ready for action by mid-August, whereas the the Grand Fleet could face the High Seas Fleet within days of Jutland.

Seydlitz – and the rest of the German Fleet – sailed into captivity in November 1918. Interred at Scapa Flow, she was scuttled by her crew in June 1919 and capsized, finally being broken up in the late 1920s.

■ This photograph (SP 2156) is one of more than ten million held by the Imperial War Museum. They can be viewed or purchased at www.iwmcollections.org.uk, emailing photos@IWM.org.uk, or by calling 0207 416 5333.



Seydlitz nach der Skagerrack-Schlacht

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Valley, mount

WHICH establishment will potentially train every Naval aviator at some time in his or her career?

Culdrose? No. Yeovilton? No. BRNC or Raleigh? Again, no, writes Mike Gray.

The answer is Valley. RAF Valley, that is...

Generally it is the fast-jet crowd that hogs the limelight – the men and women who will fly the F-35B in the decades to come.

Amongst the fledgling zoomies are Royal Navy pilots, but this article has a different focus.

Half a mile to the south of the jet-set sailors you will find their rotary-wing compatriots – pilots, observers and aircrewmembers, both Jungle (commando support) and grey fleet (anti-submarine and ship's flights).

All are trained by 202(R) Squadron RAF – the new title for the anachronistically-named Search and Rescue Training Unit or SARTU, which was due to take on its new guise on April 29.

Military SAR, of course, ended in the embers of 2015, but the wealth of knowledge and experience offered by 202(R) was not exclusively for the red-and-grey Sea Kings of Gannet and 771 NAS (and to the bright yellow aircraft of the RAF).

The same skill sets required to pluck a stranded mariner from a storm-tossed deck or an injured walker from a snowy mountainside are just as applicable to other tasks, whether you are the pilot, the observer, or rear crew in a Royal Navy helicopter.

And Valley, on the west coast of Anglesey, has easy access to the training grounds that are ideal for learning and honing these so-called secondary skills (primary skills would include anti-submarine sonar missions or loading Royal Marines' kit into a Jungle helicopter).

"We are really ideally located here for maritime and mountain training," said squadron second-in-command Flt Lt Euan 'Pob' Johnstone.

"Very little time is wasted in transit to training areas.

"Most of our over-water training is done in Holyhead Harbour, using one of two 25-metre launches supplied by Smit. That is just three minutes' flying time from here.

"There are also cliff-winch exercises four minutes away – 30-40ft cliffs, such as at Wide Gully and 200ft sheer cliff walls between North and South Stacks on Holy Island.

"And we can go south-east to the mountains of Snowdonia, which is perfect to train people operating in a mountainous environment.

"That is little over seven minutes away, and we have plenty of agreed landing sites over there.

"We give all our courses a mountain package, so that when they find themselves in unfamiliar terrain they will not be complete novices."

There is an all-pervading sense of value for money at Valley – 202(R) activities can lead to considerable savings further down the line as well as making best use of comparatively low-cost assets.

One of the most obvious examples is on the path from Defence Helicopter Flying School (DHFS) at Shawbury to RN Operational Conversion Unit (OCU).

The cost of running a Griffin helicopter – a version of the Bell 412 used by the DHFS – amounts to several hundred pounds per hour.

Running a Royal Navy Merlin can cost ten or 20 times that figure.

So from a simple economic perspective alone it makes good sense to train at Valley.

There are further benefits – students do not have to bear the additional pressure of learning new techniques from scratch on a busy squadron where the focus is very much on the front line.

Those who fail a sortie receive remedial training then retake the sortie at Valley, at a fraction of the cost of an OCU.

And for pilots who train at Shawbury on the 2.25-tonne single-engined Squirrel, a stint in the twin-engined 5-tonne Griffin means a shallower learning curve than moving straight to the three-engined digital Merlin, weighing in at 14.5 tonnes.

That is not to say the Griffin is an easy ride.

The rotor blades turn the opposite direction to those of the Squirrel, for a start, and it is not particularly docile.

"The Griffin is a souped-up Bell Huey. It is old technology, but well-proven," said Flt Lt Johnstone.

"It is a good, old-fashioned sturdy aircraft which allows us to give students a taste – the ground rules, if you like.

"They may not use the new skills for a year, five years maybe, but they have the ground rules, so they do not put themselves in danger.

"It has dials and instruments, rather than a glass cockpit – the



Griffin, love it as I do, is an old beastie, but as it's a very difficult helicopter to hover – if you can do that you can do anything."

Elements of the MOLIC, JOLIC and JAC (see panel, left) are common, which means that hours allocated to a pilot, for example, can be doubled up as concurrent training for an observer or rear crew members.

Thus a sortie to Snowdonia for the pilots to gain mountain experience might also see an observer doing a low-level navigation exercise en route.

Other vital skills taught include hovering over water, the use of night-vision devices (NVD) to Level B, working close to cliffs, winching from moving vessels and working as part of a team.

Mountain flying is not just about negotiating peaks – pilots have to cope with downdrafts and turbulence, volatile weather and planning 'escape routes'.

They learn how to fly defensively, and can practise emergencies – a multi-engine, multi-system helicopter can be more forgiving than a single-engine machine ("the crew has time to work through an emergency in a Griffin, whereas in a Squirrel it is head on fire time," said one pilot.)

Although ideal for Junglies, mountain flying also helps grey-fleet aviators who may have to operate outside their comfort zone, as with their relief effort following Typhoon Haiyan in the Philippines in late 2013.

Two rear-crew skill sets are taught at 202(R), and the drive



● A winching exercise is conducted from a 202(R) Griffin helicopter near Anglesey

Picture: Ian Forshaw

Pictures:
Cpl Rob Travis,
RAF Valley

● 202(R) AgustaWestland AW139 helicopter, used to train non-UK aircrew, takes off behind a Griffin

Picture: Paul Heasman

202(R) Sqn courses

Helicopter courses run at RAF Valley to train RN personnel include:

MEARW (Multi Engine Advanced Rotary Wing): A four-week module for green Merlin (Jungle) pilots and crew as part of an eight-month course run by the Defence Helicopter Flying School (DHFS) at RAF Shawbury, with 'maritime and mountain' forming a major element.

MOLIC (Maritime Operational Lead-In Course): Similar to MEARW but with specialist elements as the ten-week course is designed for ASW ('grey fleet') pilots – skills such as hovering over water.

JOLIC (Joint Observers Lead-In Course): 11-week course for grey fleet observers, including ground school and low-level navigation.

JAC (Joint Aircrewman Course): Five-week module as part of standard Shawbury course taught to all helicopter rear crew, particularly targeted at grey Merlin and Wildcat fleet, and acting as a form of pre-OCU (Operational Conversion Unit) course.



● NA Josh Bramley trains on the Parrot winching simulator



ains and sea



for good value is apparent in the imaginative use of simulators and low-cost training aids which support realistic training scenarios.

"The winchman (or 'wire straightener') is on the ship or ground, at the end of the wire, while the winch operator is the fulcrum around which everything happens," said Flt Lt Johnstone.

"The winch operator is the only one who can see what is happening on the wire."

All 202(R) courses are shaped by front-line experience – as operations in Afghanistan changed, for example, courses were tweaked to reflect that.

Royal Navy winching techniques are taught to trainees across all rear-crew courses, whether dark or light blue – the RN does more winching than its sister Services – and tri-Service Joint Aircrew Voice Procedures are standard.

Crewmen start with the basics – one training room has a simple winching rig screwed to the wall, allowing the teaching of good practice from the beginning.

"They can handle all the front-line harnesses and strops that they would use for real, and will learn how to avoid getting a cable around their neck, for example," said Flt Lt Johnstone.

A couple of doors down the corridor is the SAR Virtual Reality (VR) suite – a grand title for a wooden panel with a rectangular hole cut in the side.

But once again the simplest of devices offers impressive value for money in terms of realistic training.



The hole matches the hatch in the side of the Griffin helicopter, with a winching rig as you would find on the real aircraft.

A VR system of headsets completes the suite (pictured left), giving the trainee realistic visual scenarios to work with and making it "as close as you can get to the real thing in a classroom," according to Flt Lt Johnstone.

"From a rear-crew training perspective it is ideal. All rear crew, and observers, come through here.

"There is also a pilot's console, so you get the view on screen from both the winch operator's and the pilot's perspective."

With a detailed mapping database, using satellite imagery, the flight-deck crew can also use the system for navigation training or learning search patterns.

202(R) has 14 rear crew training posts; eight are military (two of which are Naval Service) and six civilians – of which four are ex-RN.

POACMN Dale Bickford – known as Drac – has been a rear crew instructor at Valley for more than two years.

Of the VR Suite, Drac said: "We want the students to get the best chance of visualising things before they go live in an aircraft."

"Here you can go through techniques, standard words, procedures, and then if you need to make a point you can just pause the trainer without having to worry about controlling an aircraft in flight."

"It's a very good tool. It is worth its weight in gold."

"There are dozens of scenarios, and you can change parameters such as weather, wind speed, sea state and so on."

"We follow the instruction manual, but I can use my experience from here and from the front line to give a student a little bit extra which has not necessarily come up in the back or been thought about."

The next step up – literally – is the Parrot, the cabin of an old Bell helicopter perched atop a spindly 20ft tower in one of Valley's hangars – the maximum height at which the winch operator would work over land.

"They will spend hours training on this – the winches work at exactly the right speed and in exactly the same way as they do on the real aircraft," said Flt Lt Johnstone.

"They get the right perspective, terminology – all the basics are worked on before they do it for real."

"It is an excellent trainer for both winch operator and winchman roles."

Four additional pieces of kit help add realism.

One is a motorised slope, allowing an incline of up to 40 degrees, another is a cliff face, with hand-holds like a climbing wall, the third has a randomly-undulating surface, all folds and hollows, and the last is a platform with a railing that pitches and rolls, to replicate a moving deck.

Drac, an aircraft handler for ten years before transferring to grey Merlins, added: "This is looking at the logistics of managing somebody out of an aircraft, down to the ground and recovering them and the casualty safely."

"Little things like getting out of the cabin safely, dangling on the end of a cable – early sessions give them confidence in equipment, and they can experience what it feels like to be hanging upside down, or using a quick-release button."

"When they come here they may not have any winch experience at all, so getting them to hang off the wire, to sit there, get comfortable, learn how to shift themselves, how to turn, spin, face the right way, give hand signals, is all important."

"It can all be safely practised in a controlled and relatively

benign environment, without having the extra distraction of a live aircraft which in itself needs to be controlled."

There are currently eight pilots on the squadron, including the Officer Commanding; three are civilian, three RAF and two Royal Navy – one of whom is Lt Cdr Darren Gorman, 202(R) Training Officer and Senior Pilot.

A former Jungle with several tours of Iraq under his belt, Lt Cdr Gorman helped design key elements of the courses undertaken by Navy aviators at Valley.

"The Royal Navy did SAR quite differently from the RAF," said Lt Cdr Gorman.

"In the Royal Navy not many people did a career in SAR – they cycled through and took that experience from SAR to the Sea King, Lynx and Merlin fleets."

"With military SAR going, that roulement of expertise also went, and we didn't have a core course to train those skills at a basic level."

"So we designed a course to teach skills to a Royal Navy level."

"When on duty in a helicopter we are essentially the duty SAR cab, whether we like it or not, so all crews are SAR-trained."

The course builds on decades of expertise from RAF specialists and applies it to the needs of the Royal Navy.

"It is a comprehensive but simple way of learning winching, learning basic techniques up to and including ejectives with parachute attached, because it's the F-35 requirement," said Lt Cdr Gorman.

"We had a danger of losing some expertise with the demise of military SAR; now we have a unit to maintain that, and aircrew can go back to keep that skill set active on the front line."

Lt Cdr Gorman also endorsed the unit's value to OCU's – more time can be spent down the line on converting skills to aircraft type, rather than learning new skills.

"The OCU's are pared down to the bare minimum flying hours. They are as lean as they can be," he said.

"In the past, pilots have gone from a single-engine analogue cockpit Squirrel to a three-engine glass cockpit Merlin."

"We now provide them with a course of 23 hours 30 minutes, and the input to the OCU is a much higher standard, which reduces the level of failures."

"There is also the added benefit of them being highly-trained in winching, they have an advanced skill set in mountain flying, are used to multi-crew mission management and flying on NVDs down to 150ft."

Valley's comprehensive deck-winch package starts with aft



● A 202(R) Griffin from RAF Valley over Aber Falls near Anglesey

transfers, then fo'c'sle transfers – a bit more tricky – and they learn about the various highlines – up to 150ft above a boat, or 180ft on a cliff.

"Imagine the pendulum effect – if the pilot is not handling the aircraft smoothly it is like swinging a conker," said the officer.

RIB transfers are covered, and there are 'opportunity decks' sessions as well.

"We work with fast ferries, fishing boats, oil tankers and the like," said Lt Cdr Gorman.

"We will look on AIS and then head out and call the vessel up on Channel 16 and request the ship's captain's permission to conduct ship winching."

"They do not need to change speed or direction, so the student is in a real-life situation, and has to look at all possible options."

"They are taught the basics really well at Shawbury, but what we do here is open up their exposure to new things – they are never in their comfort zone."

"They are learning a new skill every sortie, just as is the case with an OCU."

They also tackle bad weather – they will fly sorties in high winds, high sea states, low cloud, as they would on a front-line squadron.

Lt Cdr Gorman said that observers join pilots on training missions, doubling the amount of training time they receive.

"These observers come up here never having set foot in a helicopter before, just the Avengers at 750 NAS – nice, quiet fixed-wing aircraft," he said.

"Suddenly they are put in a shaking, hot, noisy aircraft while wearing an immersion suit and lifejacket – it is a big step for them, a step into an alien environment."

"We then do some introductions into how to marshal a helicopter – control height, direction, speed and so on."

"And we introduce live winching – dry winching over a

golf course to start with – and grappling, or winching with a grapple.

"They then do proper wet winching with a person in a dinghy, and cliff winching."

"What the observers also get on this course is a dedicated left-hand seat low-level navigation module – they go down to 700ft in the Avenger, but we go down to 100ft."

"For cost savings we then team them up with MOLIC course pilots to do mountain flying, NVD, mission management and the final handling test, all as part of a multi-crew environment."

"So when they get to the OCU, instead of having never flown in a helicopter or flown with a student pilot before they arrive as reasonably swept-up crew members rather than individuals."

"Everyone has to have an ability to do anything a helicopter can do – the crew should not be the limiting factor on an aircraft."

One additional benefit to Valley is that, unlike Culdrose or Yeovilton, there is almost constant jet activity at the airfield, giving fledgling pilots an early taste of mixed-circuit work.

One of the student pilots on the MOLIC course at Valley, Lt Jimmy Still, said: "It's a pretty special place to fly and great to learn to mountain fly."

"It is very exciting – we are learning a lot of new things that are really going to become our bread and butter – flying over the sea, having a crewman in the cabin, having people winched from the aircraft, flying round cliffs and mountains."

"We come here with all the core skills needed, but when we go to Culdrose after Valley, time and money isn't being used trying to learn the skills on a Merlin – we have done it on a Griffin in a slightly more forgiving atmosphere."

"It's initially odd having other people to talk to but you very

quickly learn they are an essential part of the crew."

"But they provide a lookout for you, and you know they are relying on you when they are on the wire – there is a lot of trust involved, both ways."

AB James Armstrong is one of the first direct-entry aircrewmen, having trained at HMS Raleigh then Shawbury, while fellow JAC trainee AB Becky Kirk moved from air engineering after five years in the Senior Service.

AB Kirk said joint training with RAF and Army personnel was useful, providing an insight into the other Services.

Both ratings will now join sonar courses at Culdrose, then move on to an OCU, having been thoroughly tested at Valley – virtually every flight is an assessment of some sort.

AB Kirk said she would recommend a career as aircrew – "especially with the build-up to the carriers," while AB Armstrong added: "We will possibly be one of the first people on it."

"We want to show it off – that will be amazing," concluded AB Kirk.

One perceived drawback to living in the north-west corner of Wales is to some an advantage.

Flt Lt Johnstone said: "Many people do not want to move their families to here from the Home Counties."

"It can be a wrench, but it's a wonderful place to be. I love it here, even though it's right on the edge of the country."

"There is wonderful walking and wonderful food, but we are not far from Liverpool, Manchester or Chester, and it is only three hours from Birmingham. There are far worse places to be."

Drac concurred: "I absolutely love it here. It's a really good job in a beautiful area."

"There is a beautiful sandy beach at the back of this building, and the mountains are just half-an-hour away down the road."



● A 202(R) Griffin at twilight

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Food for fort

Naval chefs pick up medals at US base

TWO Naval Service chefs picked up medals at a prestigious United States military cooking competition.

CPO Chef Si Geldart and RFA Chef Marc Reed came away with one silver and two bronze medals at the 41st US Military Culinary Arts Competition at Fort Lee in Virginia.

Along with a team from the Army, the two helped form the Great Britain Culinary Arts team for the week-long contest which involved more than 280 competitors.

Chef Reed, of RFA Lyme Bay, won a silver medal for his static cold buffet platter, which featured a saddle of rabbit, fillet of venison, a pheasant dish and colcannon potato fancy with pearl barley risotto.

"We didn't have the luxury of being able to practise," said CPO Geldart, who is based at HMNB Portsmouth.

"We got into the kitchen on the Saturday and Marc had to present his cold buffet platter by 5am on the Monday for judging."

The pair both competed on stage in the live theatre in front of a large crowd of spectators.

"I cooked a guinea fowl dish and Marc did his own take on the British classic of fish and chips, which involved salmon and quail scotch egg with a squid ink malt vinegar reduction," Si added. "For our efforts we both walked away with a bronze medal which we were both over the moon with."

The Army chefs also picked up a gold, two silvers and a bronze at the contest, which is the equivalent of the UK Armed Forces Joint Caterer competition, held every autumn at the Defence

Academy at Shrivenham.

CPO Geldart also took part in a live demonstration with celebrity chef Rob Irvine, during which they cooked a scallop of chicken with a sweet and sour sauce.

Rob is a former Royal Navy chef who went on to find fame on the American Food Network.

"It was OK doing the live demo, lots of banter," said CPO Geldart. "The whole competition was like everything else in America, it was much bigger than Joint Caterer."

"We have commercial stalls at Joint Caterer but the Americans don't have any, just military."

"The standard of their food was on a par with ours. I thought ours would be higher but it was a nice surprise."

"Another surprise was the standard of judging, that was also on a par with over here."

While Joint Caterer is held over three days, the Americans take a week as they use the competition to pick their team for the World Food Olympics.

Following the medal ceremony, CPO Geldart and AB Reed crammed in a day's sightseeing in Washington before returning to the UK.

The pair will compete in the Naval Service Culinary Arts Team at Exercise Joint Caterer from October 11-13.

NSCAT are looking for new members from the Catering Services Branch wishing to take up the challenge of entering this year's contest.

An RNTM is being issued this month with an application form. Further information is available from team director RFA 1st Officer Pat Prunty or Fleet Catering WO1 Andy McMain.



● Above: RFA Chef Marc Reed with his medal-winning cold buffet platter;

● Above right: CPO Si Geldart hard at work at his station;

● Below left: Judges confer over the dishes;

● Below right: CPO Geldart and Chef Reed celebrate with the rest of the Great Britain Culinary Arts team at the end of the 41st US Military Culinary Arts Competition at Fort Lee, Virginia



Top award for great galley effort



● Lt Col Shepherd with PO Hall

A ROYAL Navy chef has scooped the prestigious title of Armed Forces Caterer of the Year.

PO Daryl Hall, who serves in HMS Richmond, was nominated for the title for his hard work during the frigate's nine-month deployment to the Mediterranean and Gulf last year.

The chef re-invigorated the Type 23's menu to introduce new flavours to the ship's company of more than 220 personnel.

PO Hall, 30, also mentored and coached his staff, teaching fine dining and receiving praise from visitors to the ship as well as its regular personnel.

He also served as a member

of the ship's boarding team, who were involved in seizing millions of pounds worth of illegal drugs.

"It is an honour," said PO Hall, who received the award from Lt Col Nigel Shepherd, head of Defence Food Services, at a ceremony in London.

"It is also reassuring to know that efforts to go the extra mile are recognised."

Richmond's Logistics Officer Lt Cdr Neil Caswell said: "This is just reward for a thoroughly professional logistician."

PO Hall will now move to become a catering instructor at the Defence Maritime Logistics School at HMS Raleigh.

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Now they belong



SO THAT'S it then.

No more Sea King Mk4s in the skies.

Or Mk5s.

Indeed, unless you live in the very southwestern tip of Britain, you're unlikely ever to witness a Sea King airborne again.

And yes, that's a very strange feeling.

Author and BBC correspondent Nick Childs labelled the past 35 years of RN history as 'the age of Invincible'.

For the Fleet Air Arm, it's 'the age of the Sea King', the defining Naval aircraft of the era – more so even than the fabled Sea Harrier.

Chances are, you've never flown in a jump jet.

But a Sea King. Well, if you've served in the RN at any time since 1969 or as a Royal Marine since the turn of the '80s you'll have flown in one of these sturdy giants. Got a sore backside from the canvas seats with the uncomfortable metal bars. Struggled to strain your neck to look out of the side windows at the world passing by. Had your stomach churned by the exhaust fumes spilling into the cabin through the cargo door. Sweated in the clumsy red rubber 'goon bags', mandatory when the waters are cold.

The Mk5s had their day in the sun last spring – a fly around the haunts of 771 Naval Air Squadron in Cornwall and the Scilly Isles.

The Mk4s chose the first day of spring 2016 for their public goodbye, a 475-mile, six-hour farewell tour.

Publicised well in advance, it gave Britons the chance to step outside, look up to the

skies and see five green giants lumbering along.

They gave three cheers on the parade ground at Dartmouth.

They held smart phones aloft in Portsmouth and panned across the heavens.

They stood on the beach in Sidmouth. On the Jurassic Coast cliffs of Portland and overlooking Durdle Door, where Junglie veterans placed the Navy's standard on the cliff top.

School children sat in the stands overlooking the parade ground at HMS Raleigh or paused in the yard of the Downs School in Bristol.

Traffic halted on the Clifton Suspension Bridge, another celebration of humanity's triumph over the elements.

Air engineers unfurled an oversized White Ensign on the slopes leading up to Glastonbury Tor, whose 518ft summit was packed with well-wishers.

For the last time the distinctive throb of Rolls-Royce Gnome engines was heard across much of southern and south-west England – an area of more than 17,000 square miles... or roughly the size of Kuwait. Fitting, for the Junglies spent a considerable amount of time there in the 90s and 00s.

Used to carry Royal Marines and their kit into battle, the Mk4 has done so repeatedly from the Falklands and those two conflicts with Saddam Hussein, to the Balkan civil wars of the 1990s, Sierra Leone in 2000 and Afghanistan over much of the past decade. It has

also proved indispensable in humanitarian missions, helping with the evacuation of civilians from the Lebanon in 2006 and delivering aid to the Philippines in the wake of Typhoon Haiyan in 2013.

With the advent of the battlefield Merlin – one squadron, 846, has already arrived at Yeovilton, the second, 845, flies in imminently – the final five green Sea Kings still operational lifted off from their home at RNAS Yeovilton for a clockwise tour.

Leading the formation was 848 Naval Air Squadron's final CO Cdr Gavin Simmonite, a veteran of more than 2,000 hours in a Sea King cockpit and winner of the DFC for his skill and bravery handling a damaged helicopter on operations in Afghanistan back in 2009.

"The Sea King has been a wonderful workhorse; it is a great pleasure to fly and an aircraft that has created a thousand memories for the aircrews who have flown it and for those on the ground watching it go about its business. It just doesn't get any better," he said.

"Nothing stands still and everything moves on. The mantle and legacy of the Sea King will be picked up and carried forward by the Merlin. It has big boots to fill as the Sea King has made a particular mark in the psyche of the Fleet Air Arm and Commando Helicopter Force."

Beginning at Yeovilton, the quintet – plus a Merlin as chase cab for the media – passed over Joint Helicopter Command in Andover, Portsmouth and

Plymouth Naval Bases, the Royal Marines bases at Poole, Lymington, Stonehouse, Bickleigh, Chivenor (where there was an hour-long pause to refuel) and Norton Manor, plus Portland, BRNC Dartmouth, HMS Raleigh, Okehampton Camp, Charlton Farm Hospice near Portishead, Abbeywood, Bristol, Glastonbury Tor, Yeovil (where the aircraft rolled off the Westland production line until the mid-80s), finally landing back to base around six hours later.

The farewell tour was the high point – and mid point – of a week of goodbyes, bookended by the final deck landing, then the final flight.

LA 'Coach' Carter guided a Mk4 safely down on to HMS Bulwark off the Devon coast, closing the book on a story which began in January 1980 when her predecessor ('the Rusty B') hosted the first Junglie Sea King at sea.

For the final visit, two Mk4s flew in to support Bulwark's amphibious training in St Austell Bay.

Barely had the Sea Kings lifted off than Bulwark's rather large flight deck was vibrating with its replacement, dropping in on the amphibious ship for the first time (just for good measure there were Wildcats and RAF Chinooks flying on and off – 250 safe day and night landings successfully conducted).

But we digress. This is a Sea King story. A story which came to an end on Maundy Thursday 2016.

On a beautiful early spring morning, the 100 or so personnel still assigned to 848 Squadron – more than 400 men and women strong



to the ages

when the Sea King was in full flow – gathered on the standings at Yeovilton with the Royal Marines Band for the disbanding ceremony.

They heard the Navy's second most senior officer, Fleet Commander Vice Admiral Ben Key, sing the praises of both the machine and those responsible for flying and maintaining it.

"What the aircraft and the Junglie Sea King stands for is an astonishing chapter in the Fleet Air Arm and Naval aviation," Admiral Key told the assembled ranks.

"An aircraft designed in the 1960s and still flying today has flown to Mars and back in air miles. Everyone, past and present, involved with the aircraft can be proud of their part in this story."

Proceedings concluded with the final three Junglies still cleared for flight rumbling over the heads of 848's men and women before disappearing into the Somerset haze.

There was no such flying farewell 130 or so miles down the A303/30. The Culdrose murk put a stop to that. And the outdoor ceremony.

And so the strains of *Auld Lang Syne* filled 771 Naval Air Squadron's hangar as the White Ensign was lowered for the final time and the famous rescue unit passed into history.

After 42 years of rescue operations from RNAS Culdrose – during which time 15,000 lives have been helped or saved in more than 9,000 sorties – another chapter in the long, proud Sea King story closed.

The red-grey Mk5 helicopters of the Ace of Clubs squadron

stood down from search-and-rescue duties on New Year's Day, when civilian firm Bristow assumed the mantle of flying lifesavers on behalf of the Maritime and Coastguard Agency.

While HMS Gannet at Prestwick paid off, 771 continued active duties, conducting training and support duties until the formal act of decommissioning.

It's been something of a long goodbye for the squadron (billed by some of its senior rates as "the finest squadron the Fleet Air Arm has ever had"); they carried out a farewell flypast last spring, hosted a string of media in the autumn as interest in the end of military search and rescue increased, hosted a farewell dinner for rescuers past and present – and rescuees, including Duran Duran singer Simon Le Bon, saved from his capsized yacht in 1985 – dropped in on schools and appeared in a few documentaries.

The head of the Fleet Air Arm, Rear Admiral Keith Blount, told the air and ground crew mustered in the hangar that they and their squadron had made "a huge impact across the south west. The personnel and their famous 'Ace of Clubs' helicopters will never be forgotten. They have saved an innumerable amount of lives, and they will take the Squadron ethos, *Non nobis solum* – Not Unto us Alone – wherever they go."

At the end of the ceremony, Lt Cdr Richie Calhaem asked the admiral for permission to 'Decommission the Squadron'.

He reluctantly agreed and the Navy's standard was hauled down as the band of Her Majesty's Royal Marines struck up.

"It's a sad day, very sad day, but in the end, you have to move on in life," said engineer AET Simon Cataldo, who's spent nearly three years maintaining the Sea Kings – some of the airframes are 45 years old – ready for scrambles.

Lt Cdr Calhaem – who was on duty for the final 24 hours of SAR missions at the beginning of the year – added: "771's been a fantastic squadron, around for a long time, responsible for saving a lot of people over the years. This is a sad day – very much the end of an era."

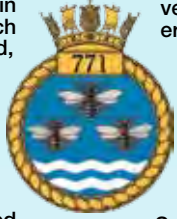
Culdrose will continue to train crews in search and rescue as it is an essential skill for aviation at sea.

And it will continue to operate the Sea King. The Mk7 Airborne Surveillance and Control. To the military, the SkASaC ('skay-zac'). To people who don't speak military acronyms, the Baggers.

The grey Sea Kings of 849 NAS have an intelligence-gathering 'eye-in-the-sky' role to perform around the UK and beyond for a couple of more years until Merlins too take their place with the Crowsnest variant (again a radar in a large sack or bag fixed to the helicopter's fuselage).

By then the Sea King will have completed 49 years' service in the Fleet Air Arm.

Put it this way, that's the equivalent of, say, the Swordfish performing a front-line role in 1985...



pictures: po(phot) paul a'barrow, la(phot) dan rosenbaum, and craig keating





All good things co



CREW members from HMS Protector head back across Antarctica as the patrol ship ends her historic season on the ice.

Snowboarding and skiing were enjoyed by several of the crew, while others got the opportunity to explore stunning ice caves as British Antarctic Survey staff at Rothera Research Station shared some of the more unusual and unique experiences of life in the remote wilderness.

The visit to Rothera, which lies 800 miles south of Cape Horn and 1,000 miles south of Punta Arenas in Chile, marked the final stop in Protector's historic deployment.

The ice patrol ship left Plymouth in October last year for the long journey east, via the Suez Canal, visiting Oman, the British Indian Ocean Territory, Australia and New Zealand.

Protector then completed two work packages in the Ross Sea,

Pictures: LA(Phot) Nicky Wilson

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...ome to an end



Protector completes historic trip

becoming the first Royal Navy ship to visit the area for 80 years. At latitude 77 degrees 56 minutes south, Protector ventured further south than any Royal Navy expedition in nearly 175 years.

Not since the great 19th Century explorer James Clark Ross – for whom the sea and adjacent massive ice shelf is named – had a Royal Navy ship been so close to the bottom of the earth.

Protector's Commanding Officer Capt Rory Bryan said: "The last ten months have been non stop for Protector; from a Tyneside dry dock to Australasia, my ship's company have delivered everything I have asked of them."

"HMS Protector has completed a unique deployment

operating in the Ross Sea, visiting the American base at McMurdo and the New Zealand base Scott. And to top this all off we still achieved our primary task of supporting the British Antarctic Survey in their vital work in the peninsula."



While in the Ross Sea, Protector demonstrated the United Kingdom's commitment to the Convention for the Conservation of Antarctic Marine Living Resources as she patrolled the remote Antarctic waters and inspected fishing vessels.

Additionally, Protector paid informal visits to the Italian, American and New Zealand Antarctic stations in the area.

Protector then made the

long journey across the Pacific to her more familiar operating area, the Antarctic Peninsula, where she supported the British Antarctic Survey at Rothera Station – so completing a full circumnavigation of the continent.

The ship delivered aviation fuel to help sustain the station over the coming winter.

On departing Rothera, Protector visited the Argentinean base at San Martin and the Chilean base, Captain Arturo Prat.

Protector is now heading to the South Atlantic, crossing the treacherous waters of Drake Passage to conduct more survey work on behalf of the United Kingdom Hydrographic Office and for maintenance before returning to the Antarctic in October.



3D-printed craft's cool moves

A TINY pilotless aircraft begins a flight into the unknown aboard HMS Protector as she tests drones in the Antarctic.

A quadcopter and a 3D-printed aircraft have scouted the way for the survey ship so she can find her way through the thick ice of frozen seas.

It's the first time the Royal Navy has used unmanned aerial vehicles in this part of the world – a precursor to the large-scale Unmanned Warrior exercise later this year when robot vehicles and systems from around the world will be tested over land, over sea and beneath the waves.

The craft launched from Protector provided the icebreaker with real-time high-quality information courtesy of a detailed picture of the surrounding environment from a perspective that is only available from the air; Protector has a flight deck but no hangar which means, unlike her predecessor HMS Endurance, she cannot operate helicopters while on patrol so far from the UK.

The quadcopter has been used for short-range reconnaissance missions, while the 3D-printed mini aircraft has been sent off on longer patrols.

The brainchild of experts at Southampton University, the Laser-Sintered Aircraft – shortened to SULSA – is made of nylon, printed in four major parts and assembled without the use of any tools; it's the world's first 'printed' aeroplane.

It's controlled from a laptop on board, cruises at nearly 60mph and is all but noiseless thanks to its tiny engine. Each

one costs no more than £7,000 – cheaper than an hour's flying time by a Fleet Air Arm helicopter.

Having been tested off the Dorset coast last summer with HMS Mersey, the 3kg aircraft has been given a much more rigorous work-out over Antarctica.

After flights of up to 30 minutes' duration (sadly, you don't get 24 hours from SULSA...), it's fished out of the icy waters by one of Protector's boats so it can be launched once more.

The results of Protector's trial have been fed back to Navy headquarters in Portsmouth, 700X Squadron in Culdrose – the Royal Navy's dedicated unmanned aircraft unit – and the Maritime Warfare Centre at HMS Collingwood, whose team devise the Navy's tactics.

"I am delighted with the successful deployment of small unmanned aerial vehicles from HMS Protector in the Antarctic," said Cdre James Morley, the Navy's Assistant Chief of Staff Maritime Capability.

"The whole team have overcome significant hurdles to demonstrate the enormous utility of these aircraft for affordable and persistent surveillance and reconnaissance from ships – even in the challenging environment of the Antarctic.

"Although this was a relatively short duration trial to measure the relative merits of fixed and rotary wing embarked systems, we are continuing to review our options for acquisition of maritime unmanned aerial vehicles in the future."



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● Left, ETME Matt Lamb and right, AB(SEA) Becky Lowe have fun with children at the Joshua House orphanage in Guyana



● Above: The president of Guyana David Granger inspects the ceremonial guard aboard HMS Mersey; Below left: Frankie the parrot keeps an eye on Sub Lt Becky Stanley; Below: Chef Anthony Bouttell and Leading Chef Neil Lindsay prepare to serve another meal

Pictures: L(Phot) Alex Cave



HOT but not bothered – HMS Mersey became the first Royal Navy ship to visit Guyana in two decades.

The latest stage of the patrol ship's Caribbean deployment – a mixture of flag flying for the UK and drug-busting duties alongside the US Coast Guard – took her to the Commonwealth country on the north coast of South America.

It's been more than 20 years since the White Ensign was last seen in Guyanese waters – and the end of the 1960s since a Royal Navy vessel tried to negotiate the Demerara River to visit the capital Georgetown, which is home to one third of the country's inhabitants.

Crammed into the short visit was a whirlwind mix of VIP visits and receptions, hosting the prime minister, sharing engineering expertise, honouring the fallen, a spot of sport, helping out a local orphanage, and a tour of a rum distillery. Prime Minister Moses Nagamootoo, the country's president David Granger and British High Commissioner James Quinn were among the guests at the official reception, which concluded with a ceremonial sunset as night fell on Georgetown.

Mersey's CO Lt Cdr Richard Hewitt paid his respects at Timehri Cemetery where two dozen British Service personnel are laid to rest – 18 from World War 1, six from the second global conflict – including a sole Royal Navy sailor, telegraphist JC Farmery who died aboard cruiser HMS Leviathan in 1915.

Engineers called in on the Guyana Defence Force's flagship Essequibo – previously the Royal Navy minesweeper HMS Orwell – which was berthed just along the jetty from Mersey and offered some practical help sorting out an engine and fixing up some makeshift manometers to help the Guyanese monitor pressure. And aboard Mersey, sailors offered weapons and damage-control training.

And as they did earlier in Mersey's days, five female members of the ship's company stepped into the role of women in the Royal Navy's counterparts.

"The women from the Guyana Defence Force were very interested in our presentation," said Mersey's CO Lt Cdr Richard Hewitt, "especially when it came to maternity leave serving in the Forces – a topic of great discussion."

While some sailors were given a behind-the-scenes tour of the Demerara rum distillery, ten of the ship's company – volunteers – spent time to smarten up the buildings of the orphanage.

"The children were very enthusiastic, expecting to help out and paint, they do it themselves," said ET Chris Anderson.

Torrential rain forced the cancellation of a match between Mersey and her hosts – represented by a 'softball cricket' on a tarmac pitch.

The Mersey XI were also hampered by the fact that their team were US Coast Guard sailors who had to be introduced to the basics of cricket to the field.

Unsurprisingly, the local side ran out to a 40-0 victory.

The visit closed with Mersey's officers invited to the High Commissioner's residence where the ship's Leading Chef Neil Lindsay and his team were in the kitchen to help produce canapés for the guests.

"I thoroughly enjoyed working with the High Commissioner's cook and assisting a local team," said. "It was a great opportunity to see

Mersey paradise



deployment in Mexico, company gave an insight into her counter-narcotic patrols ahead of her next port of call, Anguilla.

Defence Force were very helpful. Medical Assistant Laura... regulations surrounding... – it proved to be a

behind-the-scenes tour of their shipmates – a... volunteered to give their... of the Joshua House

and although I was... very much wanted to... person.

on of a cricket match... placed by a game of

by the fact that half... sailors (they conduct... busting patrols) and... cricket before taking

out winners with 121

ers and senior ratings... defence for a reception... Lindsay got stuck in... es for more than 200

g with the High... t the reception," Neil... e how different cooks

work to produce food at these types of events."

Mersey has now departed the Demerara River to resume her counter-narcotic patrols ahead of her next port of call, Anguilla.

"It's been an honour and privilege to be the first Royal Navy ship to visit Guyana in 20 years," said Lt Cdr Hewitt.

"It was a very busy, but also very enjoyable, visit with my ship's company made to feel very welcome.

"I'm very thankful to the Guyana Defence Force and the people of Georgetown for their fantastic welcome and hospitality during the visit."

Mersey arrived in Guyana from Trinidad, where some of her sailors volunteered to smarten up a Caribbean wildlife sanctuary.

Five sailors offered to spend the day helping the team at the Pointe-a-Pierre Wildfowl Trust, which has been helping to preserve the habitat of the island's bird populace for the past 50 years.

While their shipmates on the patrol vessel were engaged in the capital Port of Spain, the volunteers headed a couple of dozen miles to the wetlands on Trinidad's west coast.

The sailors got stuck in painting the trust's offices and buildings, and repaired fences and cages that house many of the island's vibrant indigenous birds and reptiles.

The reward for the sailors' efforts? Free rein to wander around the site and take in the wetlands' unique beauty, including getting up close to the national bird, the scarlet ibis.

"It's really great to be invited to see a side of Trinidad we otherwise would have been unlikely to at the Wildfowl Trust," said AB Rebecca Lowe.

Sub Lt Becky Stanley, a junior officer under training aboard Mersey, added: "It's fantastic that we've been able to come here and help contribute to the upkeep of Trinidad's beautiful wetlands and diverse animal population.

"The work that all the members and volunteers do at Pointe-a-Pierre is a testament to their commitment to environmental conservation and a lesson we can all learn."

Mersey's engineers shared their expertise and maintenance tips with the Trinidad and Tobago Coast Guard, who've just bought six new vessels.

Mersey's footballers continued their losing streak on this Caribbean deployment with an 8-5 defeat to the coast guard on the five-a-side pitch. The losers – and their shipmates – were still treated to a trip to Trinidad's best beach.

On a more formal level, Lt Cdr Hewitt hosted the Deputy High Commissioner Fiona Grant and the Trinidad and Tobago National Crime Association representative, Jules Davies, to discuss his ship's work tackling drug running in the region.

On sailing from Port of Spain, Mersey conducted training off Trinidad's north coast with two AgustaWestland AW 139 helicopters from the local coast guard.

Mersey only has a winching deck – large enough for a helicopter to lift or lower sailors or equipment, but too small to land on.

It was put to use as three sailors were lifted up and treated to a few fly-bys of Mersey before being safely lowered back aboard.

"As a member of the aviation team onboard, it was extremely valuable to have our skills refreshed with a high quality air guard that has provided great training for the ship's company and me," said Lt William Dewing, the helicopter signals officer.

Prior to visiting Trinidad, Mersey called in at Cartagena, where she was serenaded into port by the Band of the Colombian Navy.

As has become routine since she left home in January,

once alongside and once the band had stopped playing, the sailors assembled the awning to host an evening reception in hot and humid conditions.

Guests from the Colombian Navy, including sailors from Mersey's hosts ARC 20 de Julio – a patrol vessel similar to the British craft – plus representatives from UK Trade and Industry were shown the bridge, sickbay, sea boats and, with a team from the Fleet Diving Unit embarked, received an additional briefing on diving and mine/bomb disposal.

Rear Admiral Simon Ancona, Assistant Chief of Staff Defence Engagement, embarked for the evening before heading to the Caribbean Security Conference being held in the city.

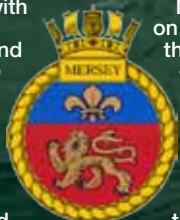
With tours complete, Contralmirante Ramirez Gafaro, the Commander of Caribbean Naval Forces, took the salute for a ceremonial sunset.

The next day sailors from Mersey and ARC 20 de Julio traded places for a look around their respective ships, while ten Britons were treated to a look at miniature semi-submersible craft used by drug smugglers to sneak narcotics along the coastline towards Nicaragua and Honduras – but these were intercepted by the Colombian Navy.

The Colombian sailors also treated Mersey's ship's company to a tour of Cartagena's walled old town with its 16th-Century plazas, cobblestone streets and colourful colonial buildings.

With its busy nightlife, street entertainment and amazing steak restaurants, the old town was the perfect opportunity for Mersey's sailors to buy their postcards and souvenirs.

Despite the 35°C heat, Mersey – bolstered by US Coast Guard personnel – gamely took to the football pitch for a match against the ARC 20 de Julio... and lost. But they weren't that bothered; it's the taking part that counts...



Exploding spuds? We had a soup fountain

THE pot mash letter in the March edition of *Navy News* reminded me of the time when I was serving in HMS Concord in 1957.

We were on canteen messing at the time and each mess had its own oven/heater for personal use.

One messmate (name withheld) put in a tin of tomato soup.

He removed it and pierced the can to open it. There was an almighty whoosh and a very fine spray of red soup, which covered the deck head and cable trays etc.

It was made worse by the individual trying to control the flow.

It took a very long time to completely get rid of the horrible mess.

Alan Ausden
Hythe, Hampshire

Medal from the French

TEN hours after WW2 was declared the SS Athenia was torpedoed, 250 miles north-west of Ireland by German U boat U-30 and so started the longest battle of WW2.

I started my ASDIC training in 1943 at HMS Nimrod and did my first Russian run, in a WW1 P-boat dug out of the mud at Chatham.

I then did ten more Arctic runs on an escort carrier, all down below, in the AS cabinet, but I am still around at 91 to tell the tale.

Earlier this year I received, from the French President, The citation and the medal of the Légion d'honneur.

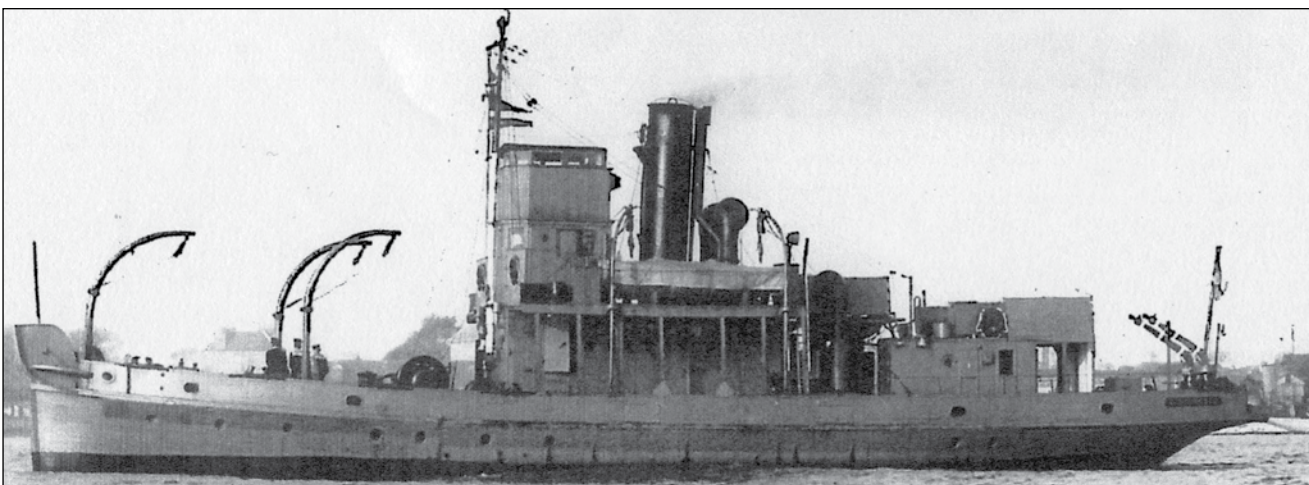
Alec Penstone
Isle of Wight

Fire workers' help is wanted

I AM undertaking research into the Admiralty Constabulary Fire Brigade, its overseas counterparts in Royal Navy dockyards and its predecessors the Royal Marine Police Fire Brigade and RN Fire Force.

I would be most interested to hear from any of your readers who served or who had relatives who served in these organisations and who have photographs of the appliances or stations or details of their service.

Please email me at sjdryan@aol.com or write to: 23 Higher Greenfield, Preston, Lancashire PR2 3ZX
Cdr Simon Ryan QVRM Rtd



Divers' memorial 'a wonderful idea'

I WAS most interested to read in the January edition of *Navy News* the article concerning a divers' memorial at Vernon Creek.

It holds precious memories of my time spent there as a member of the ship's company of the old coal-burning mine layer HMS Nightingale.

She was my first ship following training and I joined her in September 1948 as a stoker mechanic until being drafted to the Med in 1950.

She was one of the happiest ships I served in during all my time in the RN.

Lt Buster Brown was our Commanding Officer and I still have a photo of my wife and me standing at the main gate of HMS Vernon following my discharge

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 William Duncan

into the RNR.

During my time in Nightingale, I spent some time with divers undergoing training in the creek so it is wonderful news to learn that efforts to site this memorial are now ongoing. HMS Plover

also berthed there.

On leaving the RN I went on to qualify as a senior quality control inspector with the Caterpillar Tractor Company and whilst now retired, I am heavily involved with the work of the Royal British Legion Scotland and have had the pleasure of twice visiting Faslane and recently was invited to Rosyth to look round the magnificent new carrier HMS Queen Elizabeth.

Entertaining has also been a big part of my life and, believe it or not, I am extremely lucky and proud at 88 to be still actively able to do this to raise money for charities.

William P Duncan
Moffatt, Dumfriesshire

Brightest of welcomes for Black Duke at Dartmouth

NAVY News reader Maggie Rutty snapped HMS Monmouth's arrival in Dartmouth.

"The photo, which I took on my Apple iPad mini, was taken from Kingswear," she said.

"We had just arrived - through blizzard conditions and heavy sleet - from Torquay.

"As we awaited the ferry to Dartmouth the skies suddenly cleared and the sun burst through. It was such a stunning sight."

Maggie Rutty
Minehead, Somerset



Rum do for me in Singers

IN 1969, fresh out of artificer training, I got my first draft to HMS Forth, the 7th Submarine Squadron in Singers.

There were ten of us in the junior tiffs mess. Rum was still on daily issue at midday. Thing was not all of us were that keen.

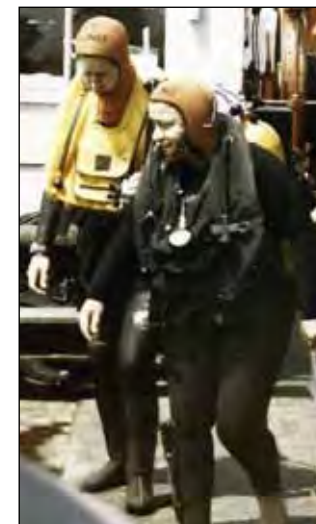
Later, having got used to the stuff, on one occasion we were in dry dock with the ship's company living ashore in Terror barracks.

