



NAVY NEWS

AUGUST 2018

**FREE
GIANT
FLEET
POSTER**

Pride in our people

AB Saskia Hutton stands proudly with her shipmates as HMS Northumberland is rededicated during an affiliation visit to the North East. The writer was one of 180 men and women on parade as the Type 23 frigate marked her formal return to the Fleet following a refit. (see page 6)

Picture: LPhot Ben Shread



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Testing times for Gulf mine forces

BRITAIN and America threw the might of all their mine warfare forces into a major exercise in the Gulf.

The Royal Navy's entire presence in the Middle East was committed on Mine Countermeasures Exercise 18-2, designed to see how the navies of Britain and the USA can combat the 21st-Century mine threat.

Three times a year, the UK and US merge their mine warfare forces in the Gulf to create a formidable task force capable of taking on advanced mine threats.

Exercise 18-2 (no.1 was actually held late in 2017) focused on a scenario similar to one naval forces dealt with in the 1980s during the so-called 'tanker wars' when the Gulf was sown with mines in an attempt to disrupt free trade and the stability of the region.

The combined task group was commanded from RFA Cardigan Bay – which normally serves as a mother ship for RN minehunters – by the Commander UK Mine Counter Measure Force, Cdr Ashley Spencer and his 19-strong staff.

Under their direction in addition to the four RN ships stationed in Bahrain – HMS Ledbury, Middleton, Bangor and Blyth – were two robot minehunters, one American minehunter, British and American frogmen, specialist minehunting helicopters and a team of Royal Navy medics who set themselves up in Cardigan Bay's sick bay, using the operating theatre and intensive care unit to show how the force would cope with mass casualties.

"As mine warfare experts, we never rest on our laurels," Cdr Spencer explained. "Expeditions

need access from sea to land and that's our business."

Leading the way as the exercise got under way were the Americans as unmanned boats of the US Mine Hunting Unit moved through suspected minefields, sparing divers the danger.

And ahead of crewless boats, giant MH-53 Sea Stallion helicopters, dragging side-scan sonars behind them, rapidly sweeping areas ahead of the minehunters and elite dive teams move in to clear underwater devices.

Both navies use either Seafox – a remote-controlled submersible – to identify and safely detonate a mine, or they send divers into the water to do the same, placing a small charge which is set off from a safe distance.

But not always. "Conditions and weather weren't with us, and the diving and mine recoveries were challenging to say the least, but we've been getting the job done," said Diver David Kerrigan from HMS Ledbury.

His ship – as did the others – used Cardigan Bay to take on extra fuel and supplies, ensuring they can stay out of port and remain in the hunt for extended periods.

"Cardigan Bay is awesome, offering me the space and flexibility to host and sustain a multitude of systems in a dynamic environment," Cdr Spencer added.

"With new technologies embarked, my staff must piece together the warfare jigsaw of ships, aircraft, boats and unmanned systems to defeat a simulated mining event in the region. We are ready."



'Rose in bloom in the Baltic

DON'T recognise the backdrop to HMS Montrose's plum berth?

This is Södermalm in the historic heart of Stockholm.

We may have knocked them out of the World Cup, but that didn't stop the Swedes offering a warm Scandinavian welcome to HMS Montrose.

Very warm in fact, for it was 34°C – more Mediterranean than Baltic – when the Devonport-based frigate sailed into the Swedish capital for a few days' break.

The Type 23 enjoyed a much-needed rest after two hectic weeks dashing around the waters between Sweden and Finland... which came on the back of a busy spell in the North Sea.

Montrose was initially 'scrambled' to respond to the presence of two Russian corvettes bursting out of the Baltic into the North Sea.

The frigate met the pair – Steregushchiy-class Stoikiy and Boikiy – and monitored their progress off the Danish and Dutch coasts.

After crossing the North Sea, the corvettes dramatically cut their speed and slowly proceeded towards the north Norfolk coast under the watchful eyes of the British frigate.

Among the team following the movements of the Russian duo was 23-year-old warfare specialist Leading Seaman Jack Shanley, in Montrose's operations room. He said: "I've been in the Royal Navy for four and a half years and this type of operation is exactly what I joined for."

Monitoring done, the newly-refitted T23 joined Swedish and Finnish vessels for Baltic Cross, the first exercise involving the three navies since Britain committed to closer military co-operation with nations bordering the Baltic.

Days before, the Defence Ministers of Denmark, Estonia, Finland, Latvia, Lithuania, the Netherlands, Norway, Sweden and the United Kingdom signed a 'memorandum of understanding' to usher in a new era of military cooperation between the nine nations.

The exercise focused on developing the ability of the three navies to work together in forms of war at sea, from manoeuvring ships in close formation to transferring stores, defending each other from enemy air attack, locating submarines and hunting down enemy surface ships.

It also tested Montrose's Wildcat helicopter working with the Finns' sleek, fast missile boats Hanko and Pori in the



challenging waters around the Swedish and Finnish coasts – peppered with islands and inlets.

As well as those two 30-knot-plus craft tearing around the Baltic, the Finns also committed their flagship FNS Hämeenmaa, a minelayer/corvette, while the Swedes fielded the futuristic-looking HSwMS Visby (pictured above by LPhoto Dan Rosenbaum stalking Montrose).

The Visby is fast, stealthy and armed to the teeth – making her a formidable foe... and particularly tricky for Montrose's operations room team to track.

The locals had the definite advantage and used periods in the open seas of the Baltic and the more challenging navigational archipelago coastline to their advantage. The war games included a spot of 'Swedish Tennis' – two adversaries facing each other on an invisible 'court' trying to use their sensors to find and destroy the opposing side whilst moving in on the 'net'.

Stealth technology, hi-tech and sensors count for nothing without skilled sailors behind them, so sailors from the three participants traded places for a few days.

"It was fun to experience the swap between the ships," said Swedish Sub Lieutenant Robin Ivarsson.

"It was good to see the culture onboard and see how the Royal Navy works together. All your sailors seem to be very proud of their work and since conscription ended in the Swedish Navy we look to you as a good example and embrace your ways of working."

"As the anti-submarine officer on the Visby, it was good to actually meet the faces of the people I'd been working with the previous night."

The exercise coincided with the Finnish Navy's 100th anniversary, held in the Turku, southwest Finland, also attended by HMS Ramsey which is in the Baltic with a NATO minehunting group.

Montrose's sailors joined their minehunting comrades and personnel from the many nations taking part in two days of celebrations.

The British frigate hosted a reception on her flight deck for the Head of the Finnish Navy, Rear Admiral Veijo Taipalus, in the presence of a large number of local VIPs and Britain's Ambassador to Helsinki, Thomas Dodd.

The Swedish capital lies barely 150 miles from Turku, but there are many islands and waterways in the Gulf of Bothnia to negotiate.

On arrival, according to Swedish military tradition, the commanding officer of a visiting warship is given the honour of inspecting the King's Life Guards at the Royal Palace.

"It was a great honour to be asked to inspect the Royal Guard, and though this isn't normal territory for a sailor, after the Royal Navy's turn guarding the Royal Palaces in the United Kingdom last year our hosts clearly thought we were ready for it," said Commander Conor O'Neill.

His ship hosted the British Ambassador to Sweden, David Cairns, who said that the sight

of Montrose flying the Union Jack in Stockholm's old town was "beautiful".

He met the frigate on her approach to the city, other guests – a group of Swedish MPs, defence officials and military officers – filed aboard to look around the souped-up frigate once she was berthed.

Less formally, the time in Stockholm allowed a large group of serving and retired local sailors and embassy staff to come aboard for an afternoon of tours.

That hospitality was reciprocated with guided tours of the city for the British sailors, including a visit to the world-renowned Vasa Museum, which holds a 17th-Century warship recovered from the harbour, much like the Mary Rose in Portsmouth.

"Stockholm was a vibrant but also really peaceful place to visit – it was just at the right time after some time at sea," said warfare specialist Leading Seaman Ed Harrison.

As for the past couple of months, they've been a useful workout for Montrose following her £38m revamp.

"This has been an intense and rewarding period of exercises and events, both at sea and ashore," said Cdr O'Neill.

"Finland and Sweden have been allies of the UK for many years, but having them in the Joint Expeditionary Force makes that bond even stronger and has given real focus to improving our skills together."

"They are tough adversaries as well, as finding these agile stealthy craft in confined waters has been a challenge, but we learned a great deal from the experience."

First-time fill up

POWERING through the Atlantic just 42 metres apart the tanker designed to support Britain's flagship of tomorrow pumps 'amber gold' into her cavernous tanks for the first time.

HMS Queen Elizabeth successfully took on fuel from RFA Tidespring despite fair choppy conditions, testing the challenging manoeuvre on both her port (left) and starboard (right) sides.

If needed, the Tide-class ship could deliver 800 cubic metres of fuel in an hour – that's enough to fill up more than 14,500 Superminis... and less than one twentieth of the total amount of fuel the tanker carries.

For the maiden transfer just 220 'cubes' of F76 marine fuel was sent across – the replenishment was more about testing the principle rather than the carrier's tanks running low.

Capt Karl Woodfield RFA, Tidespring's Commanding Officer, said his men and women were filled with "pride and achievement" after the two successful hook-ups with the new carrier.

He added: "Our first replenishment – in challenging weather conditions – was a success and marks the start of a very close and enduring relationship between the two ships."

It may have been his first RAS with QE, but it wasn't the first replenishment on operations. That honour fell to HMS Westminster which hadn't RASed for more than six months – and suddenly found herself in need of fuel while on national tasking around the UK.

After the frigate's CO Cdr Simon Kelly had deftly manoeuvred his ship into position, LS Louis Vine fired the first shot across to the tanker to begin the exchange of lines between the two ships.

Once the exchange of fuel was complete Cdr Kelly sent over a crest and a bottle of red wine to his RFA counterpart.





Calm before the storm

Mounts Bay helps islands prepare for hurricane season

ALMOST lost against the gigantic cruise ship Carnival Sunshine is RFA Mounts Bay – returning to the Caribbean islands she helped restore last autumn.

With the 2018 hurricane season now upon us, the amphibious support ship is revisiting British territories in the region to help them prepare for this year's storms.