At the discretion of the OOD, the rum ration could be issued 'neaters' to those duty junior rates who stayed on board. However we had to drink it in front of the OOD.

Well, me being a 'big roughie toughie sailor' opted for neaters. Knocked it back in one, hell was that strong.

I can still remember the OODs' anguished cry, "For Gods sake give the lad some water."

Dave Clark
Hertfordshire



● Eddie led Prince Charles on a dive of the Mary Rose

Ready for QE party

IN the March edition of *Navy News* I read that Sir George Zambellas is hoping the arrival of HMS Queen Elizabeth into Portsmouth will become an iconic moment as the raising of the Mary Rose.

What a great idea. As both an ex-carrier man (HMS Ark Royal 1959-61 and in 1976) and as an ex-Mary Rose diver from 1979-81, I consider myself more than qualified to join the great and the good at the forthcoming event.

I have even tried on my Warrant Officer's uniform in anticipation - it fits, much to my surprise.

Eddie Clamp
Selsey, Sussex

I was sad to see Vanguard in breaker's yard

IT WAS by chance that I was able to read Jim Cannon's letter in the February edition of *Navy News*.

Regarding his time in HMS Vanguard in the early 1950s, I too served in the ship for the last few months of its Naval Service.

I was one of half a dozen Electrical Mechanics who, having completed our basic training at HMS Collingwood, were drafted to Portsmouth Reserve Fleet HMS Bellerophon to await a sea draft. Vanguard was the headquarters and accommodation ship.

My duties were the ship's lighting party that took me all around the ship each day.

One day I was required to change a lamp in the mast top spotlight that illuminated the Commodore Reserve Fleet's pennant. Following a perilous climb up the mast with

my lamp and tool bag, I had a great view of Portsmouth Harbour and its surrounds, but it was rather scary because the mast swayed.

On another occasion, several EMs and myself had the job of checking out the lighting in 'Y' Gun Turret and its associated barrette, shellroom and magazine. I shall always remember the sheer size of all the ammunition hoists and associated handling equipment, notwithstanding the size of the 15in gun breeches and turret machinery.

In May 1960 the decision was announced to scrap Vanguard and, along with the EMs who had joined the ship with me, we were detailed off as part of the de-storing party.

It took about six weeks to complete the job and prepare her for the mid-August tow. My chums and I were to be part of the towing

crew. However in mid July, we were given a Loan Draft to HMS Adamant, the submarine depot ship at Faslane, to carry out electrical maintenance in the ship's galley during its summer leave.

Two weeks after joining the Adamant, we witnessed Vanguard's arrival at the breaker's yard about half a mile up the Gareloch.

Within a few days of the ship's arrival all eight 15in guns had been cut off at their mantlet plates and were laying on the deck. Such a sad sight for such a magnificent example of British Naval architecture.

I still have my HMS Vanguard cap talley and during my time on Adamant I met my future wife.

Victor Allen
Kent



● Vanguard is towed past Adamant at Faslane in 1960

LETTERS to the editor should always be accompanied by the correspondent's name and full address, not necessarily for publication. If you submit a photograph which you did not take please ensure you have permission to use it. The editor reserves the right to edit submissions.

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Seawolf and chips? We'll give it a go...

THESE men live and breathe Seawolf.

And now they're eating it. The weapon engineering team behind HMS Iron Duke's Seawolf missile system – plus Commanding Officer Cdr Ben Aldous – are tucking into seawolf. For breakfast. With chips. And peas (disappointingly not mushy though).

When the caterers were stocking up on fresh fish in the Baltic during the Portsmouth-based frigate's NATO deployment, they spied the option to stock up with seawolf, it was too good an opportunity to pass.

For readers who aren't marine biologists (which will be most of you...), the *anarhichas lupus* – known variously as the Atlantic wolfish, Atlantic catfish, devil fish and wolf eel – is one of the ugliest fish out there. Loves cold waters – it has a natural antifreeze in its blood to be able to survive. Grows up to 5ft in length. And enjoys munching whelks, cockles, starfish, sea urchins and green crabs.

But what you really want to know is: how does it taste with a dab of ketchup?

"I wasn't sure what to make of it at first, especially having seen the pictures of what it looked like," said LET Richard Hoare, who maintains Iron Duke's Seawolf tracker – the radar which follows any incoming aerial threats to the ship.

"But it actually tasted quite good, certainly better than a Seawolf missile would taste."

Which is a bit of a relief. The missile system is the principal line of defence for the entire frigate flotilla against attacking enemy aircraft or missiles, although it's about to be replaced by the new Sea Ceptor after more than 30 years service (which included downing Argentine jets in the Falklands).



● Capt Gerry Patterson is reunited with WO1 Pat McCafferty

"You haven't changed a bit since 1973..."

THEY hadn't seen each other since their days as Sea Cadets many moons ago – so they had plenty to talk about.

The captain of RFA Fort Rosalie, Capt Gerry Patterson, was reunited with WO1 Pat McCafferty during the ship's stopover in Portsmouth.

The pair, who both hail from Greenock, first met at Greenock Sea Cadets in 1973 and from there went their separate ways, Gerry to the RFA and Pat to the Royal Navy.

"Having grown up in the Sea Cadet Corps I decided to try a career at sea in 1980 after leaving school and joined the RFA, subsequently progressing to Captain RFA in 2009 having passed Master Mariner Certificate of Competency some years before," said Capt Patterson.

"I have commanded RFA Gold Rover, which was a novel experience and a little surreal in light of both my and the ship's Sea Cadet connection.

"Meeting up unexpectedly with Pat was a real pleasure. My current command RFA Fort Rosalie was like Pat and myself 'built' in Greenock our home town – and still going strong."

Capt Patterson is shortly taking command of RFA Argus.

Somerset's proud history recalled

THE Commanding Officer of HMS Somerset, Cdr Michael Wood, strikes an Admiral Nelson-esque pose on the ship's flight deck.

The ship hosted an unprecedented gathering of Somerset's former COs and affiliates, including Lady Layard, who launched her in 1994, and the Duke of Somerset, who brought back to life memories of missions around the world.

Cdr Wood said: "As the 12th Commanding Officer of HMS Somerset, it gives me great pleasure to reunite former captains with leaders of our affiliated organisations from across the county and Dukedom whose name we share.

"With the ship working hard to protect British interests around the globe, they have long given us support, encouragement and friendship."

Somerset, who was recently crowned the Royal Navy's most effective frigate, also saw Writer Tobias Travers, 30, scoop the award for the best logistics branch apprentice.

While en-route to Newcastle, from where many of the sailors hail, CPO Neil Smith was presented with the Apothecaries' Award for Excellence for his dedication to the ship and Royal Navy over the last 12 months.

Each ship in the Royal Navy has an affiliated Livery Company and Col Jane Carey-Harris (Rtd) presented the award on behalf of the Worshipful Society of Apothecaries to CPO Smith and the runners-up CPO Julian Lee and PO Neil Robertson.

Having celebrated the achievements of her people and after a brief stop in Newcastle, Somerset is now back on patrol.

● Below, from left, PO Neil Robertson, CPO Neil Smith and CPO Julian Lee in front of a Merlin on the flight deck



● Aircraft handlers celebrate at RNAS Culdrose, while personnel mark the end of Ship's Company Divisions at HMS Raleigh



Hats off to mark milestones

DIFFERENT bases, same celebration. Aircraft handlers mark their passing in parade at RNAS Culdrose, while at HMS Raleigh more than 400 personnel went on parade for the first full Ship's Company Divisions of the year.

At Culdrose, personnel were celebrating moving into the aircraft handlers branch and their next move – they are flying out to the USA on loan as part of the Royal Navy's long-lead programme.

The batch of 18 Naval Airmen Aircraft Handlers are all set to join the American Fleet and serve on some of their aircraft carriers and assault ships on operational tours around the globe.

"It's just amazing that we are all flying out to the States together," said NA David Johnston, who picked up the Brian Marsden

Award for best student on course.

"I'm so proud to have passed the course and looking forward to the next move."

NA Andrew Webster and Thomas Graves had special reason to feel proud, as they were following their fathers in the branch.

"My dad was a handler and he inspired me into joining," said Andrew.

"I come from Helston and I've grown up with his stories and experiences of working on flight decks and fighting fires. It's a very proud moment for me."

Thomas's father was a handler for more than 24 years and left as a chief.

"We all started HMS Raleigh together, we've been through a lot, passed the course together and now we're off to the US Navy together, it couldn't get any better," said Thomas.

"I think dad has been more excited than me; he's really been looking forward to meeting up with his old mates and 'spinning dits."

NA Graves also picked up the prestigious Special Endeavour award which was presented by the guest of honour Cdr Mark Deller from Royal Navy headquarters in Portsmouth.

Over to Raleigh and staff at the training base in Torpoint joined the new recruits and trainees on specialist courses for the parade, which was inspected by Rear Admiral John Clink, Flag Officer Sea Training.

The parade marked the successful end of initial naval training for 51 members of Cornwall Division, comprising 40 budding engineer technicians, eight warfare specialists, two logisticians and one medical assistant.



Amazing Grace keeps it in the family

TRAINEE logistician Grace Docherty is flanked by her brothers Joe and Luke as she follows in their footsteps.

The 19-year-old joined the Royal Navy in January 2016 and was among the successful recruits celebrating the end of their ten-week initial Naval training course on parade at HMS Raleigh in Cornwall.

Watching the parade were Grace's brothers, logistician Joe, 22, and 26-year-old Leading Hand Luke.

Grace, a former pupil of Bridgemary School at Gosport, said: "I joined the Royal

Navy for the lifestyle, to travel the world and for a job that was challenging and something different every day.

"I've met lots of new people during the course and overall it's been an amazing experience that I will never forget."

Joe, who joined the Royal Navy in October 2014, six years after Luke, is currently serving with the Royal Marines at 3 Commando Brigade Headquarters in Plymouth, while Luke has just returned from a posting to Bahrain.

Joe said: "We are really proud of Grace.

I gave her some tips before she joined, mainly in terms of folding clothes to the required size. I showed her how to do that and helped her improve her fitness. She's done really well and knowing her as well as I do I know she'll have an amazing future in the Navy."

The siblings' father Stephen served in the Royal Navy, reaching the rank of Warrant Officer Writer.

Grace is now continuing her specialist training at the Defence School of Maritime Logistics.

Percussionist in the pink over top award

A PORTSMOUTH-BASED Royal Marines musician has won top prize in a prestigious solo competition.

Percussionist Richard Sharp, 21, scooped the 2016 Cassel Prize – an annual contest open to all trainees at the city's Royal Marines School of Music.

Richard performed three pieces on three different instruments – *Greensleeves* on the vibraphone, *Yellow After The Rain* on marimba and *Rebonds B* on multi-percussion.

Thirty musicians entered the competition and six won through to the final held at a packed Royal Marines Museum, Southsea.

Richard, who started playing the drum kit aged nine, said: "I was absolutely overwhelmed at winning the competition. I did not expect to win – I was quite touched and could not wipe the smile off my face for about four hours. I was buzzing."

"The standard was extremely high so it really means a lot to have won the trophy. Hopefully this will help my long-term career as a musician in the Royal Marines Band Service and I am looking forward to performing at some prestigious venues in this country and overseas."

Judging the performances were Lt Col Nick Grace, Principal Director of Music of the RM Band Service, Dr Liz Le Grove, Director of Academic Studies at the school, and Mark Heron of the Royal Northern College of Music in Manchester.

Richard joined the RM School of Music in 2013 and spent a couple of years touring with the UK's leading Pink tribute band – I'm Not Pink. He will continue his training until July before joining one of five RM bands



which perform throughout the UK and abroad.

Maj Pete Curtis, Director of Music (Training) at the school, said: "I was very proud to see such talented musicians performing to the public, their peers and family members, with such confidence and professionalism. Such successful performances are testimony to their hard work and dedication, and to the commitment and experience of all the professors of music and uniformed instructors who teach at the Royal Marines School of Music."

As well as being world-class musicians, members of the RM Band Service are trained to support military and humanitarian operations across the globe, working as casualty handlers, drivers, radio operators and in convoy protection.

Max motors to finish training

A ROYAL Naval Reservist from Merthyr Tydfil has swapped his life as a civilian helicopter flight test engineer to complete his training in ten weeks, rather than two years.

AB Max Howitt joined the RNR last year having been introduced to the Royal Navy through his work with Lockheed Martin in Havant.

The former pupil of Cae Mari Dunn School is a member of the King Alfred RNR unit in Portsmouth.

He said: "I was enjoying working for Lockheed and I didn't want to leave, but I wanted to take on some capacity with the Armed Forces so I joined the RNR."

Initial training for Reservists can take up to two years and predominately takes place within the units located around the country. The training culminates in a two-week confirmation course at HMS Raleigh.

Looking to advance quickly Max accepted the option to accelerate his training by completing the ten-week course alongside the regular recruits at the Royal Navy training base in Cornwall.

He said: "I didn't like the idea of coming here for a short-time and then going back to my civvy job."

"So to do it all in a oner to become fully militarised and to



how to cope with emergencies at sea. They also undergo training in basic combat skills which includes survival in the field.

Fitness is a key component of the training and is delivered using a disciplined method of military fitness. As the course progresses the recruits take part in three extended exercises to test their skills and understanding of the principles they have been taught.

Max said: "I've been treated exactly the same as the regulars and that's been really brilliant I think."

"Week six on the jet-boats during seamanship week was one of the highlights. It was awesome and just an incredible experience."

"Also Havoc, the sinking ship simulator, was really good fun. It's a shame you're only in there for 10 or 15 minutes, it would have been good to have more time."

"The military exercise on Dartmoor was another high point. I'm a big fan of orienteering and mountaineering and stuff, so that was brilliant. Overall I've enjoyed every minute of it."

Max was selected for the Captain's Prize during training as the student who displayed the best kit.

Max, who has a degree in astrophysics and a masters in aerospace engineering, is now considering a full-time future in the Royal Navy.

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Bands in spotlight

THE Massed Bands of HM Royal Marines will perform their world-famous Beating Retreat on Horse Guards Parade in honour of the birthday of their Captain General the Duke of Edinburgh on May 25 and 26.

The spectacle, which only takes place every two years, gives the audience the chance to see more than 250 of the world's finest and most versatile musicians carry out a magnificent pageant of military music, precision drill and colour.

One of the highlights will be the drum display, while new for this year will be a ceremonial drill display from 100 Royal Marines commandos.

The evening will conclude with the moving and evocative Naval Sunset Ceremony.

Taking the salute on the Wednesday is First Sea Lord Admiral Sir Philip Jones and on Thursday The Duke of Edinburgh.

All proceeds go to Service charities.



● CPO Alistair Bufton, Wtr Colette Simpson-Smith and Wtr Elizabeth Wingate during the cycle challenge

Sailors cycle 1,475 miles in their office

PERSONNEL at HMS Nelson's Logistics Department have been busy raising money for various charity events.

After a hugely successful Rucksack Challenge, which raised money for the local homeless through The LifeHouse in Southsea over the Christmas period, the management team decided to keep the momentum up.

Staff followed the RNRMC Road to Twickenham challenge by asking members of the department and wider Naval Base to cycle the distance from HMS Nelson to the iconic rugby ground, taking in various Naval establishments on the way, including RNAS Culdrose and HMNB Faslane.

A total of 1,475 miles were covered surpassing the intended 1,225 miles. Forty five people took part, each cycling for an hour at a time, in the foyer of Orion Block and raised £250.

Finally, the UPO were invited to take part in the Great British Orion Block Bake Off in tandem with the Medical Centre to raise more money for the RNRMC.

Approximately 20 cakes were baked with three main prizes for different categories, best decorated, best creativity and best overall cake. In total £115 was raised from the baking.

To round the week off hot cross buns were made and delivered to order by CPOCS Joey Murray and his team in the Retinue Support Pool, bumping up the takings by £20.

The Stores Department also played their part and through the sale of some home-made cards by their resident cleaner, Mrs Sally Bath, who has a vested interest in the RNRMC through personal experience, raised £60 to be added to the coffers.

With all proceeds added together including gift aid, £500 was raised for the charity.

Free counselling

ROYAL Navy and Royal Marines personnel and their families now have free access to a range of counselling services provided by the UK's leading relationships charity, Relate.

The new partnership between Relate and the RNRMC, aims to support RNRM families with their relationships, which often come under strain due to lifestyle pressures.

Deployment can present particular issues for relationships as families adjust to time apart. A recent study by Kings College London, found that military spouses who coped well with separation and deployment might be at increased risk of relationship difficulties arising when their partner returns home.

Relate provides impartial and non-judgmental support for people of all ages, at all stages of couple, family and social relationships. Both serving and

former Royal Navy and Royal Marines personnel and their families will have free access to an initial seven sessions of relationship counselling provided by Relate.

This can either be face-to-face, by telephone or by webcam depending on what suits people best, and will also be available to those deployed overseas.

Anyone who would prefer to talk to a trained counsellor about a specific issue via instant messaging can access Relate's Live Chat facility. Relate's work extends beyond relationship counselling; sex therapy, family counselling or children and young people's counselling is also available.

Any former, serving personnel or their families wishing to book a counselling or sex therapy session should contact the dedicated RNRMC phone line 01302 380279.

King of the mountain

Medic leads vital research trek in Nepal

A ROYAL Navy officer is leading a team of British military personnel on a mountaineering challenge in Nepal to carry out key medical research.

The British Services Dhaulagiri Medical Research Expedition is this month aiming to climb the north east ridge of the 8,167m Dhaulagiri massif – the world's seventh highest peak.

The team will conduct pioneering medical research into the effects of altitude on the human body.

The study involves the use of an innovative Medtronic Reveal device – a two-inch monitor which is implanted under the skin on the chest by a minor surgical procedure that stores and uploads data of each heart beat during the expedition by satellite link.

This technique will allow the team to collect unique data from the heart during exercise at extreme altitude at low oxygen tensions, never previously achieved by a military study.

Surg Cdr Adrian Mellor said: "Until recently it has only been possible to collect heart-rate data at rest due to the size and difficulty of obtaining a clear electrical recording from the



● Surg Cdr Adrian Mellor with the Medtronic Reveal device

heart at extreme altitudes.

"Now that we are able to do this, for the first time we will have accurate and sustained readings that will help us understand what happens to the heart rhythm during times of very low oxygen supply.

"This and other studies in conjunction with Leeds Beckett and Oxford Universities will help us better prepare soldiers for deployment at high altitude and understand the body's response

to critical illness."

The main team making the ascent will be involved in two studies looking at the effect of an injection of iron on the body's response to low oxygen levels and measuring heart rate and rhythm.

Robert Robson, CEO of

the RNRMC, said: "Medical research is vital for the future development of our Service personnel and we, as the Navy's principal charity, have a mission to support projects like the Dhaulagiri Medical Research Expedition."

The expedition will also signify a new approach within military mountaineering.

Until now military attempts on such high mountains have been attempted "siege style" – which involves repeatedly carrying loads and establishing camps ever higher on the mountain, often supplemented with bottled oxygen.

The climbers will instead adopt an alpine style, acclimatising on the peaks of Dampus and Tukucho (6060m and 6900m respectively) before making a fast and lightweight ascent of Dhaulagiri without oxygen from two camps over five days.

The team was hoping to reach the summit of the Himalayan massif by May 20.



Dates for Kings Camp

FOR the fifth consecutive year, HMS Temeraire and HMS Collingwood present a unique opportunity for Service dependants to experience the UK's favourite activity camp, Kings Camp.

Two weeks of sports and activity programmes have been organised by The Kings Foundation and discounted by RNRMC funding.

Kings Camp is the leading provider of holiday sports and activity day camps for children and works closely with the many Naval communities in the UK.

You can see all of the programmes at www.kingscamps.org. The camps are

for children aged five to 17 and will run from 8.15am-4.45pm each day.

Dates are: Monday July 25 – Friday July 29 at HMS Temeraire and Monday August 1 – Friday August 5 at HMS Collingwood.

Each camp can cater for up to 70 children per week and the normal charge is £170, however, each place has been heavily subsidised by both the Kings Foundation and the RNRMC, so the cost per child is only £60 for the week.

To book, call the Kings Camp team on 0114 263 2160, or for further information email WO1 PT Tiny Nash at NAVYPERS-TEMAIRESA@mod.uk.

FUNDRAISER OF THE MONTH

Adam 'Elvis' Harvey

LEADING Seaman Adam Harvey, known to all as "Elvis", is no stranger to fundraising for the RNRMC.

His latest activity was to organise a raffle and auction on board HMS Richmond.

He and his shipmates secured donations of prizes, including holiday vouchers, signed sports memorabilia, electrical items and a top cash award.

Raffle tickets were sold throughout Richmond's deployment to the Middle East and the Mediterranean, raising £2,839.

Elvis said "We wanted to fundraise for the RNRMC as we know the fantastic things they do to help us, our families and the veteran community.

"This hit home all the



more following the sudden death of one of the ship's company.

"It really hit us hard, and seeing how much support the RNRMC gave to our friend's family really spurred us on to sell even more raffle tickets."



Soap star's supporting role

EASTENDERS actress Emma Barton (second right) joins five sailors at the foot of Portsmouth's Spinnaker Tower during a weekend of epic fundraising which bolstered Portsmouth Down Syndrome Association's coffers by a stunning £30,000.

The Portsmouth actress posed with Cdr Kay Hallsworth (left), Wtr Nici Cale (second left), Wtr Emily Ellison (centre) and (Surg Cdr Jo Keogh (right) with LWtr Rebecca 'Bex' Fyans – just a handful of the Naval personnel who gave time and money to help families dealing with Down Syndrome in the area.

More than 90 volunteers (half a dozen of them RN) braved the elements and, above all, the 170-metre drop over two days to abseil down the side of the harbour landmark.

The event was organised by Rebecca Fyans, the association's secretary, who's currently on a career break looking after her son who has Down Syndrome.

She managed to rally considerable support from her Service colleagues both on the day and in the run up – staff at Nelson UPO staged a 'guess the number of jelly beans in the jar competition', a coffee morning was held for those who thought a 170m abseil was a tad daunting, King Alfred reservists Rachel Humphreys and Daniel Ward rumpled collection tins (alongside Stormtroopers from the costume reenactors UK Garrison).

And then there was the drop itself, performed, *inter alia*, by Lt Phil Denny (Submarine Service), Sub Lt Rebecca Saunders (Southampton URNU), PO(NN) Carrie Stuart (Derriford Hospital), PO(C) Gavin Brown (CNR), LWtr Samantha Smith (HMS Nelson) and NN Laura Arden from Nelson sick bay.

'VIP' abseilers included Scott Hefflied, a former RM PTI, and Tim Treloar, both instructors with Bear Grylls' Survival School.

Emma Barton, who plays Honey in *EastEnders*, is one of the association's patrons – in the soap she's the mother of a girl with Down Syndrome – and spent one morning offering encouragement to volunteers.

"We offer support to around 100 families in Portsmouth and southern Hampshire – specialist speech and language groups, training sessions to parents and professionals such as schools and the NHS and hold events such as children's parties and regular coffee mornings," Rebecca explained.

"The charity has great links with the Service personnel that supported us.

"We really do appreciate the amazing support that we received from the Royal Navy throughout the whole weekend."

You can find out more about the charity's work at www.portsmouthdsa.org.

Picture: Steve Reid, blitzphotography.co.uk

Ton up for Stoll charity

VETERANS' housing and support charity Stoll will be celebrating its centenary with a gala dinner at the Savoy Hotel in London on November 14.

Set up by theatrical impresario Sir Oswald Stoll in 1916 to provide inexpensive homes for Servicemen injured in World War I and their families, the charity now also provides a wide range of support services to veterans.

For details of gala dinner tickets and table prices contact Estelle Smith on 0207 381 1244.

Royal support

THE Princess Royal has visited a sailing charity to meet staff, volunteers and beneficiaries and to mark the start of preparations of a bid to sail around Britain.

Princess Anne arrived at Pendennis Castle in Falmouth by helicopter before being ferried to Turn to Starboard's headquarters at Falmouth Marina by car.

She met several beneficiaries preparing to sail around the British Isles in June.

Sending hope to people of Nepal

MEMBERS of the Military Provost Guard Service (MPGS), at HMS Collingwood are delighted that goods purchased for Nepal are now on their way.

Cpl Mark Stanley and Pte Chiran Kala used the £1,000 donated from the money raised at the 2015 Open Day, to purchase goods to send to Nepal, where the MPGS personnel at the Fareham base are originally from.

They are supporting HOPAD (Helpless, Orphan, Poor, Affected and Dalits), Child & Women Promotion Society. This is a non-profit, non-governmental organisation dedicated to the cause of aiding helpless women and children.

Cpl Stanley and his crew spoke to businesses in the local area who were more than willing to help provide the equipment that was needed.

B and M Fareham and Go outdoors Southampton supplied cot beds, pots and pans, cutlery, sleeping bags alloy water bottles, educational books and equipment, hundreds of pens/

pencils etc, a desk top computer was donated from PC World and two boxes of toothpaste were supplied by HMS Collingwood Dental Department – now all on its way to Nepal.

Cpl Stanley said: "Receiving the cheque was fantastic and I know it will be appreciated immensely.

"I visited the HOPAD home in Nepal back in 2014 with my nine-year-old son John and Pte Kala, it was an eye opener for my son."

On getting these latest donations to the country he said: "The hardest part of doing this was not getting the goods together but getting through the barriers of getting it all out there.

"I emailed and spoke to every Gurhka/Nepalese charity in the UK and Nepal several times, to no avail; Pte Kala also made a lot of calls to Nepal.

"Eventually we arrived back at square one with a Gurhka contact in Kathmandu who is prepared to receive the boxes and liaise with HOPAD when they arrive."

Aircrew help William have amazing day

A FLEET Air Arm squadron helped a nine-year-old who has a terminal brain tumour tick off some of his bucket list wishes.

William Brannon had made a list of things he wanted to do or see, including 'a yellow Lamborghini' and a 'really big helicopter.'

RNAS Yeovilton's WO2 Baz Firth, who was approached by a friend to ask if he could help, contacted 845 NAS, who arranged for a Merlin Mk3 to be available for William to tour.

CPO Paul Elwick arranged to show William around and he also got to try the controls of a Merlin Mk3 full mission simulator.

The squadron's CO Cdr Matthew Punch said: "I am delighted that 845 NAS can play a part in William's special day.

"Of course the day is all about ensuring he has the most fun possible and by the smile on his face I am sure we achieved that, but it is thrilling for all us to host some magnificent supercars at the squadron."

WO2 Firth had also contacted the Sporting Bears Motor Club and the Lamborghini Club UK, who between them arranged for 30 supercars – including a £250,000 V12 Lamborghini Aventador and the new £200,000 McLaren 650S – to call in on the squadron at RAF Benson in Oxfordshire during William's visit.

William was then taken to the nearby Race Hut circuit and driven around in a yellow £125,000 Lamborghini Gallardo.

He was also presented with a model Aventador courtesy of Lamborghini Pangbourne before



● William is flanked by his parents Natalie and Mick as they sit on the rear ramp of a Merlin Mk3 from 845 NAS

being allowed at the wheel of an LMP-1 Le Mans car simulator.

After a very exciting and long day for William he was reluctantly taken home by his parents Natalie and Mick.

Natalie said: "It was such an amazing day, he has told everyone how he can fly a helicopter and how I crash them!"

"He is still shattered as it takes him a while to recover from days like this.

"I honestly can't thank everyone enough for arranging it."

A 24-hour racing event at the track the following day raised more than £5,000 for Brain Tumour UK.

Helping country hit by cyclone

A MARINE engineer based at HMS Nelson is helping with a relief effort for Fiji following the devastation caused by tropical cyclone Winston.

Timoci Mawi is a member of the Portsmouth Fijian Community, which is looking to raise funds to help those affected by the cyclone, a category five storm which struck in February.

So far the community has raised £200 from collections at St Ann's Church in Portsmouth

Naval Base, £417.02 from sailors at HMS Sultan and Collingwood and a further £118.08 from a collection held at an HMS Nelson boxing night.

A rugby match between the Fijian Barbarians and a Royal Navy side is also planned to help raise funds, as well as a Fijian dinner and a Tri-Service row/bike-a-thon.

Anyone wishing to help can contact Timoci at timoci2421@gmail.com

Revenge is sweet for students

TRAINEE sailors and staff at HMS Raleigh were given the chance to get their own back on the physical training instructors.

For a small donation sailors and civilian staff could nominate a PTI and then spin a wheel to determine the exercise their chosen instructor would be required to do.

The six exercises on the wheel of fortune are part of the ten-week initial Naval training programme

for recruits and included rope climbs, retrieving bricks from the bottom of the pool, sprints, pull-ups, burpies and press-ups.

The intensity of the challenge increased with the amount of money donated. LPT Dan Threlkeld was challenged to complete 30 rope climbs wearing a 15 kilogram weight belt."

The effort raised over £500 to be split between Sport Relief and the RNRMC.

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

DESPITE attempts to spin Jutland as some kind of decisive victory, attempts which sadly seem to be far from dead today, there can be no doubt that Jutland was a great failure for the British.

This was the only opportunity in the entire Great War to destroy the German High Sea Fleet, a victory that would have allowed sea power to be used decisively against Germany,

writes Prof Eric Grove. If the High Sea Fleet had been wiped off the strategic slate Allied sea power could have been extended into the Baltic, cutting the Kaiserreich off from its sources of iron ore and allowing an Allied attack directly on Berlin. Perhaps there may never have been a Russian Revolution.

What actually happened was that a mix of Grand Fleet commander Admiral Jellicoe's pathological risk aversion; less-than-competent Grand Fleet middle management; prima donna command attitudes and atrociously poor gunnery in Vice Admiral Beatty's Battle Cruiser Fleet; suicidal British ammunition handling arrangements; and a combination of deficient British shells and very well protected German capital ships all meant that the Germans got away and were ready to come out again in mid August – which, contrary to popular legend, they did.

The Royal Navy spent years coming to terms with this failure with its officers divided into Jellicoe and Beatty factions. History was adjusted to make the two parties' arguments and examples of both sides have been republished by Pen and Sword.

Beatty's attempts to sell his version of events alienated Vice Admiral John Harper, the RN's leading navigator who had been tasked with producing an objective description of the battle that Beatty had not allowed to be published.

Harper's work has been very largely vindicated by modern nautical archaeology, but he came under pressure to change his results. This culminated in his addition to the Jellicoe party and his writing of *The Truth About Jutland*, first published in 1927. This has now been republished with the 1933 edition Admiral Reginald Bacon's 1925 book *The Jutland Scandal* using the latter's title to cover both texts (*Frontline*, £25 ISBN 978-18483-29379).

These two accounts give important insights into the battle. Bacon's analysis includes very useful diagrams that explain the subtle dynamics of fleet action. Harper's contains some incisive comments. It is hard to disagree with his description of the initial battle-cruiser action thus: "In spite of this overwhelming preponderance of power we lost two battle-cruisers sunk by gunfire while the enemy lost none. Considerably more damage was done to our ships than that inflicted on the enemy. It is unpalatable – extremely unpalatable – but nevertheless an indisputable fact that, in this

THE GROVE REVIEW

first phase of the battle, a British squadron, greatly superior in numbers and gun power, not only failed to defeat a weaker enemy who made no effort to avoid action, but, in the space of 50 minutes suffered what can only be regarded as a partial defeat."

Beatty, while trying to cover up potentially-hostile accounts, sponsored his own account produced for the Naval Staff by the two Dewar brothers, who had done much useful work trying to improve the intellectual capacity of the Naval officer corps.

These junior authors saw the Jutland failure as a classic example of what they had been up against for years and produced a suitably-critical *Jutland: Naval Staff Appreciation* (*Seaforth*, £25 ISBN 978-18483-23179). So critical was it, in fact, that it was never issued as it "would rend the service to its foundations" and almost all copies were destroyed. A few survive and this has allowed a new edition to be published.

The work is indeed highly tendentious but one cannot help but agree with some of the analysis, not least the cogent defence of the necessity for successful battle in maritime strategy – and the price the British Empire had paid for not having wiped out the High Sea Fleet. Divorced from the need to deliver "a crushing and final blow to the High Sea Fleet" British strategy in the North Sea became "futile and meaningless", giving the Germans all the advantages of a 'fleet in being' for the rest of the war.

The book is enhanced by some excellent editing and commentary by transatlantic historian William Schleihauf whose work was continued after his untimely death in 2009 by Stephen McLaughlin. Their critical analyses puts the original document in perspective and balances its tendentious nature. John Jordan has done a great job redrawing the maps. The result is a very worthwhile contribution to Jutland historiography.

The third book reviewed this month is Nicholas Jellicoe's *Jutland – The Unfinished Battle* (*Seaforth*, £25 ISBN 978-18483-23216). Nick is C-in-C Lord Jellicoe's grandson but the book is no mere piece of grand filial piety. As he says in his introduction, he saw me back in 2011 and, although I think he was a little dismayed at my criticisms of his grandfather's

over-caution, I helped him begin a process of meeting people and accessing sources that has produced the best narrative account of the battle currently available. I took great pleasure in telephoning my congratulations for this achievement.

But yet, there are serious problems too. I almost dismissed

the book out of hand when I read journalist Robert Massie's encomium on the back cover, how "the measure of Jellicoe's achievement is that the great German admirals, Scheer and Hipper never brought the German High Seas (sic) Fleet, the Kaiser's pride and joy, out again to contest the mastery of the North Sea."

This is plain unhistorical nonsense. I once gave a course in Cambridge called "They Did Come Out Again: The High Sea Fleet after Jutland". Scheer brought his fleet out again on August 18-19 just as he promised Kaiser Wilhelm he would after Jutland. Indeed Nick fully accepts this in chapter 12 of his book, calling never going to sea again a "myth that has somehow gained traction." His contention that the role was significantly different from that at Jutland is, however, very wide of the mark.

The August 19 sortie had exactly the same objectives as the sortie at the end of May that led to Jutland. Sadly Nick persistently misunderstands the role of the High Sea Fleet that was never to take on the whole British Fleet in a clash of equals. Germany just did not have the resources to do so. The aims of the High Sea Fleet were deterrence and the infliction, if possible, of disproportionate attrition. The first aim failed but the latter succeeded at Jutland.

The book is significantly spoiled by moving – as others do, notably the National Museum of the Royal Navy – straight from German fleet commander Scheer's post-Jutland paper on the desirability of unrestricted submarine warfare to the adoption of this strategy over half a year later. Scheer had no great influence over such an important decision. The time was not yet politically ripe and Scheer fully accepted the need to continue fleet operations.

Nick eventually – and perhaps a little reluctantly – accepts this but only after considerable, and rather misleading, discussion of his grandfather's travails with the U-boats in 1917.

This should have come after and not before the author's discussion of later German fleet operations. In the event it was the annoying loss of his U-boats to a restricted campaign that caused Scheer to limit operations in late 1916.

This had little to do with any achievement by a Grand Fleet which, after August 19, was as contained as the Germans, given the cautious Commander-in-Chief's fears for the vulnerability to U-boats of his light cruiser screen following the loss of Nottingham and Falmouth in that day's manoeuvres off Sunderland.

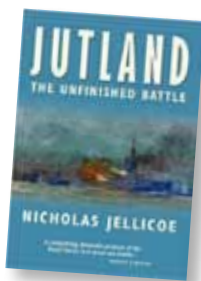
It is a great pity that Nick Jellicoe has associated himself with the legend that somehow Jutland led to the unrestricted U-boat campaign that brought America into the conflict and thereby won the war.

It might be an idea for Nick Jellicoe to produce a more historically-accurate second edition that exploits his balanced and very praiseworthy narrative of the battle and re-orders the

later chapters. It would also be worth explaining how it was not Jellicoe's Admiralty but the Ministry of Shipping that saved the day in 1917.

These three books are essential reading for anyone interested in this still highly-contested fleet action.

Pen and Sword are to be congratulated for producing these important works over their various imprints.



NEW TITLE FROM NavyBooks

Michael Lennon's earliest memories are of catching the Isle of Wight ferry in the 1950s - passing mine-sweepers, submarines and torpedo boats moored alongside and seeing HMS FORMIDABLE laid up at anchor in the Solent. In 1963 he was given his first camera and he hasn't stopped photographing warships since. This magnificent collection of crisp, black and white photographs captures all kinds of warships over a period of 50 years - Aircraft carriers, including two ARK ROYALS, destroyers, frigates, fast patrol craft, sweepers and submarines, including two A Class, the old - HMS ANDREW and the new - HMS ASTUTE, as well as naval auxiliary vessels such tug boats, fleet tenders and ferries.

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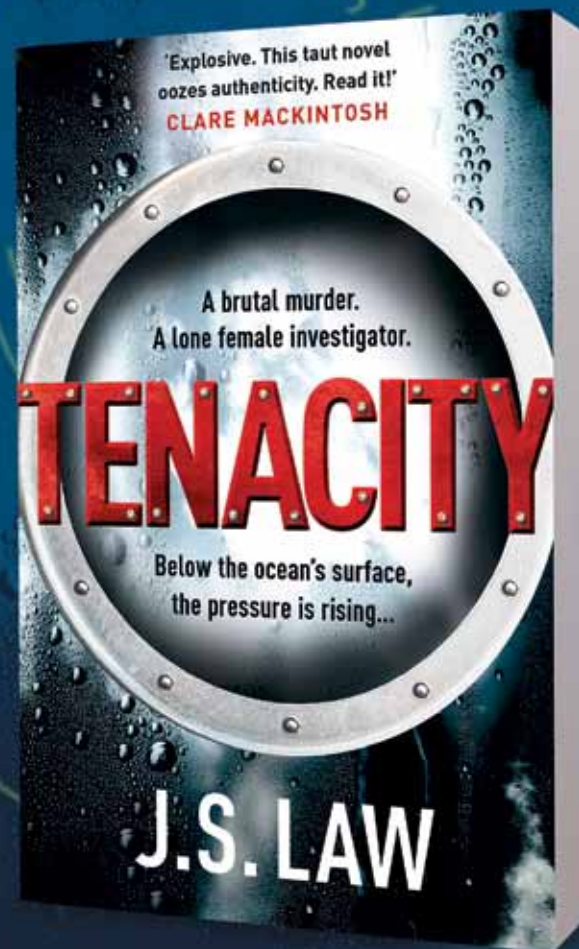
A cracking bargain - this hardback book contains 178 full-page ship pictures with extended captions putting the ship, the photograph and the background into context. Pure naval nostalgia.

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'Addictively readable' Patricia Cornwell

Medals are presented to veterans

VETERANS have been receiving war service medals at ceremonies around the country.

S/M Fred Dymond, of Netley and District branch, was presented with his Ushakov Medal at the residential home in Eastleigh where he now lives, watched by 25 members of his family.

The 97-year-old served in Russian Convoys on board HMS Cumberland.

A parade at Thiepval Barracks in Lisburn, Northern Ireland, was the setting for six Naval veterans to receive the *Légion d'honneur* from French Vice-Consul Regine McCullough.

Samuel McGoogin, 94, was an AB in LST 419, which put men and tanks ashore at Juno Beach on D-Day, while George Thompson was a 17-year-old Telegraphist who was part of a commando unit that landed on Sword beach – he was the radio link between the beachhead and the warships, calling in supporting gunfire.

Former Midshipman 93-year-old Ian Lasbrey served in HMS Glasgow, part of the American gunfire bombardment group at Omaha beach, while Mne Edward Spence, 91, was busy ferrying stores between beaches in a landing craft (tank) and later shipping German prisoners of war back to the UK.

The final two recipients were former PO John Cummings, who was on board Dutch cruiser Sumatra, which was scuttled offshore to provide shelter for a Mulberry artificial harbour, and AB Alfred White, who ended up at Sword beach.

Two more Arctic Convoy veterans – S/Ms Cyril Bartlett and Richard Jagger – were presented with the Ushakov Medals at Swindon Sea Cadet unit by Rear Admiral Nicholas Wilkinson on behalf of the Russian Embassy.

Cyril served in Flower-class corvette HMS Vervain, and was aircrew in Albacores of 832 NAS, while Richard served in escort carrier HMS Royalist – and both men were instrumental in founding the Swindon cadet unit.

Two former Harrogate branch shipmates were recognised at the town's Council Chambers.

S/M Les Hall (HMS Suffolk) was given the Ushakov Medal, while former Royal Marine John Rushton, who landed on Sword beach on D-Day in a landing craft (tank), received the *Légion d'honneur*.

Glasgow party

TWO of the three surviving founder members of City of Glasgow branch helped celebrate its 20th anniversary.

Shipmates Brian MacKenzie (branch secretary) and David Carlin (branch treasurer) cut a special 20th anniversary cake.

The third founder member, S/M William 'Bill' Bannerman, could not make the party as he was at home with a shoulder injury.

The Navy's here – again

THE story of one of the Royal Navy's most famous WW2 raids will come to life on TV screens, in printed word and in a new museum in two years' time.

Norwegian historians and filmmakers revealed the progress they were making on telling the full story of the 'Altmark incident' to members of the HMS Cossack Association, which upholds the memory of the wartime destroyer and its successor which served in the Far East post-war.

Some 50 Cossack veterans, relatives and descendants gathered in Southsea for their annual reunion to hear Geirr Haarr – the leading historian of the 1940 campaign in his homeland – and documentary makers Svein Rune Skiland and Magne Ostby.

In February 1940, HMS Cossack entered tiny Jøssingfjord, about 50 miles south of Stavanger, where the German tanker Altmark was illegally hiding from the Royal Navy.

Aboard the German vessel were nearly 300 merchant sailors, taken prisoner during the raiding patrol by the pocket battleship Graf Spee in the autumn of 1939. When she was scuttled off Montevideo, Altmark was ordered to make for home – with the Royal Navy trying to intercept her.

Churchill ordered the Navy to act – and act it did. Cossack came alongside the Altmark in the dead of night, sent a boarding party across, freed the prisoners and brought them back to the UK.

The Altmark incident hit headlines around the world – it was one of the few news items in the middle of the monotony of the Phoney War.

The Allied media trumpeted a great triumph; Cossack became known as *The Daily Mirror* ship, so often did she appear in the papers.

'The Navy's here' – yelled when Cossack's boarding party stepped on to the German tanker – became a rallying cry.

The Germans (who had violated Norwegian neutrality) were incensed at the British for similarly violating Norwegian neutrality. The dead of the Altmark were laid to rest with full



● German sailors inspect damage to the Altmark in Jøssingfjord the morning after Cossack's raid (Picture: IWM HU 27803) and (inset) a German propaganda poster brands Cossack's crew as pirates

military honours – Hitler even sent a wreath.

Above all the incident, says Mr Haarr, served as the catalyst for the German invasion two months later.

"Had the Germans not invaded, then the British might be viewed as the bad guys because of what Cossack did. At the time, Norwegians felt violated – both by the British and Germans. But that all changed a couple of months later. Today, there's no doubt about who was on the right side.

"My father was a Naval officer and one of his favourite stories over Sunday dinner was how the

British gave the Germans a good beating over the Altmark."

There have been a couple of books on the incident, and a small section in Jøssingfjord Museum is dedicated to the affair, but come 2018 a new, more comprehensive museum will open, the hour-long documentary will be premiered and Mr Haarr will publish what he intends to be the definitive Altmark/Cossack story.

Whilst there is no film – or photographs – of the actual act of boarding, the aftermath was extensively recorded by the British, Germans and Norwegians. The documentary will use 3D modelling to recreate the Altmark's entry into the fjord (she blew up in Japan in 1942), Cossack's entry (she was sunk in

1941 after being torpedoed by a U-boat on a Gibraltar convoy) and the final act of boarding.

"What's amazing is that we are still unearthing accounts," said Mr Ostby. "People are calling us saying: 'I was there.' New stories, new angles are all appearing. We interviewed a gentleman who was 14 at the time and watched the entire incident. He knows precisely what happened, where it happened, when it happened – which is remarkable after 75 years. Others remember Cossack sailing out of the fjord – they could hear the crew singing."

The team interviewed a handful of Cossack veterans – now sadly passed away – a few years ago, have also filmed Norwegian eyewitnesses who vividly recall both the action and the Royal Navy flotilla mustered off Jøssingfjord, made extensive use of official and unofficial archives, not least the exhaustive collection of accounts, documents, signals and cuttings kept by the Cossack Association's archivist Keith Batchelor.

His late father Geoffrey was aboard during the incident – but it barely registered in his memories; of her 219 crew, only 32 men (four officers, 28 ratings) were in the party which stormed the Altmark.

"It's a tiny incident in the Cossack story – it lasted 30, 45, 60 minutes. Veterans hardly remembered it because so much happened in the ship's life," he explained.

"But not the Norwegians. Everyone in Norway knows the incident. As a Cossack veteran you cannot be more welcome in Norway."

For association chairman Ken Satterthwaite – like most members he served on the post-war destroyer – it's important the Altmark/Cossack story is told – and told fairly.

"For us, it's lovely to see the story from a neutral point of view, from a neutral country. Not British. Not German. It's part of our history, dark days in our

countries' histories, but it has got to be told," he said.

The Altmark incident is only one chapter of the Cossack story in Norway. Mr Haarr shared his research into another to the association: the makeshift repair base established by the Royal Navy in Skjelfjord in the Lofoten Islands to fix ships battered during the Norwegian campaign.

In the hours immediately after the German invasion of Narvik in April 1940, Cossack and other destroyers were sent into the Arctic port to wipe out the German destroyer flotilla.

A torpedo from Cossack probably sank the German destroyer flagship Wilhelm Heidkamp, killing the man in charge of the invasion of Narvik, Friedrich Bonte.

For her troubles, Cossack was hit eight times and ran aground; she would have suffered far worse damage – possibly even sunk – but the Germans used high-explosive rather than armour-piercing shells. Detonating on impact, they peppered Cossack's hull with holes, but failed to rip apart her innards.

The destroyer eventually made it to the small inlet at Skjelfjord, about 100 miles west of Narvik, which became one of the busiest 'naval bases' in the world for around a month – until the Luftwaffe discovered it and began to attack the ships.

Cossack spent nine days being patched up – one of around 40 ships repaired at what Britons dubbed 'Cripple Creek'.

Norwegians worked outside the hull (above and below the water), the ship's company inside – to prepare her for the journey back to Portsmouth and permanent repairs.

Before departing, they held a reception for the 300 or so locals as a thank-you – an event which, says Mr Haarr, is remembered to this day. "The crew threw a tea party in the school building to show their appreciation. The children – now all very elderly – still recall it, particularly for the chocolate the sailors handed out."

Anyone who can help him with additional information on Cossack and the Altmark incident should email geirr.haarr@lyse.net.



Warm welcome in Qatar

VETERANS and expats in Qatar hosted 'an evening with HMS St Albans' during the frigate's visit to the port of Doha.

The event, hosted by the Qatar branch of the Armed Forces Reunions (AFR), along with the British Embassy, saw around 100 VIPs, sailors from the frigate, tri-Service veterans and civilian sponsors from Applus+ Velosi gather in the grounds of the embassy.

A number of the veterans had the opportunity to catch up with old shipmates.

Former stoker Dan Waddingham, founder of AFR, and his wife Helen greeted for the first time in

almost 12 years two of their old shipmates from their time onboard HMS Glasgow, RPO Lee 'Henry' Ford and Executive Officer Lt Cdr Adam Ballard.

Lt Mark Stokes RN (Retd) served more than two years on board St Albans.

Cdr Richard Hutchings, CO of St Albans, presented the British Ambassador and Dan Waddingham with a gift as a thank-you from the ship's company.

Qatar AFR and the British Embassy Qatar were one of the first to have an Armed Forces Community Covenant signed outside of the UK, extending its scope not only to those in the UK but also to those deployed abroad.



● Cdr Ian Fitter meets a participant at the opening of the Memory Cafe at RNAS Culdrose

Culdrose Memory Cafe opened

A VETERANS' Memory Cafe has been opened at the RN Air Station Culdrose Community Centre to help support ex-Service personnel living with dementia.

The café, set up in partnership with the Alzheimers Society, has been launched after the success of a similar venture in Plymouth.