The 2017 storm season was among the worst in recent memory with a succession of hurricanes battering the region – and prompting a major relief effort by the UK military (Operation Ruman) to assist the British citizens most affected: those in Turks and Caicos, Anguilla, Dominica and especially the British Virgin Islands.

During a month-long effort – which included a transatlantic dash by HMS Ocean on her final deployment – the lives of thousands of people were improved as British military personnel restored power and water supplies, reopened schools, delivered food and helped to maintain law and order.

Nine months on and in addition to her regular complement of soldiers who operate her mexeflote powered barges, the Bay-class ship has a dedicated 20-strong team from 24 Commando Royal Engineers – the self-styled 'Commandos of the Caribbean,' many of them veterans of Ruman – and a Wildcat helicopter flight from 815 Naval Air Squadron embarked to offer support, advice, brute strength, know-how and kit

both before and after a hurricane barrels in from the North Atlantic.

Right now, the ship is touring UK territories, holding table-top and practical exercises with island authorities and emergency services to help them plan their disaster response – and to reassure them that assistance will be readily available should a hurricane cause widespread devastation.

Such as Grand Turk, currently enjoying the cruise ship season – the 102,000-tonne Carnival Sunshine (six times the size of Mounts Bay...) brought over 2,500 holidaymakers to the small island, which is roughly one third the size of Portsmouth and home to about 3,700 people.

Grand Turk was badly affected by Hurricane Irma last autumn; the water supply was disrupted until the marines and engineers fixed the treatment plant.

On their return, Mounts Bay's Humanitarian Aid and Disaster Relief (HADR) troop dismantled and stored aid tents, provided communications support, distributed some disaster-relief stores and chatted with locals. Before arriving in Grand Turk, Mounts Bay visited Anguilla to help islanders prepare for the hurricane season.

The island – the size of Blackburn but with one tenth the number of inhabitants (just 14,700) – was also battered horribly by Hurricanes Irma

and Maria last autumn.

Back then teams from the auxiliary patched up the island's hospital in time for a woman to give birth.

Nine months later and the Princess Alexandra Hospital still bares the scars of last autumn's battering, which is where Mounts Bay's medical team came in handy.

PO(MT) Glenn Long, Medical Officer Lt Fiona Sweeney and Med Tech Victoria McCartney rolled up their sleeves, grabbed rollers and helped re-paint the building as well as restored fencing.

"It was good to visit the hospital to see what they have in the event of a hurricane hitting the island," said PO(MT) Long.

"We dropped off some much-needed drugs – gratefully received by the pharmacy team.

"We helped out by painting some of the exterior walls of the hospital. Everyone we met was really happy that we are here helping and it seemed to have a good effect on the people around.

"Some of the local school children came to see us, and it was really nice to chat with them about what we are doing in the Caribbean."

Meanwhile, the Mexeflote powered barge was used to deliver goods from the ship's huge cargo bay – vehicles and aid – so that they're already in position should a hurricane strike this season.

"It's good to be here to reassure the local people that we are here in case the worst should happen," said Cpl Chris Blake of 24 Commando Engineer Regiment.

"We spent two days at the hospital replacing a fence that was damaged in the hurricanes last year.

"While we have been here people have been beeping their horns and waving, everybody has been saying thank you for our service. It's a really worthwhile job."

Governor Tim Foy said since last autumn's storm season, islanders had pulled together to restore services, rebuild their lives and properties and take steps to be better prepared "if Nature deals us another bad blow".

He continued: "Irma taught us all the hard lesson that no amount of preparation can truly prepare you for a beast like that. But that said, I was impressed and reassured by what I saw and learnt – nobody is trusting to luck."

The same goes for the team on Mounts Bay. Her Wildcat helicopter flew reconnaissance missions over the island to get a feel for Anguilla and locations she might use in the event of a disaster.

And the communications specialists tested their kit so that can seamlessly connect with the island's emergency services and disaster command and control centre.

Mounts Bay later made the short passage from Grand Turk to the British Virgin Islands, where the

effects of last year's storms are still evident.

Indeed, the HADR troop of Royal Engineers, soldiers from 17 Port and Maritime Regiment RLC and the ship's Wildcat helicopter assisted locals by moving stores and assisting in a beach and mangrove clean-up – all part of the wider effort to attract tourists back.

"It's good to help restore some of the attractions that helps bring people to these islands, clearing the beach so tourists can return is vital to the local economy," said Lt George Wolstenholme RLC, who was overseeing part of the beach clean-up.

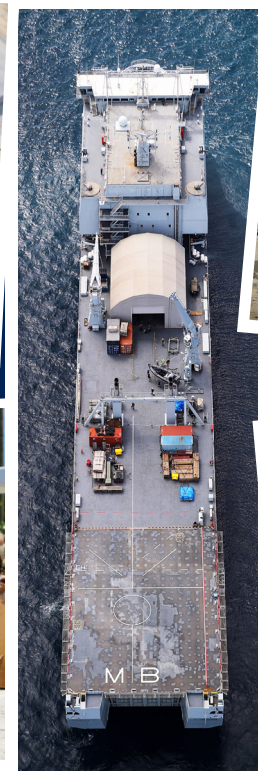
"Also having a uniformed presence on the island reassures the local population that we are in the area ready to react if called upon in the coming months."

Mounts Bay's reassurance visits followed on from participating in the main naval exercise staged in the Caribbean each year, Tradewinds, with the emphasis in the 2018 iteration on co-ordinating an international response to a major natural disaster in the region.

The RFA ship has been deployed to the Caribbean for 12 months – and will remain there until 2020 providing year-round support for British territories and joining in the international fight against drug running in the region when other commitments allow.



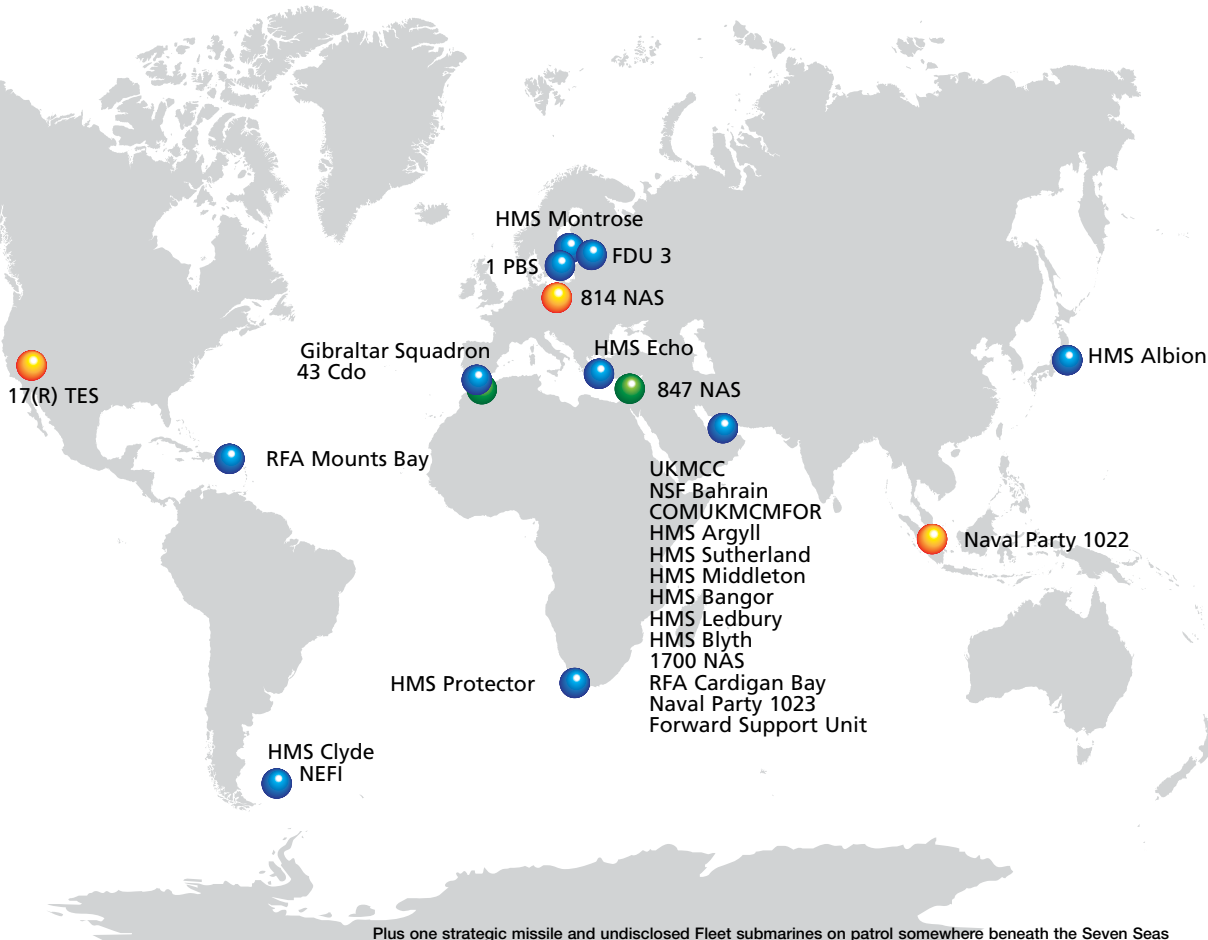
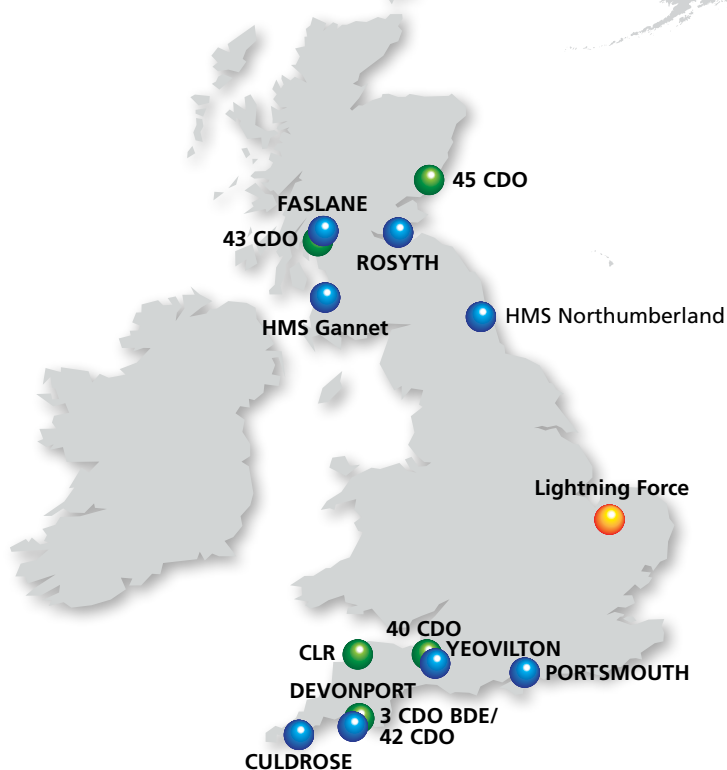
Pictures: LPhot Stevie Burke, RFA Mounts Bay



Training or on patrol around the UK

HMS Mersey
HMS Defender
HMS Diamond
HMS Hurworth
HMS St Albans

HMS Cattistock
HMS Westminster
HMS Queen Elizabeth
RFA Tidespring
RFA Tiderace



Plus one strategic missile and undisclosed Fleet submarines on patrol somewhere beneath the Seven Seas

FLEET FOCUS

Protecting our nation's interests

SO, what have you done today to make you feel proud?