The facility will be held at the Community Centre every first and third Thursday of the month between 2pm and 4pm.

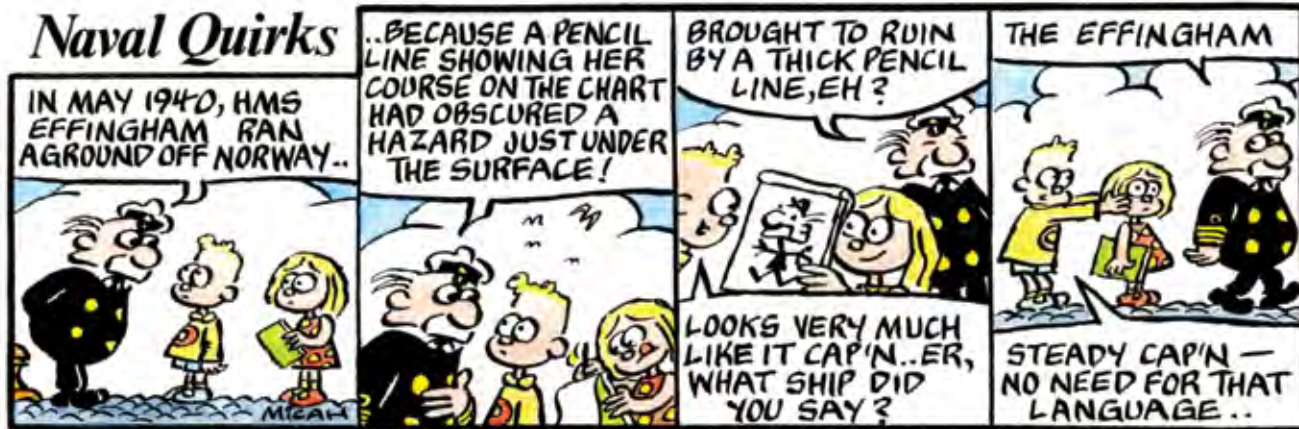
It is intended to provide a specialised service to help reduce isolation and allow people to

come together and share their military experiences.

Culdrose Executive Officer Cdr Ian Fitter was at the launch to meet the families who will be using the café, and to officially declare it open.

"As the Executive Officer, I am responsible for people's welfare, and I see that role extending out into the wider community, not just the personnel inside the wire," he said.

Veterans wishing to attend can turn up on the relevant day or call 01872 277963 for further information.



Charybdis memorial is planned

A MEMORIAL is being planned to mark the role played by the people of Guernsey in honouring sailors and marines who died when HMS Charybdis was sunk on October 23 1943 with the loss of over 400 lives.

The Dido-class cruiser fell victim to German torpedo boats, and the bodies of 21 of the men who died were washed ashore on Guernsey.

The German occupiers of the Channel Island buried the men with full military honours – and the event became a rallying-point for islanders, who turned out in their thousands to show their allegiance to Britain and the Allied cause.

HMS Limbourne was also a victim of the action; 42 men died when she was torpedoed, and the Hunt-class destroyer was later scuttled.

S/M Ken Brotherhood, of the Manchester and Salford branch of the Royal Marines Association, said he and his colleagues would like to create a permanent memorial in the shape of a 5ft scale model of the cruiser, which would be presented to islanders at the next commemoration in September.

“Cammell Laird, who built her, and Birkenhead, the town which adopted her, are both involved, but we still need to raise almost £10,000 to complete the model,” said S/M Ken.

“Plans, material, construction, display case and transport costs all need to be covered – and there is a second element to the plan.

“Only one of the ship’s band survived, indicative of the massively high casualty rate amongst Royal Marines musicians. “We would like to recognise this degree of sacrifice alongside the model.”

If you would like to donate to or help with the appeal, contact Ken at ken.brotherhood@virginmedia.com

Structured proposal for subs increases

SUBSCRIPTION fees are on the agenda again at this year’s Conference at Reading – and National Council members hope delegates will bring long-term stability to this part of the RNA’s income.

A proposal at last year’s gathering in Folkestone to raise subscriptions – which would have been the first in ten years – failed to achieve the required two-thirds majority.

There was a general feeling that the National Council (NC) had not provided sufficient evidence to support the proposed

increase, and that a smaller, stepped approach would have been preferred.

Now National President S/M John McAnally and National Chairman S/M Chris Dovey have issued a note to members outlining the situation, which provides the background to a brace of National Council motions at the Wokefield Park congress.

Motion 4 proposes that “the annual rate of RNA membership subscription be increased to £14 with effect from January 1 2017.”

The reasoning behind it is that such a rise would just about return the value of subscriptions

to the equivalent of £10 in 2006.

In five of the eight years from 2008 to 2015 expenditure exceeded income, resulting in a £218,000 drain on cash funds.

Falling membership has also affected income, and in cash terms – adjusted for inflation – subscriptions brought in £125,000 less in 2015 than in 2006.

The note recognises that the drop in membership was just 213 in 2015 (equal to 1.4 per cent), and the loss is levelling out, but as with all ex-Service organisations, a significant rise in membership is considered unlikely.

Consequently, NC Motion 5 further proposes that “the annual rate of RNA membership subscription be increased by £2 per year in each of the years 2019, 2021 and 2023.”

By way of explanation, the NC observed that in 2015 subscriptions contributed 39 per cent of the RNA’s total income – the only guaranteed source.

In 2006 subscriptions furnished 56 per cent of total income, so it had fallen by around a third in the intervening decade.

The note states: “Subscriptions are our only source of predictable income, so without addressing this loss we are increasing our risk each year.

“We rely more heavily on our unguaranteed, uncontrollable and unreliable legacies and donations to meet our planned expenditure.

“This is not prudent if we are to remain the premier Naval

Veterans Association and a highly respected, efficient and effective charity.”

The use of reserves has been proposed as an alternative to support expenditure, but, according to the note, some of the funds are tied up with restrictions, and by eating into the remaining disposable £1.2m, investment income would be reduced and the charity would be heading for insolvency or a cash-flow crisis in a decade or so.

There is a third, linked, NC motion on the agenda at Conference – Motion 6 proposes “that the Conference decision in 2007 to apply a ‘cap’ of £100 on the fee for the award of Life Membership be rescinded.”

If the motion succeeds as planned, the normal rate would revert to a figure ten times the annual fee for a full member.

And finishing off a quartet of finance-based motions, Number 7 proposes that “the fee for the award of a Certificate of Appreciation of the RNA be £25 for an Associate Member and £5 for a Life or Full Member.”

This motion is designed to ensure that the additional membership rights gained by an Associate Member – equivalent to those of a Full Member – through a Certificate of Appreciation are given for genuine meritorious service to the Association, and not just to increase Associate Member voting figures in branches.

New opening for Jutland ship door

THE chapel door from a Jutland battleship is to be put on display to the public, thanks to the RNA.

The heavy oak door ended up at RNA Central Office in Semaphore Tower, Portsmouth, having been taken from HMS Warspite before she went for scrapping in 1947 (she never made the breaker’s yard, grounding near St Michael’s Mount in Cornwall and being dismantled *in situ*).

The door was originally presented to the British Sailors’ Society and placed in a chapel as a memorial to all those “who sailed the seas in their country’s service” during the two world wars.

It will now go on show at the three-year exhibition *36 Hours – Jutland 1916, the Battle that Won the War* in the National Museum of the Royal Navy in Portsmouth.

Deadline for delegates

SHIPMATES who want to act as delegates at this year’s Annual Conference have until the beginning of June to submit their paperwork.

Delegates play a vital role in the democratic processes of the RNA, listening to debate at Conference and considering all points of view before casting their vote – if delegates come with strict instructions on how to vote then that element of debate is undermined.

The Conference is staged at Wokefield Park Hotel, Reading, on Saturday June 11, and potential delegates must be registered at least a week beforehand.



Picture: National Museum of the Royal Navy

Woodland tribute

THE RNA has thrown its weight behind a new woodland project designed to pay tribute to those who served their country during World War 1.

The Woodland Trust is planting more than a million new native trees and creating four new Centenary Woods – one for each nation in the UK.

It is hoped the £20m project can be finished by 2018, the centenary of the end of the Great War, commemorating those who played their part – such as the sailors from light cruiser HMS Southampton, which had a successful and active war including the torpedo attack on German cruiser SMS Frauenlob at Jutland.

Within the wood in England, at Langley Vale in Surrey, will be a grove of 6,097 saplings, planted to honour those who died at the Battle of Jutland.

Each tree represents a lost sailor from the Grand Fleet.

A £20 donation to the Jutland Wood fund will enable someone to dedicate a tree to a particular sailor.

And each tree will be dedicated only once, with the donor receiving a dedication pack with a certificate and information on the location of the tree within the wood.

The other three Centenary Woods will be Dreghorn (in the Pentland Hills just outside Edinburgh, in Scotland), Coed Ffos Las (in Carmarthenshire, Wales) and along the River Faughan at Brackfield (just outside Derry/Londonderry in Northern Ireland).

More details can be found on the Woodland Trust website at www.woodlandtrust.org.uk/jutland

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admin@royalnavalassoc.com
 023 9272 3747
www.royal-naval-association.co.uk

£50 PRIZE PUZZLE



THE mystery ship in our March edition (right) was HMS Flintham, which was named after a village in Nottinghamshire.

The correct answers were provided by G Angus from Edinburgh, who wins our £50 prize.

Built at Cowes on the Isle of Wight and launched in February 1953, this month’s mystery ship (above), was part of a ten-strong class of inshore minehunters built for the Royal Navy.

After 30 years of service she was sold, and became a training ship for London Sea Cadets.

1) What was her name in the Royal Navy, and 2) what was her name as a training ship?

We have removed her pennant number from the image.

Complete the coupon and send



it to Mystery Picture, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY. Coupons giving the correct answers will go into a prize draw to establish a winner.

The closing date for entries is June 15.

More than one entry can be submitted but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

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

MYSTERY PICTURE 255

Name

Address

My answers: (1)

(2)



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Honour for efforts in Ebola fight

A ROYAL Marines Reservist from Surrey who played a key role as Chief of Staff in the Ebola Support Team in Sierra Leone has been awarded the Queen's Commendation for Valuable Service (QCVS).

Maj Henry Dowlen, 36 from Richmond, has been rewarded for his efforts in saving many lives in the fight against the spread of the Ebola virus in West Africa.

He worked as a coordinator within the National Ebola Response centre and also as Chief of Staff at the Kambia district centre between November 2014 and June 2015.

Maj Dowlen was attached to the Combined Joint Inter-Agency Task Force, headed by the Department for International Development and consisting of military and civilian personnel – mostly from the UK but also Ireland and Canada.

Last year his efforts were awarded with a special campaign medal. This was the first time in recent history a medal has been created to specifically recognise those who have tackled a humanitarian disaster.

Now working in Geneva as Planning Officer for the new Outbreaks and Health Emergencies Programme at the World Health Organisation, Maj Dowlen's focus is on infectious and non-infectious threats to health.

He said: "The QCVS announcement was completely unexpected and I feel quite humbled to have been selected from amongst so many hard working people. It was a privilege to work with a large number of very committed and capable people as part of the response to Ebola."

Maj Dowlen serves with Royal Marines Reserve London and his career includes two deployments to Afghanistan – in 2008 and 2010. He was awarded the MBE in 2008.



Shipshape on Tyneside

Parade marks rededication of HMS Calliope RNR unit

HMS CALLIOPE, the North East's Royal Naval Reserve training unit based on Gateshead Quayside, has formally re-opened after a £3.1 million upgrade to become a major hub for Reserve Forces in the region.

To mark the occasion a rededication parade took place in Baltic Square with local Reservists and the Band of Her Majesty's Royal Marines Scotland parading in front of business and civic dignitaries, senior Naval officers, members from the North of England

Reserve Forces and Cadet Association, the architects and contractors, plus families and friends.

Cdr Ian White, CO of HMS Calliope, said: "I am extremely excited by our new improved facilities and it is a visible sign of the Royal Navy's commitment to the North East and her Reserve Forces."

Local Reservist LH Elle Forrest from Chester-le-Street, who deployed to Bahrain in 2010, said: "It's been a brilliant day. The fitness training I received at HMS Calliope before I went to Bahrain was crucial for me to

conduct my duties. Our new facilities will not only help keep us fit, but will help our professional training and make us better prepared for our role."

Royal Marines Reservists from RMR Scotland (Tyne Detachment), who were previously based in Anzio House on the north side of the river, have relocated into the building and, together with their colleagues from the Royal Naval Reserves, are benefitting from a new state-of-the-art fitness suite, climbing wall, boat store, improved classrooms and new office facilities.

Externally the building has received

a facelift which includes better lighting and signage more befitting of its Quayside location near the iconic cultural centres the Sage and the Baltic Centre for Contemporary Art.

Calliope also houses the Defence Training Undergraduate Scheme, Northumbrian Universities Royal Naval Unit and the Armed Forces Careers Office. There has been a permanent RNR presence on Tyneside since 1905, with a training ship berthed at Elswick through both World Wars up to the 1960s. In 1968 the unit moved ashore to its current location.



Jan ensures W0men retain prestigious post

ONE of the most senior women in the Royal Naval Reserve has handed over her cane to her successor – another female – in an historic moment for the Senior Service.

Warrant Officer First Class Jan Cox RNR has taken over the role as Command Warrant Officer (CWO) of the Maritime Reserves in a ceremony held at HMS King Alfred on Whale Island, Portsmouth.

WO1 Cox takes over from WO1 Annette Penfold MBE who, as the first female CWO in the Naval Service, has held the top Warrant Officer post since 2011.

WO1 Cox said: "I am profoundly honoured to undertake the role of CWO RNR. I am committed to the recruitment and retention of sufficient, capable and motivated personnel.

"Realising talent and ability through our civilian and military skills will only add value to our contribution."

The CWO is one of the most prestigious

roles for a Warrant Officer and their primary responsibility is to act as a channel between the non-commissioned ranks and the most senior Naval officers, ensuring top-level policy messages are understood and comprehensive honest feedback is provided in return.

WO1 Cox joined the RNR unit HMS Eaglet in 1981 and spent her early years as a Wren Supply Accountant in the Supply and Secretariat branch, juggling a civilian career as a business management and HR specialist in the financial sector. She mobilised to Afghanistan in 2008 and worked for the Joint Force Headquarters in Kandahar as an Information Management specialist, being part of the casualty notification chain and logistics chain to the Forward Operating Bases.

On return from theatre she spent time at HMS Raleigh as an instructor in the Defence Maritime Logistics School and was promoted to Warrant Officer Logistics (RNR) in 2010

before taking on the role of WO Training for CMR HQ.

With the official handover complete, WO1 Penfold will now work as the Maritime Reserves Establishment Warrant Officer in NPT(Res), a new role that will focus on building a manpower structure that meets the future needs of the Maritime Reserves.

WO1 Penfold said: "It has been an honour and a privilege to be able to champion the hard work, commitment and dedication of the Maritime Reserves.

"Setting up the Unit Warrant Officer positions has been my greatest achievement and this has been crucial for units to aid recruiting and retention. The successes that the RNR and RMR deliver on a daily basis are testament to the hard work and commitment of those who serve in the Maritime Reserves.

"I am enormously grateful for everyone's unstinting support; that is what I will miss the most when I move on."



● WO1 Annette Penfold, left, hands the cane over to WO1 Jan Cox



PROJECT FIREFLY

Transfer from Regular and Ex-Regular Entry into the Maritime Reserves

THE MARITIME RESERVES – are a force of highly trained civilian volunteers who are readily available to support any of the Royal Navy's wide ranging operational commitments.

The rewards for completing the minimum commitment which is either 24 days RNR or 26 days RMR include:

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navygraphics 16/172

THE JOURNEY DOES NOT HAVE TO END!

Are you the technician of the year?

THE Institution of Engineering and Technology (IET) is looking for exceptional RN apprentices and engineering technicians worthy of the title of apprentice and Armed Forces Technician of the Year.

Winners will be judged on their engineering and technical ability, their knowledge and understanding and their efforts in promoting engineering, whether in schools, through volunteer work or as role models.

Alongside a winner's trophy, awarded at a prize-giving ceremony in London in November, there is a cash prize of £1,000 for each winner and two years' free membership of the IET.

"Serving technicians are very often the unsung heroes of our Armed Forces," explained Sarah Larkham, MOD Account Manager for the IET.

"We hope that the IET Armed Forces Technician Award will help us in highlighting the people who play an important role in the Armed Forces. Whether it be in the front line or behind the scenes – both are equally important.

"The IET is encouraging supervisors and managers to think about the people who have made a difference in the past year and either nominate an individual or encourage them to apply."

Submissions must be received by Friday May 27 2016, with the winners announced at the IET Achievement Awards Ceremony, which will take place in London on November 16. Details can be found at www.theiet.org/techawards.

Mac's Excellent fitness push

NORMALLY encouraging shipmates to shed pounds, CPO(PT) Keith 'Mac' McCormick accumulated them – £400 to be precise – as his unstinting efforts to get sailors and marines at HMS Excellent fit were singled out.

The establishment's CO Cdr Martin Evans determined Mac (pictured, right, offering some advice in Excellent's gym by LA (Phot) Ken Gaunt) was worthy of a Herbert Lott award which acknowledges efforts made by military or civilian personnel to make the Senior Service more efficient – and hence more effective.

In the case of the senior rating, during his two years as the ranking physical training instructor on Whale Island – which is home, among other things, to the Navy's headquarters in Leach Building, the Phoenix Damage Control school and accommodation ship HMS Bristol – he's promoted healthy living, introduced nutritional advice and encouraged and offered more opportunities for military and civilian personnel working at Excellent.

When the 38-year-old, who hails originally from Newton Heath in north-east Manchester (also the birthplace of Manchester United) took over at the gym (designed for 400 people), it was expected to deal with a population on the island at its peak of more than 2,500.

Mac's efforts secured funding from the Royal Navy Royal Marines Charity to increase capacity by building a mezzanine floor – which has helped to raise usage by more than a half.

With the assistance of his small team, the chief PTI has brought



in a range of generic and bespoke fitness programmes, including kratos (fitness/acrobatics) and the 100 and 500-mile clubs, been heavily engaged in the RN-wide Navyfit initiative which has been running since January, and ensured that more than nine out of every ten sailors and Royal Marines posted to HMS Excellent are 'in date' for their fitness tests.

The initiatives don't stop there: Mac, who now lives in Clanfield, has introduced simple exercises

and routines for the office environment and provided advice on how to improve posture and alleviate back pain.

He sends out weekly health, fitness and nutritional tips in a simple, easy-to-read email, and twice a week hosts a planned 'drop-in' crèche to broaden gym access for MOD staff with young children.

"It has been a pleasure working on Whale Island," said Mac. "I have loved working with my small team to deliver personal development, advising on realistic and sustainable changes to people's lives – they've been receptive – and looking at physical training in a different way."

All of which impressed Cdr Martin Evans, who presented Mac with

his award as the PTI prepared to move to a new post as a career manager for the Senior Service's physical trainers.

"CPO McCormick's ideas, innovation and efficiencies, combined with his warm, friendly approach, has made HMS Excellent gym the most inclusive I have ever come across," said Excellent's Commanding Officer.

"The impact on establishment fitness and staff 'wellbeing' has been tangible and CPO McCormick's achievements have been highly praised by the head of the Physical Training specialisation, who regularly uses them as examples of how participation in, and benefit from, personal development can be increased through initiative and innovation."

Smart cover for military

FORCES Mutual are offering military personnel the chance to become smarter drivers – and peace of mind when they are away on duty.

The financial services company, which specialises in the needs of the military community, is the first to offer the military family the choice to have a 'driver performance insights device' free with all car insurance policies, taken out with the company since March 21 this year.

Forces Mutual is a new brand within the Police Mutual Group, created by combining Forces Financial with Abacus.

The company, which provides car insurance to serving, retired, ex-Forces, reserves, families, contractors and support organisations, believes that a standard car insurance policy is often not suitable to the lifestyle of military personnel.

Cover on base, for example, is a benefit of the Forces Mutual policy but is frequently not covered by high street policies – drivers may only realise this when they need to claim.

"This style of driver information is becoming more mainstream and we wanted to be the first to introduce it into the military family," said Forces Mutual's Paul Hemingway.

"We would like to offer our customers an insight into their driving style, where perhaps we can help our customers be safe on the roads and offer the ability to save money on their fuel consumption for example.

"The device also offers some peace of mind by alerting the driver if their vehicle is started or moves whilst they are on exercise, a tour of duty or even just a holiday. It's all about making car insurance smarter."

The device plugs into a car's diagnostic port and is powered continuously while the engine is running.

Drivers can view their insights by logging into the secure web portal or by downloading a smartphone app.

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WELFARE

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A WelComE account card is assigned to you for your entire military career and can be used to access telephone and Internet services whilst deployed.

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Help us beat the triangle of death

NLIMS – Navy Lessons and Incident Management System – is the system used in the RN, RM and RFA for reporting accidents, incidents, near-misses, and anything else you think may be important from a safety point of view.

Reporting is not a new concept in our service, but NLIMS has simplified the process, and made it easier for us all to make a positive contribution, writes Lt Nicholas Hallatt of the Navy Safety Centre.

To quote Einstein, insanity is "doing the same thing over and over again and expecting different results". NLIMS aims to avoid this scenario by monitoring reports and seeing if there are any lessons that can be learned in order to avoid making the same mistakes again.

The beneficial effect of reporting on NLIMS is demonstrated by Bird's Triangle.

For every 600 errors, or 30 minor incidents at the bottom of the triangle, we can expect to experience ten serious accidents and one fatality.

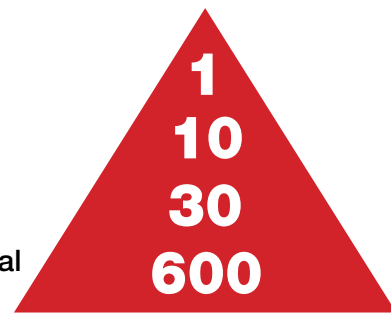
By reducing the numbers at the bottom of the triangle, we can reasonably expect to reduce the number of serious accidents

Serious events

Major events

Minor incidents/
near misses

Non-consequential
incidents



and fatalities.

This is where the impact of NLIMS becomes apparent.

If we report all minor incidents at the bottom of the triangle, then we can spot any trends, learn from our mistakes, and reduce the frequency with which they occur.

This has the knock-on effect of reducing the more serious events. In effect, NLIMS allows defences to be put in place before a serious accident happens.

But if we are lazy in reporting accidents and incidents, then the lack of information means we can't learn any lessons and improve the way things are done. This starts the clock ticking to our next major accident that

may involve you – or one of your colleagues.

NLIMS is a tool available to all. If you see something – or are exposed to something you believe is unsafe, or has the potential to cause an accident – report it.

It's a simple process starting with an Initial Report Form asking simple questions – who, why, what, where, when. You'll find it at the NLIMS link on the NavySafe DII website.

Our dedicated team will look in to the details, and seek ways to avoid a recurrence

By reporting, you have contributed to improving safety, and may well prevent a serious injury or fatality from occurring in the future.

Boost self-esteem, mood, sleep quality and energy. Get moving

Naval Families FEDERATION

WE ARE pleased to announce that spouses and civil partners who have accompanied their Service personnel overseas will now be able to apply for a new type of National Insurance (NI) credit to protect their State Pension. To find out more details please visit our website www.nff.org.uk/new-insurance-credits-service-spouses/.

As the Armed Forces Covenant moves into its fifth year, we thought we'd share some of their latest notable achievements. For example, 24,500 children from Service families have now benefitted from 154 grants for Education Support Funding to help schools mitigate and manage issues caused by Service families moving as a result of deployment.

More than 300 spouses of Armed Forces personnel will now be offered £1,000 grants for training and education. Agreement has now been secured with four major mobile phone providers to allow Service personnel and their families to put their contracts on hold when they are posted overseas. We're really pleased to see these developments in removing disadvantages for Armed Forces families – long may they continue!

The new edition of our quarterly magazine, *Homeport*, is now out, with a special focus on Scotland, introduced by Rear Admiral Weale. You can also find out more about our regional liaison officers, we've got some great survival tips for parents of trainees and useful information about spousal employment. We're also giving away the chance to win a summer getaway for two in the French Alps with Chilly Powder – all you need to do is email editor@nff.org.uk with your details (subject line of the email should read 'Chilly').

Finally, just to say that we're really pleased to have received so much positive feedback regarding our new logo and as part of our re-branding we've been working away on a new website, so look out for that soon. In addition, we're delighted that First Sea Lord Admiral Sir Philip Jones will be formally launching our new look and strategy later this month at the RN's headquarters.

Your feedback and views are invaluable, so do continue to keep in touch with us at 023 9265 4374 / admin@nff.org.uk. To receive a free copy of *Homeport* drop a quick message to editor@nff.org.uk with your details.



Kent's kit to fight

MARINE and weapon engineering technicians aboard HMS Kent are helping to design and develop improved Personal Tool Kits (PTKs) for their counterparts across the Senior Service.

The Portsmouth-based frigate was chosen to undertake a trial using PTKs, with 12 of the first wave of improved kits.

ETs were given the task of using them and assessing their effectiveness in order to help develop the kits.

"The kits have been a great hit onboard and have made routine maintenance and defect rectification much easier," said POET(WE) Craig Beadnall.

"The overall standard of tools contained within the tool kit is high. There's a good selection and great durability."

The Navy's intent to better equip our technicians hasn't been lost on LET(ME) Andrew Taylor who said the new toolkit was "a good piece of equipment, very well thought out," while his colleagues agree that maintenance and repairs are quicker and easier with these ready-use tools.

Kent's role in the development of PTKs is also to identify what a tool kit needs to look like for ME and WE technicians of all skills and experiences – from a brand new ET straight out of training all the way up to a veteran CPOET.

The development of improved PTKs is only a small (but important) aspect of the wider work being undertaken to ensure RN technicians have the right authority and permissions to carry out their work and providing them with the right tools, spares, information, support and facilities at the right place and the right time.

Where to look

RNTMs

085/16 Learn to fly at Portsmouth Naval Gliding Centre training week May 9-13 2016

098/16 HM The Queen's 90th Birthday Celebration, HMS Excellent, May 11 2016

108/16 Award of submariners' performance T-shirt to qualified submariners

DIBs

03/16 Pay 16, the new Armed

Forces pay model

16/16 New Employment Model: amendments to Enhanced Learning Credits and Further Education and Higher Education

DINs

2016DIN10-004 Royal Navy Golf Championships 2016 General Competition

2016DIN10-015 Royal Navy and Royal Marines Angling Association novice coaching

Jutland – 'a great experience...'

"IT WAS a great experience to have gone through – and one not easily forgotten."

Thus did the future king of Britain and its Empire describe the greatest naval battle ever fought in European waters.

A short, personal account of the Battle of Jutland by George VI will be among the prized items on show to the public at the most comprehensive exhibition ever staged on the encounter which opens this month.

Prince Albert – as he was known then – served in the forward turret of battleship HMS Collingwood, whose 12in guns damaged the German battle-cruiser Derfflinger and cruiser Wiesbaden in the battle.

Collingwood came through the battle unscathed – 14 British and 11 German ships were lost, and more than 8,500 men on both sides died.

"I feel very different now that I have seen a German ship filled with Germans and have seen it fired at with our guns," the then 20-year-old prince wrote.

"How and why we were not hit or damaged beats me, as we were being fired at a good part of the time. The ship ahead of us was hit but it did not do any damage. We had torpedoes fired at us which we got out of the way of luckily."

Like most men in the Grand Fleet, the young officer was convinced Jutland was a British victory.

"Nothing is ever talked about up here now except the action," he wrote. "People exchange notes from other ships and get all sorts of interesting items."

Also being loaned by the Imperial War Museum to the National Museum of the Royal Navy for its *36 Hours – Jutland 1916, the Battle that Won the War* exhibition is another royal letter, written by the future Edward VIII, who was touring the Ypres sector of the Western Front at the time.

The IWM is also donating the bell of legendary battleship HMS Warspite – which took a hell of a hammering at Jutland, but survived to serve with distinction in WW2 – a lamp from the cruiser Chester, aboard which boy Jack Cornwell earned the VC for his brave stoicism, and a shrapnel-damaged Bible, also from the Warspite, to Portsmouth for the duration of the exhibition.

More than two dozen archives, collections and museums are loaning artefacts connected with Jutland for the exhibition.

Entry to the exhibition, which opens on May 19 and runs until November 2018, can be purchased for £10 (adults) £5 (children) or as part of an all-inclusive package to see Portsmouth's naval heritage.

Details can be found at jutland.org.uk

Meanwhile in Yeovilton... the often-overlooked story of the 'wings of Jutland' will be told as part of centenary commemorations.

The remains of the only aircraft to take part in the battle, a Short 184 seaplane, will take centre stage in the new display at the FAA Museum from May 18.

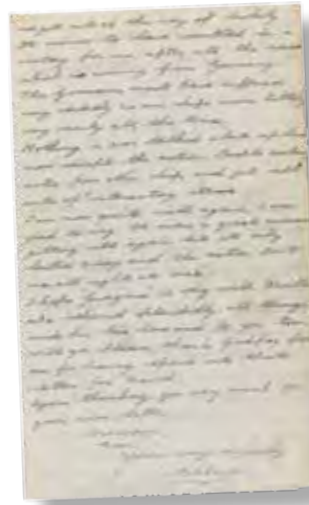
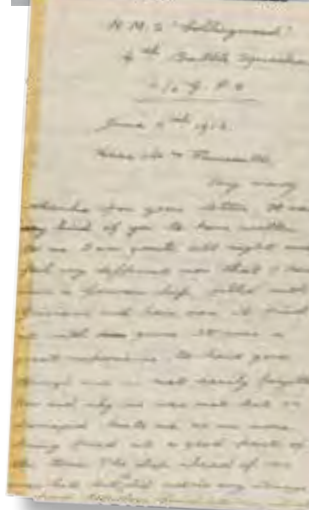
Launched from HMS Engadine, the seaplane flew a 50-minute mission scouting ahead of Admiral Beatty's battle-cruisers.

Pilot Frederick Rutland took the Short – top speed just 88mph – to within one and a half miles of the German Fleet at an altitude of just 1,000ft, while his observer George Trewin radioed the number of enemy ships sighted and their location, all the while under fire as the biplane flew through clouds of shrapnel; the exploding shells missed the aircraft by just 200ft.

Trewin's messages got through and within half an hour, battle-cruisers on both sides were exchanging shells

The Short survived that encounter with the Germans, but was damaged during the Blitz – its fame at Jutland ensured a place in history and it was donated to the Imperial War Museum... who've subsequently given it to the custodians of naval aviation.

Also going on display will be a replica Sopwith Baby, 'armed' with Le Prieur anti-Zeppelin rockets (the then Royal Naval Air Service was responsible for the air defence of Great Britain during the Great War), forerunners of air-to-air missiles, although really just glorified fireworks.



Memorial wood grows

WITH spade in hand, four-year-old Ruaridh Millar helps islanders in Orkney lay the foundations for a First World War Centenary Wood, planting the first of 746 saplings near Kirkwall Grammar School.

The copse, devised by the Woodland Trust, will act as a living memorial to the crew of cruiser HMS Hampshire and the drifter Laurel Crown, both lost off Marwick Head in June 1916 when they struck German mines.

War Minister Lord Kitchener, his staff and all but 12 of the crew of the Hampshire were lost – 737 men in all.

The tragedy was compounded when the Laurel Crown, sent in to help clear the minefield, also struck one of the explosive devices and went down, taking nine men with her.

Around 60 locals answered the call from the Woodland Trust and council to help plant the first trees – including hawthorn, hazel and rowan – of the HMS Hampshire Centenary Wood.

"I think the number of volunteers that came along to plant the wood is a real testament to how important it is to commemorate this significant event," said North Isles Councillor Stephen Hagan.

"The 746 trees planted will stand as an on-going reminder for generations to come of the people that lost their lives in 1916."

Picture: Ken Hamer, Orkney Photographic



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Best yet for Corps rowers

SEA Cadets from across London and Essex competed at the 10th National Indoor Rowing Championships.

The event is run by London Youth Rowing at the Lee Valley Athletics Centre, and is the biggest indoor rowing competition the UK has to offer junior rowers.

Competitors range in age from 11 to 18 and race in individual and team relay events in the hope of being crowned National Champion.

Sea Cadets have taken part in the competition for the past three years and 2016 was the most successful to date.

Cdt Antonio from Chiswick unit rowed an impressive 1,441 metres in only five minutes, beating 160 other competitors to win a bronze medal – the first medal ever won by a Sea Cadet at this competition.

Cdt Harry said: "It was a great day overall and I enjoyed the opportunity to compete against the various schools and rowing clubs."

"It was a big test of my fitness to keep up with the pace, and I'm really happy I finished well within the top third for my age group."

Sea Cadets offers British Rowing qualifications in both fixed-seat and sliding-seat forms.

Alan honoured

A FORMER Royal Navy sailor has been recognised for his service to the Sea Cadets.

Former CRS Alan Atkinson, 76, was presented with the Lord Lieutenant's Certificate by the Lord Lieutenant of North Yorkshire, Barry Dodd, at a ceremony at Worsley Barracks in York.

Alan, who served in the Navy for 25 years, joined Scarborough unit in 2004, playing a wide-ranging support role as well as being instrumental in the administration of the Duke of Edinburgh Award scheme.

He also runs crucial fundraising events every year.

Of his award, Alan said: "I was very surprised when I heard I'd been nominated for this award."

"It's a great honour. I've been very happy to share my Naval knowledge and support the Sea Cadets."



● Cadets take a look at a Grob 115E Tutor aircraft from 727 Naval Air Squadron, which provides grading and acquaint flights from its base at RN Air Station Yeovilton

Golden opportunity for Bronze Wing

SPRING saw the first of this year's Sea Cadet Aviation courses begin with the Bronze Wing ground school held at the Sea Cadet Training Centre Weymouth and RNAS Yeovilton.

All 16 cadets completed the course after a very demanding week of both classroom work, which covered a wide range of subjects from meteorology, air law and navigation to principles of flight, which prepared them well for their air experience flights with 727 Naval Air Squadron later in the week.

For a change the weather was very kind, and some hard work by the squadron pilots ensured they were able to ensure that each cadet was able to fly.

Hangar visits were organised and briefings had also been arranged, and were enjoyed by all the cadets.

At the end of the week, and after successfully passing their examinations, the cadets were presented with their wings by Commanding Officer Sea Cadet Aviation Lt (SCC) Marc Pether RNR.

AC Ashley, from Exmouth unit in Devon, won the coveted award for the top student on the course.

● Cadets and staff from the Bronze Wings course in front of a Sea Vixen at RNAS Yeovilton



Titanic theme

TEN Sea and Royal Marines Cadets from Bournemouth unit (pictured above) attended the Mayor's Charity Ball at the Hilton Hotel – which took the ill-fated voyage of the Titanic as its theme.

The Mayor, Cllr John Adams – aka Capt Edward Smith RNR, skipper of the White Star liner – was piped aboard by MC2 Leo, who also piped the dinner call.

Bournemouth Symphony

Orchestra provided the music, and actors helped recreate the atmosphere of the tragic night.

The collision resulted in the death of more than 1,500 people – two thirds of those on board when she struck an iceberg and sank in April 1912.

But the tragedy brought important design and safety changes, and the ball finished with reflections on life, love and human endeavour.

TS Starfish makes its debut

A NEW Sea Cadet junior section satellite unit has opened at a primary school in Leicester.

Parent unit Leicester – TS Tiger – proudly announced the opening of the Starfish Division, which is located at Taylor Road Primary School.

The section, which is exclusively for Junior Cadets, is believed to be the first to have a majority of Muslim children.

The Commanding Officer of Leicester unit, Lt (SCC) Dave Derbyshire RNR, was pleased to welcome the Captain Sea Cadets, Capt Phil Russell, on a visit to the unit.

During the visit Capt Russell enrolled the first Junior Cadets into the Corps, and presented them with their berets and certificates – some 30 children expressed an interest in joining the unit.

Other guests included the Lord Mayor of Leicester, Cllr Ted Cassidy, and other dignitaries, watched by parents of the cadets.

The parent unit attended *en masse*, alongside a division from Leicestershire units.

The name of the division



● Captain Sea Cadets Capt Phil Russell (right) watches as junior cadets are welcomed into Starfish Division at Taylor Road Primary School in Leicester

was chosen because the starfish features prominently in life at Taylor Road, in the St Matthews area of the city.

And there is a ready-made connection with the Royal Navy – three vessels were named HMS

Starfish, two of which were destroyers in the early part of the 20th Century, the third was a submarine which scuttled in January 1940 after being attacked by German warships – her crew of 38 were taken prisoner.



● Richard Harvey

Bandies' role is explained

A FORMER Royal Marines Band Director of Music gave a talk to pupils and visitors at his new school on the role of the 'Warrior Musicians'.

Richard Harvey, who is now Bandmaster at the Royal Hospital School in Suffolk, used his experiences to inform his talk on the operational role of the Royal Marines Band Service.

Royal Marines Bands have served in battle since before the Napoleonic Wars, and several bands are known to have been present at the Battle of Trafalgar.

There have been RM Bands involved in every major conflict of the past 100 years, including two World Wars, the Falklands Conflict and both Gulf Wars.

They have also performed humanitarian duties in Bosnia, and most recently during the international response to the Ebola crisis.

In 2011 Richard served as the Adjutant of the UK Medical Group on a six-month tour of duty in Afghanistan.

During his time there he was directly involved in the handling and care of more than 2,500 casualties of all nationalities, including international troops, the local national forces, civilians and insurgents.

Richard provided an overview of the evolving role of today's military musician, with a detailed and candid insight into his experiences on operations, including learning to operate a Mastiff armoured six-wheel-drive patrol vehicle as opposed to a musical instrument, entertaining the troops and dealing with the incessant dust, camel spiders and rabid cats...

At times Richard, and the audience at the school's Burns Recital Hall, were moved to tears as he recounted his experiences – particularly when he demonstrated the power of music when rehearsing musicians stopped to play Elgar's *Nimrod* as a mark of respect to a young American soldier killed in action.

The school's strong Naval heritage was prominent when pupils performed a gala concert in aid of St Elizabeth's Hospice, Cancer Research UK, Friends of Holbrook Church, Ipswich Riding for the Disabled, Avenues East and Bike Active.

The concert, which raised more than £3,000, ended with Richard Harvey's composition *Am Sailing to Westward*, about the loss of HMS Trinidad; the events around the sinking of the cruiser were narrated by Head of Ceremonial Nigel Griffiths, formerly the Royal Navy's Senior Drill Instructor.

The Royal Hospital School was founded in 1712 by Greenwich Hospital in London, providing education for the orphans of seafarers both military and civilian.

Nottingham include TV showcase

NOTTINGHAM Sea Cadets have recently had their Royal Naval Parade – a significant biennial inspection where cadets showcase what they've achieved over the past 12 months.

On the Thursday in question, Nottingham unit played host to a group of VIPs including the Lord Mayor, the High Sheriff of Nottingham, and the Commanding Officer of HMS Sherwood, Cdr Rob Noble.

The evening began with a full ceremonial display from the cadets to formally open the event.

The parade commander was MC1 Laurence, 16, who performed well in commanding the deck for his first official duty in charge.

This was followed by a short break after which the cadets put on a spectacular show entitled *We've Been Framed*.

The cadets demonstrated all they've achieved in the last year by pretending to be part of popular TV shows.

For example, *Topper Gear* was a section highlighting the exciting new sailing dinghy coming to the unit this summer, the RS Quest, and *Take Me Out* to show off some of the courses cadets can attend at National Sea Cadet Training Centres.

The unit's Royal Marines Cadets detachment also contributed an impressive display of rifle drill movements set to *Uptown Funk* – in the dark under an ultraviolet light.

After a grand musical finale starring a very brave Jade, 14, inspecting officer Cdr Bagot-Jewitt RN applauded the efforts of all the cadets and staff, and a reception was held for the visitors.

Nottingham unit hope to repeat their notable performance this year with another 12 months of achievements.

Anyone wishing to get involved, whether cadets aged 10-18 or as adult volunteers aged 18+, should get in contact by email at nottinghamseacadets@live.co.uk

Folkestone march on

CADETS from Folkestone and Hythe unit kept the momentum going in their quest for glory on the parade ground.

At the end of March Sea and Royal Marines Cadets from the Kent unit travelled to RAF Halton to take part in the Southern Area Sea Cadets Armed Guard Competition.

The squad had already successfully defended their East Kent title three weeks previously, and participating as part of the East Kent Sea Cadet drill team they had high hopes of returning home with silverware.

AC Louise, 15, led the team onto the parade square for their 12-minute routine, and their performance suggested they were serious contenders.

But it still seemed like hours before the cadets fell in to hear the final results.

As a large crowd of parents and supporters looked on, a huge cheer and round of applause erupted when it was announced that East Kent – and therefore Folkestone and Hythe cadets – had won their class.

They were awarded their medals by Southern Area Officer Cdr T Price, and the cadets will now go on to represent Southern Area at the National Sea Cadet Drill and Piping competition, which was due to be staged at HMS Raleigh as *Navy News* went to press.

Medusa helps test Warsash training

MEMBERS of Warsash unit made the most of a unique opportunity to crew an historic vessel that took part in D-Day.

The cadets were given the chance to drive the World War 2 veteran ML (Motor Launch) 1387, latterly known as HMS Medusa, from Gosport to Portland, where the vessel was to be opened to the public as one of the attractions at the Marina Open Day.

The cadets had just finished a navigation specialisation course and their instructor, a serving Royal Naval lieutenant, had been seeking imaginative ways to consolidate their classroom theory training.

The course was planned to coincide with Medusa's move, giving the cadets not only the chance to drive the veteran boat, but also to put their navigation theory into practice.

Medusa was built at Newman's

shipyard in Hamworthy, Poole, Dorset, in 1943.

Although originally designed for foreign service, Medusa spent her career in the European theatre.

She was based at the Coastal Forces base HMS Hornet in Gosport, which is now the home of the Joint Services Adventurous Sail Training Centre.

It is fitting, then, that the cadets also used JSASTC facilities for their classroom training.

She spent her first year defending harbours and escorting convoys around the UK.

In the spring of 1944 Medusa took part in the rehearsals for D-Day, one of which was the ill-fated Exercise Tiger at Slapton Sands on April 28, when American landing ships were pounced on by a flotilla of German E-Boats.

Because of the need for secrecy and with different forces operating on different radio frequencies, the E-boat threat



● Warsash cadets Jessica and Adara get into the 1940s spirit on board HMS Medusa

was not passed on to the convoy, and by the end of the action almost 950 American servicemen had lost their lives.

The high point of Medusa's career was the pivotal role she played in D-Day.

Using ground-breaking and highly classified electronic navigation aids now revealed to be underwater sonar transducers and Decca navigator – a predecessor to modern GPS – Medusa's role was to accurately mark the cleared channel through the German minefield for the landing force attacking Omaha beach.

● One of the Medusa volunteers introduces Warsash cadets to one of the vessel's 20mm Oerlikon machine guns



She remained on station for over 48 hours under the German guns.

With the beachhead secured and the guns silenced, she was released and returned to convoy escort and coastal patrol duties.

As the war progressed Medusa and her 12-man crew found themselves taking the surrender of the German garrison at IJmuiden, the North Sea entrance to the canal leading to Amsterdam.

She was also the first Allied vessel to make it through to the Dutch capital after German occupation was ended.

After the war the vessel served in various roles, from a headquarters ship to training vessel, including spells with Cardiff University Naval Division and the Severn Division RNVF.

She spent more than a decade as a temporary survey ship in the hydrographic fleet, after which she was paid off and passed into private ownership, despite being badly damaged by a fire in her forward accommodation.

She is now in the hands of the Medusa Trust, which operates the vessel as a living museum, making occasional TV and film appearances – which may soon include a remake of the Dunkirk film programmed for the summer.

● HMS Medusa leaves Portsmouth on an earlier voyage

Admiral welcomes Navy Board cadets

THE new team of Navy Board Cadets have been presented with their badges at a ceremony in Devonport Naval Base.

Every year six outstanding cadets – one from each area of the Corps – are chosen to represent their organisation at key national events.

These Navy Board Cadets, aged 16 to 17, will participate in a range of duties, including meeting with the head of the Royal Navy – the First Sea Lord – and the Navy Board, the Royal Navy's senior management board.

The six take part in one of the Board meetings to discuss youth issues with Navy Command.

The ceremony was held at Plymouth where Rear Admiral John Clink, Flag Officer Sea Training, presented the cadets with their Navy Board Cadet badges.

The presentation was followed

by a busy programme of visits to assault ship HMS Bulwark, frigate HMS Northumberland (pictured right), 1 Assault Group Royal Marines and training establishment HMS Raleigh at Torpoint.

Rear Admiral Clink said: "I was very proud to present this year's Navy Board Cadets with their badges on behalf of the First Sea Lord."

"They personify what is great about the Sea Cadet Corps – pride in being part of the Naval family, taking advantage of opportunities for adventure and fun and growing into adults who will contribute a great deal to UK society."

These high-profile influential teenagers are hand-picked from thousands to represent the Sea Cadets.

The Navy Board Cadets are selected each year from more



Picture: LA(Phot) Joel Rouse

than 14,000 to represent their areas – Northern, North West, Eastern, London, Southern and South West.

The cadets act as advisors to the Navy Board on all matters

concerning Sea Cadets and Naval youth, and also have a role as ambassadors for the Sea Cadets, representing their fellow cadets at ceremonies and high-profile events throughout the year.

Ship will contribute to forecasts

CADETS preparing for an offshore voyage have good reason to be interested in the weather forecast.

Some of them will now be able to contribute directly to those forecasts.

Training ship TS John Jerwood has been trialing a scheme with the Met Office to report weather observations at sea.

The results from the ship are being used to help shape the weather forecast.

Cadets on board TS John Jerwood check sea temperatures, cloud formations and humidity levels, and send the results via satellite to the Met Office headquarters in Exeter.

Lt Swain, TS John Jerwood's Commanding Officer, said: "This a great opportunity for Sea Cadets vessels."

"It's something real and with purpose to get involved in, and the cadets have really enjoyed becoming Met Observers."

If this trial is successful the scheme could be rolled out to the rest of the Corps' offshore fleet.

Northampton pay tribute

ON March 30 1944 L-class destroyer HMS Laforey was north of Palermo, the capital of Sicily, in company with other Royal Navy destroyers hunting the German U-boat U-223.

The German submarine had been under attack since the previous day, and as the depth charges took their toll the vessel surfaced.

She was immediately pounded by gunfire from six destroyers less than a mile from her, and was hit repeatedly.

But her skipper managed to fire off three torpedoes at HMS Laforey, which sank quickly with the loss of more than 180 of her ship's company of 247.

U-223 quickly followed Laforey to the depths, with 23 German sailors lost out of her crew of 50.

In 1942 the town of Northampton raised £750,000 to build the warship.

And in commemoration of the sinking, Northampton unit, accompanied by sister units from the district, took to the streets and paraded in front of former Second Sea Lord Admiral Sir John Brigstocke.

Glimpse at Marines life

BRISTOL University Technical College (UTC) was due to officially launch its Combined Cadet Force Royal Navy contingent as *Navy News* went to press.

Even before the formal launch, the cadets have been busy, spending a session with the Royal Marines Visibility team.

The visit began with leadership challenges, where cadets had the opportunity to work on their team-building skills using tyres, planks and rope to complete a number of tricky exercises, where brain can triumph over brawn.

Cadets also took part in some phys – Royal Marines-style PT.

In the afternoon, the Marines gave a presentation about what life is like to be a commando, the training they undergo and the role they play in the UK and globally.

It also gave the cadets an opportunity to ask questions about possible career intentions.

The day concluded back outside looking at some military skills and the kit a commando would use in the field, including MOD ration packs, shelters and clothing.

Reunions

May 2016

HMS Mercury Blue Plaque Scheme: The eighth Blue Plaque unveiling will take place at the Bird in Hand, Lovedean (www.lovedeanbirdinhand.co.uk/) on May 14 at 1200. The pub was popular with Mercury personnel who lived in the MQs at Lovedean. The ninth unveiling will take place at the Heroes, Waterlooville (www.heroeswaterloo.co.uk), on June 18 at 1200. The Heroes is named after the weary soldiers who stopped near there on their return from the Battle of Waterloo in 1815.

The Neptune Association: Relatives and friends will remember those lost in HM Ships Neptune and Kandahar at a service of remembrance on Plymouth Hoe on May 21 at 1045. Members, relatives and friends are invited to pay their respects to the 836 men lost on December 19 1941. See www.hmsneptune.com or tel 07941 440113.

Battlecruiser HMS Hood SE London Memorial Group's annual memorial parade and service is on May 29 to mark the 75th anniversary of the loss of HMS Hood. The group is affiliated to the HMS Hood Association. Details from D M Heaney at duncandandan90@yahoo.co.uk or tel 0208 291 0813 or 07909 993939.

July 2016

HMS Blackcap, RNAS Stretton: Greater Manchester branch of the FAA Association invite Service and civilian staff

who were at Blackcap between 1941-58 to a service of commemoration at St Cross Church, Appleton Thorn on June 5 at 1200. Standards welcome. Contact Bernie Cohen at b.cohen2@ntlworld.com or tel 07806 782720.

HMS Sirius F40 1966-93: 50th anniversary of commissioning reunion at HMS Drake on June 18. See www.hmssirius.info or Facebook page **H M S Sirius** (make sure you leave the spaces) or contact Andy Ayres at andrew.ayres519@mod.uk or andyayres@gmail.com or text only to 07813 567184.

September 2016

HMS Tiger Association (C20): Reunion at the Heronston Hotel, Bridgend, from September 23-26. Details from Dennis Andrew at dax2brid@hotmail.co.uk or tel 01262 670860.

October 2016

HMS Lowestoft Association: Reunion will take place at the Aztec Hotel, Almondsbury, near Bristol, from October 7-9. All who served in HMS Lowestoft between 1961 and 1986 with partners and guests are welcome. Entertainment on Friday is a local shanty band. Saturday is the gala dinner. To book please call Isle of Wight Tours on 01983 405116. Only £10pp (non-refundable) deposit required. Balance due by August 7. Contact Richie Farman at richiefarman@gmail.com or tel 07775 793778.

Deaths

Rear Adm Derek Satow CB. Joined as a Special Entry Cadet 1941 and won the Admiralty Engineering Aggregate Prize; he went on to RNEC Plymouth. Spent a term at sea in HMS Belfast on Arctic convoys to Murmansk. 1945-46 served in HMS Ceylon in the British Pacific Fleet and the British East Indies Fleet and in Duke of York 1948-49. After working on Sea Slug missile system at Farnborough 1949-51 he was appointed as an engineer in HMS Newcastle, leading intensive repair work on a fuel leak into a magazine, allowing Newcastle to sail on time as flagship of UN Korean War fleet; he was mentioned in dispatches. 1953-59 served at Naval Ordnance and Weapons Department at Bath, 1959 was Director of Engineering at RNEC and 1962 was MEO in HMS Tiger. Promoted captain 1964 he spent four years at MOD Bath where he advocated replacement of steam machinery by gas turbines. Appointed captain of RNEC Manadon 1969 then Director of Naval Officer Appointments (Engineering). Promoted to flag rank 1973 and served as Chief Staff Officer (Engineering) to CinC Fleet 1974-76 and 1977-79 as Deputy Director General Ships at Bath. Appointed CB 1977. February 10. Aged 92.

Cdre Rhod Palmer Naval Engineer. Joined 1972 as a cadet while reading Mechanical Engineering at Imperial; 1975 studied at Manadon, then Daedalus as an air engineer. Early roles included front-line service in 892 NAS and Phantoms from Ark Royal. 1983-90 as Lt Cdr he was air engineer of 899 NAS of Sea Harriers and served on the staff of FONAC. Promoted commander 1990 he served as military assistant to the Director General Aircraft (Navy) and as air engineer commander at RNAS Yeovilton. Promoted captain 1997 he became involved in the logistics of aircraft support. 2001 as a commodore he became Director of Operations (Rotary Wing) in the Def Log Org, Yeovilton. 2004 assumed responsibility for determining helicopter needs of all three Services. Represented RN at badminton and fronted RBL campaign to secure compensation for veterans with asbestos-related cancer. March 6. Aged 62.

Cdr John P Clarke. HMS Ark Royal, Ocelot, Neptune, Meon, Oberon, Invincible, Andromeda, RNEC Manadon and DG Ships. Mar 31. Aged 71.

Cdr Nigel F Fawcett. HMS Cavalier, Zulu, Newcastle, Hampshire, Berwick, Chevron, Pincher, Gravelines, Bicester, Victory, Mercury, DGNM and Dir Naval Signals. Mar 18.

Cdr Michael K McGwire. HMS Aisne, President, Gladstone and Def Intel Staff. Mar 26. Aged 91.

Cdr Rodney C O'Connor. HMS Victorious, Hermes, Danae, Osprey, Heron, Dee, Invincible, Dryad and FONAC. Mar 13. Aged 72.

Cdr John T Rawlins. HMS Heron, Victory, Osprey, Seahawk, Hermes, Daedalus, Eagle, Centaur, Goldcrest, also 806, 845, 846, 848 and 892 NAS and loan RAN. Jan 29. Aged 83.

Cdr Philip R Spademan. HMS Dryad, Daedalus, President, Terror, Heron, Sea Eagle, Peregrine, Glory, Fulmar and MOD DGNPS. Mar 13. Aged 95.

Lt Col C M G 'Graham' Campion VRD RMR. City of London RMR. Mar 15. Aged 81.

Lt Cdr Patrick J Patrick. HMS Fearless, Terror, Blackwood, Warrior, Dryad, Ausonia, Duncan, Thorough and NATO. Feb 25.

Lt Cdr H S 'Bert' Ricketts RD RNR. HMS Collingwood, St Vincent and Northwood. Mar 12. Aged 92.

Lt John C Allen RNRV. 757, 771, 804, 845 and 890 NAS. Jan 30. Aged 94.

Lt Robin M Carter. 802 NAS, HMS Condor, HMAS Albatross. Dec 31. Aged 84.

2/O Margaret E Hodgson WRNS. Jan 19. Aged 95.

3/O Catherine Traylen WRNS. Feb 28. Aged 97.

Sub Lt Arthur Thelwell RNRV. 1852 NAS. Jan 5. Aged 90.

Margaret Rodgers Chief Wren Wireless Operator. Volunteered for WRNS 1940, trained at Greenwich, becoming a Chief Wren (Wireless Telegraphist) Special Operator and assigned to top secret work in the Y-service listening to German and Italian Morse code and providing the raw material for the teams of cryptanalysts working at Bletchley. Appointed to HMS Flowerdown Y-station near Winchester, then volunteered to join a party of WRNS Special Operators for service at Kranji, Singapore. Evacuated 1942 to new HQ at Colombo, then embarked in HMS Alaulia to Mombasa for two years. Commissioned in 1944 she was chosen to specialise in survival and safety equipment and served at RNAS Vullura, Madras, India. Jan 19. Aged 95.

Dave 'Thomo' Thompson PO(CY). Served 1970-94 in HMS Naiad, Bulwark, Blake, Devonshire, Antrim, Diomedea, Invincible and Ambuscade; also Raleigh, Mercury, Centurion, Osprey, Rooke, President and various RNR units. Joined RNR 1997 and served as PO(NE) at HMS Sherwood, retiring in 2010. Feb 21. Aged 95.

Duncan McFarlane Christianson CPO. Joined HMS Ganges 1936 and served HMS Birmingham (37-41), Speedy at the siege of Malta (41-43), Shrapnel (Mastodon) D-Day preparation, Bruce and Duke of York. Enlisted RFR 1950. Rejoined 1952 and served in HMS Nightingale, Gamecock, Phoenicia, Venus and Lochinvar, retiring 1961. Feb 14. Aged 95.

Arthur 'Roy' Ginger ERA. 1945-46 Pembroke, Ganges and Resource. Kingston & East Preston RBL. Feb 1. Aged 91.

Peter D Cheesbrough LME. Served 1957-64 at HMS St Vincent (A51), Raleigh, Armada, Palliser, Hartland Point, Sultan and HMV Britannia. HMS St Vincent Association. Feb 7. Aged 73.

Peter Hornett RVM, AB Gunner's Yeoman. Served HMS Liverpool (49-51), HMS Anson, Formidable and Adamant. HMS Liverpool Association. Pembroke House resident. March 2. Aged 85.

Robert 'Bob' Leader L/Sea. Served HMS Delight 1955-56 and a member of the D-Boat Association. February 17.

Royal Naval Association

Leslie 'Les' Gosling Asdic Rating. Served 1941-55 at St George, HMS Tremadoc Bay, Consort and Jamaica. Awarded nine medals during his career. President of Lichfield RNA. Feb 26. Aged 91.

John Mortimer CERA. Served 1941-48 in HMS Cleveland, Volage and Lyme Regis, also swept for mines in Channel for D-Day. Saltash branch. Feb 15. Aged 96.

John D Lawrence POAF(AE). Served 1967-80 at HMS Raleigh, Condor, Osprey, Culdrose, Daedalus, Ajax and Ariadne; also HMS Bulwark (847 NAS), Albion (848 NAS) and Simbang (847 NAS). Trafford RNA and treasurer of Greater Manchester Fleet Air Arm Association. March 15. Aged 66.

Daphne Turner. Associate member Cheshunt branch. February 29. Aged 87.

Jim 'Geordie' McClarence. Served HMS Gosling, Drake, Ferret, St Angelo and Defiance. Londonderry branch. March 5. Aged 90.

Lt John Murphy. National Service on Short Service Commission with immediate promotion to Instructor Lieutenant, instructing at HMS Ganges. Committee member Aquitaine branch. March 12 in Dordogne. Aged 81.

David J Lees AB. Served 1953-59 HMS Ganges, Defender, Birmingham and Loch Killisport. Norwich RNA. March 18. Aged 77.

Harry Rycroft. Involved in rescue of British Expeditionary Force from Dunkirk and later served in minelayers. Skipton & District branch. March 6. Aged 96.

Ronald 'Ron' Pittway AB. WW2 veteran. Torpedoed at the age of 18 in the Mediterranean in a troopship whilst en route to join his first ship Trincomalee, then served in Flower-class corvettes in the Indian Ocean. Margate branch. March 12. Aged 90.

George Sunley MEM. On completion of his first engagement he joined the RAF Regiment as a 'Snowdrop' for a further 12 years. RNA Standard Bearer Margate branch. March 29. Aged 76.

James 'Jim' Sharp MSM. Ex-Army RBL welfare officer for many years. Moved to Ramsay, near Peterborough, but kept Associate membership to Margate branch. Aged 89.

Clifford 'Ken' M Ruddick LME. Served 1942-46 as a Swordfish mechanic from the Sth African fleet. Served in Med and Atlantic Fleets, also HMS Pursuer on Russian convoys. Joined Bristol RNA 1989, later chairman then president. March 23. Aged 93.

Stewart B Johnson CPO Writer. Served 1950-72 HMS Drake, Ceres, Cochrane, Cumberland, Seahawk, Barflour, Orion, Falcon (Malta), Pellew and Neptune. Harrogate branch. April 9. Aged 83.

Association of RN Officers and RNO

Rear Adm Raymond H Tribe CB DL. HMS Victory, President, Tyne, Portsmouth and Plymouth Dockyards, Dir Gen Dockyards and Mce. March 16.

Cdr Andrew J B Cameron. HMS Westminster, Brocklesby, Achilles, Dryad, Southampton, Flinham and Seahawk also exchange RAN, CinC Fleet, JSDC, 2SL/ CNH and RCDS. March 23. Aged 62.

Capt Colin G Allen. HMS Tartar, Pembroke, Osprey, Warrior, Centurion, Bermuda, Phoenicia, President and Maidstone, also Nav Sec, DFSD, DofQ and FONAC. Mar 12. Aged 81.

Capt Harry Mucklow. HMS Cochrane, Blake, St Angelo, St George, Whitby, Dainty, Keppel, Cavendish, Chawton, Striker, Modeste, Knarborough Castle and Muscat, also DPR(N) and JSSC. March 16. Aged 88.

Cdr Fred G Davey. HMS Drake, President, Raleigh, Hartland Point, Diligence, Vanguard, Cleopatra, Challenger, Belfast and Tamar. March 17. Aged 99.

Cdr Phillip M Marcell. HMS Bristol, Warrior, President, Dampier, Victory, Centaur, Condor, Girdle Ness, Bermuda, Dryad and DGNMT. Mar 16. Aged 79.

Cdr Stanley S Laurie. HMS Falcon, Terror, Simbang, Heron, Peregrine, Gannet, Vengeance and Daedalus. March 31.

Rev Albert A Braithwaite. HMS Nelson, Pembroke, Hermes, Osprey, HQ Cdo Forces, ITCRM, 42 Cdo RM and Naval Hospital Malta. Oct 15.

Lt Cdr Dennis L Ashton. HMS Plymouth, Orion, Penelope, Vernon, Glamorgan, Avelay, Raleigh, CNH Reserves and Sea Cadet Corps. March 3. Aged 86.

Lt Cdr Peter B Godley. HMS President,

Dolphin, Minerva, Upton, Talent, Tiptoe, Alcide, Acheron, RNC Greenwich and NATO. Mar 16. Aged 82.

Lt Cdr Peter J D Hayter. Hydrographic Dept, HMS Cook, Dalrymple, Sharpshooter, Dampier, President, Challenger and Pakistan ship Dilawar. Mar 7. Aged 85.

Lt Cdr J M Margetts. HMS Echo, Hydrographic Dept, Def Int Staff, RAN Kuttubul, HMS Dampier, Scott, Shackleton, Owen, Caister Castle, Whirlwind and Wilton. Mar 22.

Lt Cdr R M B 'Martin' Swindells. HMS Excellent, CT102, Fierce, Mermaid, Excellent and Scorpion. Jan 26.

Lt John R Hudson. HMS Drake, Fisgard, Bulwark and Glamorgan. Sept 15. Aged 77.

Submariners Association

Edward 'Ted' Cross L/Sea. Served 1939-46 in HMS Calypso 1940 when torpedoed and sunk in the Med by an Italian submarine and HMS Ramillies when torpedoed and seriously damaged in the Indian Ocean. St Helens branch. April. Aged 94.

Fred Dorning Stoker. Served 1939-42 in HMS Illustrious on Malta convoys and discharged from service after being seriously injured while on board ship in Malta dry dock. St Helens branch. March 30. Aged 96.

Eddie Temple CPO Cook. Served 1962-82 in HM Submarines Artemis, Alliance, Grampus, Narwhal, Finwhale, Cachalot, Renown and Revenge. Dolphin branch. Feb 24. Aged 73.

Taff Rees AB UW3. Served 1961-65 in HM Submarines Oberon and Taciturn. Portsmouth branch. March 20. Aged 79.

George Barras WO(MEM). Served in HM Submarines Cachalot, Revenge and Sovereign. West of Scotland branch. March 23. Aged 72.

Jim Murdock AB ST. Served 1940-45 in HM Submarines Ulmstot, Thorn, Otus, Sea Rover and Tireless. West Riding branch. Mar 18. Aged 96.

Denis Jelley L/Sea TD2. Served 1950-56 in HM Submarines Ambush, Sidon, Telemachus and Tresspasser. Gatwick branch. March 11. Aged 85.

Mike Southward FCPO Cox'n. Served 1959-80 in HM Submarines Scotsman, Amphion, Tabard, Trump, Narwhal, Otter, Otus, Ocelot and Revenge. West of Scotland branch. Feb 29. Aged 78.

Phil Bays PO Elec. Served 1949-54 in HM Submarines Scorchor, Thermopylae and Seraph. Gosport branch. March 11. Aged 87.

Agierians Association

Ronald J Riggley Wmn/MS. Served 1946-48 in HMS Cockatrice. March 17.

Derek 'John' Jackson AB. Served 1946 in HMS Serene. March 25.

George 'Yorkie' Corby AB. 1943-46 in HMS Chameleon. Feb 5. Aged 89.

Sports Lottery

Mar 12: £5,000 - PO L Williams; £1,800 - AB G Rowley; £800 - C/Sgt A Walton; £600 - CPO T Wilson; £500 - Mne M Sperry; £400 - AB R Wilson.

Mar 19: £5,000 - LH C M Innes; £1,800 - AB M Blair; £800 - C/Sgt I Davies; £600 - Lt S Crombie; £500 - WO2 S Boorah; £400 - AB G Conway.

Mar 26: £5,000 - M Rendall; £1,800 - L Rocke; £800 - P Tame; £600 J Hulm; £500 - J Swann; £400 - L Hedges.

April 2: £5,000 - W Parkin; £1,800 - D Box; £800 - E Stamatakis; £600 - C Roadley; £500 - A Foster; £400 - M Aylmer.

Competition

THE winners of copies of *Churchill's Greatest Fear*, reviewed in our March edition, were: W Robinson, Hook; D Dunne, Republic of Ireland; H Downey, Tyne & Wear; D M Welch, Surrey; M A Footitt, Cambridge.

We asked the name of the liner sunk off Scotland by German U-boat on the first day of World War 2; the answer was SS Athenia.

Talking Navy News

Navy News is available free of charge as a digital file on memory stick or email from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 07770 088388 and leave a message, or email patnrec@hotmail.com. A speaker that will take a USB plug is required but this can be obtained from the Talking News, or the file can be played back through a computer.

Ask Jack

Anson 15 Class, 6 April 1976: 40 years last month at HMS Raleigh saw the arrival of the last new entry class (along with the greenies, Frobisher 15) to use the 'Old Wood Huts' for the first week of training before they were demolished. The 'Old Main Gate' was closed about two weeks later and the 'New and Present' one opened. What happened to you and your Naval career, and where are you now? Contact Geoff Williams at ireland.williams@virgin.net, tel 07799 778696 or write to 26 Cedar Gardens, Kinver, South Staffs DY7 6BW.

HMS Ashanti: Gary Helyer would like to arrange a get-together to commemorate the 40th anniversary of the fire on board in which three shipmates died. He was the canteen assistant at the time and is in touch with Topsy Turner. Contact Gary at garyhelyer@hotmail.com or tel 07918 857600.

HMS Diamond D35: Harry Hills hopes to contact crew members who were on the ship in December 1954. Diamond and Decoy were guests of the RAF Boat Club in the Bitter Lakes in the Canal Zone. Harry is now 84 and spends a lot of time reading about the last three Diamonds - he was driver to the O/C of 109 MU RAF Abayad, Gp Capt Holbrook. Contact Harry at hillwalk22@outlook.com or tel 01535 653775.

Jim Stewart: Yeoman of Signals. Died May 1958. From Manchester, Jim was a Boy Entrant at Ganges in 1946. Qualified as Signaller and served in the following: Ganges (training until 1948), Triumph, Diadem and Superb 1948-50, President 1951, MMS 35 1952, Birmingham 1953-54, Vidal 1955, Phoenicia (Malta) 1956-7 (accompanied), Pembroke RNB Chatham 1958. He married Marie (nee Weir), and his son Jeff was born the year he died. Jeff is researching his father's life and would like to know if anyone remembers him in the Navy. Contact Jeff at jeffstewart@live.com or at PO Box 187, Yarra Junction, Melbourne 3797, Australia.

Call for participation: Sarah Penny a PhD researcher at the University of Warwick is looking to document the social and cultural history of the Royal Navy at sea. I am asking ex and current RN personnel to share their stories as part of an Arts and Humanities Research Council project called *Amateur Dramatics: Crafting Communities in Time and Space*. Contact Sarah at s.penny@warwick.ac.uk or write to Sarah Penny, PhD Researcher, Department of Theatre, Performance and Cultural Policy Studies, University of Warwick, CV4 7HS.

London club provides welfare breaks

THE Victory Services Club in the heart of London was founded in 1907 to promote *esprit de corps* among retired Armed Forces personnel of all ranks, providing accommodation and support to ex-Servicemen and their families.

Its charter was amended in 1970 to include serving members of the Armed Forces and their families.

And while it provides a convivial meeting place for members just minutes from Marble Arch, the club is still true to its benevolent roots.

Today, the VSC fulfils its charitable objective to "provide assistance in relieving need, hardship or distress among serving personnel, veterans and their families" by providing breaks for personnel who have been injured during operational service or have encountered a significant welfare issue.

This 'Respite and Welfare Breaks' scheme, which is run and funded exclusively by the VSC, is open to all ranks of the Royal



● The Victory Services Club near Marble Arch in London

Navy and Royal Marines as well as the Army and RAF.

It is designed to provide a morale-boosting break for individuals and their families in the capital, and each break

includes:

- 1 Two nights' en suite accommodation;
- 2 Breakfast, lunch and dinner at the Club;
- 3 Tickets for a top London

attraction.

Personnel are recommended for a respite and welfare break by their UPO, Hasler Company, Unit Personnel or by a Royal Navy or Royal Marines charity.

For details, contact welfare@vsc.co.uk or see www.vsc.co.uk/who-we-are/respite-and-welfare-breaks/

The offer excludes travel costs to and from London and drinks from the bar.

One recipient, who attended a break in September last year, said: "I had an absolutely fantastic time and made to feel extremely welcome.

"Service was excellent and all the staff were very friendly.

"My stay was part of my recovery from injury, and the VSC has really helped, not only me, but more importantly my family.

"I cannot express my gratitude and appreciation to all those at the VSC in aiding my recovery and making this family weekend respite a truly enjoyable, once-in-a-lifetime family bonding adventure weekend.

"We are forever grateful to you at the VSC."

Another beneficiary, who took their break at the end of 2015, said: "From the whole family we would like to say a massive thank you to you and all the staff at the VSC in giving us the perfect family break to end a worrying year."

VSC Chief Executive Officer Air Commodore Nigel Beet said: "We are very proud to provide free Respite and Welfare Breaks at the Victory Services Club.

"Utilising our modern and refurbished facilities, we can provide single personnel, couples and their families with a free weekend in London, as part of the Serviceman or woman's recovery from injuries or welfare-related events.

"This unrivalled offer in London reflects our commitment to supporting the military family and we feel humbled to play a small part in helping our Service personnel on the road to recovery."

The 152nd Annual General Meeting
of the Royal Maritime Club, Queen Street, Portsmouth,
will be held in the
Trafalgar Ballroom of the club on
Tuesday 17th May 2016 at 1030.
Commanding Officers are requested to encourage maximum
attendance from their ships and establishments.
ALL MEMBERS ARE WELCOME TO ATTEND

Entries for the Deaths and Reunions columns, and for Swap Drafts, in June's Noticeboard must be received by **May 11**

NOTICEBOARD ENTRIES

- Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY, or email: edit@navynews.co.uk. If you are sending your notice via email, please include your full address and telephone number.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
- Please send in Reunions at least two months (preferably three) before the month of the event.
- There may be a delay before items appear, due to the volume of requests.
- Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.
- The Editor reserves the right to edit or refuse publication of submitted notices.
- Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.



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- John, Teesside. Ex Royal Navy

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Super start on the track

SENIOR Service drivers picked up the Royal Navy Establishment award in the first round of the Services' car racing championship at Donington Park.

Four Naval Service vehicles took part with 20 other cars from all three Services in the first round of the Armed Forces Race Challenge.

The RN lined up with 847 NAS colleagues Lt Mike Wells in ninth and LH Seb Unwin in 12th spot. PO Sean Graham (HMS Nelson) was 22nd with Lt Cdr Richie Scott (JFC JEWOSC Waddington) in 23rd.

A good clean start saw all four RN cars settle down to a 40-minute race. Richie Scott in the RN Peugeot 206 GTI quickly moved up the field to 18th by lap four, chased by Sean Graham in the HMS Sultan Locost.

Seb Unwin in his BMW 318 remained one car behind Mike Wells (Mk3 MR2 Roadster) as they climbed the field to seventh and ninth respectively.

Unfortunately Seb went overboard at Coppice on lap seven and beached on the gravel – ending his race. Mike managed to maintain seventh spot through a safety car and pit window, climbing to sixth before retiring on the last lap with a disappointing and costly engine failure. Richie climbed to fifth before a long pit stop dropped him to 16th.

Sean had a good fight with an MX5 & BMW Compact climbing to 15th before pitting.

In the second stint Sean managed to climb further to finish 13th with Richie 16th, Mike 18th and Seb 22nd. However once the performance rules were applied Richie was second to Sgt Chris Slator RAF, Sean was seventh, Mike tenth and Seb 16th.

If you are interested in RN/RM car racing contact Cdr Richard Scott at PJHQ on DII or use the [PDev portal/Motorsport](#).

Revenge for visitors

BRITANNIA Royal Naval College took to the rugby field for a match against the United States Naval Academy.

The fixture was the return leg of BRNC's successful tour to Annapolis last year and the Americans were out to avenge the close defeat inflicted on them.

This year's game saw a new set of fresh-faced Officer Cadets, including 3/O Crees of the RFA, step up to represent BRNC.

The game itself proved to be a dynamic affair with Annapolis' heavier squad bringing the physical element to the forefront.

The experience of Britannia's squad was soon thrust in the face of the opposition when a fast counter-attack and subsequent penalty resulted in BRNC crossing the whitewash first.

However indiscipline gave several kickable penalties to the UNSA's talented place kicker.

The Americans managed to draw in Dartmouth's defence in a series of moves before using their power to put one in the corner just before half time, and taking the lead.

After the break OC Tristian Trehan caused problems at the breakdown, allowing Dartmouth to exercise their well-drilled line-out in a series of drives up field.

This eventually led to Britannia driving over a rolling maul before the visitors replied with a try of their own.

The match ended with a 20-15 victory for the US team.

Starling effort at RN Moritz dancing...

ROYAL Marine Cpl Mike Starling focuses on helping the Royal Navy and Royal Marines team into second place in the **Inter-Service Cresta Run Championships** at St Moritz.

He crushed one of his hands early in the competition, requiring 12 stitches and was forced to sit out some of the rounds, but returned for the main race day, helping the RNRM squad beat the RAF, writes *David Armstrong*.

The run up to the race saw slow but steady progression by most, but was characterised by a number of injuries.

The 1.2125km Swiss course is the steepest ice track in the world, built entirely from scratch every year.

As race day drew closer, and notwithstanding injuries, all three teams made some excellent progress.

However, a strong Army side had surfaced as the team to beat and consistently fast times posted by Capt Sam Seccombe, Surg Lt Cdr Dave Potter and Capt Paul Chishick hinted towards a hotly-contested Auty Speed Cup and Lord Trenchard Trophy.

Following the standard nervous race-day breakfast and walk to the track, the Inter-Service Championships was welcomed by a beautiful

Engadine morning, the sun slowing creeping up the valley from Celerina and the temperature considerably lower than the preceding practice days.

The Royal Navy were drawn to ride first and Cpl Starling demonstrated typical Royal Marines grit by putting his injuries out of his mind and posting 58.10.

Following him down the hill were the Army's C/Sgt Tim Armon-Jones and the RAF's Sqn Ldr Joss Wilson, who both posted measured opening times.

Towards the middle of a nervy first course, Capt Sam Seccombe laid to rest the ghost of last year's course-one fall by posting a fantastic time of 53.15.

Determined not to make his Auty Speed Cup campaign an easy one, Chishick and Potter dug deep and posted times of 53.88 and 53.73 respectively.

Sqn Ldr Mark Paxman rounded off the first course with a solid 58.36, the Army's strength was beginning to show.

Best-ever times posted by the Royal Navy's Col Kev Oliver (58.86) and the RAF's rising star Sgt Kingdom (55.61) were balanced by Army's L/Cpl Rupert Tonkin's 57.88, and the

men in red enjoyed a lead of nearly nine seconds at the end of the first course.

The Royal Navy trailed in second position, leaving the RAF in third.

The big left hander continued to claim victims, and kept the second and third course exciting despite a consistent Army performance.

Col Oliver brought his personal best to 58.39, but a fall on course three meant even he could not influence the final overall standings – the Army's lead remained.

As the celebrations began, the Army were confirmed as winners of the Prince Philip Trophy, with Capt Seccombe completing the Army Grand-Slam, winning the Auty Speed Cup and the Lord Trenchard Trophy.

The Royal Navy team were confirmed as second-place finishers with the RAF third.

Pictures: Melissa Michel, Crestaphotos.com



Good luck in Florida



● Patron of the Invictus Games Foundation Prince Harry has a laugh with members of the UK team

Picture: PO(Phot) Owen Cooban

SIXTEEN Naval Service sportsmen and women are this month competing as part of the UK team for the **Invictus Games**.

Former Royal Navy Leading Hand Gemma Dacey, who is in the archery team, suffers from back and leg pain as a result of complex regional pain syndrome, which developed from an ankle injury.

She is in constant pain which often leaves her unable to walk. She also faces a daily battle against anxiety and depression.

She said: "When participating in archery I become a totally different person. I am confident and liberated.

"It unscrambles my brain and allows me to focus on the person I used to be before getting injured."

Former Royal Marine L/Cpl Joseph Humphrey, who lost the lower part of his left leg following an injury in Afghanistan, and will

compete in powerlifting, rowing and cycling, said: "The Invictus Games will make me a better athlete and hopefully inspire others to continue pushing their limits."

The team also includes Royal Marine Fergus Hurst, PO Sean Gaffney, L/Cpl Jon Flint, CPO Sarah Claricoates, Lt Col Mark Bowers, Mne Sam Stocks, Maj Brian Usher, Cpl Paul Vice, Lt Kirsty Wallace, RN Senior Nursing officer Susan Warner, former Sub Lt Zoe Williams, and Royal Marines veterans Alexander Krol, Alan Le Sueur and Chris Macfayden.

The games, which take place in Orlando, Florida, from May 8-12, will see the UK team compete in ten sports: athletics, archery, wheelchair basketball, road cycling, powerlifting, indoor rowing, wheelchair rugby, swimming, sitting volleyball, and – making its debut at the Invictus Games – wheelchair tennis.



● The gig racing teams from BRNC, front, and HMS Raleigh

Tamar victory goes to BRNC

HMS Raleigh narrowly missed out to Britannia Royal Naval College (BRNC) in the clash of the South West training establishments competing in the **Tamar Games**.

Over a range of sporting events, designed to bring the rating recruits and Officer Cadets together for a competitive, but fun, afternoon, HMS Raleigh were beaten overall by just two points.

The games, held this time at HMS Raleigh, included seven events; gig rowing, an assault course and shooting competition, indoor climbing, football, indoor hockey, Swedish long ball and finally a Superstars competition.

Three points were awarded for a win, two for a draw and one for the losing team in each event.

HMS Raleigh dominated the football against BRNC's second team, while BRNC dominated the gig racing.

BRNC also won the Swedish Longball in a closely-fought match, with Raleigh winning the indoor climbing by a two-minute difference in timings.

In the assault course and shooting competition BRNC achieved the fastest time over the course, while HMS Raleigh' team were victorious in the shooting.

In the final event, the Superstars, Dartmouth were the early leaders in the competition which featured ten stances ranging from tyre flips to power bag relays. Raleigh managed to maintain their lead in the final event, a stretcher run.

Netballers aim to build on their trophy triumph

VICTORIOUS Royal Navy netballers are preparing for a higher level of competition this summer.

The Inter-Region competition, which takes place at HMS Drake Wyvern Centre, HMNB Devonport, aims to expose players to a higher standard of netball.

The competition comes after the Royal Navy Netball Association secured the Inter-Service Championship for the first time in 23 years. The squad are pictured with their trophies.

The contest on June 22 will allow managers of the representative teams an opportunity to watch as many players as possible ahead of selecting players for training weekends in September.

Teams from the Western, Eastern and Fleet/Fleet Air Arm/North combined areas are invited.

The contest is open to all female serving members of the Royal Navy, Royal Naval Reserve and Royal Marines Band.

Anyone wishing to represent their region should contact their relevant team manager.

Western Region – LPT E Phillips [NAVY NBCC-PDEV LPT5](#); Fleet/FAA/North – POPT Wright [NAVY NBCC-NEPTUNE POPT2](#); Eastern Region – LWtr E Smith [NAVY PORFLOT-MCM2SLWTR](#).



Dave has eyes on the prize

AN award-winning photographer from HMS Sultan demonstrated how having an eye for a decent shot isn't necessarily something that's restricted to a camera, after winning in the RN Indoor Recurve Archery Competition.

In only his second year of competitive Archery, Leading Photographer Dave Jenkins, 38, shot an impressive score of 536 out of a possible 600 in a Portsmouth-style round at 20 yards with six dozen arrows, to narrowly beat the nearest competitor by just one point.

The competition, held at HMS Sultan, saw more than 30 archers of different disciplines battle it out in their individual categories.

Dave is better known for his work as one of the Royal Navy's exceptional corps of photographers. Over the past nine years he has been deployed around the globe, with several award-winning photos within the Peregrine Trophy, including in the 2014 Media Operations Category for his night flying image of HMS Dragon's Lynx Mk8 Helicopter.

Dave said: "I took up archery about two years ago through helping at a local Scout group and enjoyed it, so I looked into joining a local club."

"In last year's competition I finished seventh and since then I have been gradually improving with the help of other members of the club. On the day of the competition everything just came together and I was able to put in my best performance so far; it was a great feeling to win, especially within such a tight margin."

If you are interested in starting archery contact Linda Dickinson, The Royal Navy South Coast Archers on Facebook or www.rnsouthcoastarchers.co.uk

Knocker's dream debut

Slimmer rating leads HMS Clyde's runners in Stanley

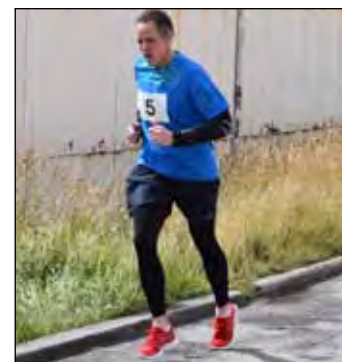
A SENIOR rating from HMS Clyde topped his new fitness regime by becoming the first of the ship's crew to finish a half marathon.

Making his debut over the distance, PO Robert 'Knocker' White led nine of the patrol ship's runners home in challenging conditions for the Stanley Half Marathon in the Falkland Islands.

The 44-year-old is currently on his third tour of duty with Clyde – and last year dropped four stone in weight during his seven-month deployment.

"I am pleased to say I thoroughly enjoyed the day, well apart from the usual strong South Atlantic winds, recording a time of 1:34:24, which I was overjoyed with, coming 11th overall and first across the line from the Clyde entrants; needless to say this won't be my last race. "I adopted a healthy new life and fitness regime, during which I found a new love for running."

"I entered the race never having competed in anything like



● PO Robert 'Knocker' White, above, was first home for the runners from HMS Clyde, left

this before and never over that distance. I knew I was quite physically fit with the training I had done over the previous 12 months but never thought at 44 I'd be running my first half marathon and never thought that my first time would be in the Falklands."

Having just finished a busy

maintenance period alongside, ten of the crew chose to brave the swirling wind and ominous rain clouds, in the shadow of Mount Tumbledown, to take part in one of the most southerly half marathons in the world.

With steep gradients, rough terrain, sand banks and gravel roads, the Stanley Half

Marathon is no normal run. The challenging route involves two loops around the historic capital, Stanley Airport and Cape Pembroke Lighthouse, before finishing on Admiralty Green.

With only 55 runners competing, Clyde's crew were placed evenly in the field.

The CO of Clyde, Lt Cdr

Steven Banfield, said: "It was great that we had the opportunity for my ship's company to enter the race and that so many did."

"I know that all who took part had a great time and this is a good demonstration of the extremely close bond that HMS Clyde and her company have with the Falkland Islands."

England call up for pilot

A TRAINEE Royal Navy pilot has been named in the England squad to take part in the first test matches for VX (formerly Rock-It Ball).

Sub Lt Dan Raper, currently undergoing training at RAF Linton-on-Ouse will join the squad for the matches in Chandigarh, Mohali and Gurgaon in India in July.

Dan, who has been involved in the sport since he was an air cadet, was the sport's first youth world champion.

He is one of England's most experienced and senior players, having been a member of the England VX squad for several years. He has yet to make his senior debut – he was selected for the World Cup in August 2015 but was unable to play because of his military duties.

"I was gutted to miss the World Cup," he said. "We have trained hard as a squad and so I am delighted to have been selected for the test match series. It fits in with the end of this part of the training and my boss has granted me leave to travel to take part."

VX, which originated in the UK, is played by two teams of five on a court. Each player uses a VstiX made up of a control bar and a thrower/catcher at each end. They dribble by rocking the ball between the two ends, or by using one end to bounce the ball on the floor. Points are scored by hitting an opponent with the ball between the shoulders and the feet.



● Dan in action

Guide to sporting success

A ROYAL Navy submariner has been selected to guide partially-sighted skier and Paralympic athlete Millie Knight as she prepares for the 2018 Winter Paralympics.

AB Brett Wild, a 23-year-old steward on HMS Ambush, guided Millie on the slopes at the recent World Cup in Austria and then Aspen, winning the downhill race and then the overall Super G.

"Our first time in gates together was the slalom race where we managed to get a bronze medal," said Brett, who has been given permission by the Royal Navy to now train with Millie until 2018.

"This success continued into both Super G races which we won comfortably which led to us winning the overall Super G golden globe. Millie and I are only the fourth and fifth Brits to ever win a golden globe so this was a brilliant achievement."

A Glaswegian, Brett has been skiing since he was three years old and began racing at the age of seven. A top skier himself, he ski raced for the Scottish

junior development squad between the ages 15-17 and has competed for the Navy and Combined Services teams.

Millie, 17, has raced as part of the GB Team for the past three years and competes in the slalom, giant slalom, Super G and downhill events with a sighted guide – who is now Brett. A flagbearer at 2014 Winter Paralympics opening ceremony in Sochi, she was the youngest person ever to compete for ParalympicsGB at the games.

"After a very brief introduction to Brett Wild, and only a couple of days training in a whiteout, I instantly knew he would be a great guide for me," said Millie. "He has some super communication skills. We are looking forward to some great challenges ahead of us."

When on the slopes Millie and Brett communicate via a Bluetooth radio attached to both of their helmets and must stay within three metres of each other. Brett tells Millie what the terrain is like while she tells him whether to speed up or slow down.

Waterloo at sunset? Sure we can(oe)

COME on, we've only got another 100 miles to go...

...Royal Marines Antony Houghton and Chris Murray make their way down the Kennet and Avon Canal 25 miles in to a gruelling 125-mile race.

The pair, pictured at Hungerford in Berkshire, were part of the Royal Marines **Kayaking** Association team taking part in the arduous Devizes to Westminster International Canoe Race.

The association entered eight crews in the senior non-stop race, with three of the crews retiring – two for medical reasons and one for a canoe problem.

Despite appalling weather, two months of tough training paid dividends as one team – Capt Oli Whitby and Cpl Paul Baker – finished in fifth place, becoming the fastest military crew in a time of 19 hours and 13 minutes.

Capt Whitby only took up the sport this year, while Cpl Baker notched up 1,250 miles as he completed his tenth Devizes to Westminster race.

"We had a good race, all down to the good preparation," said Cpl Baker, who first took part in the event in 1999.

"I didn't think the conditions were that bad to be honest," he added. "Success is all down to good preparation, organisation and excellent support."

"Oli only got into a K2 for the first time at the training camp, so I am pleased to be passing my knowledge on to the youngsters."

The first canoe to arrive at the finish line was crewed by Mne Tom Hogan and Mne David Bruce, who completed the course in 21 hours 33 minutes, including being held at Teddington Lock for 40 minutes at 4am on the final day.

Overall the RMKA were pipped to the title of fastest team by their rivals the Army Canoe Association.

Team manager Maj Tom Clow said: "This was only the second year we have had a full-time training camp. Last year was a real learning experience and we applied what we learned to this year and to have the first Service crew home,

finish fifth overall in the individual race and second in the team race was absolutely great.

"The conditions were particularly challenging but we are now looking forward to next year."

Cpl Houghton and Mne Murray completed the race in 24hrs 17mins.

The first 52 miles are along the Kennet and Avon Canal to Reading – involving more than 50 locks, a 540ft pitch-black tunnel and several sections where crews face long runs carrying their craft.

The next 55 miles are on the River Thames to Teddington, with the final 17-mile section on the tidal stretch of the Thames.

More than 600 paddlers took part in a number of classes but organisers were forced to cancel the fourth day of competition as wind gusts of up to 70mph were recorded in central London at the time the race would have been taking place.

Competitors, who may compete either in kayaks or open canoes, are warned the race is a severe test of skill, physical and mental stamina and planning – and that for the majority of the race they are on their own.

The RMKA paddlers, whose entry fees, kit and training were funded by the Royal Marines Charity, had plenty of support from family and friends, who followed their allocated boat throughout the race to provide food and warm clothing.

The Devizes to Westminster event, which began in 1948, was dominated by military crews throughout the 1950s and 60s, until civilian canoe clubs started to train almost full time for the event.

However, the race has maintained a military link and the team event (three x tandem crews) has remained the ultimate prize for HM Forces.

For further information on kayaking or canoeing within the Royal Navy or Royal Marines contact: WO1 James 'Batch' Batchelor on james.batchelor105@mod.uk



● Above: Capt Oli Whitby and Cpl Paul Baker are pictured with their medals by the Thames in London

Right: Mne Tom Hogan and Mne David Bruce were the first crew to arrive at Westminster

Pictures: WO1 James Batchelor



First place at last for First Eight

ROYAL Navy Rowing's First Eight are pictured on their way to winning the coveted HM Forces Pennant at the Head of the River Race for the first time since 1999.

The team beat the Army by 50 seconds over the 4¼-mile course from Mortlake to Putney, the Oxford v Cambridge Boatrace course in reverse.

The crew came 45th out of 420 crews in the event, which pitches the best club, university and school crews in the country and from overseas against each other in a time trial.

The Navy Second Eight also put in a strong performance, beating the RAF by three seconds and finishing only 19 seconds behind the Army.

The Royal Navy men's

skipper Capt Ben McAll said: "I am really pleased to have beaten the Army for the first time in 17 years and for the Second crew to put in a strong performance as well was fantastic."

"Most of the guys in the crew only got into a boat together for the first time a week ago, so to come 45th and achieve the second-best finish position by a Services' crew ever bodes well for the season ahead."

The squad's focus now shifts to side-by-side racing at Henley Royal Regatta and the Armed Forces Regatta in June.

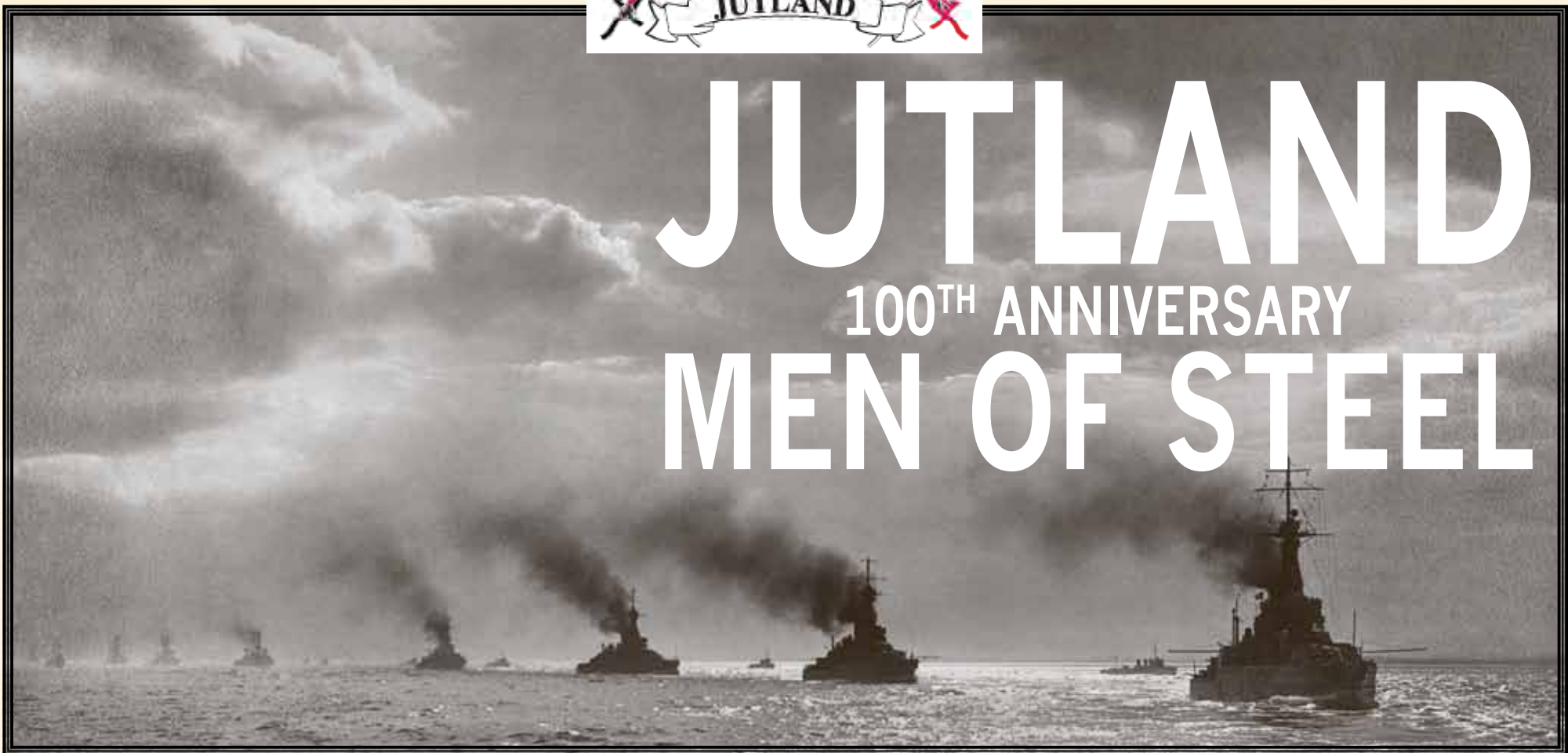
Last year the Navy won both Inter-Service men's events, eights and quadruple sculls, at the Armed Forces Regatta.

It was the first time since 1995 that the Royal Navy

and Royal Marines Rowing Association has won the Inter-Service Eights.

The First Eight for the Head of the River Race consisted of cox Hannah Burke, Capt Ben Bathurst (40 Cdo), Capt Richard Ellera, Mid Chris Rackham (BRNC), Mne Oliver Staite (43 Cdo), Capt McAll (42 Cdo), Mne Ben Newman (CLR), Surg Lt Cdr Andy Matherson (INN) and Mid Matthew McKibbin (BRNC).

The Second Eight comprised cox Sam King, Lt Matthew Poulson (HMS Portland), Lt Henry Chin (Abbey Wood), Mne Will Mackie (42 Cdo), Wesley McCabe, Capt Nick Hill (40 Cdo), Lt James Arscott (Scots Guards), Mne Harry Brown (42 Cdo) and Capt Toby Jones (42 Cdo).



JUTLAND

100TH ANNIVERSARY

MEN OF STEEL

**THE GREATEST NAVAL BATTLE EVER FOUGHT IN EUROPEAN WATERS:
TITANIC STRUGGLE BETWEEN BRITISH AND GERMAN FLEETS.**

250 SHIPS CLASH IN NORTH SEA

Thunder of guns heard 100 miles away

FEARFUL BRITISH AND GERMAN LOSSES

On the afternoon of Wednesday May 31 1916, the British and German Navies met for the only time in the Great War in a full fleet encounter. At stake: control of the North Sea and Britain's place in the war. They met 90 miles off the coast of the Danish region by which the clash is known in the English-speaking world: the Battle of Jutland.

A century on from this titanic struggle between mighty battleships – “castles of steel” as Sir Winston Churchill dubbed them – we recount the story of that battle through the eyes of those who were there on both sides.

This is the Battle of Jutland as told by the men of steel.

THE LONG WAIT FOR ‘THE DAY’

Sailors on both sides yearn for action at last

We live for two things – and two things only: our scrap on ‘the Day’ and the trip south and our little bit of leave and a sight of some of the gentler sex.