The men and women of the Naval Service have given *Navy News* plenty of reasons to display their pride this month, hence the cheesy reference to Heather Small's hit song.

We kick off with the fantastic reception received by sailors and Royal Marines as they took part in *Pride in London* (see page 9) to show their support for the LGBT+ community.

The same, sweltering hot day, gave the Fleet Air Arm the chance to showcase their work at *Yeovilton Air Day* (see page 13). The 30,000-plus visitors to the Somerset air station were rewarded with some cracking aerial displays, culminating in the Commando assault featuring CHF and its Merlins and Wildcats.

Around 100,000 members of the public flocked to Llandudno to show their appreciation to military personnel at the national event marking the tenth annual *Armed Forces Day* (see page 29). *HMS Somerset* fired a gun salute to mark the start of proceedings, which was attended by the Princess Royal, the Prime Minister and the Defence Secretary.

Armed Forces Day also gave the men and women of 40 *Commando* the opportunity of marking their 35th anniversary of being based at Norton Manor to parade through the heart of Taunton (see page 5).

A number of military personnel were rewarded for their service with a star-studded day in the royal box at Wimbledon (see page 17). Among those receiving a standing ovation was LNN Chelsie Rice, chosen to attend for her work on her first deployment.

Pride was clearly written on the faces of the ship's company of *HMS Northumberland* as they showed the frigate off to 2,000 people during a rededication weekend on the Tyne (see page 6). And former shipwrights were proud to talk about how they built her as they returned to see the ship 25 years later (see page 22).

The Commanding Officer of *HMS Albion*, Capt Tim Neild, describes his ship's company as 'the best ambassadors our country could wish for' at the halfway point in the Fleet Flagship's Far East deployment (see page 15).

Also heading to the Far East is *HMS Argyll*, whose crew paused to honour those who died aboard *HMS Gloucester* in the Med in 1941 (see opposite page). *Argyll's* youngest sailor placed a wreath on the water during a minute's silence some 36 miles off the northeastern tip of Crete.

UK territories in the Caribbean have welcomed *RFA Mounts Bay* as she helps them prepare for this year's storms (see page 3). The amphibious support ship was part of a huge UK effort to assist citizens after a succession of hurricanes battered the region last year.

Returning to the UK after deploying as NATO flagships were *HMS Enterprise* (see centre pages), who spent a year leading minehunters in the Mediterranean, and *HMS Duncan* (see page 6), who led a task group operating in both the Med and Black Sea.

Keeping with the NATO theme and 814 NAS, known as the Flying Tigers, took one of their Merlins to Poland (see page 11) to join 18 other tiger-themed squadrons for Exercise Polecat.

Back to the Med and members of 43 *Commando Fleet Protection Group*, safeguarders of both the Trident missiles and submarines in Scotland, hit Gibraltar for two weeks of intensive training (see page 14).

HMS Montrose shadowed two Russian warships off the Danish and Dutch coasts as they crossed the North Sea (see page 2). The Type 23 frigate had been working with the Finnish and Swedish Navies in the Baltic Sea.

Also operating in the area were seven P2000s, acting as the baddies 'attacking' NATO forces taking part in *Baltops* (see page 7). *HMS Example*, *Explorer*, *Express*, *Pursuer*, *Puncher*, *Trumpeter* and *Dasher* were among 43 ships taking part in the annual exercise.

Finally, it's not just work that our people excel at; we showcase their sporting prowess, led by the victorious *Royal Navy Ice Hockey Association*, in four pages of sport (see pages 37-40).

At the vanguard of the world's navies

VIEW FROM THE BRIDGE

THE Royal Navy's unique capacity to promote our country's interests through defence engagement around the world has been a recurring theme throughout this year of expanding maritime horizons.

However, the defining characteristic of our service has always been, and always will be, the defence of our nation's interests, from deterrence and maritime security operations through to high-end warfighting.

This point is certainly not lost on the Defence Secretary, who has called upon the Royal Navy to lead from the front and exploit our unique ability not just to exert soft power across the globe, but also to be able and ready to back it up with tangible hard power if necessary.

This is no small task. To meet the breadth and depth of the security challenges we face today, and to be ready for the challenges of tomorrow, we need a Navy that can bring a full spectrum of world-beating maritime capabilities to bear, alongside our partners, to deter and if necessary to defeat would-be aggressors who present a threat to our national interests.

And we need to be able to do that on the waves, above and below them. We need to be able to do it from the sea to the land and we need to be able to do it in space and cyberspace.

Yet that is exactly what, through the Modernising Defence Programme, we are planning to deliver.

And for all the speculation, it is important to retain a sense of perspective on what the Royal Navy has to offer.

The arrival of our new aircraft carriers, *HMS Queen Elizabeth* and *Prince of Wales*, along with the cutting edge F-35B Lightning aircraft that will fly from them, means that we will soon be restoring a world-leading carrier strike capability as part of a globally-deployed maritime task group.

That's a very significant statement for the UK as a nation, not just for the Royal Navy, to make.

Then there's our expertise in the littoral, based upon the specialist capabilities vested



● *HMS Sutherland* worked with the Japanese destroyer *Sazanami* during the frigate's visit to Yokosuka on her recent Asia-Pacific deployment

Picture: LPhoto Sam Seeley

in our Royal Marines.

And the vital supporting role provided by the Royal Fleet Auxiliary, which assures our global reach – that unique ability to provide a persistent presence anywhere in the world without reliance on host nation support.

All the while our submarine service proudly shoulders the responsibility for the nation's nuclear deterrent, something we have maintained, unbroken, for nearly 50 years.

All of this, underpinned by an ambitious programme of modernisation and innovation across all our fighting arms to embrace the

new and emerging technologies that will keep us at the absolute forefront of maritime capability, leads you to one inescapable conclusion: we've got a Royal Navy that is still very much at the vanguard of world navies, fielding a potent suite of capabilities that few outside the United States can match.

We may no longer be the global maritime superpower we were in the 19th and early 20th century. But it follows naturally that a great maritime trading nation needs a great Navy to match. And in the Royal Navy that's exactly what we have.



Honouring the men of the Fighting G

FLANKED by his CO, Commander Toby Shaughnessy, and the youngest sailor, Able Seaman Rhys Garty, HMS Argyll's chaplain Alastair Blaine remembers a wartime tragedy.

Three dozen miles off the northeastern tip of Crete, the frigate's crew paused to honour the sacrifices of 722 men of HMS Gloucester, one of nine ships lost in the bitter battle for the Mediterranean island in May and June 1941.

The Royal Navy dominated the seas around Crete, but the Germans used air power first to invade, then to maul both the defenders on land and at sea.

Gloucester was one of the ships dispatched to prevent the Germans reinforcing their airborne troops by sea – and the RN killed hundreds of enemy troops crossing to Crete in fishing smacks.

But the naval force was spotted

by the Luftwaffe and subjected to terrible bombardment.

HMS Gloucester offered fierce resistance – befitting her Fighting G nickname – but the final 15 or 20 minutes of the attack, when she fell victim to a succession of bombs from dive bombers, were described by one survivor as a “holocaust”: there were men without arms, without legs, men burned.

The ship's surgeons and sick bay attendants offered what help they could in the little time the ship had left, hurriedly applying bandages, splinting broken arms and legs, issuing morphine to deaden the pain. And the ship's mascot Toby was carefully lowered into the water; the shell-shocked dog was last seen clinging to a piece of wood.

Just 85 men survived when the cruiser went down on May 22 1941. Some 3,800 feet above her wreck, AB Garty offered a wreath to the waves during a minute's silence on HMS Argyll's flight deck; the wreath bore the

thoughts and prayers of the crew written on individual poppies.

“At this early point in Argyll's deployment it was good to pause and reflect on the tradition of bravery and dedication which we are proud to own,” said Cdr Shaughnessy.

“We have an exciting task ahead of us and Argyll carries the honour of the Royal Navy into areas where we have not operated for some time.”

The Plymouth-based frigate's nine-month mission will take her to Singapore, South Korea and Japan. She will support military exercises in the Asia Pacific region with Five Power Defence Arrangement partners and the Japanese Maritime Self Defence Force.

She visited Crete to test her sensors and equipment on the specialist NATO ranges – it's a rite of passage for any British warship heading through Suez and into the Indian Ocean/Gulf region which is where Argyll is now patrolling.

40 celebrate their big 35

HOWZAT for a unit group shot?

Marshaled into position at Taunton's County Ground by PO(Phot) Si Ethell are the men and women of 40 Commando (plus Sea Cadets and veteran green berets).

The occasion? A Freedom parade through the heart of Somerset's county town.

Armed Forces Day presented some 600 personnel with the opportunity of celebrating their 35th anniversary of being based at Norton Manor camp to parade through the centre of the nearby town.

It's been five years since the green berets have marched through Taunton, so there was a large turnout from the public who gathered around the Celtic cross dedicated to Prince Albert's Somersetshire Light Infantry for the formal part of the ceremony.