We are supposed to be England's first line of defence and senior service. Haven't so much as seen a German or anyone who has been in action.

The diary entry of 22-year-old Lt Philip Bowyer-Smith, serving aboard the battleship HMS Superb, encapsulated the frustrations of sailors on both sides of the North Sea in the spring of 1916.

Before the war, propagandists in Germany and Britain had promised the mother of all naval battles – the climax of two decades of antagonism which would determine which of the two largest navies in the world commanded the oceans.

Under the White Ensign 28 mighty battleships – dreadnoughts, after the revolutionary warship which rendered every other capital ship obsolete at one stroke – nine fast battle-cruisers, possessing the punch of a battleship and the speed of a cruiser, more than 30 cruisers, and six dozen destroyers.

In bases and roadsteads of the Heligoland Bight across the North Sea lay a force nearly as potent, the Kaiser's *Hochseeflotte* – High Seas Fleet: 22 battleships, five battle-cruisers, nine cruisers and almost 60 torpedo boat destroyers.

The ordinary German sailor, the *Matrose*, yearned for *Der Tag* – the Day, the day when the High Seas Fleet annihilated the British and erased the aura of invincibility which had surrounded the Royal Navy ever since Trafalgar.

Berliner Carl Melms, serving in the battle-cruiser

SMS Von der Tann, was desperate for the German Navy to prove itself – and raise morale.

During the first two years of the war only the Army received praise. It was as if it had done everything.

We were on watch all the time. When we went to sea, we only sailed 30 or 40 miles, past Heligoland, and back again. We were furious. We would have liked to have shown the German people that we could achieve something.

Apart from unsatisfactory skirmishes at the Heligoland Bight and Dogger Bank, the shock German victory at Coronel swiftly avenged by British triumph off the Falklands, the Great War on the high seas had settled down into unbridled monotony, interspersed with sporadic dramatic episodes.

Instead, the Royal Navy sought to strangle Germany from afar – a distant blockade which cut the Kaiser's Reich off from the rest of the world.

It was slow, but it worked. And the Commander-in-Chief of the Grand Fleet, Admiral Sir John Rushworth Jellicoe, had no intention of changing tactics.

Jellicoe was bookish, cautious, quiet but friendly. He was, in the words of Winston Churchill, “the only man on either side who could lose the war in an afternoon.” But nor could he win it in an afternoon – sinking the High Seas Fleet wouldn't have any effect on the German Army's ability to fight.

While Jellicoe urged caution, his impetuous deputy David Beatty, commanding the battle-cruisers, wished only to “get at ‘em. If only they'd come out.”

Charismatic, youthful, his cap always at a rakish angle, Beatty was personally brave – he'd fought in the Sudan and China – wealthy (he married an American heiress), popular with the men and media, but also arrogant, vain, impulsive and a womaniser.

His character could not have been more different from Jellicoe's, yet he understood his master's caution: “If the German Fleet gets wiped out it really loses little,” he told journalists in early May 1916. “If we get wiped out, we lose everything.”

THE OPPOSING FLEETS SET SAIL

Admiralty intelligence unmasks German plan

On the other side of the North Sea, David Beatty had a kindred spirit in the Commander-in-Chief of the German Navy, Reinhard Scheer (pictured inset).

The Saxon had taken charge of the High Sea Fleet in January 1916 determined to wage war more aggressively. “England's aim of strangling Germany without seriously risking her Fleet in the face of German guns had to be defeated,” he wrote.

Scheer could never challenge the Grand Fleet in a straight fight, but he could perhaps bleed it white through gradual attrition, luring some of it to its destruction.

He had tried – and failed – to entice the British with a ‘tip and run’ raid against the East Coast in April. As May drew to a close, Scheer schemed again. His battle-cruisers would head out towards the Skagerrak – the waters between the northern tip of Jutland and Norway. British cruisers and battle-cruisers would give chase and run into the guns of the entire High Seas Fleet.

Such was the plan. And the British already knew it, for they were reading the German Navy radio traffic courtesy of the codebreakers of the Admiralty's Room 40 – forerunners of Bletchley Park and, later, GCHQ.

At 5.40pm on Tuesday May 30, the Admiralty ordered its ships to sea. In Rosyth signals were raised on ships urgently recalling men off duty. By 9.30pm, the ships were weighing anchor. Paymaster Lewis Ricci:

One by one the long black shapes slid through the outer defences, ebon shadows in a world of shades. The escorting destroyers came pelting up astern, heralded by the rush and rattle of spray-thrashed steel, funnels flowing and the roar of their fans from the engine-room exhausts. Night and the mystery of darkness enfolded them. The battle-cruisers were unleashed.

In the Grand Fleet's remote wartime anchorage at Scapa Flow, 17-year-old torpedoman Alan Watson was enjoying himself aboard the flagship HMS Iron Duke:

We were dancing on the upper deck when all eyes simultaneously gazed aloft. The cause of this was the signal which: Prepare to leave harbour at the greatest possible speed.

Some men sailed expecting action, but many, like Philip Waterer, serving in cruiser HMS Yarmouth, predicted another dreary sweep of the North Sea. “We started out from harbour in our usual manner and apparently going to do the same old thing.”

Albion Percy Smith, captain's steward on the cruiser HMS Caroline, was rather more optimistic. “After months of dreary watching and waiting, we were to ‘have a go’ at the Germ-huns.”

Midshipman John Croome of HMS Indomitable was impressed by the morale of his shipmates.

In my turret the men spontaneously forgot discipline and let forth a hearty cheer which also came echoing up the shafts from the shell room and magazine down below and reverberated in the confined space.

A more powerful exhibition of majestic strength and efficiency devised solely for the utter destruction of the enemy it would be hard to imagine. I was proudly conscious that I was a part of this huge machine and firmly convinced that the machine was invincible, if not even invulnerable.



The German Fleet didn't weigh anchor until around 2.30am on May 31. When dawn broke around two hours later, Georg von Hase, gunnery officer on the German battle-cruiser SMS Derfflinger, was presented with a magnificent sight:

The sun rose magnificently, covered the sea with its golden rays and soon showed us the picture of the whole High Seas Fleet proceeding to meet the enemy – always a wonderful sight and one never to be forgotten.

Far ahead of us steamed the small cruisers in line ahead, surrounded by a cordon of destroyers steaming ceaselessly round the cruisers, on the look-out for enemy submarines, like dogs round a flock of sheep. Then came the battle-cruisers. Five powerful ships with imposing names, the pride of the fleet.

AN UNEVENTFUL SWEEP

‘No excitement at all’

Through the long morning of May 31, the North Sea remained devoid of the enemy and men, like one sailor in cruiser HMS Birkenhead, performed their regular duties.

Many times we have been out on one expedition or another, sometimes perhaps to meet something, and sometimes perhaps more frequently expecting nothing but a dull patrolling job. Of course, we exercised ‘action’ and generally cleared away in case of emergencies. But once so prepared, we all settled down for an uneventful sweep.

The mood on battle-cruiser HMS Tiger was almost relaxed. “It was nice and warm,” wrote Midshipman John Ouvry. “I had a little sleep on the quarterdeck. We didn't know anything was around. No excitement at all.”

CATAclysm: BRITISH BATTLE-CRUISERS EXPLODE IN DUEL

Beatty enjoys numerical superiority

'A STIMULATING, MAJESTIC SPECTACLE AS THE DARK-GREY GIANTS APPROACHED LIKE FATE ITSELF.'

BATTLE IS JOINED

Battle-cruisers clash

Shortly after 2pm, cruiser HMS Galatea spied a Danish steamer, the N J Fjord, and closed to investigate.

German scouts had also sighted the merchantman – and did likewise. They were soon spotted by the Galatea, which, at 2.18pm, raised the signal: Enemy in sight.

Ten minutes later, she opened fire with her 6in guns.

It was 2.32pm before the guns of the German cruiser Elbing responded at a range of around 14,000 yards – eight miles – scoring a hit. The shell failed to explode. A reservist tried to pick it up, only to drop it immediately. "Crikey, the blighter's hot!"

At 2.35pm, this distant scrap between cruisers suddenly took on greater significance as Galatea signalled the rest of the Grand Fleet:

URGENT. HAVE SIGHTED LARGE AMOUNT OF SMOKE AS THOUGH FROM A FLEET, BEARING EAST-NORTH-EAST.

Nearly half an hour passed as the two fleets began to converge. As they did, HMS Engadine readied her Short Seaplane for launch to investigate. Pilot Flt Lt Frederick Rutland – soon to be known as Rutland of Jutland – and his observer Assistant Paymaster George Trewin were over the German lines of battle within ten minutes. Rutland reported:

It was very hard to tell what they were and so I had to close to within a mile and a half at a height of 1,000ft. They then opened fire on me. I flew through several columns of smoke caused through bursting shrapnel. The shock of exploding shrapnel could be felt.

As Rutland tried to evade the flak, the vanguards of the two opponents – Beatty's 1st Battle-cruiser Squadron and 1st Scouting Group of his German counterpart, Franz Hipper – sighted each other. In the foretop of the battle-cruiser SMS Derfflinger, gunnery officer *Korvettenkapitän* Georg von Hase watched the two opposing formations ready for battle:

The horizon ahead of us grew clear of smoke, and we could now make out some English light cruisers which had also turned about. Suddenly my periscope revealed some big ships. Black monsters; six tall, broad-beamed giants steaming in two columns. They were still a long way off, but they showed up clearly on the horizon, and even at this great distance they looked powerful, massive.

Six battle cruisers were opposed to our five: we went into the battle with nearly equal forces. It was a stimulating, majestic spectacle as the dark-grey giants approached like fate itself.

The six ships, which had at first been proceeding in two columns, formed line ahead. Like a herd of prehistoric monsters, they closed on one another with slow movements, spectre-like, irresistible.

But now there were other things to be done than gaze at the enemy. The measured ranges were continually decreasing. When we got to 16,500 metres I had given the order: "Armour-piercing shell!" That was the projectile for close-range fighting. Now every man in the ship knew that it was to be a short-range struggle, for I had often explained how the two types of projectile were to be used.

The first five English ships were to be engaged by our five German battle-cruisers, and to the Derfflinger fell the second ship in the line, which I identified as of the Queen Mary class. It was the Princess Royal, a sister-ship of the Queen Mary. All was ready to open fire, the tension increased every second, but I could not yet give the first order to fire. I had to wait for the signal from the flagship: "Open fire." Our enemy, too, were still holding their fire and coming continually closer.

"15,000!" As my last order rang out there was a dull roar. I looked ahead. The Lützow is firing her first salvo and immediately the signal "Open fire" is hoisted. In the same second I shout: "Salvoes – fire!" and like thunder our first salvo crashes out. The ships astern follow suit at once and we see all round the enemy jets of fire and rolling clouds of smoke – the battle has begun!

In the engine room of battle-cruiser SMS Seydlitz, stokers responded to the order *'Ran an den Feind'* (Attack the enemy) – embellished by a postscript from the commanding officer Kapitän zur See Moritz von Egidy: *"Drauf – Seydlitz!"* (Up and at them, Seydlitz!). *Obermaschinen* [engineering senior rate] Karl Kieffer described the scene:

Our enthusiasm knew no bounds, the stokers yelled like mad, and beat their shovels resoundingly against the bunkers such that the commanding officer up top must surely have heard them!

On board there were 27 boilers with 152 fire doors. When the bell sounded, half the men had to open them, the remainder push the coal in – and as they had to be 'fed' ten times every hour, there was rather a lot of work! The coal itself was brought on trolleys and in sacks from 56 bunkers spread around the ship. Beyond the Jade barrier, because of the threat of submarines and mines, the ship was constantly closed up below the armoured deck. When the alarm sounded, the coal was transferred from the passageways to the bunker on the armoured deck.

The mood in the engine rooms and bunker spaces was unique. There could be no question of a shortage of steam: we maintained 24 knots and more for hours on end and, with the exception of the forward electrical station, all the machinery remained in full working order, despite taking hits from the heaviest shells. We took many hard hits – as did the bunkers – and there were some losses.

With yells which even drowned out the thunder of the guns temporarily, messages passed down from above were acknowledged.

LION IS MAULED

VC for hero marine

At 3.48pm Beatty's flagship HMS Lion and Princess Royal opened fire on Hipper's flagship Lützow, HMS Queen Mary locked horns with the Derfflinger, the Tiger traded shells with the Seydlitz, New Zealand fought the Moltke and the Von der Tann grappled with the Indefatigable.

Despite being more than nine miles apart, the Lützow soon had Lion's range and, after barely ten minutes of battle, Q Turret – two 13.5in guns manned by Royal Marines around 100 feet astern of Lion's bridge – suffered a direct hit from a 305mm shell. Lt William Chalmers, one of Beatty's staff officers, immediately looked over the bridge:

The armoured roof of Q turret had been folded back like an open sardine tin, thick yellow smoke was rolling up in clouds from the gaping hole, and the guns were cocked up in the air awkwardly. It was evident that Q turret would take no further part in the battle. Strange that all this should have happened within a few yards of where Beatty was standing, and that none of us on the bridge should have heard the detonation.

The shell detonated inside the turret, killed the entire gun's crew, and caused a fire in the gun-house. This fire set alight some cordite charges which were in the cages for reloading the guns; the resultant flash passed down the trunk into the magazine handing room and thence escaped through the 'escape trunk' on to the mess deck, where it finally dissipated itself.

By the time the flash reached the handing room, the crew of the magazines had just closed the doors; some of them were found dead afterwards with their hands on the door clips. Their work was done, and the ship was saved.

Everyone in the path of the flash was killed, including a Surgeon-Lieutenant and his stretcher party who were stationed just above the 'escape hatch'. The clothes and bodies of the dead men were not burned, and in cases where the hands had been raised involuntarily to protect the eyes, the parts of the face actually screened by the hands were not even discoloured.

With his dying breath, Royal Marine Major Francis Harvey (pictured inset) had ordered the turret's magazine flooded. His actions saved HMS Lion. They earned him a posthumous VC.



A contemporary German postcard celebrates the destruction of HMS Queen Mary

'THERE SEEMS TO BE SOMETHING WRONG WITH OUR BLOODY SHIPS TODAY'

Indefatigable and Queen Mary blow up

HMS Indefatigable possessed no Francis Harvey. At 4.02pm a shell from the Von der Tann plunged through the roof of X Turret and the 22,000-tonne leviathan was torn apart as her magazine detonated. LS Charles Falmer was one of only three survivors of a crew of 1,020 souls.

I saw the guns go up in the air just like matchsticks – 12in guns they were. Bodies and everything. Within half a minute the ship turned right over and she was gone.

George Kinsford was standing in the waist on cruiser HMS Southampton when a shipmate nudged him: "My God, look..."

I looked and I shall never forget the sight – A great cloud of white smoke and steam was rising from a great fire of light red flame, till it attained a height of between seven and eight hundred feet and then it seemed to remain fixed, two dark shapes could be seen and these we took to be the bow and stern of the Indefatigable, the last ship of the line.

Johannes Karl Groth, a 33-year-old officer directing the fall of shot from the 30.5cm guns of Bautzen, or B, Turret on SMS Lützow, was informed of the Indefatigable's destruction:

The turret crew gave a joyful "Hurrah" and once again one charge after another was pushed into the barrel. During the rapid salvoes which followed, thick smoke developed in the turret as the wind was blowing into the muzzles to some degree. The ventilation plants...could not cope with thick smoke. On top of that the main gun loaders suffered from terrible heat. Sweat flowed in rivers down these men, their breathing became heavier and heavier despite gas masks. But with admirable calm quiet and speed the crew did the hard work...

Our salvoes continued to hurtle towards the lead English ship, which was also the flagship [HMS Lion]. Salvo after salvo roared from every barrel again but the English also replied with intensive fire and soon the Lützow could feel the superior weight of fire. In any event, several ships were concentrating their fire on us as the lead ship. The salvoes were getting closer and closer and it was no longer possible to avoid them as had been the case at the beginning of the battle. So we soon took our first hits, even though the English were not shooting brilliantly.

The opposing battle-cruiser forces were now equal and the battle continued with undiminished fury. From the conning tower of HMS Tiger, one sailor followed the course of German shells coming towards the British battle line "like big bluebottles".

The next salvo that I saw straddled her, and two more shells hit her. As they hit I saw a dull red glow amidships and then the ship seemed to open out like a puff ball, or one of those toadstool things when one squeezes it. Then there was another dull red glow some-where forward, and the whole ship seemed to collapse inwards. The funnels and masts fell into the middle, and the hull was blown outwards. The roofs of the turrets were blown 100 feet high, then everything was smoke, and a bit of the stern was the only part of the ship left above water.

"I saw a salvo hit Queen Mary," Cdr Kenelm Creighton, navigator of HMS New Zealand, remembered:

A terrific yellow flame with a heavy and very

dense mass of black smoke showed ahead, and the Queen Mary herself was no longer visible. The Tiger was steaming at 24 knots only 500 yards astern of Queen Mary, and hauled sharply out of the line to port and disappeared in this dense mass of smoke. We hauled out to starboard, and Tiger and ourselves passed one on each side of the Queen Mary. We passed her about 50 yards on our port beam, by which time the smoke had blown fairly clear, revealing the stern from the after funnel aft afloat, and the propellers still revolving, but the forward part had already gone under.

There was no sign of fire or of cordite flame, and men were crawling out of the top of the after turret and up the after hatchway. When we were abreast and only about 150 yards away from her, this after portion rolled over and, as it did so, blew up.

The most noticeable thing was the masses and masses of paper which were blown into the air as this after portion exploded. Great masses of iron were thrown into the air, and things were falling into the sea round us. There was still up in the air, I suppose at least 100 or 200 feet high, a boat which may have been a dinghy or a pinnace, still intact but upside down as I could see the thwart. Before we had quite passed, Queen Mary completely disappeared.

Lt Cdr Peregrine Dearden was one of just 20 survivors of a crew of nearly 1,300 – and one of only two men rescued by the Germans. From a prison camp in Mainz, he described the cataclysm in a letter to his mother:

There was a terrific explosion forward and I was sent out on top of our turret (after turret) to see what was happening and had to put on lung respirators owing to clouds of smoke and fire. I could see nothing for about a minute and then all cleared away as the foremost part of the ship went under water. I then told the officer of the turret that the ship was sinking rapidly and so many as possible were got up out of the turret. The whole foc'sle was almost blown off.

I immediately took off all my gear except my shirt and vest. As soon as I was in the water I swam clear astern of the ship about 30 yards when she suddenly blew up completely. I was luckily sucked under water and so all the wreckage chucked about did not come its full weight on my head. I held my breath for a long time and at last came up to the surface and started looking round for something to support me as much as possible.

The surface of the water was simply covered with oil fuel which tasted and smelled horribly. I smothered myself all over with it, which I think really saved my life as the water was really frightfully cold. I should say that about 50 hands went over the side, but about half of them were killed during the second explosion.

The terrible sight of Queen Mary's demise was observed on the bridge of HMS Lion by Capt Ernle Chatfield, the flagship's 42-year-old commanding officer:

Beatty turned to me and said: "There seems to be something wrong with our bloody ships today," a remark which needed neither comment nor answer. There was something wrong. Still, we had four good ships left, the enemy must be damaged, and the Fifth Battle Squadron was coming into action. We continued the pursuit. Beatty was ostensibly unaffected by these two serious losses. No one thought again of them. Events in action rapidly pass out of the mind as new excitements occupy it.



THE BIG CAT

German shells straddle Beatty's flagship HMS Lion leading the line of four battle-cruisers on the afternoon of Wednesday May 31 1916.

Artist Ken Fisher and Artorium Military Art have produced this limited edition 28in x 22in signed print (350 copies) to mark the centenary of the battle, with a percentage of each sale going to SSAFA and Help for Heroes.

The print of HMS Lion is blind embossed on acid-free fine-art paper using lightfast inks and costs £225 plus postage.

Also available is a commemorative piece depicting Lion and the battle-cruisers, plus the leading admirals on both sides.

The Jutland prints – and other seafaring paintings – are available at www.artoriummilitaryart.co.uk/product-category/sea/

'RUN TO THE NORTH'

SMS Lützow takes a hammering

Not all the destroyer charges were a failure, however. Shortly before 5pm, a torpedo from HMS Petard struck the battle-cruiser Seydlitz, which led to an electrical and steering failure. Her commanding officer *Kapitän zur See* Moritz von Egidy recalled:

The blow was much softer than gunnery hits or near misses, no loud report, but only a rattling noise in the rigging. It was almost the same spot near the forward flat where we'd struck a mine five weeks before. For the damage control party, it was a repeat performance and, although they grinned, it was otherwise not much of a joke.

And all the while the destroyers buzzed around, the opposing battle-cruisers continued to exchange a hail of steel and high explosive. Johannes Groth on SMS Lützow:

The ferocity of the shooting grew even worse. You could no longer identify the individual salvos – you were aware only of a continuous muffled rumbling and roaring. From time to time there was the occasional loud crash – direct hits followed by an explosion. During this phase of the battle, the port diesel dynamo compartment was knocked out by the ingress of water. The engineers succeeded in saving the starboard compartment opposite. Another direct hit smashed through the armour on the port side, killing and wounding several members of a gun crew. The shell punched a hole in the battery deck and exploded in the radio room, killing the entire radio crew, as well as seriously wounding the damage control teams and bulkhead guards.

Shortly afterwards, it was the turn of Groth's own turret to take two hits in quick succession:

All the lights went out and all work in the turret stopped. There was thick smoke immediately in the turret and the danger from fire – tongues of flame which shot through the turret in every direction like lightning in every colour of red, yellow and green. I suffered first and second degree burns to my head and hands. Breathing with the gasmask was impossible. It was only after I threw myself down on to the deck for a long time and shoved a wet tissue over my mouth that breathing improved. I pulled an overcoat over my head to protect me from the tongues of flame.

Groth escaped from his battered turret through a hole created by a shell and reported: *Turret Bautzen is out of action.*

CHESTER'S ORDEAL

Horrific scenes aboard cruiser

'Our boy Jack' stands firm at his post

Having lured the entire German Fleet north for the past hour towards the kernel of the Grand Fleet, by 5.30pm Beatty's battered battle-cruisers were in sight of Jellicoe's scouting forces, the battle-cruisers of Admiral Horace Hood. Ahead of Hood were his light forces, including the brand-new light cruiser HMS Chester which saw smoke on the horizon – and went to investigate. She ran headlong into four German cruisers. Her crew only partially trained, Chester fired just one broadside before German shells tore into her. In ten minutes Chester ceased to be an effective fighting force. As soon as the cruiser was out of range of the enemy's guns, Acting Sub Lt Windham Mark Phipps Hornby, a 20-year-old signals officer from Berwick-upon-Tweed, made his way up to the bridge and found it "a sad state of affairs":

Continued on page 26, column 2

GERMAN BATTLE FLEET SIGHTED; BEATTY LURES FOE TOWARDS JELlicOE'S BIG GUNS

I thought: 'The next salvo we shall get it'

In the space of 30 minutes, Hipper had gone from being outnumbered by his foe to enjoying numerical supremacy. His gunners maintained the pressure, but the physical cost was high. Lützow's Johannes Groth:

Gradually the heat from the discarded shell cases and glowing barrel became unbearable for the loaders, breathing became almost impossible thanks to the thick smoke. Every man, dressed only in his trousers, did his duty. Then came the almost simultaneous report from both guns: "Left and right numbers four, eight, nine and ten have dropped out." Men collapsed unconscious in the middle of loading... "The following numbers from the reserve crew report to the gun." Those who'd passed out were laid to one side, cooled with plenty of water and provided with plenty of fresh air by the auxiliary ventilators. It did not take long before the men had recovered. After just 20 minutes the reserves also collapsed. Both crews took it in turns until the turrets were knocked out.

In spite of his grievous losses, David Beatty (pictured right) was still in the fight – and still carrying out his mission of locating the bulk of the High Seas Fleet. At 4.40pm, the main German battle fleet was sighted. Beatty immediately turned to the northwest to lure them into the jaws of Jellicoe's battleships. Royal Marine Capt Raymond Poland, commanding Y Turret on battleship HMS Warspite – part of a squadron of dreadnoughts following Beatty's battle-cruisers – watched as the admiral's van turned about as his ship continued to engage the enemy.

I ticked off the battle-cruisers as they passed – saw the Lion all right but only one of her class following her so I knew Princess Royal or Queen Mary had gone. Tiger was all right and so was New Zealand, but no Indefatigable. It made me feel pretty sick as it was the first idea I had that anything had gone wrong.

In the first hour or so of the battle, the five German capital ships scored 32 hits on British battle-cruisers and battleships, sinking two of Beatty's battle-cruisers. Ten British ships scored just 14 hits in return.

Warspite and her sisters found themselves outnumbered three to one. Their clash with Scheer's vanguard was, HMS Southampton's Stephen King-Hall recalled, "a brave sight":

They were receiving the concentrated fire of some 12 German heavy ships but it did not seem to be worrying them, and though I saw several shells hit the Warspite just ahead of us, the German shooting did not impress me very favourably. But our own position was not pleasant. The half-dozen older battleships at the tail of the German line were too far away to fire at the 5th Battle Squadron, and though we had gradually drawn out to 15,000 or 16,000 yards we were inside their range, and they began to do a sort of target practice in slow-time on our squadron.

I was in the after control with half a dozen men, the sub [lieutenant] and the clerk. We crouched down behind the tenth-of-an-inch plating and ate bully beef, but it didn't seem to go down very easily. It seemed rather a waste of time to eat beef, for surely in the next ten minutes one of those 11in shells would get us; they couldn't go on falling just short and just over indefinitely and, well, if one did hit us, light cruisers were not designed to digest 11in high explosives in their stomachs.

Elsewhere on Southampton, almost identical thoughts were running through the head of George Kinsford who'd also decided he and his men should eat:

Issued tea, biscuits and corn beef to the lads. I had tea in the wireless room at the invitation of the chief telegraphist with the coding officers and a very jovial company too, considering what was going on all around us.

After tea I went on deck, and I think about this time, from 5 to 6 p.m. was our worst time. Shells of all calibre were dropping all round us, and standing against the door to the quarter deck I noticed several salvos from the enemy's dreadnought squadron fall in a direct line with our stern, and thought I, the next salvo we shall get, for it only needed an alteration in deflection on their side to register direct hits on us, but it was not to be.





BOY HERO VC

Londoner John 'Jack' Travers Cornwell signed up for the RN in October 1915 and after basic training in Devonport headed to Rosyth to join cruiser HMS Chester at Easter 1916.

Six weeks later, the ship found herself in the middle of the greatest clash of warships the world had ever seen at Jutland.

Jack Cornwell was a sight setter on a 5.5in gun – protected from the enemy and the elements only by a shield.

The cruiser was hit 18 times by German shells. Four landed near Cornwell's gun, killing all but two of its crew and gravely wounding the 16-year-old.

Cornwell did not seek help. He remained by his gun, awaiting orders, until Chester withdrew from the fight. Finally he was carried below for treatment.

There was little Chester's surgeons could do for him and doctors at Grimsby Hospital, where Cornwell was taken the following day after the cruiser headed up the Humber.

His mother was sent for, but the boy seaman died on June 2 1916 before she reached his bedside.

The young sailor was laid to rest in a common grave in Manor Park Cemetery, but when news of his bravery was revealed to the world – he was the only rating singled out in Admiral Beatty's public dispatch on the battle – a clamour grew to honour him.

Cornwell's body was exhumed then reinterred with full military honours in the same cemetery on July 29 in what was the largest public event of the entire war.

The grave was eventually crowned with an imposing memorial, postcards were produced, September 30 was hailed 'Jack Cornwell Day', stained glass windows were commissioned, memorial funds set up, the Victoria Cross was posthumously awarded and Frank Owen Salisbury was commissioned to produce a portrait which today hangs in the church of HMS Raleigh to inspire a fresh generation of young sailors.



CHESTER'S ORDEAL

Continued from page 25, column 4

A shell had burst on the starboard sounding machine and wrecked the starboard side of the bridge. Roy, the chief yeoman of signals, had been killed as he was taking a signal up to the upper bridge for the captain to see. He was lying on his back, the signal pad still clutched in his dead hand.

On getting down from the bridge I applied myself to ascertaining what casualties had been suffered among my division, the boys. There was not room for all of them in the sick bay, so when that was full, the wardroom was pressed into service and, later, some officers' cabins.

My servant, Private Hamilton RMLI, who had been in an ammunition fire, was put in my cabin. For days after, the smell of scorched flesh lingered about it.

Steward Reginald Gulliver from Wick stepped out on to Chester's upper deck:

What a sight. An officer was lying dead with both legs severed. I stepped over a body that had been disembowelled and I had to hold a seaman's foot which the doctor cut off; it was just hanging. There were bits of skull all over the deck. We laid the bodies side-by-side and were told to turn them on their stomachs.

Of 100 men manning the guns, 47 were dead or wounded, among them one John Travers Cornwell, a slight 16-year-old from northeast London. Chester's Capt Robert Lawson subsequently wrote to the teenager's mother, Lily:

His devotion to duty was an example for all of us. The wounds which resulted in his death within a short time were received in the first few minutes of the action. He remained steady at his most exposed post at the gun, waiting for orders.

His gun would not bear on the enemy; all but two of the crew were killed or wounded, and he was the only one who was in such an exposed position. But he felt he might be needed, as indeed he might have been; so he stayed there, standing and waiting, under heavy fire, with just his own brave heart and God's help to support him.

I cannot express to you my admiration of the son you have lost from this world. I hope to place in the boys' mess a plate with his name on, and the date, and the words 'Faithful unto death'. I hope some day you may be able to come and see it there.

Jack Cornwell succumbed to his wounds in hospital in Grimsby on June 2. His body was transported to London at his mother's request and interred in Manor Park Cemetery – not far from the site of what would become the venue for the London 2012 Olympics.

DEATH RIDE OF THE ARMOUR

Defence and Wiesbaden crippled, Defence blown apart –

Chester's ordeal was over. Destroyer HMS Shark's was just beginning. She and the three other destroyers of the 4th Flotilla charged as light German forces tried to race through the maelstrom to unleash a torpedo attack against Hood's battle-cruisers which were now entering the fray. They succeeded in drawing the German's fire – but at terrible cost. In a letter to her brother-in-law, the wife of Cdr Loftus William Jones, skipper of the Shark, described the later stages of the action:

All the guns but one were blown away and this last gun Loftus, the midshipman and Hope, a seaman gunner worked till the end.

The flag was shot down six times, and each time Loftus had it hoisted again. About five minutes before the ship sank Loftus' leg was blown completely away above the knee, and then he was obliged to rest on the deck, but he was quite conscious all the time and gave his commands till the last. When he was on deck like this, he saw the flag was down, and he said "What is wrong with the flag, hoist another at once."

The midshipman and Hope did a most gallant thing they had to crawl along in the most hazardous position when the ship was raked with fire from end to end, but they hoisted the flag again and were untouched, and Loftus was happy as the ship went down firing her last gun and with her flag flying.

Loftus Jones (pictured inset) took to a liferaft with some of his crew but died of his injuries. His body washed up in Sweden, where it was buried first in the tiny fishing village of Fiskebäckskil before being reinterred in Kviberg Cemetery, Gothenburg in 1961. By then, there was a 'VC' to add to the gravestone; Jones was posthumously recognised for his bravery in March 1917.

Also dead in the water was the German cruiser Wiesbaden, whose helplessness drew the attention of armoured cruisers Defence and Warrior, scouting ahead of the battleships of the Grand Fleet, which closed in for the kill.

Leading Stoker Hugo Zenne joined his shipmates on the upper deck as they prepared to abandon the crippled German vessel.

The hits on the stern, where we were located, were dreadful. All sorts of equipment came flying out of the officers' cabins on to the upper deck. We'd taken the gas masks which we'd been given for the first time out of their boxes

and every time a shell howled towards us, we put them over our heads so that we didn't choke on the dense smoke produced by the Lyddite. When our fleet approached for a second time, many men jumped into the water in the hope that they'd be fished out. They always swam together in groups of six or eight men.

Now during this moment of the heaviest fire, my shipmates from the boiler room arrived at every possible place on the upper deck. They ran to the afterdeck dripping with sweat, many only wearing clogs, handkerchiefs and trousers. They all wanted to jump overboard immediately because they saw our ships approaching us. I told them that they shouldn't do it, for I had already seen the High Seas Fleet turn away twice.

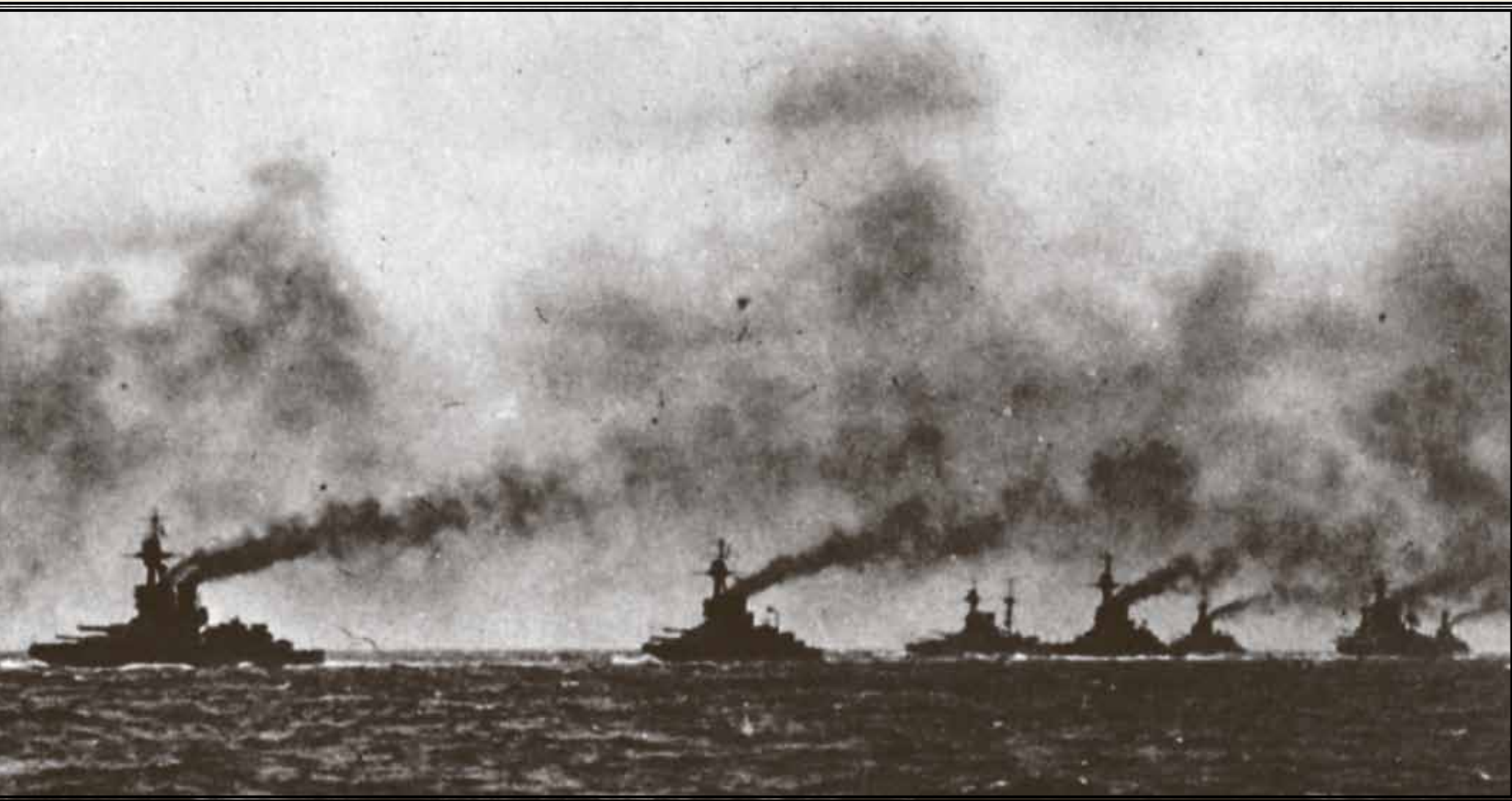
Many of the stokers were killed just as they got on deck, killed by shell splinters and shrapnel from the funnels and superstructure. The worst thing was the metal splinters from the superstructure flying around. A young stoker ran past me and wanted to go over the side with a great leap. At that very moment, however, he was fatally struck down on the deck...

We carried the corpses of our dead comrades to the port side and laid them down in order. Here we saw several dear comrades whom we had been together with since the beginning of the war, staring at their pale faces for the last time. Then we got hammocks, still attached on the port side, laid them out on the starboard side and put our injured comrades in them.

The terrible beating Wiesbaden took invoked the ire of Derfflinger's gunnery officer Georg von Hase:

Seized with fury, I abandoned my former target, had the English cruiser's range measured, gave the range and deflection, and "crash!" – a salvo roared out at the Wiesbaden's tormentor. One more salvo and I had him. A column of smoke rose high in the air. Apparently a magazine had exploded. The cruiser turned away and hauled out at top speed, while I peppered her with two or three more salvos.

In attacking Wiesbaden, Defence and Warrior brought themselves within range of the guns of at least five German capital ships. The shells of one – or more – German ships detonated in Defence's magazine, as observed by the bridge team aboard the battleship HMS Colossus:



RED CRUISERS

– ‘God it was an awful sight’

We thought she had gone about a minute before she finally blew up, as she completely disappeared in a mass of spray, smoke, and flame. But she came through it apparently still intact, only to disappear a few seconds later in a tremendous belch of vivid flame and dense black smoke, from which some dark object, possibly a boat or a funnel, was hurled through space, twirling like a gigantic Catherine-wheel.

Royal Marine turret commander Capt Raymond Poland watched from HMS Warspite:

I saw Defence coming down our starboard bow heading straight at the enemy. She was banging away, and going full speed, masthead colours and all the rest of it and made a very gallant show. I saw three salvos fall across her in quick succession, beauties.

A flicker of flame ran aft along her fore-castle head and up her fore turret, which seemed to melt. Then – whoof, up she went, a single huge sheet of flame, 500 feet high, mixed up with smoke and fragments. As it died I saw her crumpled bow, red hot, sticking up, about 30 or 40 feet of it, at an angle of sixty degrees and then that sank. I nearly vomited. God it was an awful sight. I couldn’t get to sleep that night for thinking of it. The whole thing, from the moment I saw her, couldn’t have taken 20 seconds.

Every man aboard the Defence – between 893 and 903 souls – was killed in an instant.

HMS Warrior barely fared any better, but was saved, in part, by the super-dreadnoughts of the Fifth Battle Squadron and HMS Warspite in particular. She veered out of line and made a seemingly suicidal charge towards the German lines; her steering failed and, for about ten minutes, she drew the fire of *eight* enemy capital ships before control was regained. She hauled out of the action trailing thick black smoke, limping along at 16, not 24kts. Cdr Humphrey Walwyn, Warspite’s executive officer, surveyed the damage.

The upper deck and superstructure looked perfectly awful – holed everywhere. Everything wrecked and it looked like a burned-out factory – all blackened and beams twisted everywhere.

His captain, Edward Philpotts, was determined to remain in the line of battle. His superiors thought otherwise and ordered Warspite to return to Rosyth where she became the first warship to make use of the new docking facilities. She had been hit 150 times – yet suffered only 14 dead.

HOOD: EVERY SHOT IS TELLING

Invincible ripped apart ♦ Sea littered with flotsam ♦ Handful of survivors

Would that the Grand Fleet’s battle-cruisers could take such punishment.

The sight of Horace Hood’s three battle-cruisers – Indomitable, Inflexible and flagship Invincible – engaging the enemy “with every gun in action” was one of the most stirring sights of the entire battle.

Hood’s trio were the oldest dreadnoughts at Jutland – and they were also outnumbered. At a range of around 8,000 yards – four and a half miles – Invincible exchanged shells with the Derfflinger. Orange flashes could be seen on the German ship as 12in projectiles sliced through the armour and exploded.

“Your firing is very good,” Hood told Commander Hubert Dannreuther, directing Invincible’s gunnery from her foretop. “Every shot is telling.” It was the last word Dannreuther heard from the admiral.

Dannreuther’s counterpart in Derfflinger, gunnery officer Georg von Hase, watched the battle-cruiser suffer the same terrible fate as HMS Queen Mary and Defence:

There occurred a rapid succession of heavy explosions, masts collapsed, debris was hurled into the air, a gigantic column of black smoke rose towards the sky, and from the parting sections of the ship, coal dust spurted in all directions. Flames enveloped the ship, fresh explosions followed, and behind this murky shroud our enemy vanished from our sight. I shouted into the telephone: “Our enemy has blown up!” and above the din of the battle a great cheer thundered through the ship and was transmitted to the fore-control by all the gunnery telephones and flashed from one gun-position to another.

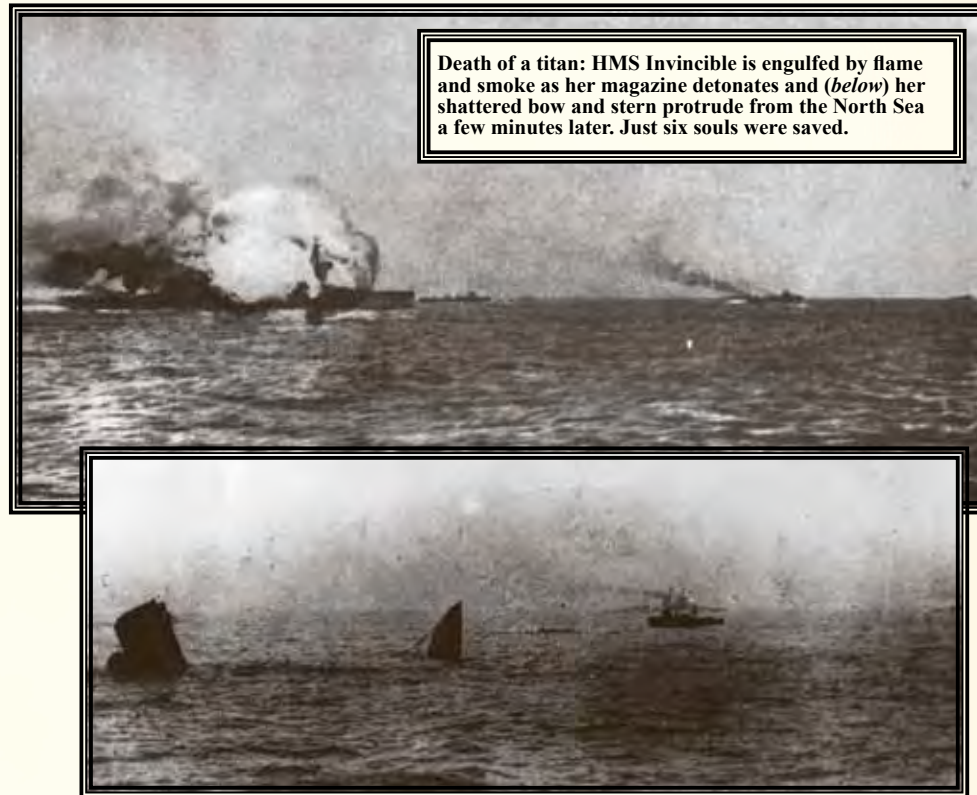
Passing the wreck, the crew of the new battleship Royal Oak were convinced the wreckage on the surface belonged to a downed Zeppelin. Midshipman Hugh Tate noted:

As we passed it turned out to be the wreckage of a ship. We thought it to be a German cruiser and cheered as we passed.

Later, it appeared that it was HMS Invincible who had blown up. A destroyer was standing by and picking up the few survivors from amongst the many corpses with which the water was thickly covered.

The crew of the destroyer HMS Badger were also convinced the wreck of Invincible was a German ship and had an armed guard at the ready to keep any survivors in check, as one junior officer remembered:

As we neared the wreck, we could see the water all round thick with flotsam and jetsam, mainly



Death of a titan: HMS Invincible is engulfed by flame and smoke as her magazine detonates and (below) her shattered bow and stern protrude from the North Sea a few minutes later. Just six souls were saved.



composed of floating seamen’s kit-bags, with a few hammocks scattered amongst them. We also spotted a raft on which were four men, and on the bridge they spotted two other survivors in the water.

Judge of my surprise, when the raft was almost alongside, to see a commander, a lieutenant, and two seamen ratings on it.

The commander [gunnery officer Hubert Dannreuther] was really marvellously self-possessed. I can hardly understand to this day how a man, after going through what he had, could come on board us from the raft as cheerily as if he was simply joining a new ship in the ordinary course of events. He laughed at the armed guard, and assured us that he hadn’t a scratch on his whole body, and that he had merely – as he put it – stepped into the water when the foretop came down.

The lieutenant was rather more shaken, and

small wonder, for he had been in the conning tower when the ship blew up, and had had to climb out of it and scramble up the sloping deck to the bridge screens, where he was almost immediately engulfed in the water. He told us that he was sucked down once or twice by eddies and had almost given up hope, when he at last broke surface, and with the aid of a floating kitbag propelled himself to the raft on which the commander was already seated. The two seamen from the raft appeared to be quite all right, but I did not get an opportunity of questioning them as to their experiences. Of the two men picked up from the water, one, a private of Marines, was badly burnt, and later suffered great pain, though he eventually recovered. He told us later that he was in some cabinet at the rear of a turret, but remembered nothing about the explosion until he found himself in the water.

GRAND FLEET ENTERS THE FRAY AT LAST

Sir John's moment arrives ♦ Deprived of total victory by onset of darkness

This was the climax of the battle – a terrible, yet mesmerising, spectacle men on both sides had yearned for since August 1914.

At the very moment Invincible blew up – 6.33pm – Reinhard Scheer realised he was confronted not just by Beatty's battered battle-cruisers, but the entire Grand Fleet emerging from the mist and fog of battle before him.

The entire arc stretching from north to east was a sea of fire. The flash from the muzzles of the guns was seen distinctly through the mist and smoke on the horizon, although the ships themselves were not distinguishable.

From battleship Royal Oak, Midshipman A Clarke watched impressed as Jellicoe (*pictured inset*) deployed his dreadnoughts and super-dreadnoughts for what would be a decisive action.

The ships seemed to be in a great arc, stretching as far as one could see – a most imposing spectacle. All the guns trained on the beam, smoke poured from the ships' funnels and numberless ensigns fluttered from every ship.

One wondered what would be the result – who would be sunk and who would live through it.

HMS Caroline's Albion Percy Smith was similarly transfixed:

It was grand, yet at the same time an awful sight. We were ahead of our fleet. Then the huge guns of our battleships opened fire. Guns were hurling 15in shells into the opposing fleets with roars and flashes, as if scores of thunderstorms had met and got angry. The sea, which before had been calm, became churned into waves and foam. The falling of enemy shells around us caused huge columns of water, rising many feet high. It was indeed hell let loose, and the screams and sobs of shells as they flew over and around defies description. Another thing which was worthy of attention was some German shells. As they burst, they gave one the impression of blood bursting in billowy clouds; and this, mind you, in broad daylight. The effect at night is more awful still.

The sky became thick and overcast by vast clouds of dense black smoke, belched out by scores of funnels. The sun, which was shining at first, got blotted out by the smoke and haze.

Below decks there was the hellish cacophony of battle, reverberations, shudders, bangs. "Those of us on the lower deck had no idea. We didn't realise the extent of our losses until we got the papers three days later when we arrived back in Scapa Flow." LS Harry Pursey, torpedo gunner's mate on HMS Revenge, recalled.

Toiling in the engine room of HMS Colossus Leading Stoker Christopher Browning remembered: "For six hours no-one told us anything. All we heard were the bumps of enemy shells as they hit or splashed around the ship and as our own guns fired."

Outnumbered and outgunned, Reinhard Scheer ordered his ships to turn 180° and flee the battle, while destroyers covered his retreat with bravely-led torpedo attacks which caused jitters in the British ranks – and damaged at least one battleship, the Marlborough.

The German flight was brief. Unable to outrun the Grand Fleet before darkness set in, after about 15 minutes Scheer ordered another 180° turn by his ships – supposedly to unnerve the British. It brought the weight of the core of the Royal Navy down on his ships. For a quarter of an hour, the German ships, silhouetted against the slowly-setting sun, presented "a perfect target, each ship standing out black and clear", recalled Harold Wright, a chief engine room artificer in the bowels of HMS King George V.