A service of thanksgiving and remembrance was held for those 40 Cdo men lost on active duty before the nation's most senior sailor, First Sea Lord Admiral Sir Philip Jones, reviewed the massed ranks and took the salute as the marines paraded through the town centre to Vivary Park.

He was joined by Taunton Deane's Lord Mayor Cllr Catherine Herbert, whose husband Robin served in the Royal Marines, and whose chosen charities this year includes Taunton Sea Cadets and Royal Marines Cadets.

“To say I'm delighted to be hosting this event on behalf of our borough would be an understatement,” she said.

“Freedom parades are spectacular and emotional – as a borough we have such strong and close ties with 40 Commando. We're so proud of their history and service to our country.

“We have mourned their losses with them and we have celebrated their successes. The parade is our chance to demonstrate our support and respect.”

40 Commando's Commanding Officer Lt Col Paul Maynard said his unit had enjoyed “35 years of unwavering support” with the people of Taunton which was fundamental to its success on the field battle.

“The relationship between us and the public – particularly in Taunton – is an inspiration,” he added. “They have been here with us every step of the way.”



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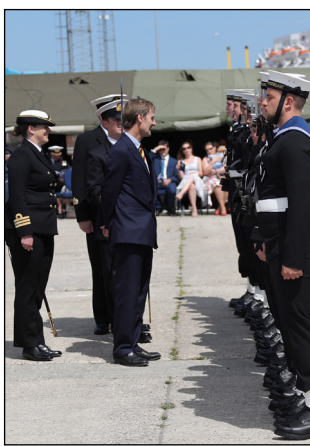
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Tyne team return home

TO THE strains of the Morpeth Pipe Band, the Guard of Honour from HMS Northumberland marched on to the temporary Parade Ground at Whitehill Point Jetty in the Port of Tyne to mark the ship's return to the Fleet in a rededication service.

The ship chose the river of her birth – she was constructed a few miles upstream at Swan Hunter – for her rededication rather than her native Devonport, marking a return to service following a major refit.

That overhaul, plus an extremely busy operational schedule, kept Northumberland away from her namesake county for seven years – something her ship's company were determined to put right, re-forging bonds as soon as their busy post-refit programme allowed.

Guests of honour on the jetty included the Duke and Duchess of Northumberland and the ship's sponsor Lady Anne Kerr, who launched the Type 23 in April 1992.

"It is really important to us to be here today to strengthen our affiliations with the North East," said Commander Alexandra Pollard, Northumberland's CO (pictured above by LPhoto Ben Shread with the Duke inspecting the Guard of Honour).

"Being built on the Tyne, it was good to see so many of our affiliates present – these links are important to us.

"Rededication is a really momentous day in our history. We received a warm and generous welcome."

"It was a delight to meet up with some of Northumberland's previous Commanding Officers," said Lady Kerr.

"One of the highlights of the day was cutting the beautiful rededication cake with Able Seaman Jack Smith.

"I have had a long and proud association with the ship, and long may it continue."

The ship opened her doors to visitors over the weekend and despite a certain football game (the England vs Sweden World Cup quarter-final) welcomed more than 1,500 people on board for a look round the newly-refitted rig.

RN divers say Yoo-hoo to Muhu

THIS is the end of 250kg of TNT – safely detonated off the coast of Estonia by Royal Navy divers as they tackled the aftermath of 'Russia's Dunkirk'.

A dozen-strong team of divers and mine warfare experts swapped Horsea Island for the Baltic to join like-minded professionals from 15 nations in dealing with unexploded bombs, mines, torpedoes littering the waters off Estonia.

The Baltic was one of the most heavily mined stretches of water on the planet in both world wars.

And in the summer of 1941 the USSR – which occupied Estonia at the time – suffered the greatest naval defeat in its history as it tried to evacuate the capital Tallinn: more than 80 ships were sunk and at least 12,000 people died.

Nearly 80 years later and some of those wrecks were possibly found by the participants of Open Spirit 2018.

Hosted each year by one of the three Baltic states in turn, the exercise focuses on pooling international expertise in mine warfare to deal with wartime ordnance which still threatens safe seafaring in the region; over the past two decades, some 1,200 explosive devices have been found off the coast of Estonia alone.

The Brits – from Fleet Diving Unit 3, one of three elite teams who protect RN shipping from mine threats around the globe – focused their efforts around the small island of Muhu at the entrance to the Gulf of Riga, working with more than 60 frogmen from Estonia, the USA, Canada, Poland and Latvia.

The Royal Navy divers alone found nine mines which were either blown up on the spot or towed to a safe area offshore and away from environmental protection areas and then disposed of by counter-mining using a small quantity of plastic explosive in a controlled explosion.

"Due to the enormous number of mines laid during World Wars 1 and 2, this will be an enduring mission but a really important one, ensuring the safety of navigation for ships and reducing the risks posed by old munitions washing up ashore," explained Lt Peter Needle, Officer in Charge of FDU3.

"It's also a really good opportunity for the divers and mine warfare team from FDU3 to get involved in such a large scale operation and put their skills into practice both by operating REMUS and by diving on the mines it discovered."

The Royal Navy divers were helped in their search of the chilly waters (average temperature just 8°C) by their REMUS robot submersible. It was sent out to scan to the sea bed and return with its findings. The divers then headed down to personally inspect the contacts.

In all, the collective effort by more than 800 personnel – including the crews of NATO's 1st Mine Countermeasures Group – searched 300 square miles of the Baltic and Gulf of Finland from the Estonian capital to the southwestern tip of the island of Saaremaa, locating 90 pieces of ordnance – most of which have now been neutralised.

■ MEANWHILE back home in Teignmouth...

The small Devon seaside town was brought to a standstill when a German bomb was discovered just offshore.

Crowds lining the promenade cheered as Devonport's SDU1 detonated the device, bringing to an end several hours' disruption in the small town – including rail services on the main West Country line.

The SC 1200 bomb was discovered by a team of scuba divers. SDU1 towed the device – packed with over 630kg of explosive – out to sea and detonated it, sending a plume of seabed dirt and water shooting high into the sky.

CPO(D) Andrew Marshall said: "We've had a really good outcome. The public were really understanding – we had to evacuate restaurants and houses on the promenade and the public were really supportive and patient."



Picture: LPhoto Barry Swainsbury

Duncan go nuts

HELLO Portsmouth... Waves, a fair bit of pointing and perhaps the odd tear from HMS Duncan's junior rates as six months leading a NATO task group end.

They and the hundreds of friends and family on the jetty were blessed with flawless weather for a colourful homecoming... certainly a lot warmer and brighter than their departure in January.

Duncan took charge of NATO's Standing Maritime Group 2, an ever-changing group of frigates, destroyers and patrol ships drawn from across the alliance's navies.

It's the second time in the past 12 months that the Portsmouth-based destroyer has acted as flagship for the force; she completed her first three-month stint in charge last September.

The second, more sustained period in charge presented the crew with new sights and destinations each month: the Gallipoli peninsula and Istanbul in February, Sicily in March, in April, Split – whose surrounding countryside and ruins were used in the filming of *Game of Thrones* – the Black Sea for a second time in May and the first visit to Georgia by a Royal Navy warship since 2001, the rescue of two lost Algerian fishermen and an amphibious exercise in Portugal in June, before formally handing over command of the NATO group to the Dutch in Lisbon.

Every month deployed has been punctuated by a major workout for the force: combined exercises with the armed forces of Romania and Bulgaria, NATO's largest submarine-hunting exercise in a decade off Sicily, some rare training side-by-side with the Croatian Navy, and some amphibious training with Portugal's Navy – codenamed Exercise Swordfish – to round off the deployment.

The tensest time for Duncan came in April with political tensions on a knife-edge following the alleged chemical weapons attack in Douma, Syria, and potential international response, the ship readied for any eventuality.

It was here, the destroyer's CO Commander Eleanor Stack said, that her ship – and ship's company – had come into their own.

The combination of Duncan's sensor suite, command system and data provided by other Allied air and naval power allowed her operations room team "to knit a tapestry of networks across the Mediterranean, the likes of which has never been seen before".

And on a much lighter note, a visit to Poti, in Georgia – a country which aspires to join NATO – proved to be the



DAD'S home...

PO Martin Dennis' children dash across the tarmac at RNAS Yeovilton – one of several emotional reunions at the spiritual home of the Fleet Air Arm.

The senior rate has spent the past six months with his comrades on 201 Flight ensuring this Wildcat helicopter has been ready for action around the clock.

Families and friends were waiting on the standings at the Somerset air station to wish air and ground crew back after their NATO duties with Portsmouth-based destroyer HMS Duncan (which arrived home 24 hours later).

The helicopter clocked up numerous missions collecting intelligence about the location and movement of specific units, and completed elements of tactical development – working out how best to employ Wildcat over the sea and as part of a multi-national task force.

The Wildcat was also heavily engaged on essential sorties collecting stores, weapons, ammunition and transporting personnel around the group and ashore, as well as flying several casualties to land for treatment.

Picture: Lee Howard

deployment's biggest eye-opener.

"We were warmly welcomed after a 17-year gap since the last UK ship visited," explained Lt Cdr Thomas Dorman, Duncan's Weapon Engineer Officer.

"We left Georgia with fond memories of the country and its people."

A visit to Haifa in Israel allowed the ship's company the opportunity to visit Jerusalem and play rugby with the locals.

"I've been with HMS Duncan for just over a year now and on for the whole deployment," said warfare specialist Danny Oldfield.

"I've really enjoyed the whole thing although the highlight of the trip for me was going to Israel.

"I love history and I was really lucky to go to Jerusalem and take in all the culture. Not many people can say they've been there!"

Medical Assistant Rhiann Dilmore was involved in the rescue of the Algerian fishermen – "a clear career highlight," she says. She was the medic assigned to Duncan's RIB dispatched to offer assistance.

"I had to make the medical

assessment on the fisherman – they were very dehydrated when we recovered them.

They were stranded in the middle of the ocean and we helped them get back to Algeria, saving their lives. It was incredibly rewarding," she said.

After handing over the NATO reins in Lisbon, the destroyer's last of many ports of call was Gibraltar, where she embarked friends and family for the voyage home to Portsmouth to give them a sample of life aboard a state-of-the-art British warship.

"This has been a landmark deployment," Cdr Stack concluded.