"Every time there was a hit a roar would go up from the lads – everyone was very excited. I am sure we served out a lot of punishment."

The Grand Fleet did. Five German battleships suffered a succession of hits – mauled so badly that after about 20 minutes of a seemingly one-sided fight, Reinhard Scheer ordered his ships to turn around a second time – for good. To cover the battleships' withdrawal, he ordered his battle-cruisers to charge the British lines – a move which has become known as the 'death ride'. Derfflinger found herself deprived of two of her main turrets in quick succession, as Georg von Hase recounts:

A 38cm shell pierced the armour of Caesar turret and exploded inside. The brave turret commander, Lt Cdr von Boltensern, had both his legs torn off and with him nearly the whole gun crew was killed. The shell set on fire two shell-cases in the turret. The flames from the



burning cases spread to the transfer chamber, where it set fire to four more cases, and from there to the case-chamber, where four more were ignited. The burning cartridge-cases emitted great tongues of flame which shot up out of the turrets as high as a house; but they only blazed, they did not explode as had been the case with the enemy. This saved the ship, but the result of the fire was catastrophic. The huge tapering flames killed everyone within their reach. Of the seventy-eight men inside the turret only five managed to save themselves through the hole provided for throwing out empty shell-cases, and of these several were severely injured. The other 73 men died together like heroes in the fierce fever of battle, loyally obeying the orders of their turret officer.

A few moments later this catastrophe was followed by a second. A 38cm shell pierced the roof of Dora turret. The same horrors ensued. With the exception of one single man, who was thrown by the concussion through the turret entrance, the whole turret crew of 80 men, including all the magazine men, were killed instantly. The crew of Dora turret, under the leadership of their brave turret officer, *Stückmeister* [Petty Officer] Arndt, had fought heroically up to the last second. Here, too, the flames spread to the cartridge chamber and set fire to all the cases which had been removed from their protective packing. From both after-turrets great flames were now spurting, mingled with clouds of yellow smoke, two ghastly pyres.

After receiving numerous hits, knocking out her two forward turrets, SMS Lützow was no longer a fit flagship for Admiral Franz von Hipper (*pictured above*). His staff officer Hugo von Waldeyer-Hartz observed Hipper agonise over the fate of the battle-cruiser:

A kind of paralysis seemed to descend upon Hipper and his face expressed bitter disappointment. It was plain that circumstances had made it essential for the group staff to leave the Lützow and another ship must be chosen as flagship. Yet Hipper issued no orders. It was the first time that he had had nothing to say.

His First Staff Officer, Commander [Erich] Raeder, went straight up to him and said:

"We can't lead the squadron from the Lützow any more, Your Excellency!"

"But I can't leave my flagship!"

"We're unable to signal by wireless and anyhow our speed isn't enough!"

"No doubt! But my flagship!"

"The squadron needs Your Excellency!"

Hipper seemed to have an electric shock. In

a flash he was the Hipper of old – or to speak more accurately – he excelled the Hipper of old. "You're right!" he said, and then turned, every inch the officer and leader of men, to take his leave of the staff and seamen on the bridge of the Lützow. "We'll come back! We won't forget you!" The confidence with which he was able to animate his subordinates even in this darkest hour was little short of amazing. He shook hands hard and long with Captain Harder. His praise for the way in which the ship had been handled was deep and sincere.

Having received cursory treatment for his injuries, Johannes Groth returned to his turret in a bid to rescue wounded shipmates. It was, he remembered, "a sorry sight". At least seven men were dead, the rest were injured – at least half a dozen of them mortally so.

Everyone had suffered from minor or severe burns. The minds and spirit of every man had suffered a severe blow – in some cases it meant they had to be discharged later on.

As far as I know, only one man was fit for service again. Rescuing these wounded men posed tremendous difficulties as they were all raging to a greater or lesser degree and the entrance to the compartment was very narrow. In several cases their feet and hands had to be bound to make transporting them possible. Every one of them yelled for water continuously.

Yet the death ride paid off. The German battleships slipped away into the growing gloom of dusk. At 7.45pm, the British capital ships lost contact with their foe.

The relative lull allowed Surg Lt Charles Leake to tend to wounded shipmates aboard HMS Warrior.

The wounds were very ragged as caused by pieces of metal. Compound fractures were common and limbs had been torn off. Of the survivors, the majority had wounds of lower extremities. Several had limbs smashed to pulp and had embedded pieces of clothing and metal which needed removal.

We commandeered the bathroom near the sick bay for a theatre and prepared it as quickly and as best we could. We had only candle lamps available, and these give very little illumination for critical operations.

In the half-light of sunset, the German Fleet appeared for the final time before night entirely cloaked the North Sea. A little after 8.20pm, Hipper's bruised battle-cruisers ran into half a dozen British counterparts – some mauled, others virtually unscathed. For 20 or so minutes, the two sides again traded shells – mostly in the RN's favour (eight hits to one in return) before Beatty decided his quarry was too indistinct to continue shooting. At 8.40pm, his guns fell silent. Never again in the Great War would capital ships engage in action.

NIGHT ACTIONS

Confused clashes

Nightfall found the Grand Fleet to the east of the High Seas Fleet, steaming on roughly parallel courses to the south-south-east. Deprived of victory in daylight and ill-equipped and unprepared for a night battle – unlike the Germans, whose ships were fitted with better searchlights and bristled with torpedo tubes – Jellicoe resolved to cut his foe off from his base and complete the destruction of the German Fleet. He guessed – correctly – that Scheer's battered ships would head for home by the shortest route, via the Horns Reef, then on to Heligoland and Wilhelmshaven. At first light – six hours hence – the Royal Navy would be waiting to intercept them for a truly Glorious First of June. The Grand Fleet steamed through the darkness at 17 knots.

The night, by and large, belonged to the small ships and a series of confused, fleeting, brutal encounters. Around 10.30pm 24-year-old Bavarian Richard Stumpf resumed lookout duties aboard the battleship SMS Helgoland:

What a sight unfolded before my eyes! Imagine a scene of pitch-dark blackness with flashes of light flaring up continually. There were two patches where the lights flashed with greater frequency – probably cruisers or destroyers. They must have been very far away because the thunder of their guns could not be heard. On the bridge loud talking was prohibited; the men spoke to their neighbours in quiet, secretive tones. Since at any moment [enemy] torpedo boats might attack through the darkness, all our nerves were on edge.

There they are! The beam of the stern searchlight swooped on a grey shape and held fast. Mighty flames shot from all our guns. One! Two! Three! The impact! Much too far away. Another broadside and [we had scored] a hit! I distinctly saw the pieces flying and in a moment flames jumped to the sky. That was a direct hit. Soon more torpedo boats would come. What ship was burning so horribly four stories high off our port? Was it one of ours or the enemy's? I stared through the glasses but could only make out an occasional fragment falling from the ship. Gradually its dark red glow was transformed into white-hot heat. If she didn't sink within 15 minutes we would be there.

UNEQUAL BATTLES

Destroyers versus dreadnoughts

At the rear of the Grand Fleet's extended lines, crews of the destroyers of the 4th Flotilla – largely separated from the rest of the British forces – began to notice the blurry outline of vessels. They closed to within a mile of the strange shapes – cruisers scouting ahead of the main High Seas Fleet. The searchlights were switched on and the secondary armament brought to bear on the attackers, as *Oberstückmeistersmaat* [Petty Officer Artificer] Heinrich Petry on SMS Westfalen recalled:

An order sounds through the blackness of the night: "Searchlights on! Fire salvoes!"

The gun commander presses the electrical firing mechanism and a blood-curdling blow is delivered as six 15cm and eight 8.8cm shells leave their barrels; like bolts of lightning they seek out the steel body of the enemy and turn into huge sheets of flame. Glowing yellow, tragic yet beautiful, like a blazing conflagration, follows his course. On the bow, the number 60 – Tipperary, an English destroyer flotilla leader – is recognisable. Salvo after salvo pours from the German iron mouths into the North Sea night. But those on the blazing enemy ship are no cowards: suddenly, between two and four torpedoes leave their tubes heading for the German lines. It was only thanks to God's good grace that they missed their target. Amid the bursting and exploding and shells one man stands on the aft gun and carries out his duty, until he's surrounded by a ring of fire, and he dies for his mother country. Ablaze, the destroyer moves out of the Westfalen's field of fire and then our sister ship, Nassau, dispatches it to the deep. The waves of the North Sea silently close over the proud British ship with its brave crew.

A few minutes later, HMS Spitfire moved in to see if she could offer Tipperary – "now a mass of burning wreckage" – any assistance, as Lt Athelstan Bush recalled:

As we neared the Tipperary, we saw a German cruiser hovering near. Suddenly the captain

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UNEQUAL BATTLES

Continued from page 32, column 4

realised that she had seen us, and was trying to ram us. She was coming at us full speed across our port bow. The Captain ordered: "Hard-a-starboard: full speed ahead both," and, leaning over the bridge screen, shouted, "Clear the foc'sle."

I can recollect a fearful crash, then being hurled across the deck, and feeling the Spitfire rolling over to starboard as no sea ever made her roll. As we bumped, the enemy opened fire with their foc'sle guns, though luckily they could not depress them to hit us, but the blast of the guns literally cleared everything before it. Our foremast came tumbling down, our for'ard searchlight found its way from its platform above the fore-bridge down to the deck, and the foremost funnel was blown back till it rested neatly between the two foremost ventilation cowls, like the hinging funnel of a penny river steamboat. The enemy, probably it was the cruiser Elbing [it was actually the battleship Nassau] surged down our port side, clearing everything before her; the boats came crashing down and even the davits were torn out of their sockets, and all the time she was firing her guns just over our heads. But none of her shells hit us, except two fired from her foc'sle guns just before the ramming, which passed through the canvas screens round the bridge.

The captain was standing on the bridge, but bent down, whether or not with an object I don't know, and the shell passed across the top of his head taking his cap with it, and left only a skin-deep though nasty wound. With the exception of the captain, the coxswain, and one seaman, who later on were all extricated with much difficulty from the wreckage, everybody on the bridge was killed by these two shells.

Over a period of around 30 minutes, the decimation of the 4th Flotilla continued. HMS Fortune blundered into the battleship Oldenburg at point-blank range and was promptly sunk.

There was no blundering by HMS Ardent. Lt Cdr Arthur Marsden was determined to attack – and attack he did, but he hadn't expected to take on an entire division of German battleships single-handedly:

The next moments were perhaps the most thrilling that anyone could experience. Our guns were useless against such big adversaries; our torpedoes were fired; we could do no more, but wait in the full glare of the blinding searchlights for the shells that could not fail to hit us soon at such close range. There was perfect silence on the bridge, and not a word was spoken. It must only have been seconds, but it seemed like hours. Shell after shell hit us, and our speed diminished and then stopped; then the dynamo stopped, and all the lights went out.

When the shooting ceased, Marsden toured his battered ship to survey the damage:

A terrible scene of destruction and desolation was revealed to me as I walked aft (with some difficulty). All boats were in pieces. The funnels looked more like nutmeg graters. The rafts were blown to bits, and in the ship's side and deck were holes innumerable. In the very still atmosphere, the smoke and steam poured out from the holes in the deck perfectly straight up into the air. Several of my best men came up and tried to console me, and all were delighted that we had at length been in action and done our share. But many were already killed and lay around their guns and places of duty. Most of the engine-room and stokehold brigade must have been killed outright.

After a ten-minute break in the fighting, the Ardent suddenly found herself lit up once again by German searchlights before four or five shells were sent into her at point-blank range. Lt Cdr Marsden continues his account:

The ship heeled right over and threw me to the ship's side. I could feel she was going, so I flopped over into the sea, grabbing a lifebuoy that was providentially at hand. The Ardent's stern kept up a few moments, then she slowly sank from view. As the smoke and steam cleared off I could see many heads in the water – about forty or fifty I should think. There was no support beyond life-belts, lifebuoys, and floating waistcoats, so I was afraid that few of us could possibly survive, especially as I realized that all the destroyers had gone on, and that no big ship would dare to stop, even if they saw us in the water.

I spoke to many men, and saw most of them die one by one. Not a man of them showed any fear of death, and there was not a murmur, complaint, or cry for help from a single soul. Their joy was, and they talked about it to the end, that they and the Ardent had "done their bit", as they put it.

No man on the Ardent, Tipperary, Spitfire or Fortune knew it but these devastating encounters were the opening moves of Reinhard Scheer's 'great escape'. Moving at least one knot slower than the Grand Fleet, the German ships would reach the safety of the Horns Reef by crossing the 'tail' of the strung-out British lines.



Damaged Derfflinger: A sailor stands guard in front of a huge shell hole torn in the superstructure of SMS Derfflinger. The battle-cruiser took 17 hits from heavy calibre British shells and nine more from secondary armament. She suffered 183 casualties, 157 of them killed – more than any other German warship which survived the battle. It was mid-October before she was repaired and rejoined the High Seas Fleet.

HORRORS OF THE NIGHT FIGHT: TRAPPED IN COMPARTMENTS

Lützow abandoned, Pommern blown up, Wiesbaden sunk

Not every German ship would make it home, however. Around the same time as Ardent was sinking, the bulkheads on the watertight compartments next to the SMS Lützow's forward boiler room were beginning to buckle. If they gave way, the battle-cruiser would sink. *Kapitän zur See* Viktor Harder gave the order to abandon ship. Johannes Groth recalled:

Five destroyers were called over to take off the crew. Before they began the transfer, our commanding officer gave a pithy farewell address during which he stressed that he was proud as a commanding officer that every man had done his duty to the last, and that it was unfortunately impossible to save our magnificent ship. Our departure from our fine Lützow concluded with three rousing cheers for our supreme warlord [the Kaiser] and our ship. Now the transfer of the wounded could begin. After that came individual groups.

Around 12.45am the commanding officer was the last man to leave. Unfortunately, we had to leave 17 shipmates in the dynamo room as rescuing them was impossible. With cheers resounding for our proud ship, the individual boats sailed away and headed for the Fatherland. Only one destroyer with our commanding officer aboard stayed behind to give our ship the *coup de grâce* with a torpedo.

Somehow, the battered SMS Wiesbaden was still afloat six hours after she was turned into a near-lifeless wreck. But, about the same time as the Lützow was abandoned, the cruiser was beginning her death throes. Leading stoker Hugo Zenne:

Wiesbaden now had a heavy list to starboard, she could capsize at any moment... We heard a terrible gurgle from the heart of the ship and we noticed that she was slowly rolling to starboard. We had the feeling that the ship was sinking and at the same time we saw that the two English ships had turned away and abandoned us. We were gripped by powerless anger; we had the icy feeling that now we would have to die a sailor's death.

Now everything happened in a flash. The ship listed further and further to starboard, began to sink and head for the deep.

I ran aft, grabbed the rope of one of the life rafts which we'd tied there, pulled it forward slightly and stepped off the starboard side on to the raft. I needed just a single step to get to it... We moved between dead comrades, dead fish, hammocks and life jackets. Where this journey would take us, none of us knew.

At the rear of the line of battle, it was now time for the aged pre-dreadnoughts of the High Seas Fleet – dubbed the 'five-minute ships', for that was all they would last in battle – to make their break for freedom. They sparred with the destroyers of the 12th Flotilla, combing the tracks of torpedoes fired into the night by the British. The tin fish missed their targets – all bar one, or perhaps two, which struck the Pommern. Now it was the fate of a German warship to suffer the same terrible end as three British battle-cruisers. From HMS Obedient one sailor saw

a dull red ball of fire amidships, which spread fore and aft and flared up the masts in big red tongues of flame, uniting in a black cloud of smoke and sparks.

In an instant, 844 Germans were incinerated.

For most men, the night was enervating. Midshipman Frank Layard on HMS Indomitable wrote in his diary:

The time crawled and it was beastly cold, and although I was frantically tired, I couldn't get to sleep. The time absolutely dragged. Beatty did a Nelson and made a signal: 'The losses on both sides have been heavy but we hope to cut off and annihilate the whole German Fleet today. It is up to every man to do his utmost.' We were steaming south all night trying to cut them off as we were between them and their coast.

In the small hours, a fire flared up in one of HMS Southampton's ammunition lobbies. Men carried burning cordite away to prevent the rest going up in flames. Such acts of bravery helped save the cruiser, but not all her crew. George Kinsford:

The havoc that high explosive shells make on the human frame is astounding. Take the case of Able Seaman [George] Hall – this poor fellow had been burnt about the head and face and had lost the sight of both eyes, both arms smashed, right leg broken and the foot of the left crushed, death must certainly have been a relief to him when it came next day.

The first to arrive was Stoker Jones with a large shell wound in the thigh, the next Boy [Thomas] Mellish in a very bad state, we had to amputate his right arm and left leg as they were both crushed, he was given an anaesthetic but he was very low and the poor little chap passed away shortly after leaving the bathroom. Two others slipped through our hands viz: young James Cooks Mate (another very bad case) and Able Seaman Little (Cello-player)

In all, Southampton suffered 34 dead, 58 badly and 23 lightly wounded.

GERMANS FLEE 'Someone had blundered'

The first faint light of the new day – Thursday June 1 – was cast over the North Sea around 3.30am. Cruiser HMS Dublin swept over the waters fought over during the previous day and night. There was no sign of the German Fleet, but plenty of traces of the battle:

The British fleet turned to the north at 2.47am, and swept up and down over their track of the night and over the area of yesterday's fleet action, until 1.15pm, but no enemy ships were to be found. There were relics of the fight. Patches of oil, with in the centre some wreckage or even the bows of a ship still sticking up, and floating bodies around. It was even possible in a very few cases to rescue a man here or there from the wreckage still alive, but very few were these, for the cold of the North Sea waters is soon numbing in its effect, and humans floating in it mercifully soon lose their senses, become drowsy, and then drown. None of the men appeared to suffer at all; they just seemed to lie back and go to sleep.

Where Tipperary's flotilla had fought in the night the patches of wreckage were frequent. During the two or three hours succeeding daylight we passed through large quantities of

floating wreckage, hammocks, bodies, etc. An alert signalman reported he saw a hand waving from a spar some distance away, and on closing we were fortunately able to rescue a stoker belonging to the Tipperary, who informed us that his ship had been sunk some four or five hours previously.

For sailors in the British capital ships, dawn brought the hope of a renewed clash with the enemy – leading to his annihilation. A turret commander describes the mood aboard HMS Malaya:

With dawn came the mist; we could see no more than two miles, and not a German was in sight. We cruised about until nearly noon, hoping against hope that the weather would clear and allow us to complete yesterday's work.

Aboard flagship HMS Iron Duke morale sank as the ship's company were told the German Fleet was probably now beyond their grasp. Telegraphist PO Arthur Brister recalled:

Tired and puzzled, hardly a word was spoken as we sat in the mess drinking mugs of cocoa. The battle was over and the Germans had got away with it again. We turned in for a couple of hours.

We had been cheated. Someone – or several – had blundered, something or several things had gone wrong. God must have been on the side of the Germans.

Shortly after 6am, the crippled destroyer HMS Sparrowhawk came across a Carley raft full of survivors disappearing in and out of the morning mist.

They saw us and put up a sheet as a sail. We tried to work the engines to steam towards them, but without much success. As they managed to paddle nearer we heard them singing It's a long, long way to Tipperary, so we knew who they were, and incidentally jolly well agreed with them. It was a long way!

After about an hour and a half they finally managed to get alongside, but 16 out of the 23 collapsed. Poor fellows, they were absolutely done. We managed to get them all on board with the exception of three, who were already dead, but five more died on our quarter-deck. The rest, amongst whom was one officer, the sub-lieutenant of the Tipperary, we dosed with brandy, and they soon recovered. They were all tremendously pleased to have reached something more substantial than their Carley raft at last, but we thought that it was a case of "out of the frying pan into the fire". I remember the most cheery man of the lot was a fellow who had a hole quite as large as a half-crown right through one of his legs, but it didn't seem to worry him in the least. They told us that in the early morning a German lifeboat had passed them full of men, and that they had hailed them and asked to be taken on board, but they had been told to go to hell. We presumed these Huns to have been part of the crew of the German cruiser that we had just seen sink, abandoning their ship.

HEADING HOME Burial of the dead at sea

Aboard HMS Chester, junior signals officer Windham Mark Phipps Hornby grabbed his first food in 24 hours in the wardroom galley.

As I ate, I was regaled by the cook – a true Cockney – with an account of how the previous day, he had found his mate lying dead in the waist with the top of his head neatly sliced off "just as you might slice off the top of a boiled egg, sir." By that time I had become so injured to death and wounds and blood that I was able to listen unmoved.

Chester's sailors had spent the night sewing up whatever canvas they could find to create makeshift 'coffins' for their fallen shipmates. At mid-day, the 17 dead were committed to the deep. Sub Lt Phipps Hornby again:

As the chaplain was among the dead, the captain read the burial service, standing at the head of the ladder that led up from the starboard waist. He made an impressive figure, as he had been slightly wounded. His head was bandaged and blood stained his greying beard.

Continued on page 34, column 1



THE AFTERMATH OF THE GREAT BATTLE

‘We won,’ Kaiser Bill crowns ♦ ‘Ludicrous,’ says Jellicoe. ‘You legged it for home’

HEADING HOME

Continued from page 33, column 4
Around the same time, battle-cruiser Derfflinger reached Wilhelmshaven. She was in a sorry state, as gunnery officer Georg von Hase wrote:

Our ship was badly knocked about, in some places whole sections were now mere heaps of ruins. The vital parts, however, had not been hit. Thanks to the strong armour, the engines, boilers, the steering gear, the propeller shafts, and nearly all the auxiliary engines were unharmed. The engine rooms had for some time been filled with poisonous gases, but by using gas-masks the engine room personnel – though they had suffered some losses – had been able to carry on. The whole ship was strewn with thousands of shell-splinters of all sizes. Among these we found two 38cm shell caps, almost intact, formidable objects shaped like great bowls, which were used later in the captain’s cabin and the wardroom as champagne coolers. We buried our dead, who now lie there in the cemetery of honour. There were nearly 200 from the Derfflinger.

After a restless night, Midshipman Frank Layard was back on watch in the afternoon aboard battle-cruiser HMS Indomitable:

We passed numerous dead bodies (theirs?) and dead fish and the surface was covered with oil.

The crew of HMS Lion were still recovering their dead. Midshipman A B Coombe watched dead Royal Marines being brought out of the shattered Q Turret.

I saw the dead being taken out of Q Turret. Nasty sight. A shell in the canteen flat killed a number of men down there at the time – it was an awful sight seeing bits of body and arms and legs lying around. Another shell came into the sick bay. Of course Q Turret was a mass of twisted metal and limbs and blood and everything smelled of powder.

Beatty’s battered flagship was still struggling back to Rosyth as she laid her dead to rest in the North Sea on the afternoon of June 2nd. Signals officer Lt Edwin Downing described the ceremony:

The corpses were each sewn up in a hammock with a fire iron at the foot. The captain read the funeral service with the survivors of the ship’s company fallen in on the quarter deck. Two gratings were used, manned by two ratings each, one at the head, the other at the foot. Two corpses are committed to the deep at once, one body is placed on each grating covered with a Union Jack and then borne to the sternmost part of the upper deck, then together the two gratings are tilted and the bodies slide off the grating and into the deep, and so the process is continued until the whole 186 bodies had found a watery grave. The Sailor’s Anthem having been sung with many a sad heart, the ceremony closes.



Some of HMS Malaya’s 63 dead are committed to the deep



Some of the Jutland wounded – at least half a dozen of them suffering from severe burns – pose for the camera aboard hospital ship HMHS Plassy
Images from the National Museum of the Royal Navy, Imperial War Museum and Navy News archives

GERMAN TRIUMPH?

Joy in Berlin, gloom in London

By the time Lion buried her dead, the world was waking up to news of a German naval victory. Berlin trumpeted the destruction of the battleship Warspite (false), the battle-cruisers Queen Mary (true) and Indefatigable (true), three cruisers, three destroyers, several torpedo boats and even a submarine. The Germans admitted only the loss of the Wiesbaden, Pommern and torpedo boat Frauenlob.

When the Admiralty awoke from its slumber to report the battle, it issued a statement of staggering ineptitude which listed British losses in full – and first – before offering scant information on the toll it had taken of the German Fleet. Having been promised a second Trafalgar, not only had the Royal Navy failed to deliver victory, it had seemingly suffered a defeat. The Battle of Jutland proved to be a serious disappointment.

“The Admiralty communique giving the supposed losses came to increase the gloom,” wrote PO Arthur Bristor of the flagship Iron Duke:

Later, newspapers stated that some of our wounded had been jeered by workers at a dockside. It hurt one’s sense of pride in the Service in which many of us had been born and bred and in which our forebears had served. It was impossible to believe that the long unconquerable reign of the British Navy was coming to an end. We consoled ourselves with the thought that another smack at the German Fleet must surely come.

Lt Charles Daniel of HMS Orion was horrified by the reaction of the British people and, above all, the media:

It was a great victory, the enemy being driven back into harbour with considerably heavier losses in both men and material than our own. This did not prevent the press losing its head and starting an unqualified panic. Without waiting for results abuse and idiocy were powered out... A more disgusting exhibition can hardly be imagined....

One paper only (*Morning Post*) had a headline ‘Admiral Jellicoe’s Victory’. The battle fleet naturally hardly received a mark of recognition from a public which judges results by one’s ability for being rapidly sunk. But then one should know better than to expect thanks from a public so obtuse and dull as the British masses.

“The ships that the Germans claim to have sunk are not only in harbour, but are quite ready again and, in the words of Admiral Beatty: They have a good kick in ’em yet,” a crewman on cruiser HMS Birkenhead assured his family.

A livid Admiral Jellicoe wrote angrily to his wife:

It is ludicrous for the Germans to claim a victory. Victory always rests with the force that occupies the scene of the action, and we did this for the greater part of the next day, until it was quite clear that they had all gone home or as many as were left to go. If they had been so confident of victory they would have tried to go on fighting instead of legging it for home.

PRICE OF BATTLE

25 ships gone; over 8,500 dead

The facts are, at least, uncontested: 250 warships – 151 British, 99 German – had faced each other. Fourteen Royal Navy and 11 German warships never returned to port, at a cost of 6,094 British and 2,551 German lives.

German heavy guns fired 3,597 shells at British ships. Only one in every 30 rounds hit its target.

British gunnery was even less effective – they scored just 100 hits for the 4,598 12 to 15in shells hurled at the High Seas Fleet.

This tells only part of the story, however. Seventeen German capital ships were either lost or damaged, for only 11 British counterparts. Small wonder then that Jellicoe could report the Grand Fleet ready for action again within hours of returning to base after its epic encounter.

While Britain mourned and brooded, Germany celebrated. Fritz-Otto Busch, a junior officer aboard the battleship Oldenburg, found that he and his shipmates were now fêted:

We’re amazed that everyone looks at us with such enthusiasm, the houses are bedecked with flags, a huge crowd – by Wilhelmshaven’s standards – fills the streets. It’s unusual – normally we’ve only marched through beflagged streets when our Army achieved a victory. Suddenly it’s our turn. It seems quite improbable to us – we truly are embarrassed.

The Kaiser was quick to capitalise on the clash in the Skagerrak – Germans never called the action Jutland – hot-footing to Wilhelmshaven where he first addressed the men of SMS Friedrich der Grosse:

The English Fleet has been beaten! The first mighty hammer blow has been delivered, the halo of English world domination has faded. You have opened a new chapter in the history of the world. The German Fleet has succeeded in beating the superior English Fleet. The Lord of Hosts has steeled your army, kept your eyes focused.

Children! What you have done, you have done for our Fatherland so that it will enjoy free passage on every ocean for its work and energy for all time.

Among the ships Germany’s ruler visited during his stay in Wilhelmshaven was Richard Stumpf’s SMS Helgoland:

He wore a grey raincoat, a naval officer’s hat and had a riding crop in his hand. He approached the table with a vigorous, confident step and called in a loud voice: “Good morning, sailors!” “Good morning, Your Majesty,” responded a thousand voices. From the fantail sounded the sharp and high-pitched voice of the Executive Officer, “Three cheers for His Majesty the Kaiser and our Supreme War Lord!” Since we were all in high spirits that day we all cheered gaily. The Kaiser personally commented on the damage while the entire company looked on at attention. In his hand he held a drawing of the damaged compartments.

THE KING’S PRAISE

There was no personal visit by the British monarch to his Navy, but George V did send a message of gratitude:

I mourn the loss of brave men, many of them personal friends of my own, who have fallen in their country’s cause. Yet even more do I regret that the German High Seas Fleet, in spite of its heavy losses, was enabled by the misty weather to evade the full consequences of an encounter they have always professed to desire, but for which when the opportunity arrived they showed no inclination.

Though the retirement of the enemy immediately after the opening of the general engagement robbed us of the opportunity of gaining a decisive victory, the events of last Wednesday amply justify my confidence in the valour and efficiency of the fleets under your command.

JUTLAND’S LEGACY

For all the rhetoric of kings and kaisers, most men of steel were merely glad to have survived.

“As regards the scrap, I can’t tell you much, only personal impressions.” 29-year-old turret commander Capt Raymond Poland, wrote from HMS Warspite to his brother Allan, commanding submarine HMS C30.

Times, courses steered, enemy’s ships seen and all that sort of thing I know nothing about. It’s all a confused impression, with one or two momentary exceptions, haze, paralysing terror, own gunfire and enemy’s flashes and splashes and a hail of splinters.

It’s all horrible. I was in the most dreadful state of terror the whole time. Big gunfire is a beastly thing if you’re the target. I don’t want to go through anything like our bad quarter of an hour again.

Other Jutland veterans were inspired by the action – and itching for another crack at the enemy. “I firmly believe that if we had had a clearer day and a minute or two more light that the German Fleet would have been annihilated,” Philip Waterer, of cruiser HMS Yarmouth, noted.

Engineering Lt William ‘Billy’ Rosevere, wrote home from HMS Galatea to his family in Plymouth thought the battle “a wonderful experience – but I don’t think any of us wants to go through the same thing every week.” He continued:

It was a wonderful sight to see about 100 ships in about three or four square miles, all blazing away – but there were many sad sights with it. Many fellows have gone whom I knew – one who dined with me only two days before, another a young sub from Belfast whose father is a great friend of mine and whom I persuaded to put his boy into the Navy; young Colquhoun of my entry – in fact, lots of young.

I don’t think anybody had pictured a naval action like it and, at one time, I saw not less than 30 big projectiles falling into the sea round us – and yet we did not get hit again.

We could easily have annihilated them if it had not been for darkness coming down. As it was, I am certain they suffered very great losses – much worse than ours – and I don’t believe they will want any more for some time.

Or perhaps they did. Despite his ordeal aboard the Lützow, gunnery officer Johannes Karl Groth, was convinced the clash in the Skagerrak had broken “the spell of English supremacy at sea”. Convalescing, he reflected on the German Navy’s ‘day of glory’:

Despite his superiority, even our worst enemy could be beaten, something the world had not believed hitherto. Above all, the Battle of Skagerrak proved to our people what a mighty factor of power our fleet is and that our future lies on the seas. May the lucky star of Skagerrak shine as brightly over our fleet in the future as it did on May 31 1916.

Around the same time as Johannes Groth was putting his thoughts on the battle to paper, Reinhard Scheer was producing his final report for his Kaiser. The Commander-in-Chief of the High Seas Fleet was convinced the battle had been a German victory, but it was one he could ill afford – it would be mid-August before German ships could sortie again (with the exception of the Derfflinger and Seydlitz, still undergoing repairs). German castles of steel could never force Britain to her knees, Scheer reluctantly concluded. Henceforth, the German Navy’s trump card would be its submarine service. It had to be unleashed against the lifelines of the British Empire, Reinhard Scheer urged, “with the utmost ruthlessness”.

The naval struggle against the British Empire would be waged below, not above, the waves.

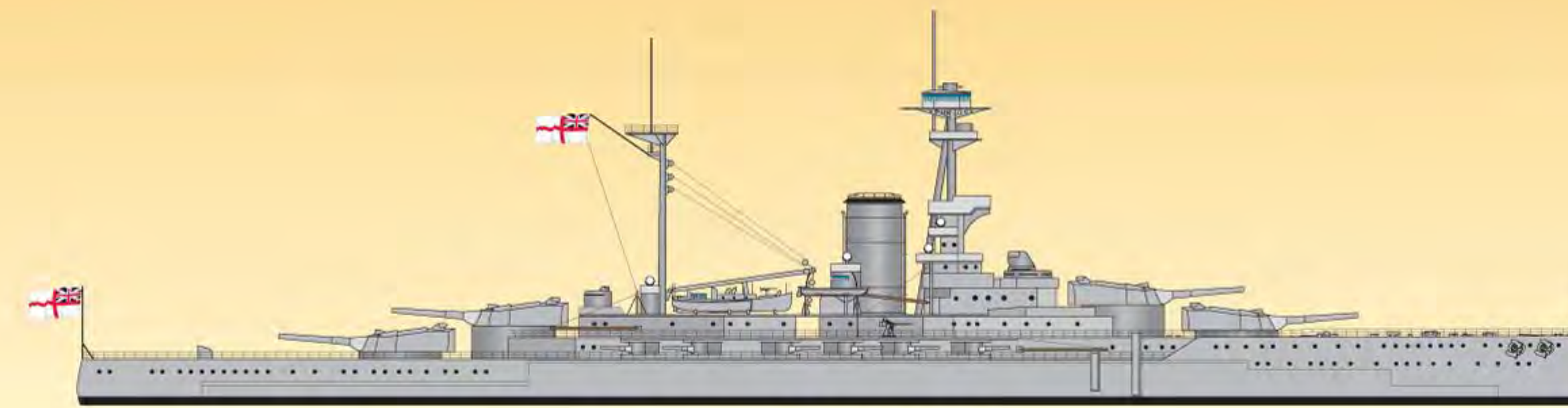
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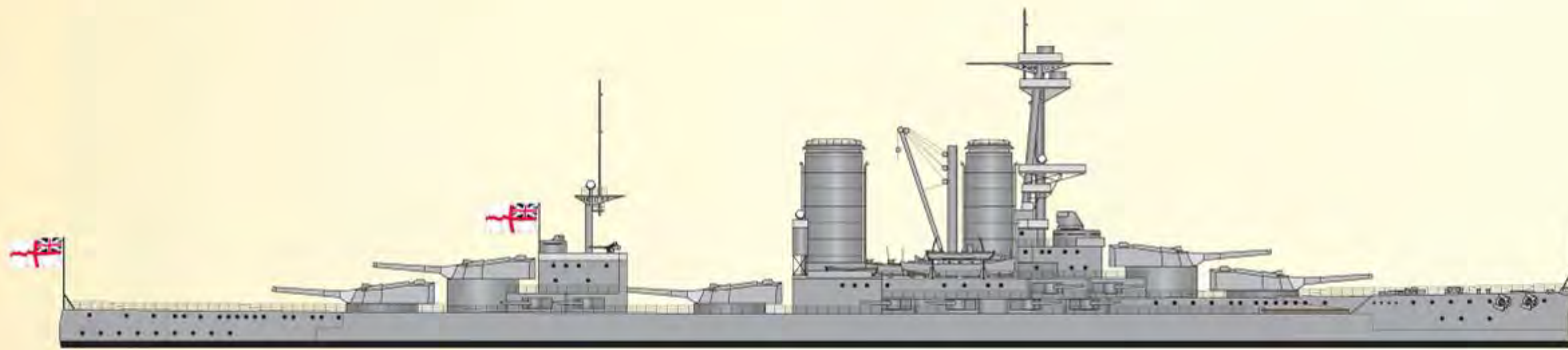
The British

- Dreadnoughts
- Battlecruisers
- Armoured Cruisers
- Cruisers
- Destroyers
- Minelayers
- Seaplane Carriers



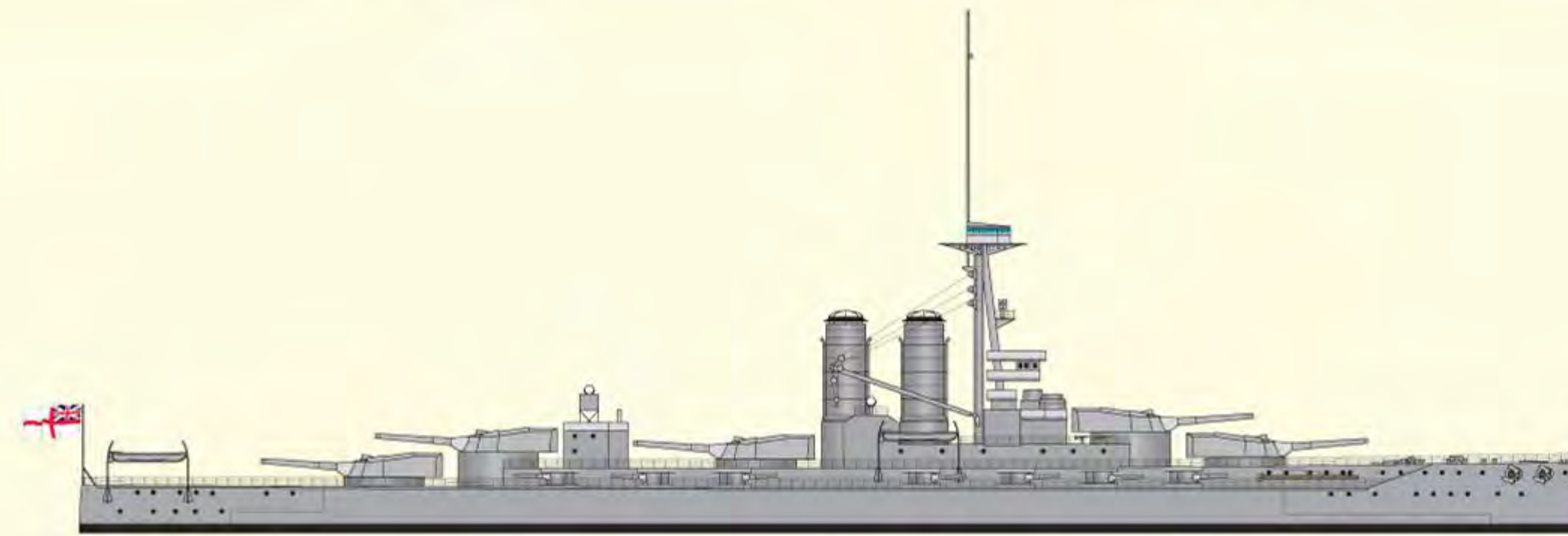
REVENGE, ROYAL OAK

Displacement: 31,630 tonnes Armament: 8 x 15", 14 x 6", 2 x 3"
 Length: 189.2 m Beam: 27 m torpedo tubes
 Speed: 23 knots Complement: 940



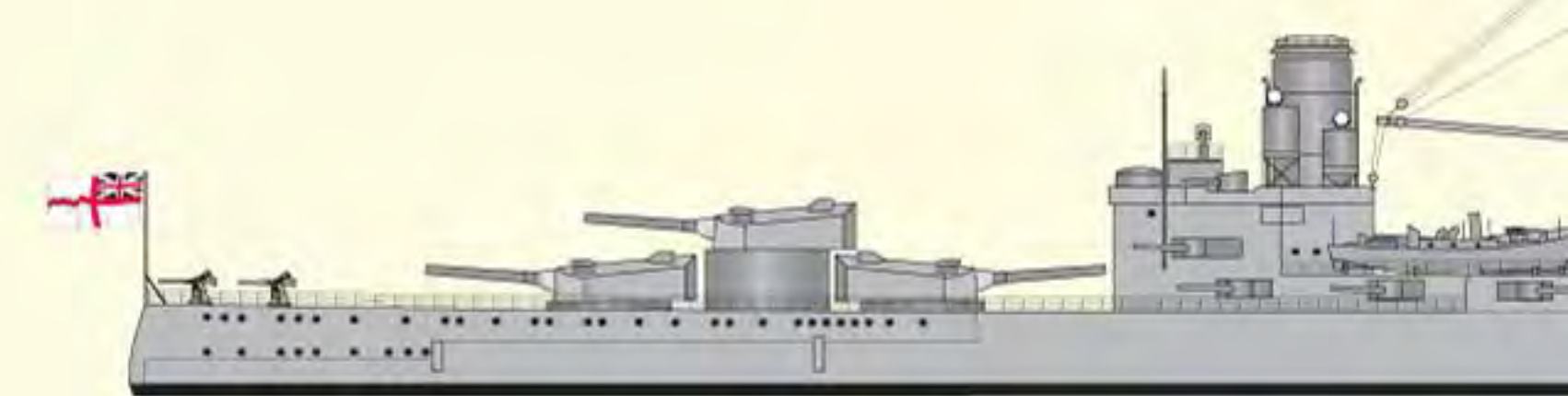
CANADA

Displacement: 32,514 tonnes Armament: 10 x 14", 16 x 6", 2 x 3"
 Length: 191 m Beam: 28.2 m torpedo tubes
 Speed: 22.75 knots Complement: 834



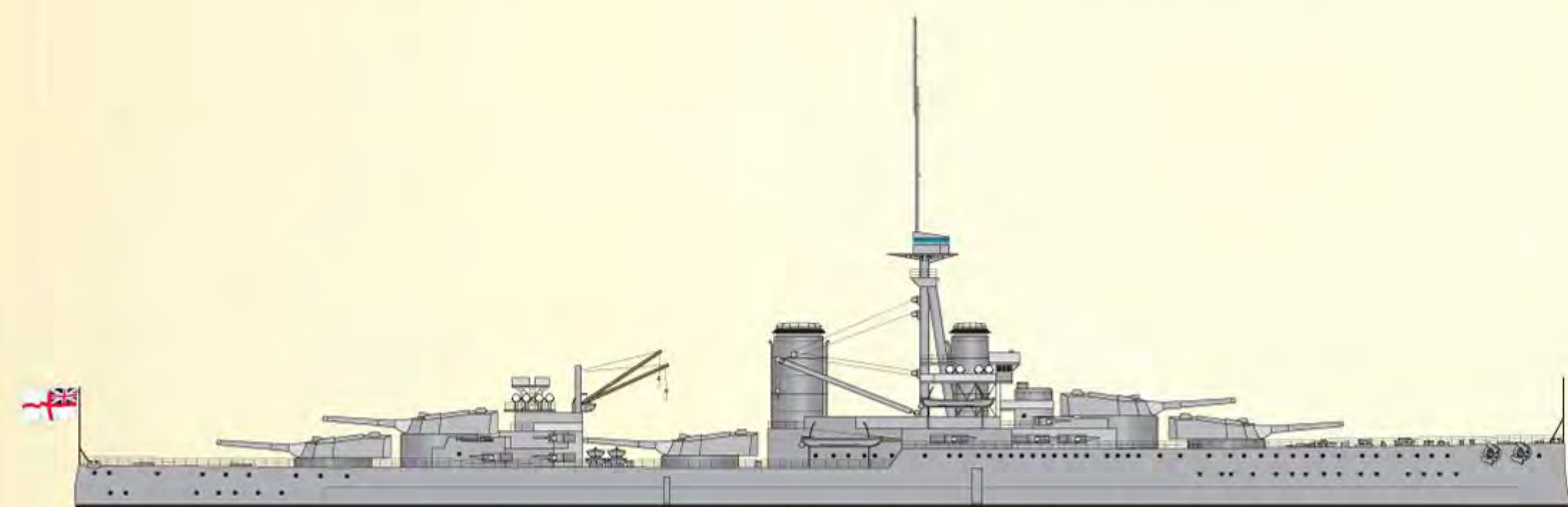
ERIN

Displacement: 30,740 tonnes Armament: 10 x 13.5", 16 x 6", 2 x 3"
 Length: 170.5 m Beam: 27.7 m torpedo tubes
 Speed: 21 knots Complement: 1,070



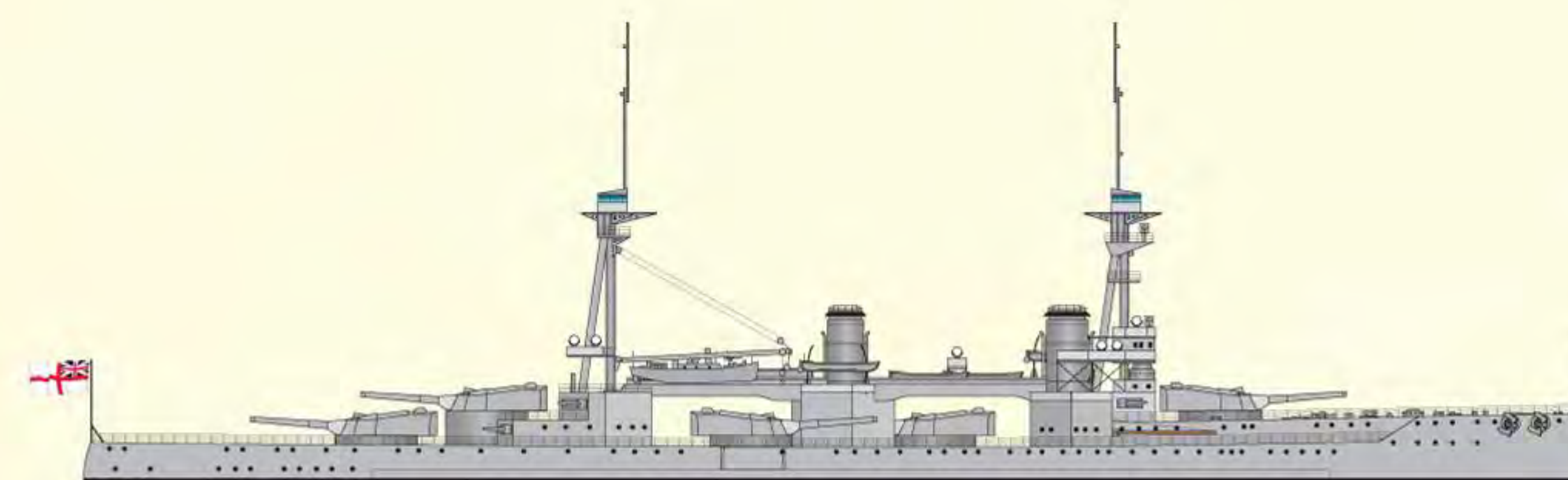
AGINCOURT

Displacement: 31,360 tonnes
 Length: 204.7 m Beam: 27.1 m
 Speed: 22 knots



ORION, MONARCH, CONQUEROR, THUNDERER

Displacement: 26,290 tonnes Armament: 10 x 13.5", 16 x 4"
 Length: 177 m Beam: 27 m torpedo tubes
 Speed: 21 knots Complement: 1,100



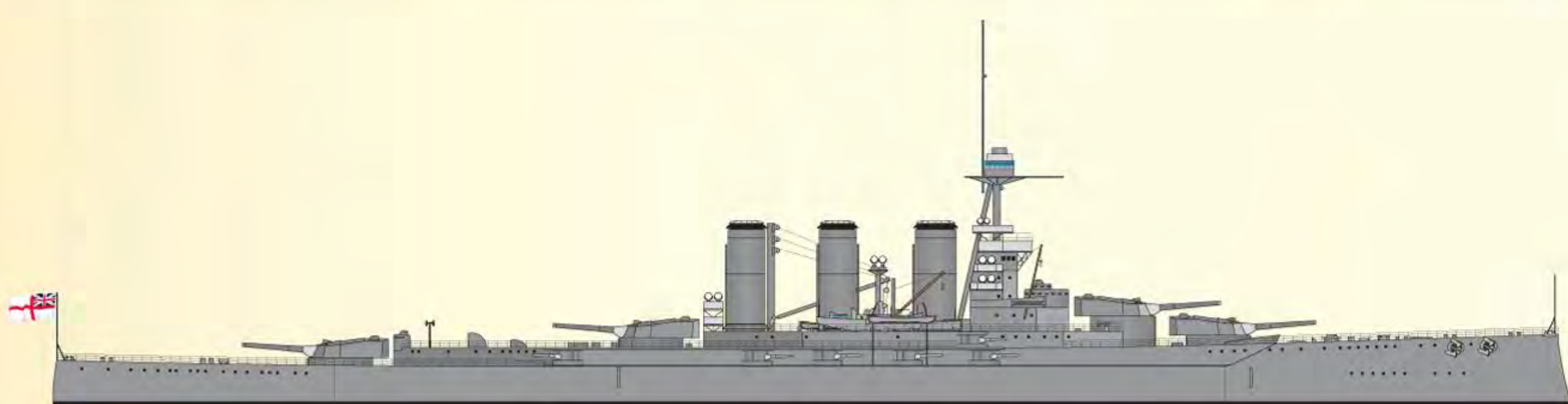
NEPTUNE

Displacement: 22,000 tonnes Armament: 10 x 12", 12 x 4"
 Length: 166 m Beam: 26 m torpedo tubes
 Speed: 21 knots Complement: 756