"In deploying HMS Duncan to support NATO operations in these increasingly-contested regions, the Royal Navy has cemented its reputation as a leader of choice in NATO and underlined the UK's unwavering commitment to the collective defence of our alliance.

"I am incredibly proud of my ship's company in everything they have achieved over the past 12 months in conducting operations from Odessa to Haifa and Georgia to Tartus."

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Baltic baddies

P2000s given key role for Baltops

SEVEN of the Royal Navy's smallest ships turned villains as they were invited to cause havoc in NATO's largest naval exercise of the year in the Baltic.

Patrol boats HMS Example, Explorer, Express, Pursuer, Puncher, Trumpeter and Dasher converged on the western Baltic to join three dozen other warships in Baltops 2018.

The P2000 craft comprised one sixth of the warships assigned to the 46th iteration of the exercise, which attracted 43 vessels (frigate HMS Monmouth and minehunter HMS Ramsey were also flying the flag for the UK), two submarines, more than 60 aircraft and around 5,700 personnel.

The patrol boats were split into two forces – one striking from the Danish island of Bornholm, the other from the small Polish port of Ustka – from where they were ordered to be as awkward and threatening as possible.

The boats clustered together to pretend to be belligerent fishing vessels, or else conducted swarm 'attacks' on NATO task groups and vessels – including the exercise flagship USS Mount Whitney.

Since receiving new engines, the P2000s are capable of reaching top speeds of 25

knots – upwards of 30mph – and equipped with machine-guns which could inflict serious casualties on unsuspecting ships.

The boats practised various tactics, such as trying to isolate and destroy any unit they could draw away from the main task groups as they looked for weak spots.

"Using these ships as fast attack craft added another dimension of reality for all vessels who came into contact with them," said Lt Chris Keeble, operations officer of HMS Ramsey, which was on the receiving end of the swarms.

"It allowed us to roll out our defensive measures in real time, in a situation which was very much believable and allowed the defensive ships to truly 'get into the scenario'."

The P2000s also played smugglers, rescue craft and nosy neutral patrol boats as Baltops moved into the 'freeplay' phase (which is much less scripted and gives participants a relative free hand).

"In freeplay, we really demonstrated how adaptable and flexible these vessels can be, reacting to the real-time changes in the scenario, and truly proving we are small ships with a big impact," said Lt Duncan Napier, CO of HMS Example, normally based in Gateshead.

A highlight for all of the exercise's participants was a co-ordinated exercise

involving 40-plus ships, with British patrol boats leading four of the seven column formations.

"It's not often you get to lead a column of warships, within a 40-ship formation, particularly when you're only 20 metres long yourself. It was a once-in-a-lifetime opportunity," said Sub Lt Dan Thomas, HMS Example's Officer of the Watch.

Once Baltops ended, all the ships taking part headed to the German port of Kiel for its world-famous sailing regatta, where the British participants were visited by Rear Admiral Guy Robinson, the Royal Navy officer who's Deputy Commander STRIKFORNATO. He presented challenge coins to crewmembers who'd stood out during the exercise before thanking every sailor for their efforts.

The P2000s split into two groups again; one is staying in Germany to work with the Deutsche Marine, while the other is heading to Sweden and Poland.

"This deployment again displays the utility and the impact that these small vessels can have," said Cdr Mark Hammon, Commander of 1st Patrol Boat Squadron, the parent unit of all the P2000 craft.

"They reach places that are not reachable by any other deployable vessel in the RN, showing they are small ships with a big reach."



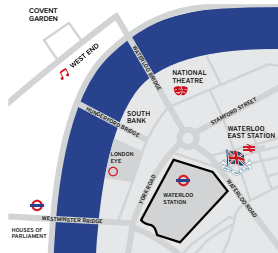
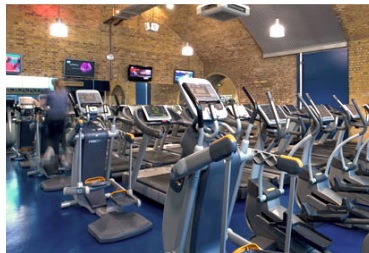
● Main image P2000s, including HMS Explorer and Puncher; Above; HMS Example with the Dutch frigate Iver Huitfeldt; Below left, HMS Monmouth with some of the P2000s; Below right, HMS Puncher is dwarfed by the USS Mount Whitney

Pictures: Lt Sam Furniss, 1PBS



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PRIDE in the Naval Service



DEAFENING cheers from a one million-strong crowd helped sailors and Royal Marines keep their smiles firmly fixed as they endured sweltering temperatures to show their support for the LGBT+ community at Pride in London.

The streets of the capital were awash with glitter, rainbows and costumes that put even the Naval Service's penchant for fancy dress to shame.

And yes, you read that right, Royal Marines were there too, taking part for the first time in the corps' history.

Military involvement in the parade was co-ordinated by Compass, the Royal Navy's sexual orientation and gender identity network.

It marks almost 20 years since the ban on LGBT+ people serving in the Royal Navy and Royal Marines was lifted.

So with such darker days in the past, why does the Naval Service still need to take part?

"It may have been 18 years since the ban was lifted," says Surgeon Lieutenant Commander Mike Hill, the co-chair of Compass, "but many people outside of the armed forces still think it's an exclusively macho organisation which is not welcoming of LGBT+ people.

"That couldn't be further from the truth. We welcome the best talent in our ranks from all sexual orientations and gender identities.

"We still get people asking us if we are bullied, and some people even still think it's banned.

"We need to take part so we can educate people and show that your sexual orientation or gender identity is no barrier to serving – it's your individual skills as a person that matter."

More than 200 members of the armed forces – the largest turnout ever – took part in the march, enduring soaring temperatures above 30 degrees Celsius.

They were cheered on by Commandant General Royal Marines, Major General Charlie Stickland, who wished them good luck before they set off from HMS President on Saturday.

Marine Mike Johnson, from Lincolnshire, pictured right, is one of the Royal Marines who took part at Pride in London this year for the first time.



The 32-year-old said: "I haven't marched before because, like most Royal Marines, I've been busy deployed on operations when Pride takes place.

"I've done a tour of Afghanistan, and been deployed on multiple exercises.

"I know a few other marines who would have liked to join Pride who won't be able to because they are deployed away and working hard.

"I think it's really important that LGBT+ people from the armed forces including myself attend events like this.

"I'm proud to work for an organisation which doesn't treat me any differently and I want to show others that I can serve my country and be myself."

The Band of Her Majesty's Royal Marines from HMS Collingwood earned their share of affection from the crowd by playing the cheesiest set of music they could muster – everything from YMCA to Fat Bottomed Girls.

Petty Officer Air Engineering Technician Sam Quinn, 25, pictured right, based at HMS Sultan in Gosport, said:

"The support we had from the public was electric.

"It makes you feel so proud to be able to serve in the forces in a country where it is allowed and where the people are so appreciative, because not all of them are.

"I am proud to be able to serve openly in the Royal Navy because we believe being yourself is important. I hope our taking part sends a message to other people that it's okay to join the armed forces or to come out."

When the rest of the Pride parade came to a halt, the military contingent continued its march along Whitehall to salute the Cenotaph in poignant recognition of the many LGBT+ people who have served in the forces throughout history.

This year marks 51 years since the partial decriminalisation of homosexuality in the UK, and three years since the UK voted to legalise same-sex marriage, giving same-sex couples the same legal rights as straight ones.

But in 2018, more than one in three LGBT+ people in the UK report having suffered abuse because

of their sexuality or gender. Homosexuality remains illegal in 72 countries, and is punishable by death in eight nations.

Petty Officer Samantha Kimberley-Hauff, 38, based at Navy Command Headquarters in Portsmouth, also marched.

She said: "My sexuality has never been a barrier to joining or my career progression. Instead I have found for the first time I can be totally open about what I am and accepted for who I am.

"It really is a great feeling to know you considered the same as everyone else, but also that your talents are appreciated."

Pride in London events kicked off this year with the first ever Parade of Sail, a flotilla of boats along the Thames led by HMS Blazer and HMS Exploit.

You can watch the Pride parade via a highlights video available on the Royal Navy's YouTube channel.

If you are interested in joining the Compass network, for LGBT+ members of the Naval Service and their allies, you can email compass@royalnavymail.mod.uk.

Report: Sam Bannister

SHIP enthusiasts may recognise the three-funnelled armoured cruiser in the foreground.

We'll doff our proverbial caps if they can identify the two-funnelled pre-dreadnought beyond her – and the port.

This is Vladivostok ('Ruler of the East') in the late summer of 1918 as the Allies try to prevent the growing disintegration of the Russian Empire and the march of Bolshevism.

Not content with dispatching a substantial naval and ground force to Murmansk and Archangel to intervene against the Reds, Whitehall also sent a much smaller force: a battalion of cyclists, a battalion of infantry and the veteran cruiser HMS Suffolk (pictured here) from the China Station.

Ostensibly, the Brits were sent to Vladivostok to secure vast supplies of ammunition and military equipment, preventing them falling into the wrong hands (the city had been the Tsar's key base in the Far East).

Instead, they found themselves sucked into the chaos of post-

Revolution Russia and Great Power political shenanigans: Canada, the USA, France, Czechs, Italians and Chinese, all with different motivations and goals, to say nothing of the language barrier.

As the nearest neighbour, Japan was by far the largest contributor to the intervention force, represented here by at least one battleship (possibly the Iwami), as well as 70,000 troops sent ashore.

There was no central command for this motley international force. In fact the allies spent as much time squabbling among themselves than they did tackling Bolshevism. When they did choose to act, however, they proved to be remarkably resourceful.

Within days of arriving, Suffolk's sailors and Royal Marines had offloaded one 6in and several four pounder guns, two of which were mounted on a railway truck. The guns provided artillery support to Allied forces fighting along the Ussuri, 50 miles north of Vladivostok, in particular at the Battle of Dukhovskay where the

Reds were routed.

The guns returned to the harbour... but were on the move again within hours, this time truly into the heartland of Russia. The Czechs were cut off and needed extricating via Vladivostok... cut off some 4,600 miles from the port.

The British troops sent as a relief party got no further than Omsk in Siberia, about 3,000 miles from Far Eastern shores. But the 'armoured train' detachment continued west another 1,500 or so miles until the reached the line held by the Czechs – and fought alongside them until late November when the Siberian winter caused the guns to freeze and ruled out any further operations.

Operations on land, that is. The guns were removed from the armoured train and installed on barges and steamers crewed by 'White Russian' (anti-Bolshevik) forces, who roamed up and down the Kama River, while the Britons made the long journey back to Vladivostok.

"The Navy has often landed men to assist in military operations, but

never before has such a party gone so far from its parent ship," observed Sir Henry Newbolt, the Royal Navy's official historian of the Great War

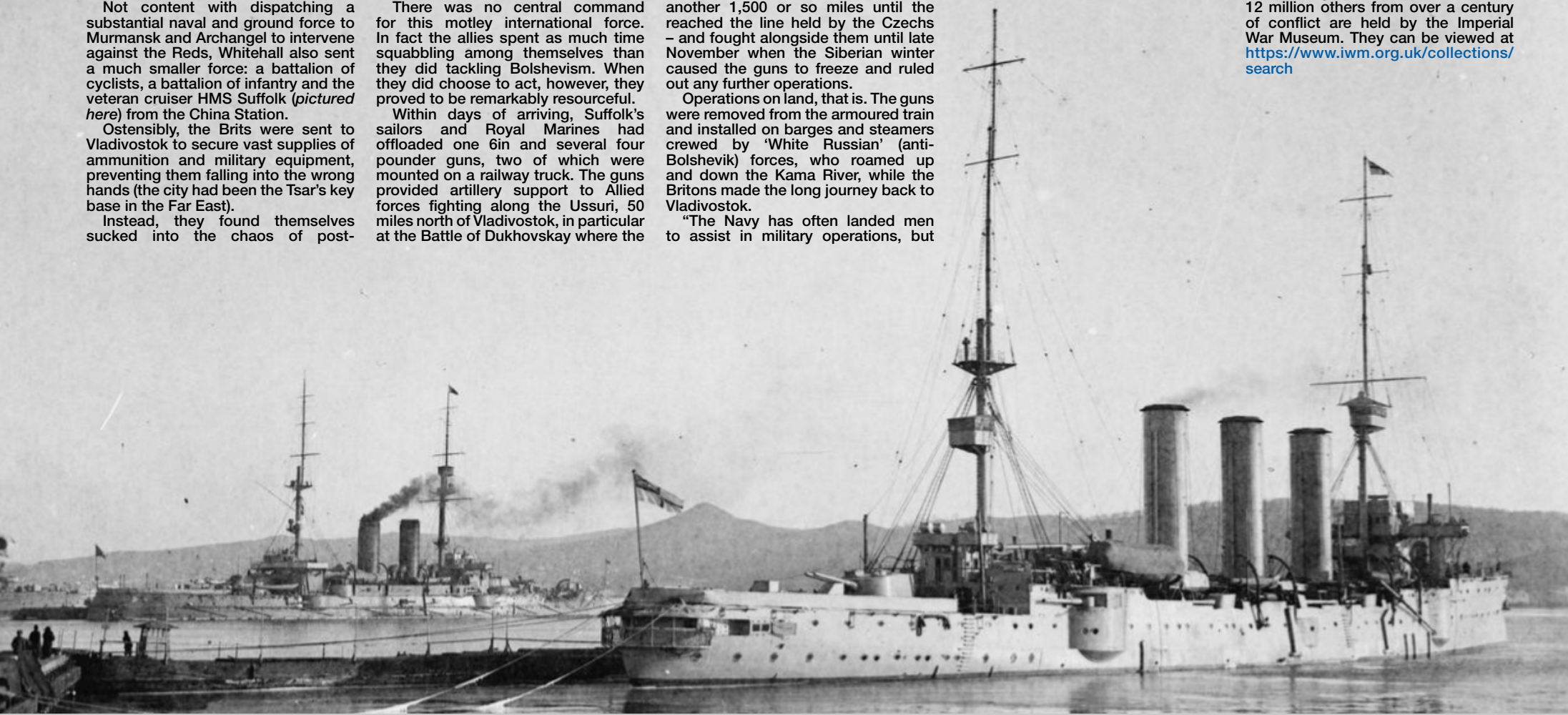
Neither the pluck of British sailors and Royal Marines nor a handful of British naval guns could tip the balance in the bitter Russian civil war.

Allied intervention in the Far East was always half-hearted, with the exception of the Japanese, perhaps

understandable given the tremendous distances involved. When the White Russian leader Admiral Kolchak was captured in the summer of 1919, the White armies in Siberia collapsed and with it effective support from the West.

British forces pulled out of Vladivostok in 1920. The Japanese clung on to the city for another two years before withdrawing, leaving the Communists in total control.

■ This image (Q 58289) and more than 12 million others from over a century of conflict are held by the Imperial War Museum. They can be viewed at <https://www.iwm.org.uk/collections/search>



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Green light for amber on new carrier

AMBER gold flowed into the fuel tanks of HMS Prince of Wales last month as the future flagship tested her tanks, pipes and sampling systems.

Five hundred tonnes of 'dieso' were pumped aboard the carrier in Rosyth – enough fuel to keep your average family car going for around three million miles... but barely 15 per cent of Prince of Wales' capacity.

Pumping the fuel onboard was only part of the trial.

If left alone marine diesel can provide an attractive environment for micro-biological growth (or MBG).

Infected fuel can damage the 36MW Rolls-Royce gas turbines or Wartsila diesel generators, and removing the growth is no easy task, with tanks requiring emptying and chemically cleaning.

As experienced operators in fuel hygiene Prince of Wales' 'tankies' (under PO Adrian 'George' Handyside) were asked to investigate.

The first batch of fuel passed the RN's vigorous testing routine; a sample was shown to the services engineer officer Lt Stuart Geary who uttered the words all tankies want to hear: "Clear and Bright" – that's a verbal 'thumbs up' that the fuel is good to use.

The other main test conducted is a filtration test where fuel is timed as it passes through a filter; the faster it passes through, the cleaner it is.

PO Handyside confirmed that the fuel passed this test as well.

Elsewhere in PoW's ME department, the eternal watch has begun with the Ship Control Centre now operating.

POET (ME) Liam 'Soapy' Watson and ET (ME) Nicholas Shephard flashed up the systems and began to monitor breakdowns and problems.

The first of the many facets of the ME department to go online were the chilled water plants, vital for everything from the air conditioning system which makes the 65,000-tonne vessel habitable, to prevent the many computers, drives and processors from overheating.

The plants are running 24/7... which means they have to be monitored 24/7 by the MEs.

"This is a real highlight of my career so far – to think that my opposite numbers will be keeping watch for 50 years and to know that I'm the first," said Liam, who's using his watchkeeping experience to mentor Nicholas.

"I've developed a bond with HMS Prince of Wales as the work I've done for trials and commissioning systems contributed to my selection for promotion to chief petty officer.

"I've been here since 2016, so it's hard not to feel attached to our ship especially as she comes to life."

The stripe stuff

WHEN is a Falcon a tiger? Or a Hind? A Hornet? A Gazelle? A Gryphon? Or a Royal Navy Merlin Mk2?

When they're all NATO air squadrons. Aerial units from across the alliance which feature tigers either in their crests and badges, or in their nicknames converged on Poznan-Krzesiny airbase in western Poland to hone the ability of friendly jets and helicopters to work together.

There are at least two dozen Tiger-themed squadrons across NATO. Nineteen of those formations responded to the invitation to Exercise Polecat, making for an impressive ambush of tigers both on the ground but especially in the skies of Greater Poland.

Flying the flag for the UK: the Flying Tigers (814 Naval Air Squadron) and the Tigers (230 Sqn RAF) providing a Merlin and Puma respectively.

They shared Polish skies (deep breath) with F-16 Falcon fast jets from 6 ELT (Poland), 313 Sqn (Netherlands), 31 SMD (Belgium) and 335 Mira (Greece); Eurofighters from XII Gruppo (Italy), 142 Esc (Spain) and TaktLwG 74 (Germany); Tornados from TaktLwG 51 (Germany); Rafale M from 11F (France); JAS-39C/D Gripen from 59/1 Sqn (Hungary) and 211 TL (Czech Republic); F18C/D Hornets from Staffel 11 (Switzerland); a Saab 105Oe from 1 JTS (Austria); E-3A Sentry from 1 AEW&CS (NATO); SA 342 Gazelle from EHRA 3 (France); Mi-24 Hind from 221 LtBvR (Czech Republic); and AB-212ICO from XXI Gruppo (Italy).

For the RAF Puma only the location and language was different; it's used to ferrying troops over land.

Not so the Flying Tigers, more at home over the ocean where they hunt submarines and track down surface targets. "We were hundreds of miles from the sea but were not out of our depth," said Observer Lt Luke Maciejewski.

"We had new 'enemies': Man-Portable Air Defence Systems – shoulder-held surface-to-air missiles – tanks, and F16 fighters.

"In fact, our Merlin Mk2 displayed its versatility in a variety of roles which are normally the preserve of our Commando Helicopter Force cousins: troop transporting, casualty evacuation, intelligence gathering, surveillance, target acquisition and reconnaissance.

"The Merlin's endurance, speed and capability of its advanced sensor suite with the electro-optic/infrared camera became a real asset working alongside the French Gazelles, Czech Hinds, Italian T212s and the RAF Puma."

A typical mission involved the fast jet squadrons flying Combat Air Patrols protecting the helicopters on their way to a 'hot landing zone' – something straight out of the Vietnam War, but with 21st-Century kit.

The Merlin identified targets such as tanks, the Gazelles attacked the targets and the Puma, T212s and the Merlin dropped off the troops.

"Polecat provided unique training opportunities for 814 to collaborate with NATO



● Best Tiger poses on during Poznan air show and (below) paying respects at the city's CWGC cemetery to WW1 RNAS personnel



allies and prove the utility of Merlin Mk2 outside of its primary role of anti-submarine warfare," said Cdr Sarah Birchett, 814 NAS CO (aka 'Tiger Boss'). "The opportunity to witness how other nations conduct their business and educate them on how the Royal Navy operates was of tremendous value amongst my junior aircrew and engineers."

The two-week exercise paused to accommodate Poznan Air Show, where the Merlin's sheer size stunned visitors.