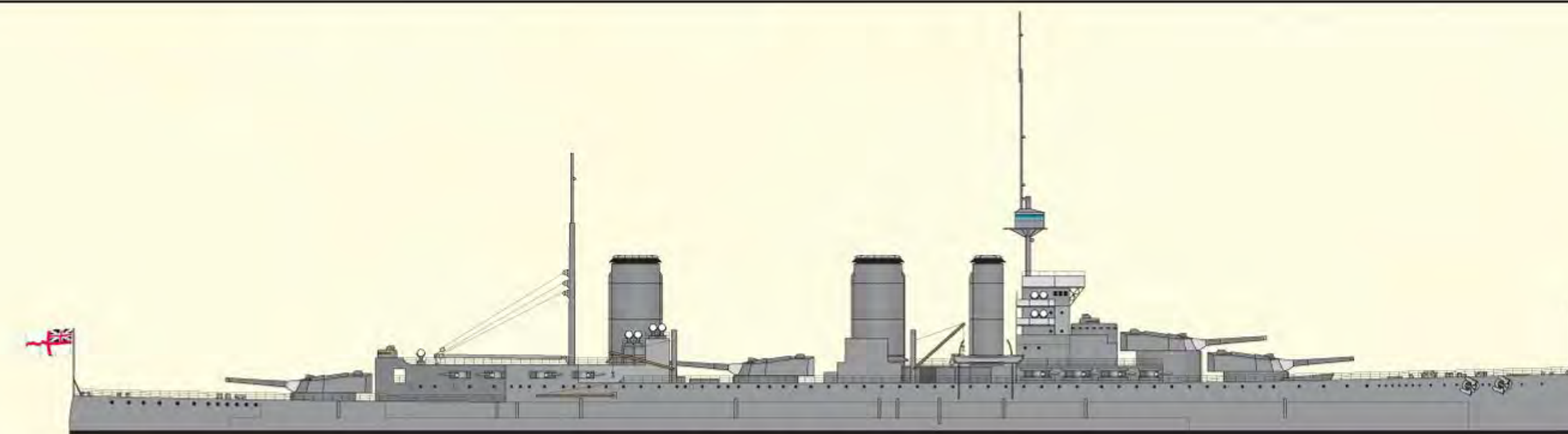
HERCULES

Displacement: 22,700 tonnes
 Length: 166 m Beam: 26 m
 Speed: 21 knots



TIGER

Displacement: 33,790 tonnes Armament: 8 x 13.5", 12 x 4", 2 x 3"
 Length: 214.6 m Beam: 27.6 m torpedo tubes
 Speed: 28 knots Complement: 1,459



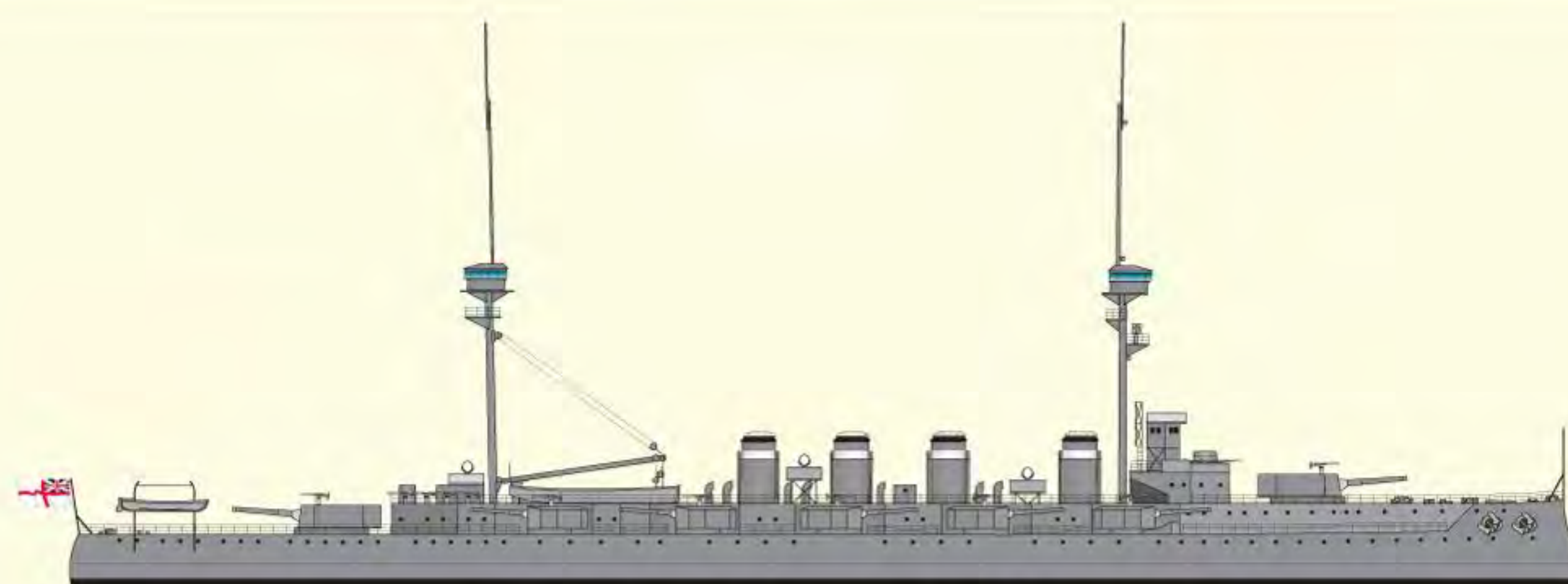
QUEEN MARY (+)

Displacement: 32,160 tonnes Armament: 8 x 13.5", 16 x 4"
 Length: 214.4 m Beam: 27.1 m torpedo tubes
 Speed: 28 knots Complement: 1,275



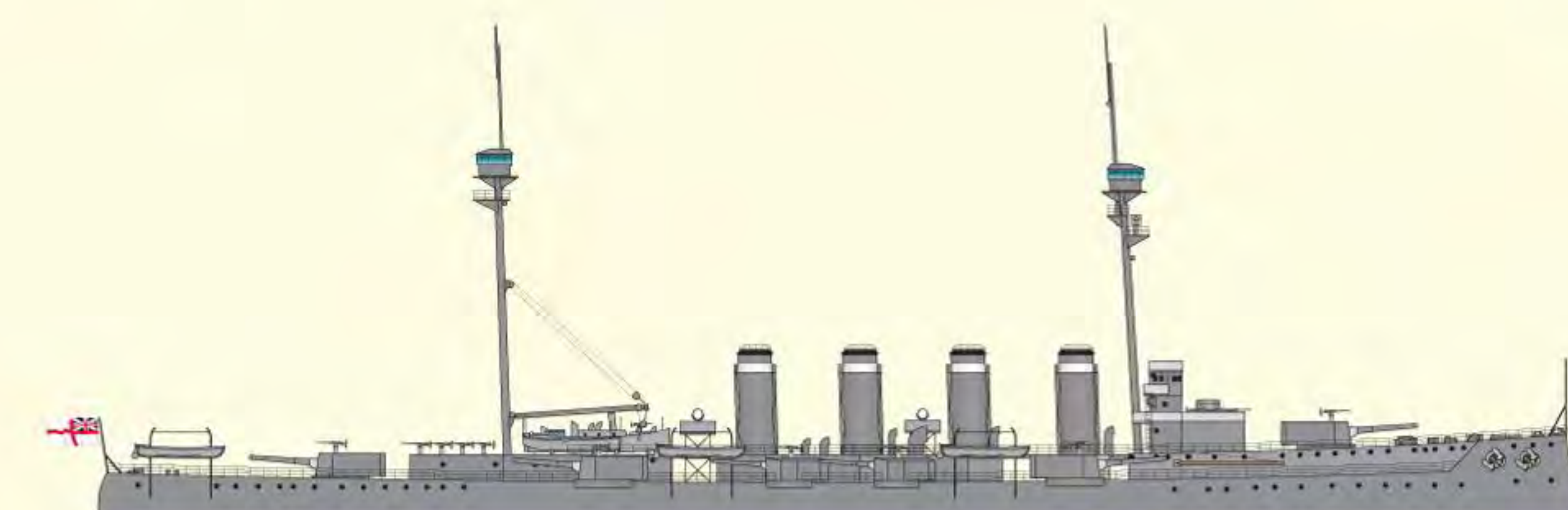
HOOD

Displacement: 31,000 tonnes
 Length: 213.4 m Beam: 27.1 m
 Speed: 28 knots



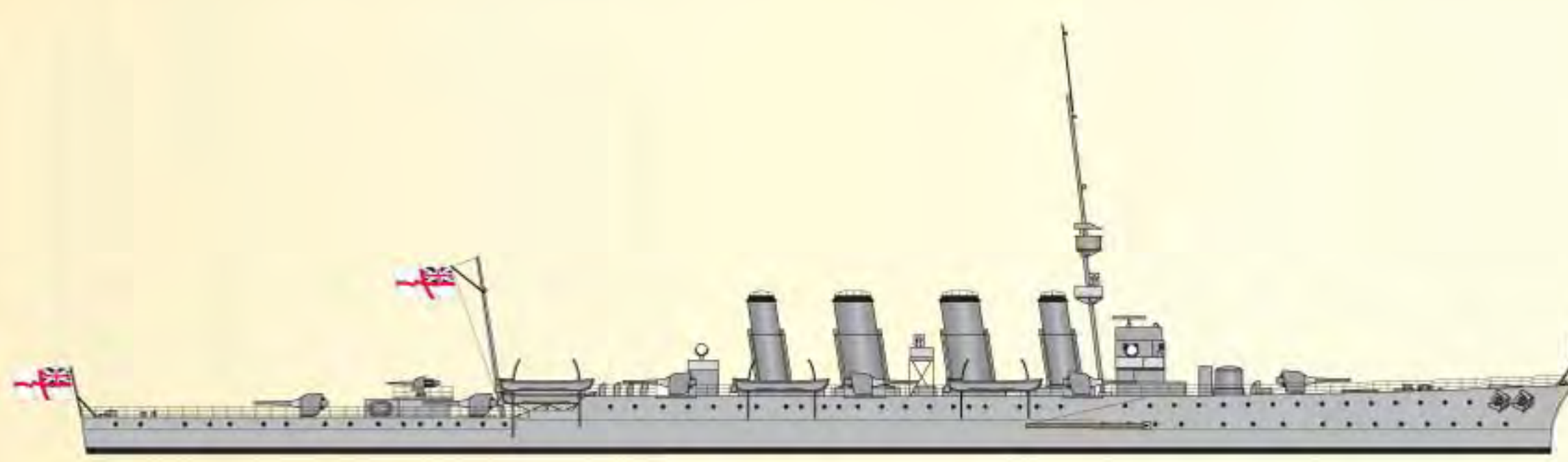
DEFENCE (+), MINOTAUR, SHANNON

Displacement: 14,800 tonnes Armament: 4 x 9.2", 10 x 7.5", 16 x 3"
 Length: 158.2 m Beam: 22.7 m torpedo tubes
 Speed: 23 knots Complement: 825



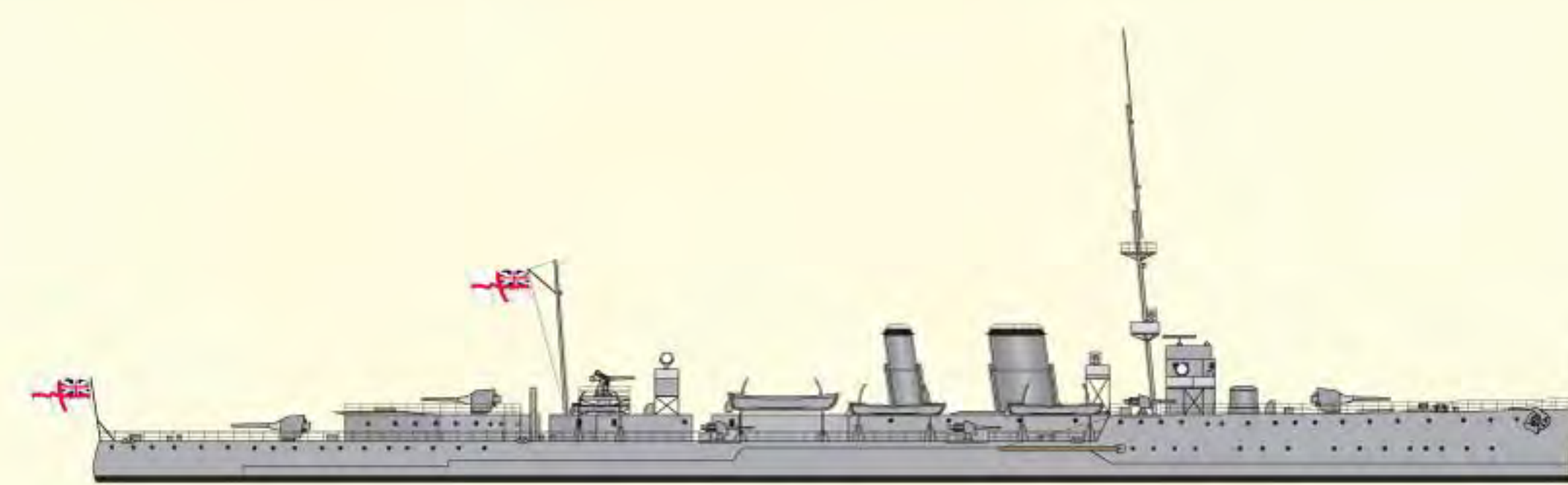
COCHRANE, WARRIOR (+)

Displacement: 14,700 tonnes Armament: 6 x 9.2", 4 x 7.5"
 Length: 154 m Beam: 22.4 m torpedo tubes
 Speed: 23 knots Complement: 712



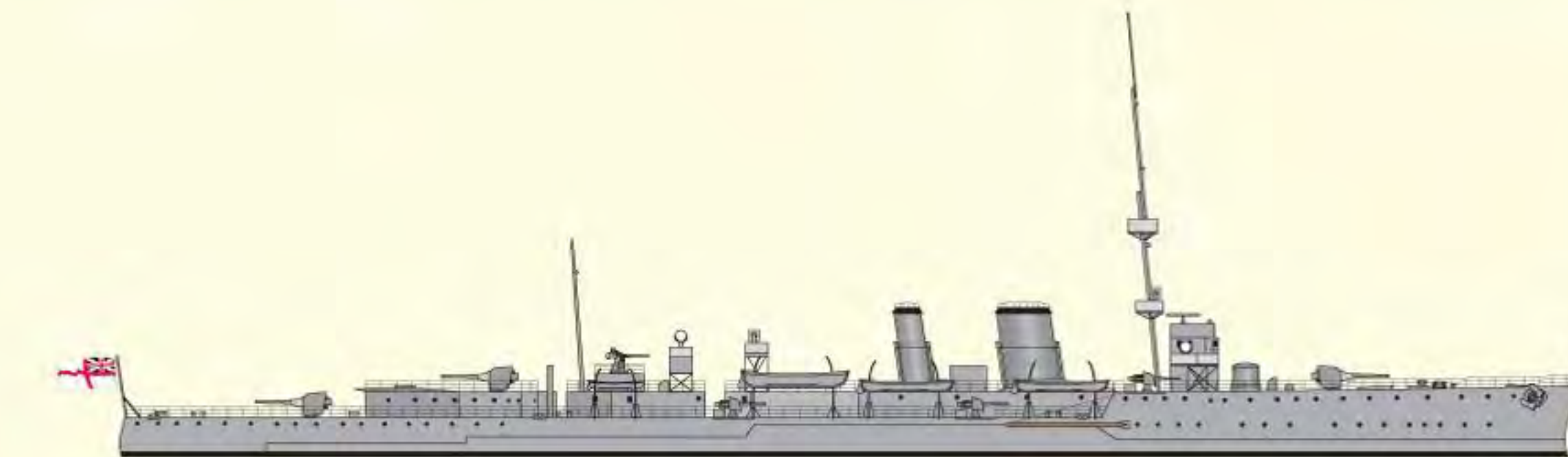
BIRKENHEAD, CHESTER

Displacement: 5,268 tonnes Armament: 10 x 5.5"
 Length: 139.1 m Beam: 15.2 m torpedo tubes
 Speed: 27 knots Complement: 500



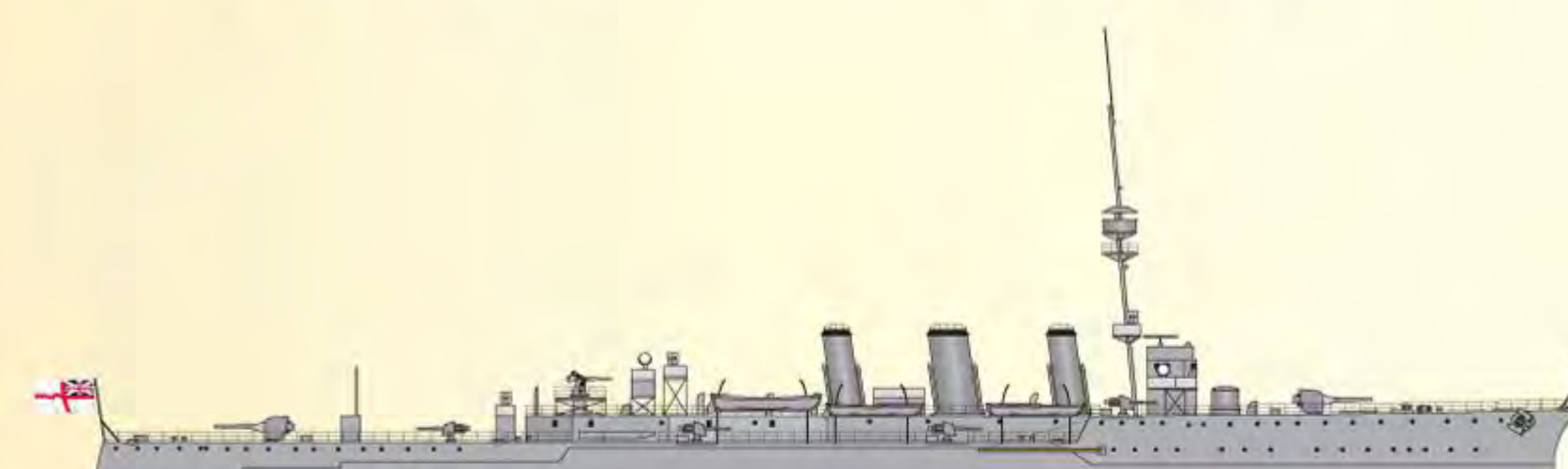
CASTOR, CANTERBURY

Displacement: 3,750 tonnes Armament: 4 x 6", 1 x 4", 2 x 3"
 Length: 136 m Beam: 12.6 m torpedo tubes
 Speed: 28.5 knots Complement: 323



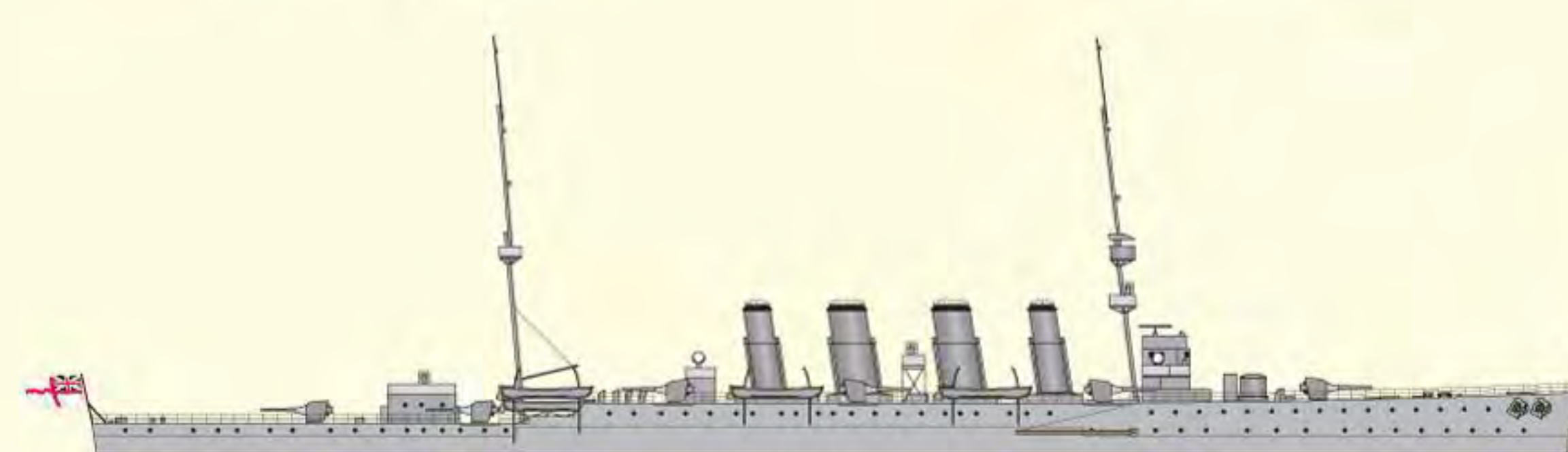
CALLIOPE, CHAMPION

Displacement: 3,810 tonnes Armament: 4 x 6", 2 x 3"
 Length: 136 m Beam: 12.6 m torpedo tubes
 Speed: 28.5 knots Complement: 324



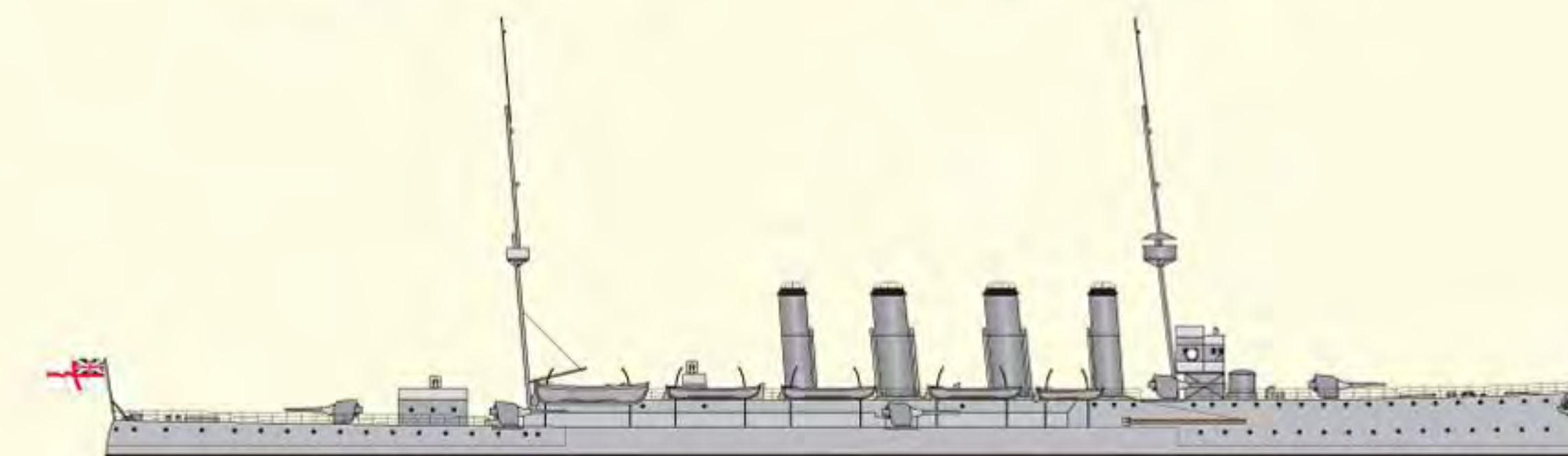
GALATEA, INCONSTANT, PHAETON, ROYALIST

Displacement: 3,568 tonnes Armament: 2 x 6", 6 x 4"
 Length: 132.9 m Beam: 11.9 m torpedo tubes
 Speed: 28.5 knots Complement: 270



DUBLIN, SOUTHAMPTON

Displacement: 5,500 tonnes Armament: 8 x 6"
 Length: 139.3 m Beam: 14.9 m torpedo tubes
 Speed: 25.5 knots Complement: 475



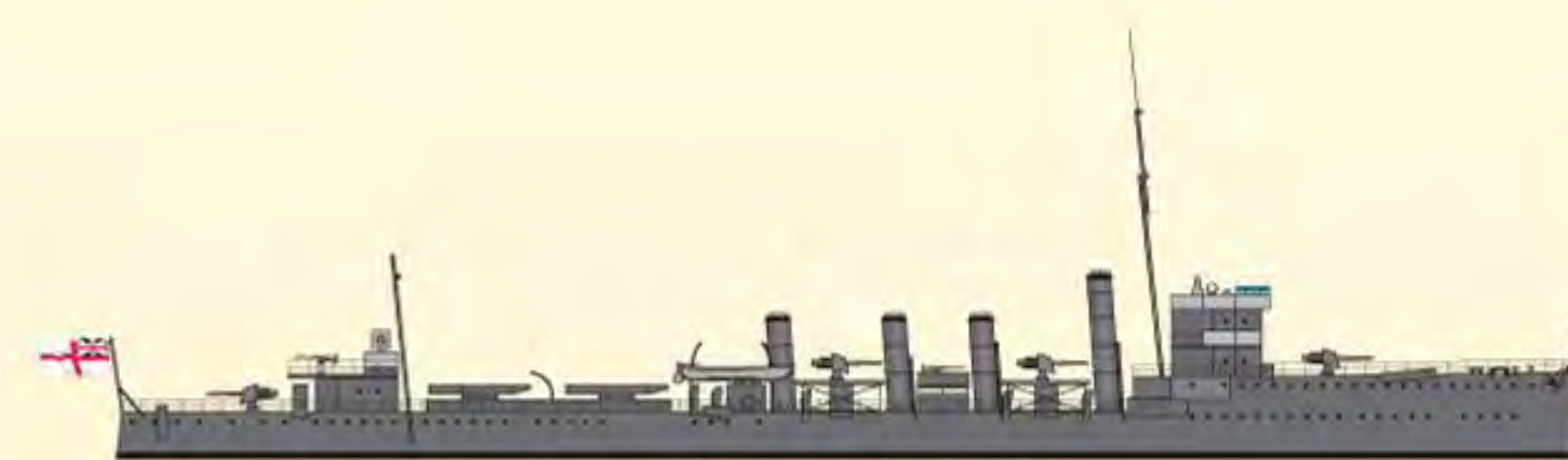
FALMOUTH, YARMOUTH

Displacement: 5,360 tonnes Armament: 8 x 6"
 Length: 138.1 m Beam: 14.5 m torpedo tubes
 Speed: 25 knots Complement: 475



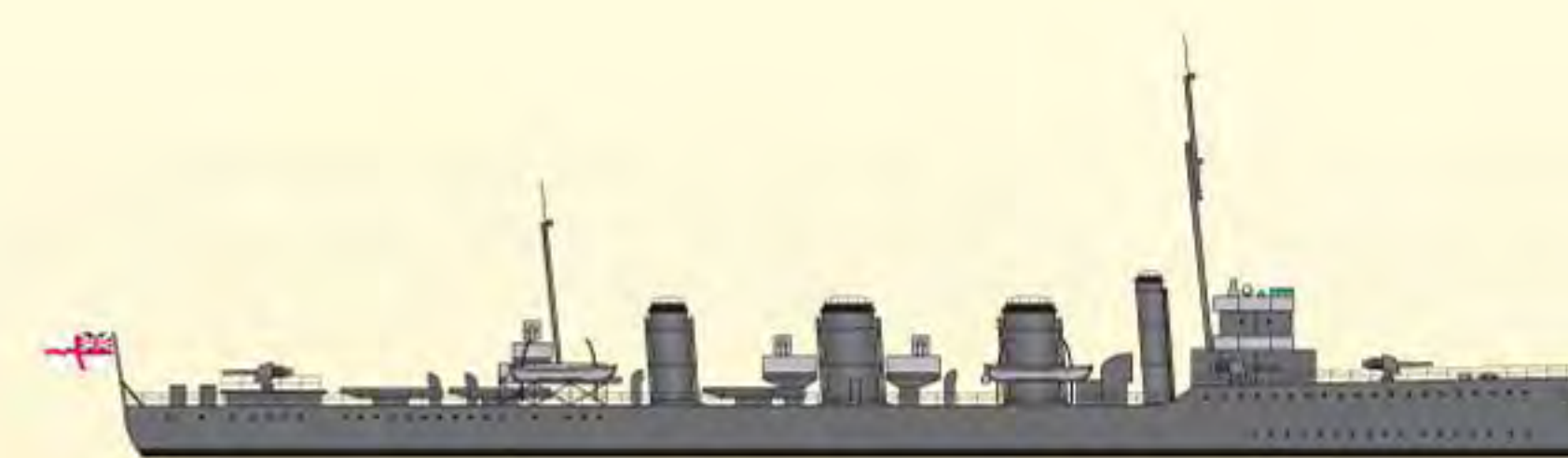
2 'TALISMAN CLASS' (+)

Displacement: 1,116 tonnes Armament: 5 x 4"
 Length: 94 m Beam: 8.7 m torpedo tubes
 Speed: 32 knots Complement: 102



2 'MARKSMAN CLASS'

Displacement: 1,626 tonnes Armament: 4 x 4"
 Length: 98.8 m Beam: 9.7 m torpedo tubes
 Speed: 34 knots Complement: 116



3 'FAULKNOR CLASS' (+)

Displacement: 1,850 tonnes Armament: 6 x 4"
 Length: 101 m Beam: 9.9 m torpedo tubes
 Speed: 32 knots Complement: 205



43 'M CLASS' (+ +)

Displacement: 1,059 tonnes Armament: 3 x 4"
 Length: 82 m Beam: 8.4 m torpedoes
 Speed: 34 knots Complement: 80



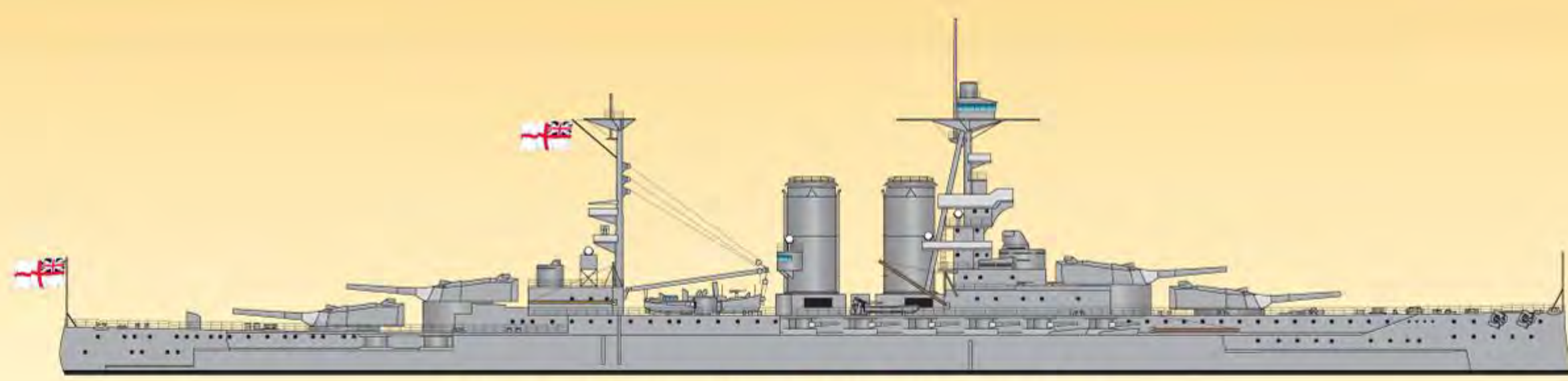
4 'L CLASS'

Displacement: 1,026 tonnes
 Length: 82 m Beam: 8.4 m
 Speed: 29 knots

Destroyers

Grand Fleet

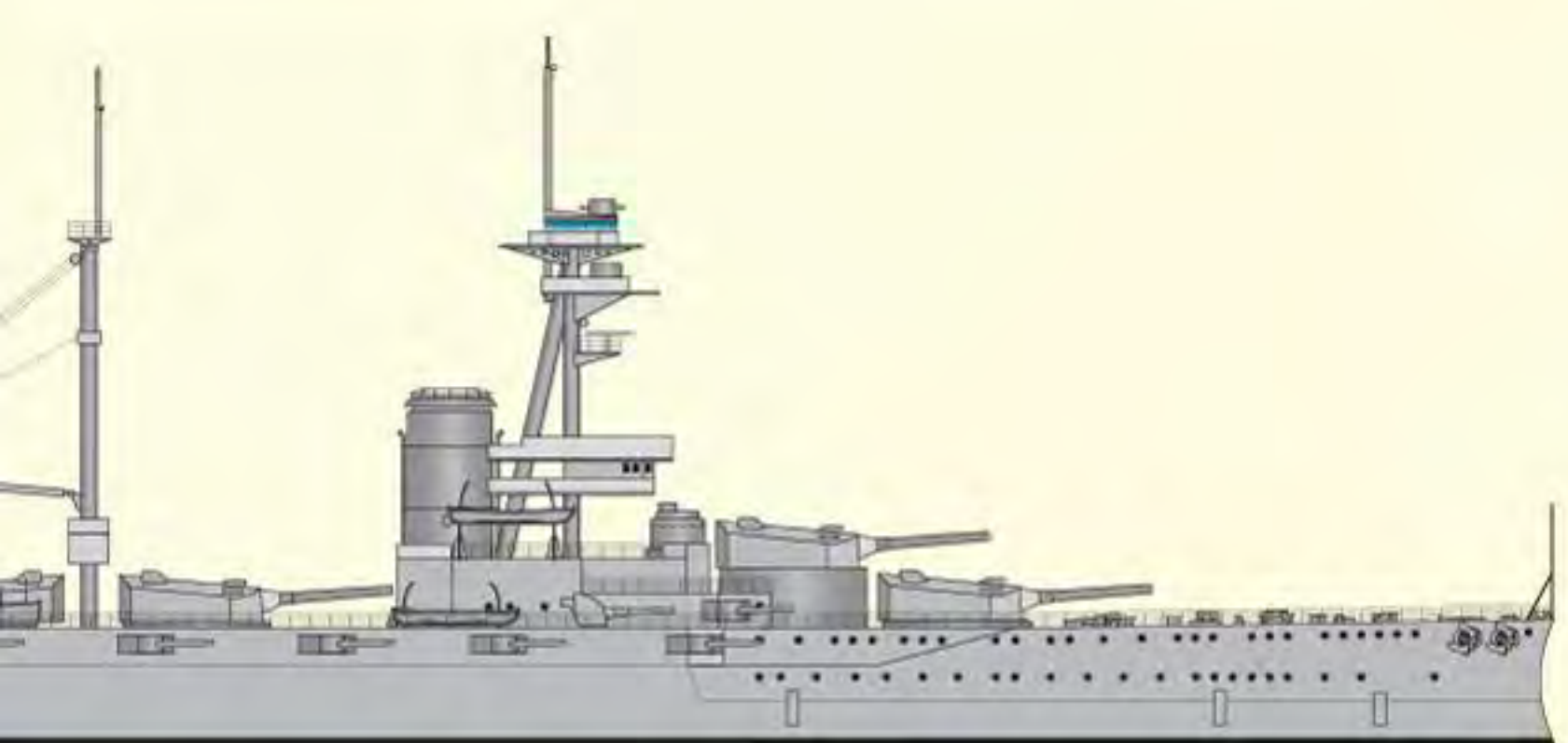
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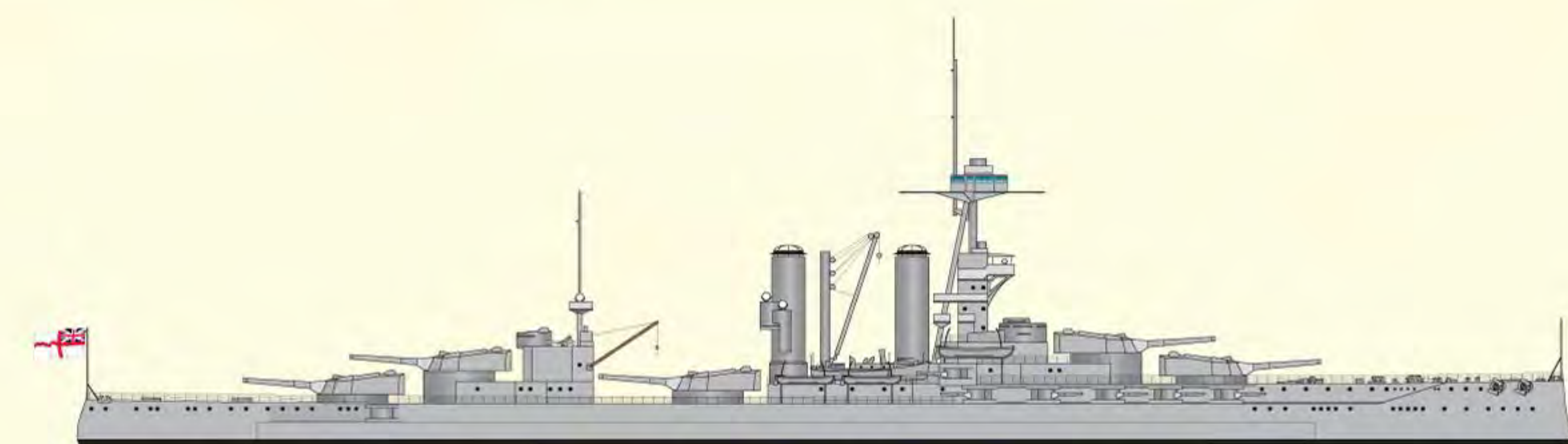
WARSPITE, BARHAM, MALAYA, VALIANT
 Displacement: 33,790 tonnes Armament: 8 x 15", 14 x 6", 2 x 3"
 Length: 196.2 m Beam: 27.6 m torpedo tubes
 Speed: 24 knots Complement: 1,025



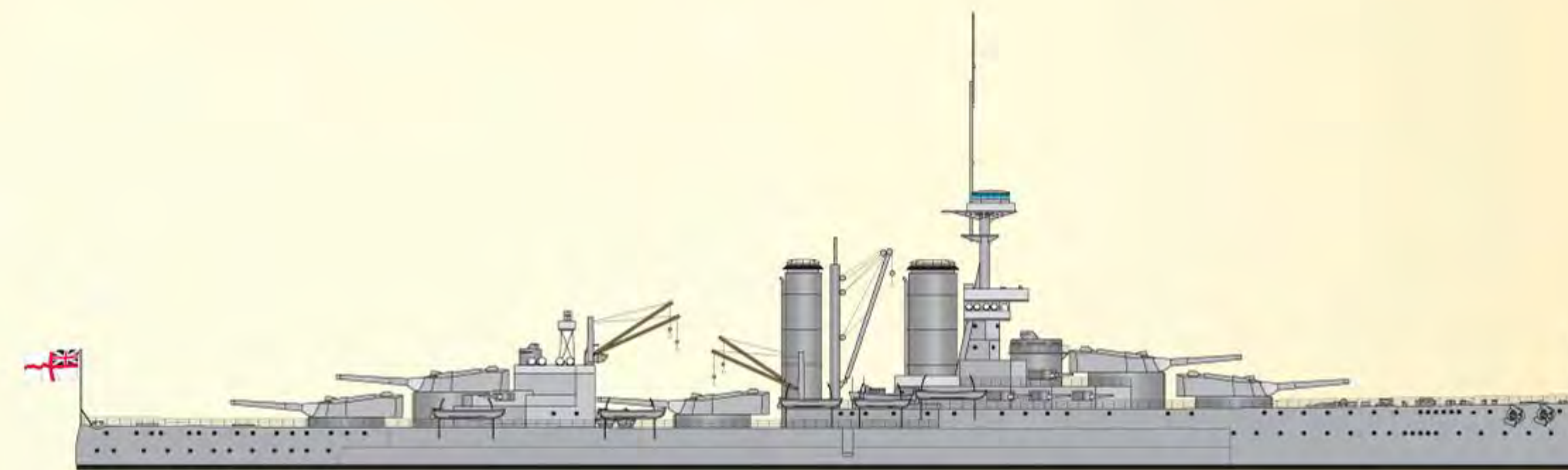
BEATTY



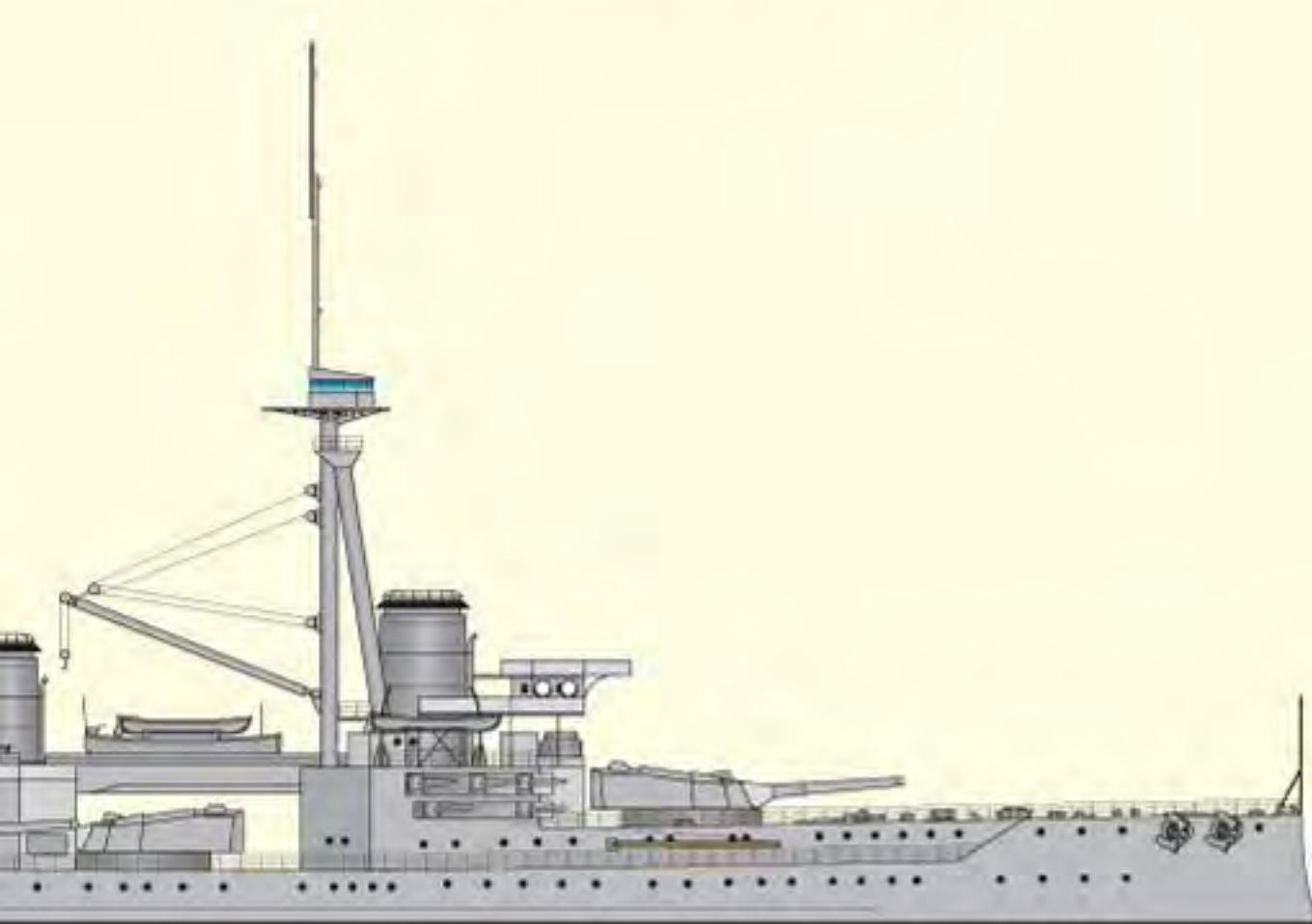
COURAGEUX
 Armament: 14 x 12", 20 x 6", 10 x 3"
 torpedo tubes
 Complement: 1,268



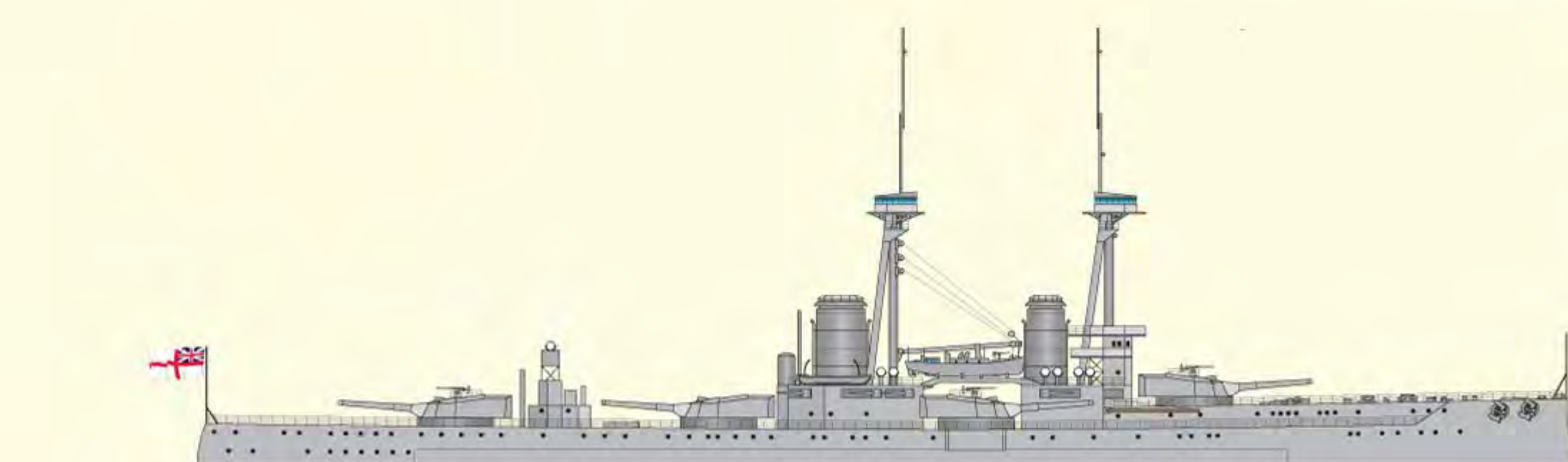
IRON DUKE, BENBOW, MARLBOROUGH
 Displacement: 30,030 tonnes Armament: 10 x 13.5", 12 x 6", 2 x 3"
 Length: 189.8 m Beam: 28.2 m torpedo tubes
 Speed: 21.5 knots Complement: 1,022