There was also an opportunity for some of the RN detachment to visit Poznan's Commonwealth War Graves Cemetery (the city was under German rule for most of the two world wars).

Most of the dead are either prisoners of war – such as 'Great Escape' leader Sqn Ldr Roger Bushell (who became the fictional Roger Bartlett in the film, played by Richard Attenborough) – or bomber crews shot down over eastern Germany.

But there is one headstone to five mechanics of the Royal Naval Air Service – predecessor of the Fleet Air Arm.

CPOs William Locke and John McFarland and POs Edgar Viane, Wilfred Mitchell and William Pearson were killed with a detachment of RNAS armoured cars fighting with Russian troops east of Lvov in July 1917.

Today's Flying Tigers placed a cross of poppies on the memorial; the sailors' bodies were never recovered from the Eastern Front.



That's Alouette, folks

NAVAL aviators are home after an eye-opening five months in the Far East supporting France's key Pacific deployment of 2018.

Around 30 fliers and ground crew, plus two Wildcat helicopters, from 847 NAS embarked on the French assault ship FS Dixmude since February.

They say the experience has been unforgettable, given the destinations visited and forces they've trained with around the western Pacific Rim.

The final stint of the Jeanne d'Arc 2018 (Joan of Arc) deployment from Singapore to the French Mediterranean coast via Djibouti and Crete was largely an Anglo-French affair, with the Royal Marines using the long spells at sea to hone their board-and-search skills – used for taking down pirates, smugglers and drug runners – and then share them with their French counterparts.

With the Wildcat in a stable hover over the flight deck, aircrewman Sgt Tom Goy dispatched the marines one by one on rapid rope training, starting at just 15ft above the deck and climbing to the maximum height of 40ft.

"It's been great doing fast roping on the Dixmude – the Royal Marines were really keen to get up in the aircraft and do some live training and the French Marines completed theirs very safely. It sets the foundation for further potential boarding operations," Tom said.

Meanwhile in the hangar, some Royal Marines played victims – mauled by the sole French attack dog on board Dixmude for protection duties. Having volunteered for that, they stepped forward again when jiu jitsu expert PO Gareth Harvey offered to share his three years of expertise in the field of self-defence.

Should anyone ever threaten a Royal Marine with a gun or knife, the green beret should be able to take them out with sheer physical strength, cunning and speed.

"The guys took to the training with the usual Royal Marines attitude – lots of guts and enthusiasm," Gareth said.

More typically, the hangar was used for Wildcat maintenance

when the flight deck was out of bounds, though conditions – especially in the heat and humidity of the Far East – could be "pretty unpleasant" says CPO Paul Perry, the senior maintenance rating with the detachment.

"We've have gone about our business with professionalism and the typical good humour of the Royal Navy," he continued.

"We have also learned how our French counterparts go about their engineering tasks and identified where we can learn from each other's practices – which can only be a good thing."

Wildcat is the newest helicopter in the Fleet Air Arm's inventory – half a century newer than the Alouette III, the only French helicopter embarked for the duration of the deployment for search-and-rescue duties.

Its crew took 847's training officer, Lt Paul Melling, up for a sortie.

"It was a real pleasure to have a flight in the French Alouette," said Paul. "It was really interesting to fly in an aircraft over half a century old and to compare this to the modern avionics and systems in the Wildcat – it's a completely different beast."

When Dixmude returned to her home base of Toulon, the Wildcats faced a 680-mile journey back to their native Yeovilton – an eight-hour flight from the south of France with stops along the way to refuel and considerable planning to navigate French airspace, something with which their French shipmates assisted.

"The Jeanne d'Arc deployment has been an excellent experience," said pilot Lt Oliver Leisk. "We've seen some incredible places and carried out some really valuable training with the French and other nations. The assistance from the French pilots has been of great help and is one positive indication of how our working together has improved during the trip."

"I'm sure everyone on the 847 detachment will have many fond memories of their time aboard the Dixmude. That said, we all looked forward to getting back to the UK."



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THIS is how excited you get when you combine an England World Cup Quarter-Final victory with the Fleet Air Arm's biggest showcase. (Okay, so Rich Goodwin's Pitts Special would probably have pulled this stunt anyway but what they hell...) The 30,000-plus visitors to Yeovilton Air Day were treated to blue skies, relentless sunshine, some cracking displays, and a gigantic TV screen showing England's triumph over Sweden – making for a very memorable 'banquet of aviation'.



Before the skies were filled from 11am, ground displays took centre stage: a STEM centre (Science Technology, Engineering and Maths) was aimed at encouraging young people down that educational path; the HMS Heron field gun team showed why they are the best in the land; the Military Wives Choir and Heron's Volunteer Band provided harmonies and martial music amid the drone, roar and rumble of engines, and Commando Helicopter Force's mobile team set up a mock forward base to show how they operate in the field.

There were 21 displays squeezed into five and a half hours of flying, with the Commando assault (booms, bangs, lots of RM over-acting) back to close proceedings... and give the public an insight into the work of the new-look Commando Helicopter Force with its Merlins

and Wildcats leading the way.

Crowds were treated to both ends of the Fleet Air Arm spectrum – Yeovilton's own maritime Wildcats opened the show with the classic Sea Fury, restored to flying order following its emergency landing at Culdrose back in 2014.

Famously at the controls that day was Lt Cdr Chris Götke – he earned the AFC for bringing the stricken fighter down safely. Four years later he was chasing a MiG-15 through Somerset skies – recreating a classic Korean War encounter when a Communist jet was downed by a Sea Fury.

The vintage MiG – operated by Norwegian enthusiasts – was making its debut at Yeovilton... while the Sea King took its bow, as a serving military helicopter at any rate. The last squadron flying the venerable aircraft, 849 NAS, brought along a Bagger. Never graceful, but always invaluable, the helicopter with its distinctive black radar sack retires in a couple of month's time, bringing the Sea King's 49-year military career to a close.

Swordfish W5856 is another crowdpleaser – the oldest airworthy model in the world – and probably making her final appearance at Air Day for the Royal Navy Historic Flight before she transfers to the civil register.

You can't go wrong with the Red Arrows – helping to celebrate the RAF's 100th birthday – but vying for the gasps and wows from the crowd were the Jordanian Falcons.

By the time the Commando assault got under way – punters with the best seats could watch the football AND the air display simultaneously – England had just about cemented their place in the World Cup last four.

As the smoke and smell of burned aviation fuel thinned, Yeovilton's CO Cdre Nick Tindal took stock of air day.

"Thousands of visitors came here to see an exciting day of flying in perfect conditions and they have not been disappointed," he said.

"It is the one chance in the year for the aircrew and support staff here at RNAS Yeovilton to explain what they do and how they support our Fleet Air Arm helicopter squadrons worldwide.

"It was a tremendous day – we had perfect weather for a superb and diverse flying display program from here and 14 other nations for the crowds to enjoy. We are extremely proud of our International Air Day and looking around we could see everyone was having a great time!"



The win beneath our wings

pictures: po(phot) des wade, lphot guy pool, and lee howard



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The win beneath our wings

pictures: po(phot) des wade, lphot guy pool, and lee howard



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43 ARE TRIDENT TESTED

WHAT would happen should anyone penetrate the many layers of security and threaten Britain's nuclear deterrent where it's most vulnerable: at home?

Doesn't bare thinking about.

Or rather it does. Indeed, the men charged with the 24/7/365 protection of the UK's ultimate weapon never stop thinking about it.

So much so that they hit the Rock for two weeks of intensive training to make sure no one is ever in a position to threaten it.

O and P Squadrons from 43 Commando Fleet Protection Group safeguard both the Trident missiles (held at a specialist armaments depot at Coulport on Loch Long) as well as the submarines which carry the weapons, the four Vanguard-class submarines based 'around the corner' at Clyde Naval Base on Gareloch.

And just for good measure, they go out on the water with the Faslane Patrol Boat Squadron to shepherd the nuclear submarines in and out of base whenever they move.

As well as providing that round-the-clock cover, the unit trains regularly, playing out various scenarios to keep them on their toes – usually in their native Scotland.

This year, the squadrons chose Gibraltar, its rugged terrain, caves, tunnels and training grounds, not to mention heat and dust, to take them out of their 'comfort zone' and hone close quarter marksmanship skills in a fresh, challenging and unfamiliar environment.

Despite the distinctly Mediterranean setting, Gibraltar closely mirrors the complex environment which the marines work in at their Clyde base.

Both are comprised of jetties set amongst a busy, industrial and maritime setting with complex infrastructure. The location was therefore perfect for ensuring that 43 Commando upholds the high standards required for their continuous role back in Scotland, as well as maintaining its reputation as the Royal Marines' experts in close quarter marksmanship.

As well as conducting exercises around the jetties, the commandos had the opportunity to train in a mock village and in the network of underground tunnels which the Rock is famous for.

Helping them throughout were the troops of the Royal Gibraltar Regiment, who know the subterranean world and training areas like the proverbial backs of their hands.

"I found the exercise to be very realistic – it worked us hard," said Mne Dan Hart. "It was actually better than I expected it would be – working in the field was hard and it was a good time for the lads bonding."

Mne Joe Howes added: "As it was the first time I've been on a trip away as a Royal Marine, I wasn't sure what to expect.

I found the exercise really enjoyable. It involved a lot of things that I am interested in – close quarters battle, for example.

"Training gives you that good foundation of skills and trips such as this give you the chance to develop them to a higher standard."

Observing some of the training was the Governor of Gibraltar, Lieutenant General Ed Davis – between 2011 and 2014 the Commandant General of the Royal Marines.

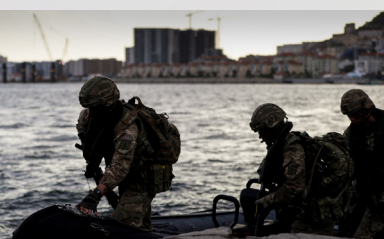
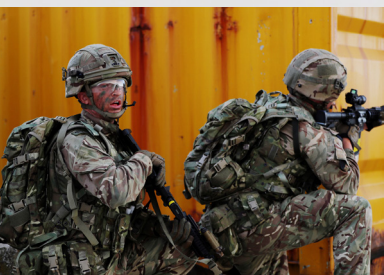
"43 Commando Royal Marines are making the most of the Rock's excellent training facilities," he told the Fleet Protection Group team. "Welcome back to your Mediterranean home, Royal."