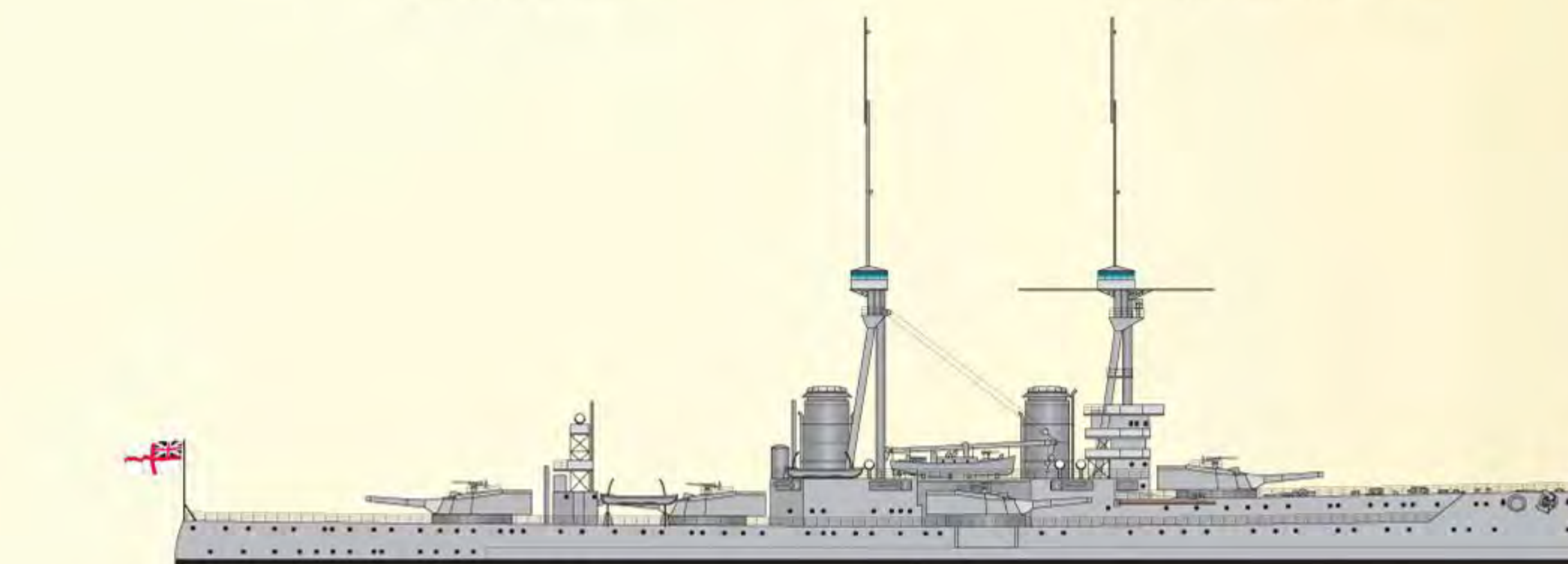
KING GEORGE V, AJAX, CENTURION
 Displacement: 26,100 tonnes Armament: 10 x 13.5", 16 x 4"
 Length: 182.1 m Beam: 27.1 m torpedo tubes
 Speed: 21 knots Complement: 782



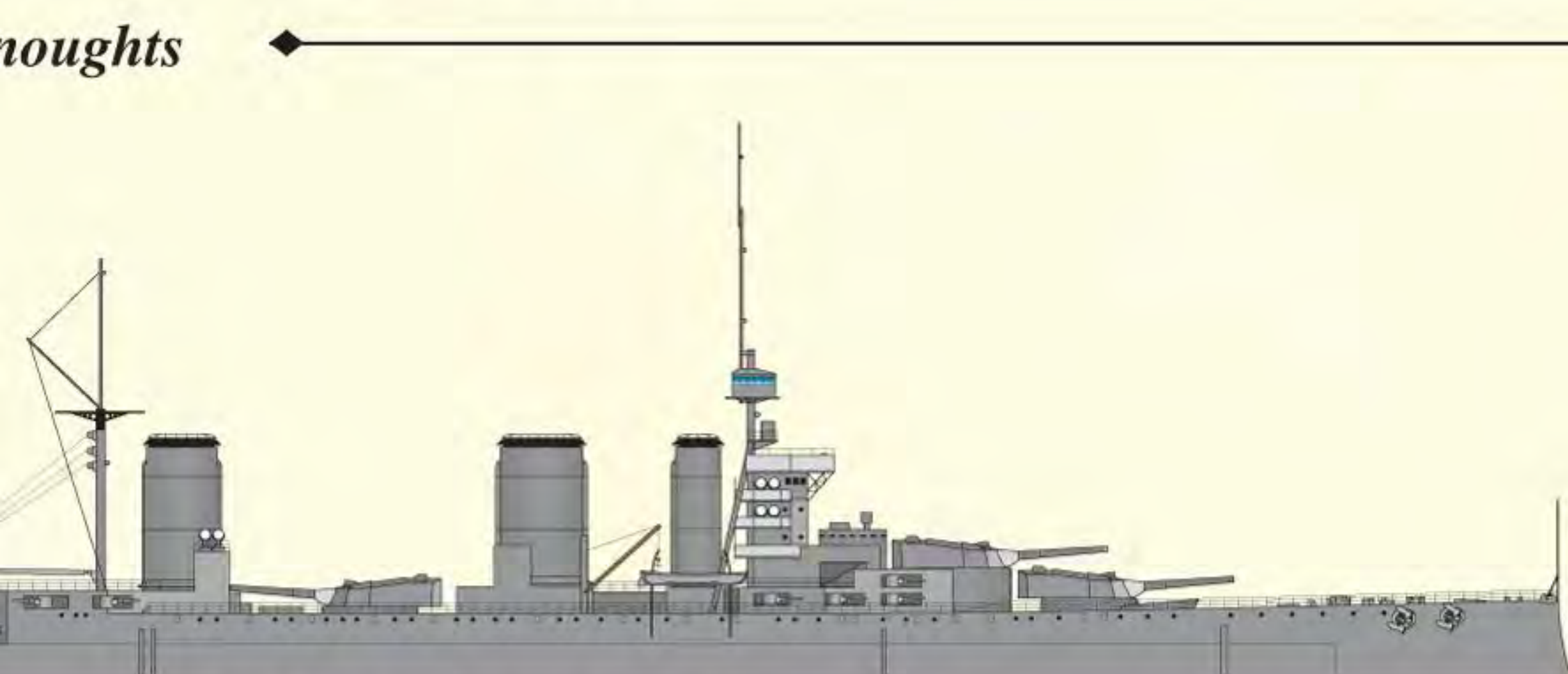
COLOSSUS
 Armament: 10 x 12", 16 x 4"
 torpedo tubes
 Complement: 800



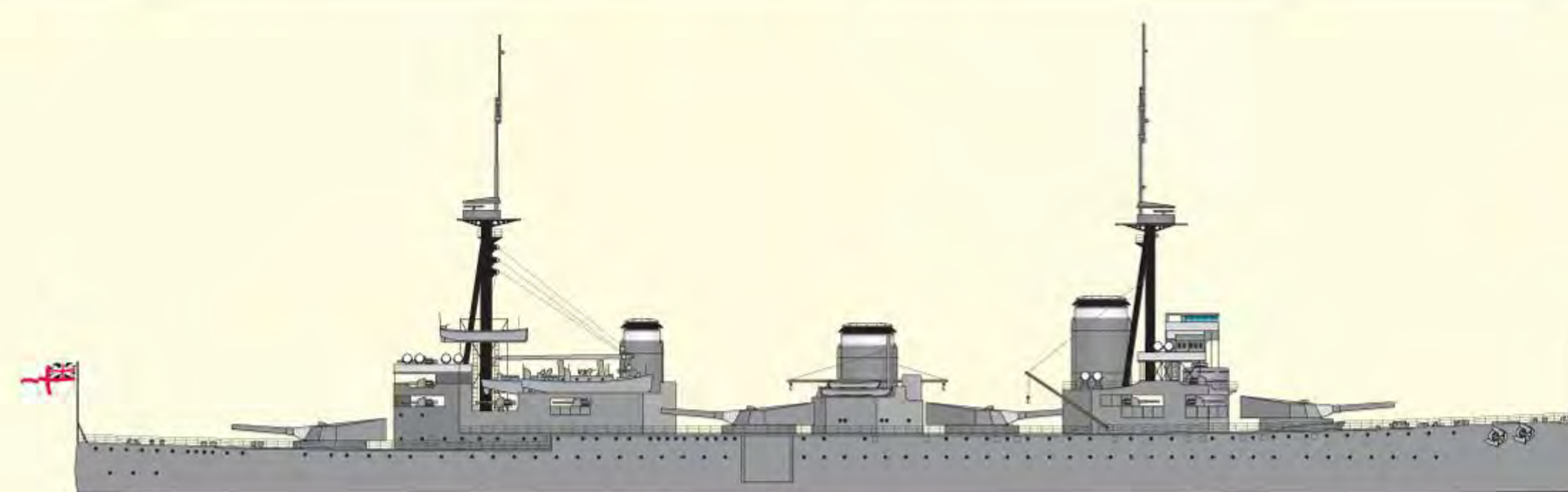
COLLINGWOOD, VANGUARD, ST. VINCENT
 Displacement: 20,000 tonnes Armament: 10 x 12", 20 x 4"
 Length: 163.4 m Beam: 25.7 m torpedo tubes
 Speed: 20.75 knots Complement: 758



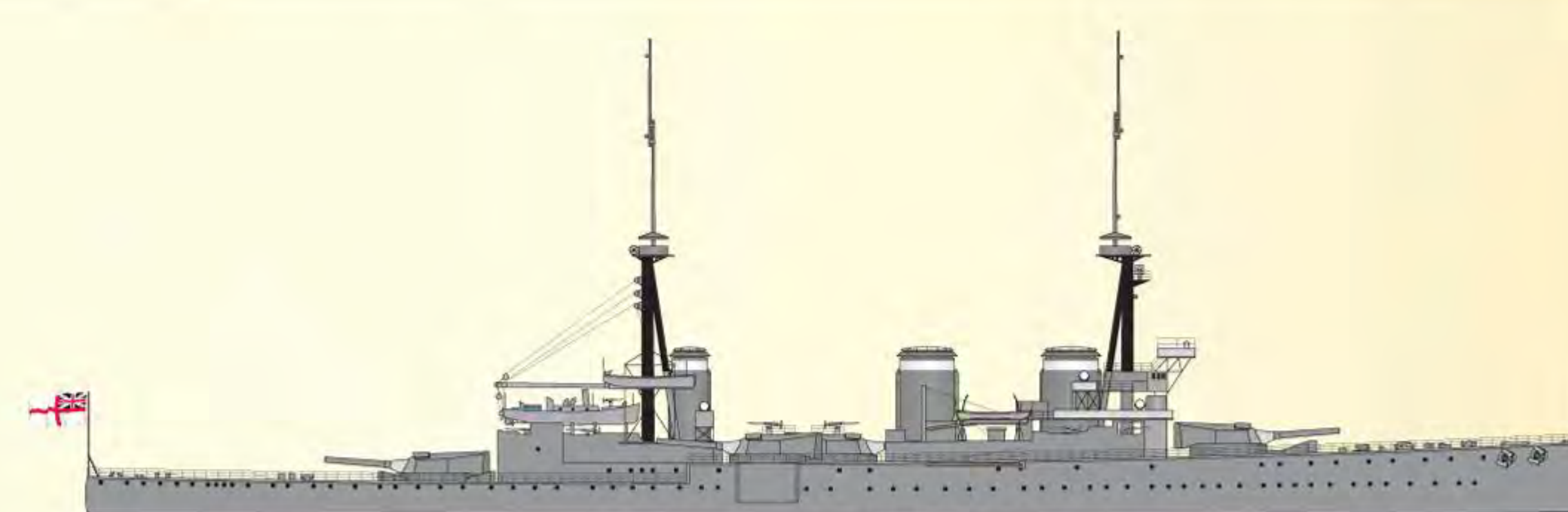
BELLEROPHON, SUPERB, TEMERAIRE
 Displacement: 18,900 tonnes Armament: 10 x 12", 16 x 4"
 Length: 160 m Beam: 25.1 m torpedo tubes
 Speed: 20.75 knots Complement: 733



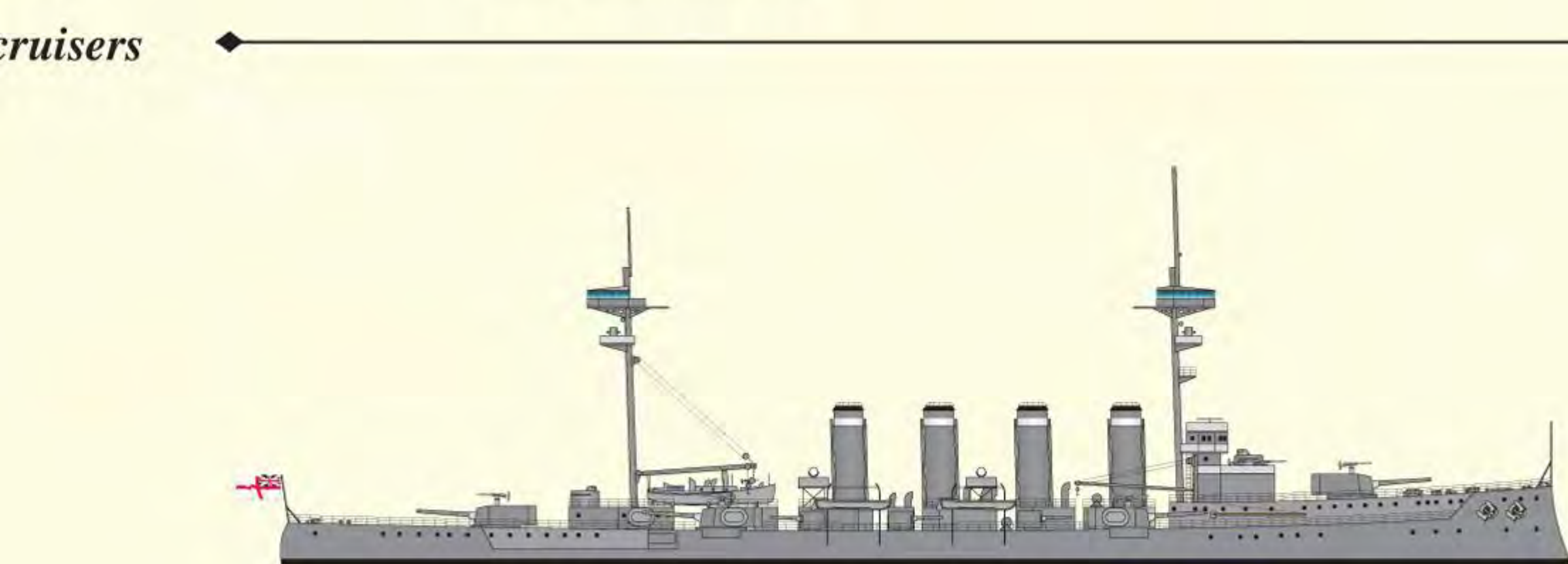
LION, PRINCESS ROYAL
 Displacement: 23,310 tonnes Armament: 8 x 13.5", 16 x 4"
 Beam: 27 m torpedo tubes
 Speed: 21 knots Complement: 1,092



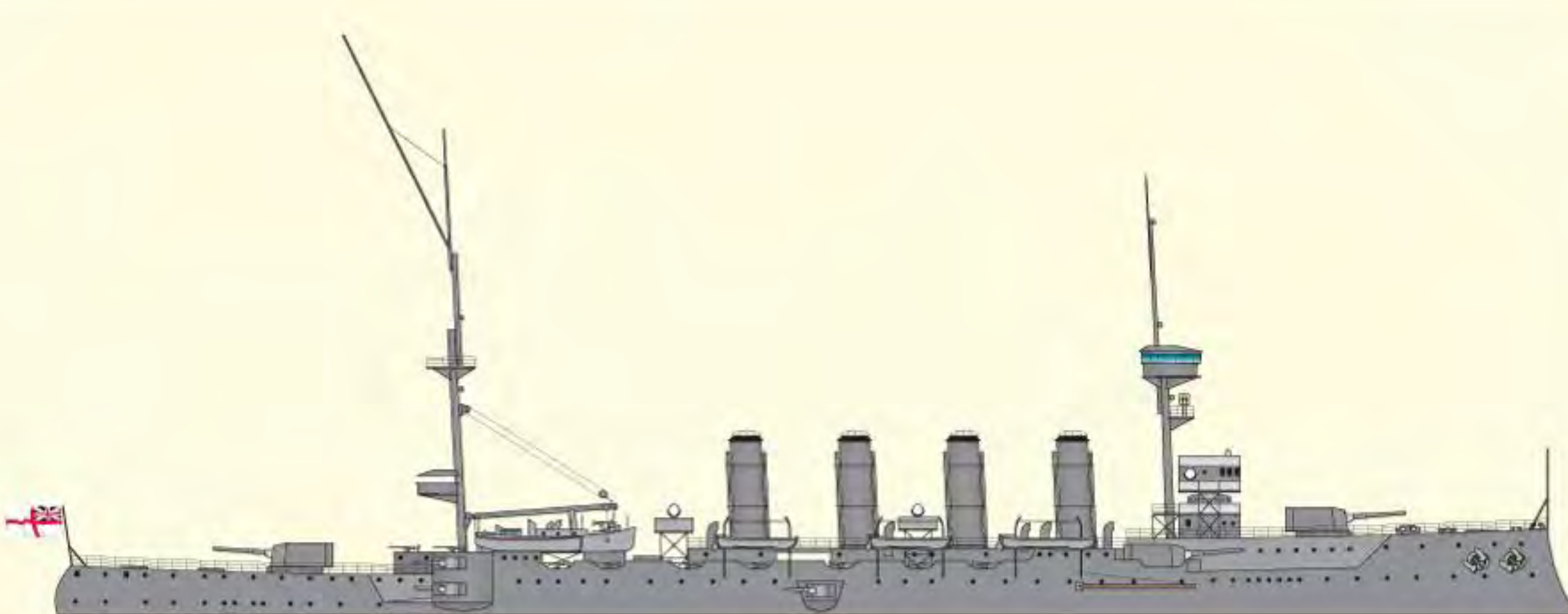
INDEFATIGABLE (+), NEW ZEALAND
 Displacement: 22,485 tonnes Armament: 8 x 12", 16 x 4"
 Length: 179.8 m Beam: 24.4 m torpedo tubes
 Speed: 25 knots Complement: 800



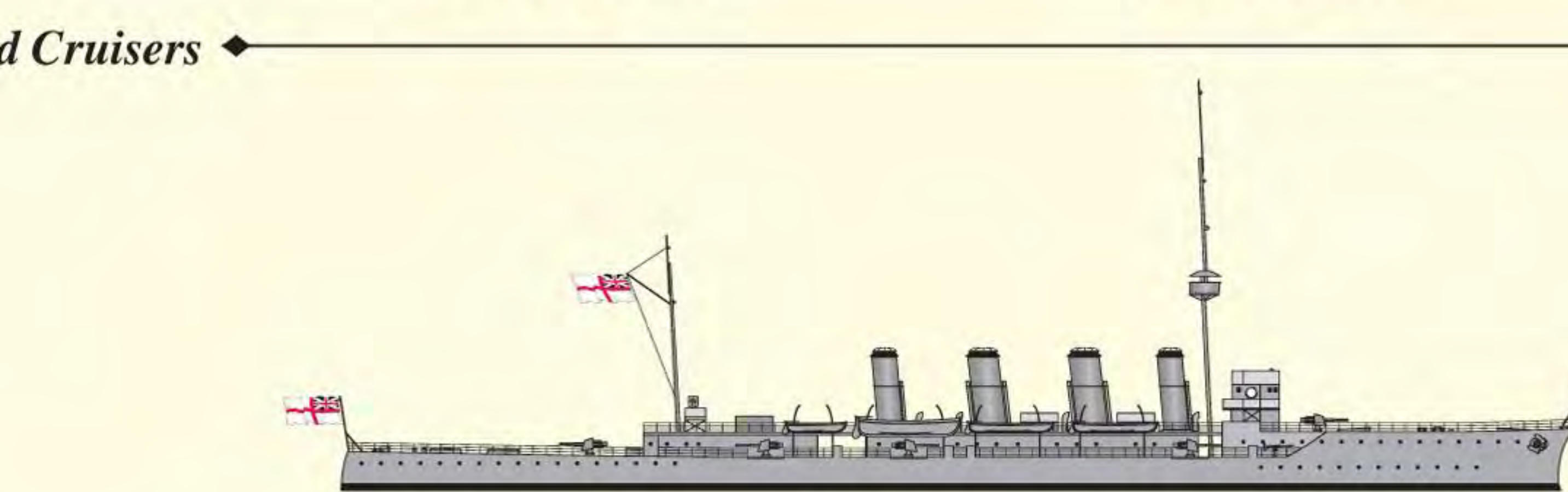
INVINCIBLE (+), INFLEXIBLE, INDOMITABLE
 Displacement: 20,750 tonnes Armament: 8 x 12", 16 x 4"
 Length: 173 m Beam: 23.9 m torpedo tubes
 Speed: 25.5 knots Complement: 1,000



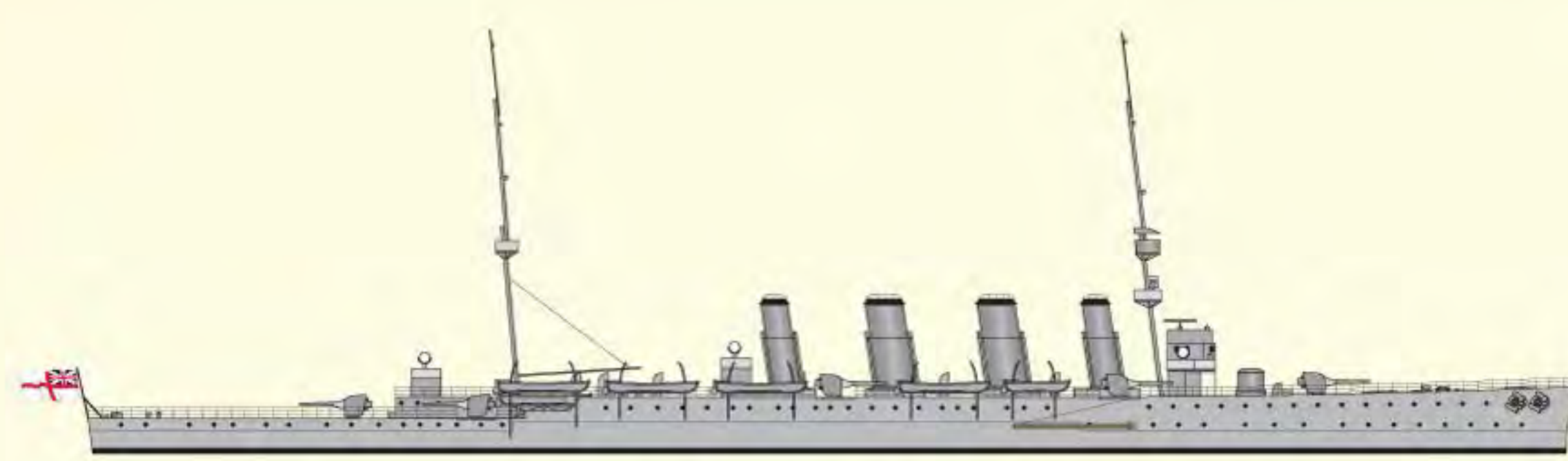
BLACK PRINCE (+), DUKE OF EDINBURGH
 Displacement: 14,189 tonnes Armament: 6 x 9.2", 10 x 6"
 Length: 154.1 m Beam: 22.4 m torpedo tubes
 Speed: 23 knots Complement: 789



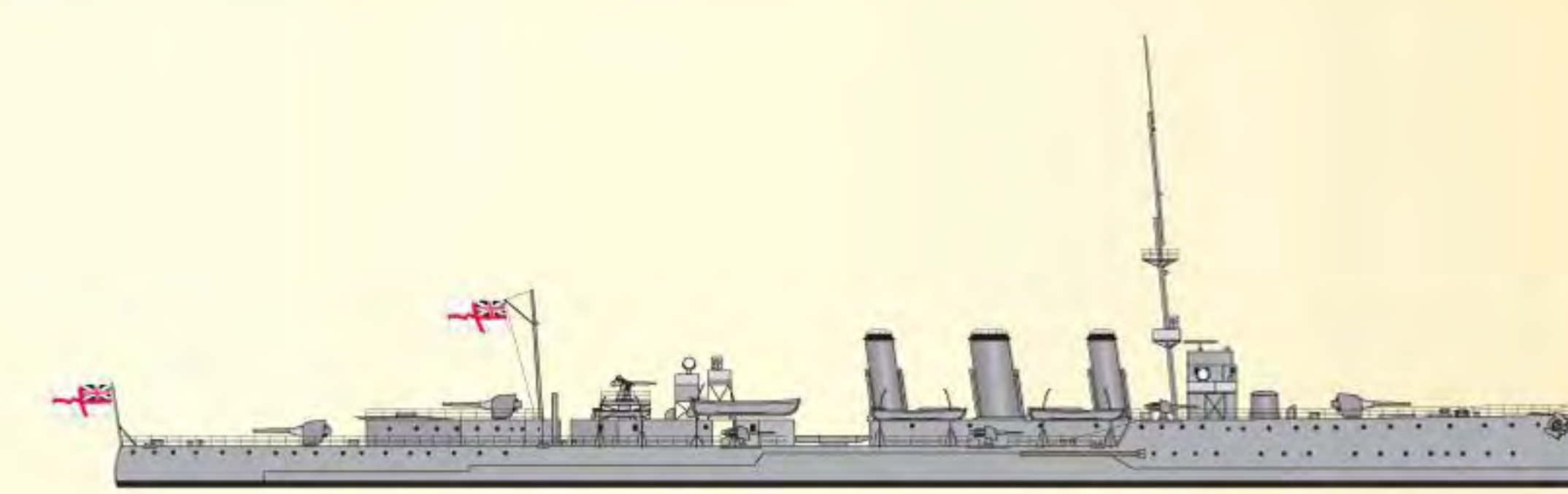
HAMPSHIRE
 Displacement: 11,020 tonnes Armament: 4 x 7.5", 6 x 6", 2 x 3"
 Length: 144.3 m Beam: 20.9 m torpedo tubes
 Speed: 22 knots Complement: 610



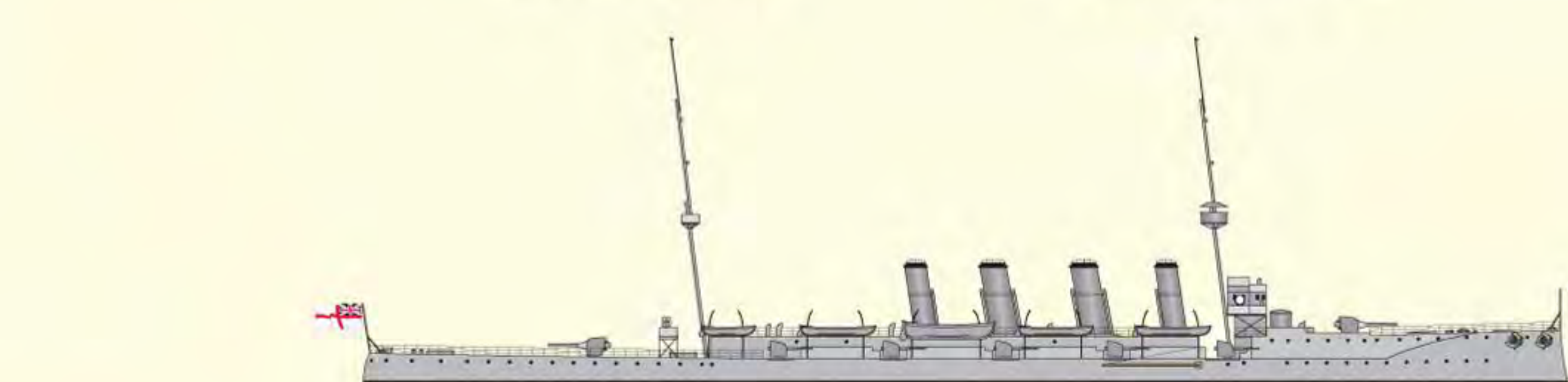
ACTIVE, FEARLESS
 Displacement: 3,390 tonnes Armament: 10 x 4"
 Length: 123.4 m Beam: 12.5 m torpedo tubes
 Speed: 25 knots Complement: 293



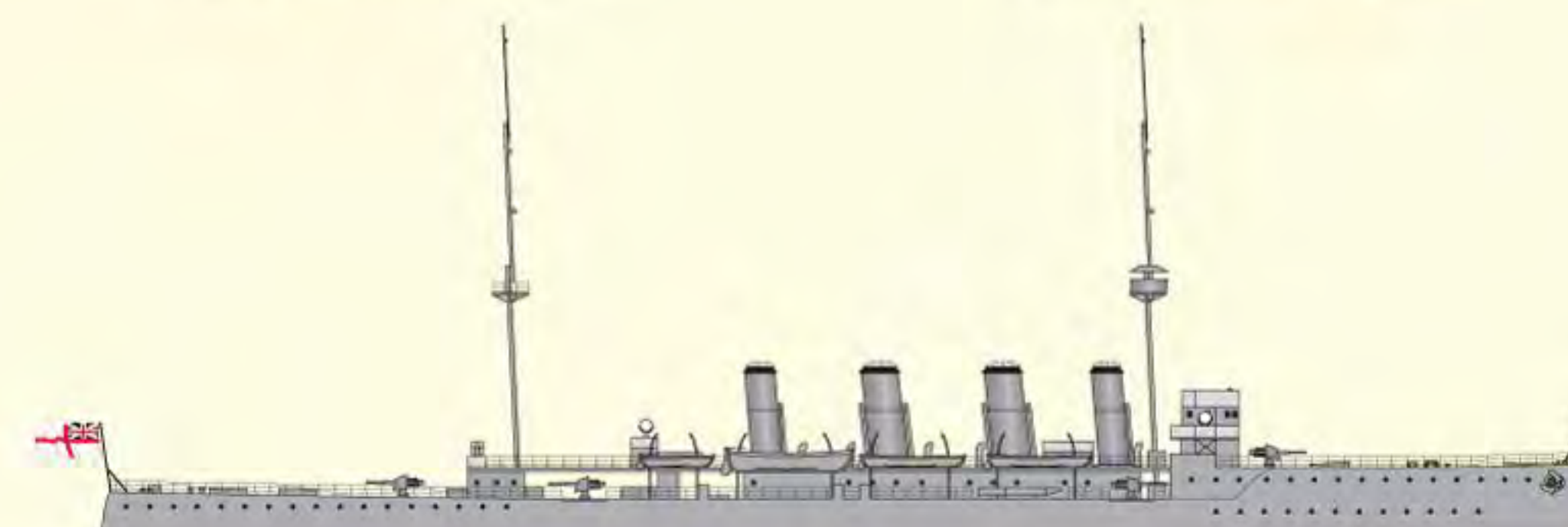
BIRMINGHAM, NOTTINGHAM
 Displacement: 5,530 tonnes Armament: 9 x 6", 1 x 3"
 Length: 139.3 m Beam: 15.2 m torpedo tubes
 Speed: 25.5 knots Complement: 433



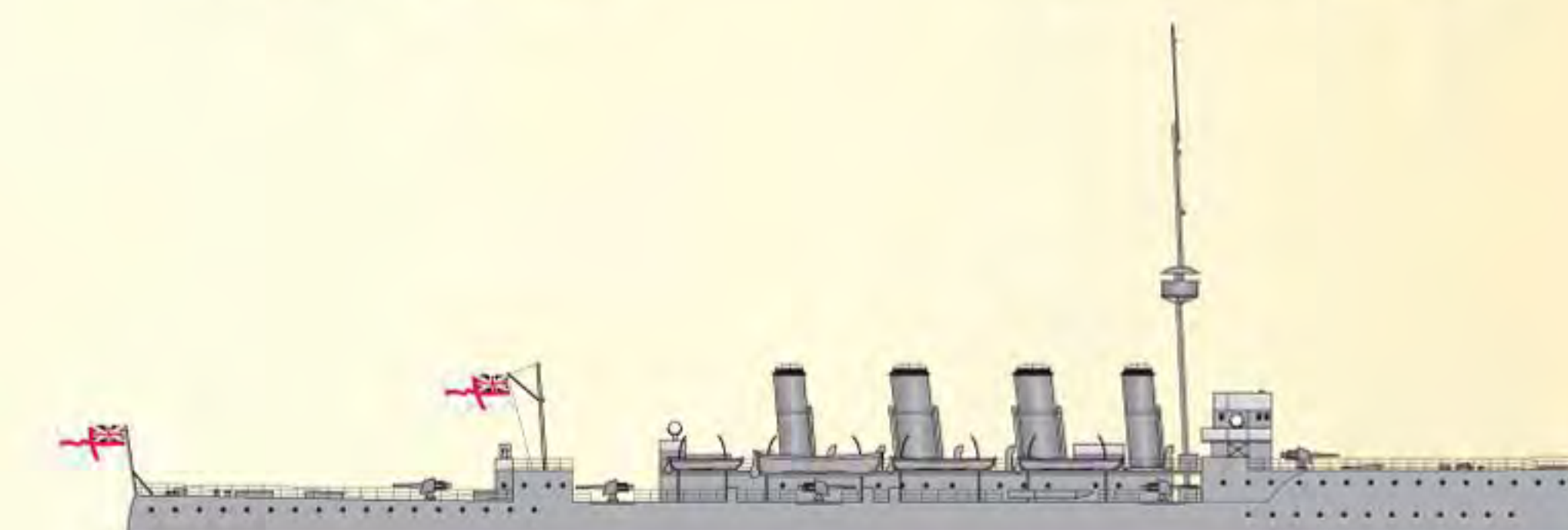
CAROLINE, COMUS, CORDELIA
 Displacement: 4,733 tonnes Armament: 2 x 6", 8 x 4"
 Length: 128 m Beam: 12.6 m torpedo tubes
 Speed: 29 knots Complement: 325



GLOUCESTER
 Displacement: 4,877 tonnes Armament: 2 x 6", 10 x 4"
 Length: 138.1 m Beam: 14.3 m torpedo tubes
 Speed: 25 knots Complement: 410



BELLONA, BOADICEA
 Displacement: 3,400 tonnes Armament: 6 x 4"
 Length: 123.4 m Beam: 12.6 m torpedo tubes
 Speed: 25 knots Complement: 317



BLANCHE
 Displacement: 3,400 tonnes Armament: 10 x 4"
 Length: 123.7 m Beam: 12.6 m torpedo tubes
 Speed: 25 knots Complement: 317



'CLASS'
 Armament: 3 x 4"
 torpedo tubes
 Complement: 74



16 'K CLASS' (++++)
 Displacement: 984 tonnes Armament: 3 x 4"
 Length: 81.5 m Beam: 8.1 m torpedo tubes
 Speed: 32 knots Complement: 77

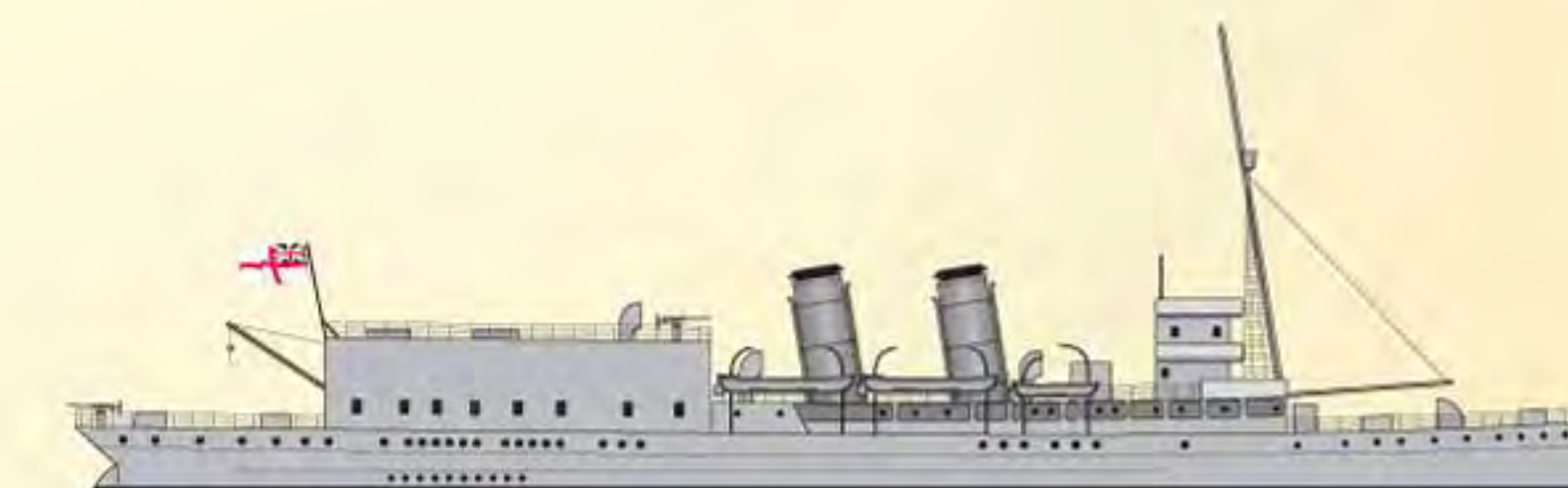


9 'I CLASS'
 Displacement: 790 tonnes Armament: 2 x 4", 2 x 3"
 Length: 76.8 m Beam: 8.1 m torpedo tubes
 Speed: 35 knots Complement: 77



ABDJEL
 Displacement: 1,700 tonnes Armament: 2 x 4"
 Length: 99 m Beam: 9.7 m 66 mines
 Speed: 34 knots Complement: 104

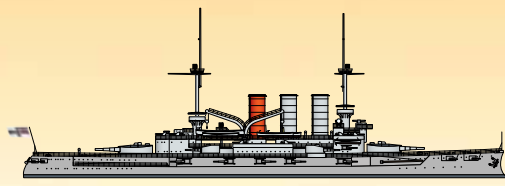
Minelayer



ENGADINE
 Displacement: 2,590 tonnes Armament: 4 x 3"
 Length: 98.5 m Beam: 12.5 m 4 seaplanes
 Speed: 21.5 knots Complement: 197

Seaplane Carrier

High Seas Fleet

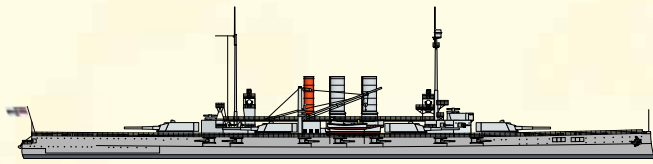


HESSEN

Displacement: 14,394 tonnes
 Length: 127.7 m Beam: 22.2 m
 Speed: 18 knots
 Armament: 4 x 11", 14 x 6.7", 14 x 3.5"
 torpedo tubes
 Complement: 743

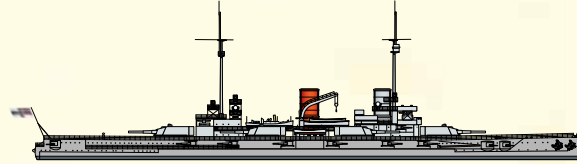
..... 6
 16
 5
 11
 61

Dreadnoughts



OSTFRIESLAND, THURINGEN, HELGOLAND, OLDENBURG

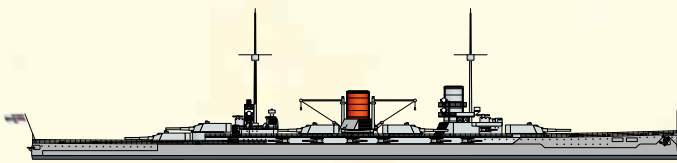
Displacement: 24,700 tonnes
 Length: 167.2 m Beam: 28.5 m
 Speed: 24 knots
 Armament: 12 x 12", 14 x 5.9", 14 x 3.5"
 torpedo tubes
 Complement: 1,113



NASSAU, WESTFALEN, RHEINLAND, POSEN

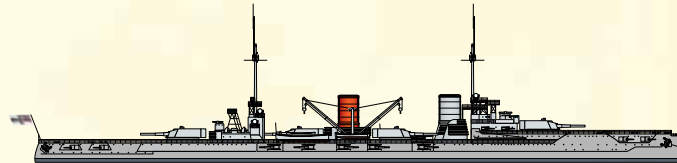
Displacement: 21,000 tonnes
 Length: 146.1 m Beam: 26.9 m
 Speed: 20 knots
 Armament: 12 x 11", 12 x 5.9", 16 x 3.5"
 torpedo tubes
 Complement: 1,003

Dreadnoughts



MOLTKE

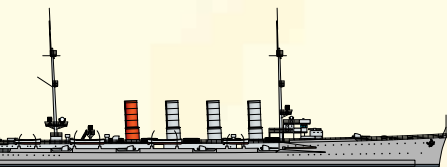
Displacement: 25,400 tonnes
 Length: 186.6 m Beam: 29.4 m
 Speed: 26 knots
 Armament: 10 x 11", 12 x 5.9", 12 x 3.5"
 Complement: 1,053



VON DER TANN

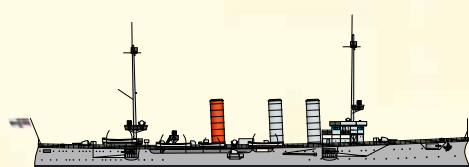
Displacement: 21,300 tonnes
 Length: 171.7 m Beam: 26.6 m
 Speed: 25 knots
 Armament: 8 x 11", 10 x 5.9", 16 x 3.5"
 torpedo tubes
 Complement: 923

Cruisers



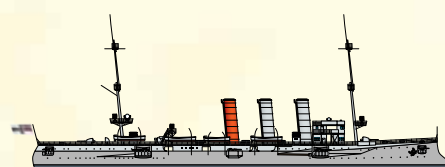
ROSTOCK (*)

Displacement: 6,191 tonnes
 Length: 122 m Beam: 13.7 m
 Speed: 29 knots
 Armament: 12 x 4.1"
 torpedo tubes, 120 mines
 Complement: 373



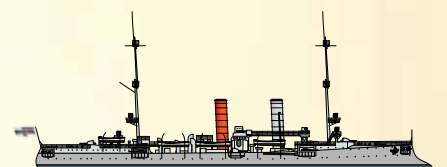
STETTIN, STUTTGART

Displacement: 3,814 tonnes
 Length: 115.3 m Beam: 13.2 m
 Speed: 24 knots
 Armament: 10 x 4.1"
 torpedo tubes
 Complement: 322



MÜNCHEN, HAMBURG

Displacement: 3,780 tonnes
 Length: 111.1 m Beam: 13.3 m
 Speed: 22 knots
 Armament: 10 x 4.1"
 torpedo tubes
 Complement: 288



FRAUENLOB (*)

Displacement: 3,158 tonnes
 Length: 105 m Beam: 12.4 m
 Speed: 22 knots
 Armament: 10 x 4.1"
 torpedo tubes
 Complement: 270

Cruisers



13 TYPE

Armament: 2 x 3.5"
 18 mines, torpedoes
 Complement: 74



5 G7 TYPE

Displacement: 719 tonnes
 Length: 71.5 m Beam: 7.6 m
 Speed: 32 knots
 Armament: 2 x 4"
 18 mines, torpedoes
 Complement: 74



3 G85 TYPE

Displacement: 1,147 tonnes
 Length: 83 m Beam: 8.4 m
 Speed: 33.5 knots
 Armament: 3 x 4.1"
 24 mines, torpedoes
 Complement: 87



4 G101 TYPE

Displacement: 1,116 tonnes
 Length: 95.3 m Beam: 9.3 m
 Speed: 33.5 knots
 Armament: 3 x 3.5"
 24 mines, torpedoes
 Complement: 104



6 B97 TYPE

Displacement: 1,843 tonnes
 Length: 98 m Beam: 9.4 m
 Speed: 36.5 knots
 Armament: 4 x 4.1"
 24 mines, torpedoes
 Complement: 114

Destroyers

British Grand Fleet

Ships 151
 Weight of broadside 150,760 kg
 Sailors killed 6,094
 Sailors wounded 674
 Tonnage sunk 113,300 tonnes
 Battlecruiser 3
 Armoured cruisers 3
 Destroyers 8
 Heavy shells fired 4,534
 Hits 123

German High Seas Fleet

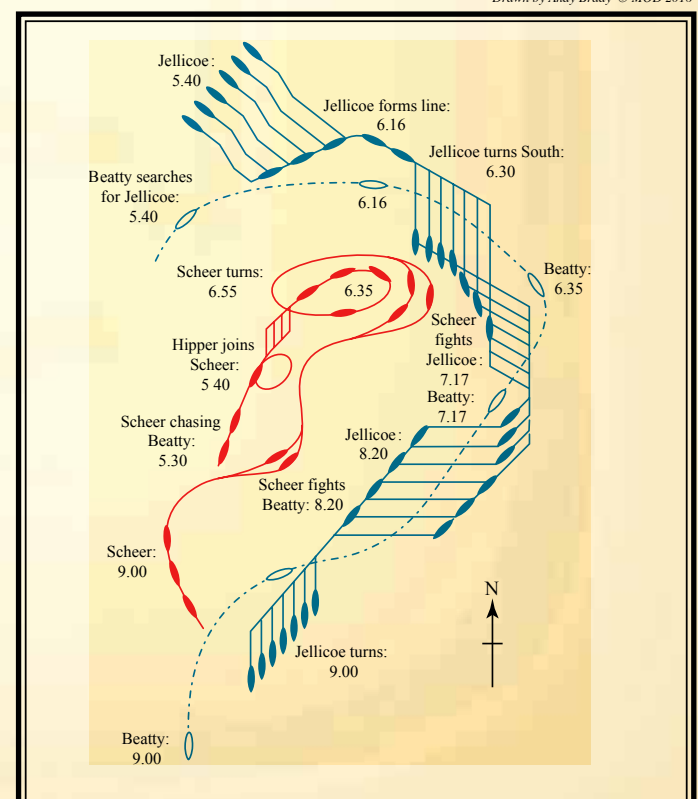
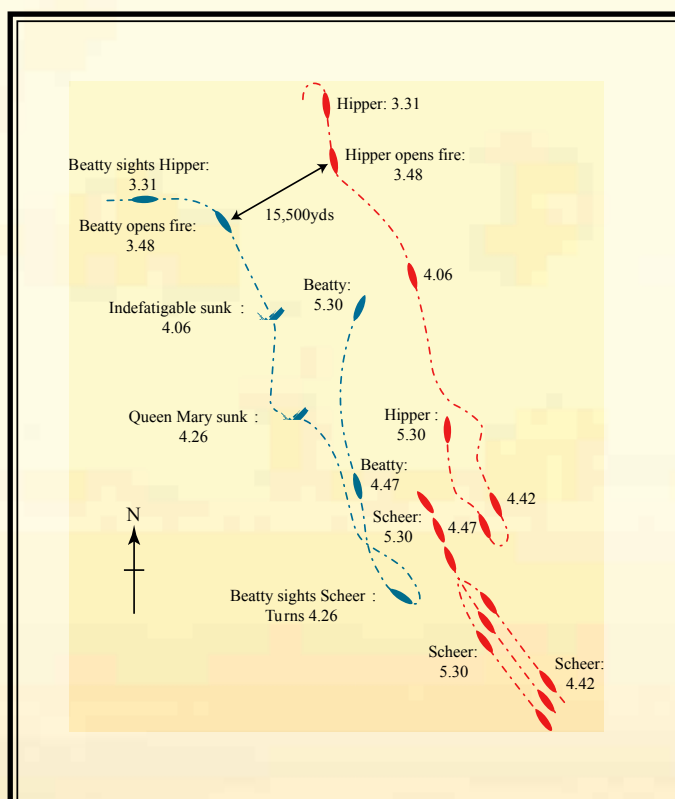
Ships 99
 Weight of broadside 60,879 kg
 Sailors killed 2,551
 Sailors wounded 507
 Tonnage sunk 62,300 tonnes
 Pre-Dreadnoughts 1
 Battlecruisers 1
 Cruisers 4
 Destroyers 5
 Heavy shells fired 3,597
 Hits 122

British losses

HMS Ardent
 HMS Black Prince
 HMS Defence
 HMS Fortune
 HMS Indefatigable
 HMS Invincible
 HMS Nestor
 HMS Nomad
 HMS Queen Mary
 HMS Shark
 HMS Sparrowhawk
 HMS Tipperary
 HMS Turbulent
 HMS Warrior

German losses

SMS V48
 SMS V27
 SMS Elbing
 SMS Frauenlob
 SMS Lützow
 SMS Pommern
 SMS Rostock
 SMS Wiesbaden



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