To remind them of their Corps' heritage, the Clyde-based Commandos took part in a historic tour of Gibraltar – the Rock is the Royal Marines' sole battle honour, commemorated to this day on the Corps' heraldic crest. The tour also included accounts of how Gibraltar's tunnels were used during World War 2.

And the visitors found time for a football match against Royal Gibraltar Regiment (a 6-1 defeat), before honour was regained on the rugby field with a 36-0 demolition of their Mediterranean colleagues.

And no visit to Gibraltar would be complete without a 'Rock Run' – from the naval base to the top of the 1,300ft mountain which dominates the small territory. Mne James Arding took the 43 Commando bragging rights as the first man to complete the 2.7-mile race.

pictures: lphot will haigh, frpu north



This is 'Global Britain'

After four months leading HMS Albion around the Far East and Pacific Rim, her CO Capt Tim Neild (pictured below chatting with Capt Jeffrey Kim, Commander of Fleet Activities Yokosuka, the US Naval Base near Toyko) captured his thoughts on a part of the world the Royal Navy is rediscovering with a vengeance in 2018.

As the captain of one of the three Royal Navy warships deployed to the Far East in 2018, I have witnessed first-hand the opportunities that exist for the United Kingdom among the fast growing economies of the Asia-Pacific; but I also recognise the relevance of our continuing stake in the security of the region in these uncertain times.

The Fleet Flagship has spent the past few months working to reaffirm the UK's ties to old allies and new friends alike. In Brunei we hosted a reception for more than 40 officers who trained at Britannia Royal Naval College, Dartmouth, over many decades, a perfect example of soft power at work. In Indonesia – a non-Commonwealth country – we received a wonderfully warm welcome. I was pleased to make my ship available to the British Embassy in Jakarta as a venue for talks with cyber security officials and defence industry representatives: evidence of a truly joined-up effort to support UK exports to South East Asia's largest economy.

Given the government's ambition to forge new trading partnerships post-Brexit, this part of the world is full of possibilities for the UK. Another RN ship, HMS Argyll, will arrive later in the year, and between us we have exercises and engagements planned with Australia, Malaysia, New Zealand, Singapore, Japan and Vietnam, to name but a few. This is 'Global Britain' writ large, supported by the best ambassadors our country could wish for – our servicemen and women.

However, with these opportunities comes an expectation that the UK will do its bit to protect the rules and freedoms that make global trade possible. My ship's company held a service of remembrance at the United Nations Memorial Cemetery in the South Korean City of Busan. It is the last resting place for almost 900 Britons who died in the Korean War, and a reminder of our continuing responsibilities in this part of the world.

The presence of the White Ensign is not just a sign of our commitment to this region; it is a statement of our faith in the principles that underpin security and prosperity all across the world; it is maritime activity that underscores the UK's diplomatic position.

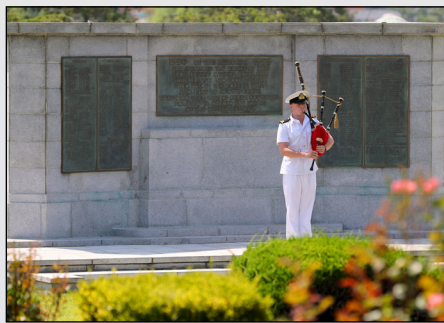
Today, the Royal Navy is busy protecting our security at home, as well as making a vital contribution to NATO in the Atlantic and Mediterranean, yet we remain one of the few navies in the world with a truly global reach. The message I have received throughout the Asia-Pacific, but particularly from the United States and Japan, is that the UK is a valued partner and the Royal Navy's presence a welcome demonstration of international solidarity.

As for the future, this autumn HMS Albion will pass the baton of Fleet Flagship to the aircraft carrier HMS Queen Elizabeth and I have no doubt that Britain's most impressive ship will follow in our wake.

So be in no doubt: these are relevant and exciting times for the Royal Navy as we work to support our nation's expanding global horizons. //



Pictures: PO(Phot) Dave Jenkins and LPhot Pepe Hogan



After four months in the Asia-Pacific region flagship HMS Albion finds it's part of the world packed with

EASTERN PROMISE

OFFICERS from the Republic of Korea Navy wave theirs and mini Union flags as HMS Albion approaches the jetty in Busan to a Beatles soundtrack (you'll have to trust us on that one...).

It's been ten years since the White Ensign was last seen in South Korea's second city apparently – and sailors from both navies were keen to make up for lost time.

The port in southeastern Korea was the final stop-off for Britain's flagship on the first half of her Far East epic.

It was at the city's gates in the late summer of 1950 that the Communist invasion from the north was halted – North Korean forces were stopped just 30 miles from Pusan at it was known at the time.

But at a cost, as the neat rows of graves in the perfectly-manicured lawns of the city's UN Memorial Cemetery.

Some 2,300 Servicemen from 11 nations have found eternal rest here, including nearly 900 Britons.

It was there the majority of Albion's ship's company of sailor and Royal Marines gathered to pay respects to their countrymen who saved South Korea from Communist rule nearly 70 years ago.

For HMS Albion's Assistant Logistics Officer Sub Lt Matthew Ford the commemoration was particularly poignant.

"My grandfather served as a chief petty officer shipwright on the carrier HMS Theseus during the Korean War," he explained. "When I joined the Royal Navy 18 months ago, I never imagined I'd be here in the Far East so early in my career, so it's very special to be following in his footsteps, and to pay my respects to those who didn't come home."

The Korean War was the last major conflict in which the Commonwealth fought together as a combined force. Sub Lt Pauline Theron from the Royal New Zealand Navy is currently serving on HMS Albion as part of an exchange programme:

"The Commonwealth made a significant contribution to the Korean War," she said. "I live in New Zealand and I'm South African by birth so I was very pleased to pay tribute to my own countrymen who rest here. The cemetery was immaculate and the South Koreans clearly look upon our contribution with great reverence."

The Royal Navy served extensively throughout the 1950-53 conflict, with at least one aircraft carrier on station providing air support – including the famous downing of a MiG jet by a piston-engined Sea Fury fighter – while on the ground 41 Commando spearheaded the Royal Marines' commitment as



Albion is escorted into Busan Naval Base where (below) EWO WO1 Mark Thrift and, behind him, CO Capt Tim Neild, receive a traditional welcome



a raiding party, and later fought with distinction at the Choison Reservoir.

"It was a huge privilege for the Fleet Flagship to commemorate the service and sacrifice of all those who fought under the banner of the United Nations," said Capt Tim Neild, HMS Albion's Commanding Officer.

"Seeing so many headstones bearing the names of British and Commonwealth servicemen is a poignant reminder of the UK's ties to the Korean Peninsula, and our continuing responsibilities in this part of the world.

"It seems right and proper that HMS Albion is here all these years later to help preserve and strengthen the freedoms for which they fought and died."

In recent years, the two navies have worked together on counter-piracy operations in

the Middle East, but opportunities to come together in the Asia-Pacific region have been relatively scarce.

There was a busy programme of defence engagement as the ship welcomed members of the public onboard for tours, together with local VIPs at an evening reception. General Vincent Brooks, Commander US Forces Korea, and Vice Admiral Jung, Commander Republic of Korea Fleet, were present at the Ceremonial Sunset to take the salute.

A group from HMS Albion had a special insight into the continuing armistice on the Korean Peninsula when they visited the Demilitarised Zone on a tour organised by the British Embassy.

"It was absolutely brilliant" said CPO Sean Jarvie, HMS Albion's operations room manager.

"We were able to enter the blue huts which straddle the border and are used for meetings between both sides, as well as walking through the tunnels that were secretly dug under the border. It's the best visit I've done during my time in the Navy."

Leading the visit was Lt Cdr Craig Guest who said: "We are enormously grateful to the British Embassy in Seoul and the United Nations for helping us better understand a conflict that has been frozen for the past 68 years."

Meanwhile, 40 Royal Marines made the two-hour journey to Pohang to meet their counterparts from the Republic of Korea Marine Corps.

"I've been all around Europe and the Middle East, but this is my first time in Asia-Pacific so it was interesting to meet with the Korean marines who struck me as being fiercely professional. We were very warmly welcome," said L/Cpl Gardiner.

Mne Oskar Dickson agreed: "We got to tour their camp and see some of their armoured amphibious vehicles at work on the beach. I could definitely see similarities with the Royal Marines."

HMS Albion left the UK in February, and is now readying for the second half of her deployment after a maintenance period in the US Seventh Fleet's base at Yokosuka, 40 miles outside Tokyo.

"In the midst of our maritime security duties and busy defence engagement programme, my sailors and marines are getting to visit some extraordinary places and are forging life-long memories. We joined the Royal Navy to see the world and HMS Albion is truly living the advert," said Capt Neild.





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The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

*Military Saving programme available to current and ex-Service Personnel. Including veterans and retired members of the UK Armed Forces. Customer savings of 4% to 20% off the Recommended On The Road price available across the Ford range (excluding KA+ and Focus RS) on vehicles contracted between 26th January 2018 and 31st December 2018 and registered between 26th January 2018 and 30th June 2019. Retail customers only. This promotion cannot be used in conjunction with other manufacturer promotions or incentives. At participating Ford dealers – for terms and conditions, including the eligibility criteria, eligible models and customer savings visit: www.ford.co.uk/militarysales

Tall order for Alastair

IF WE had video, we'd have to add the strains of Khachaturian...

In full sail, Chilean Navy barquentine Esmeralda powers through the Pacific – a magnificent reminder of the age of sail.

Among the 390 sailors on board, Sub Lt Alastair Newton on the voyage of a lifetime as part of an exchange with the Chilean Navy.

He was offered – and jumped at – the chance to join the 65-year-old training ship on a cruise with other South American tall ships to mark the 200th birthday of Chile's Navy.

The junior officer has spent the past four months on the schooner, learning the fundamentals of seafaring alongside Chilean midshipmen (guardiamarinas) and able seamen (marinas) as Esmeralda sails around South America on her 63rd training cruise.

Fresh from completing his Initial Warfare Officer (Navigation, Aviation and Warfare) courses at HMS Collingwood in Fareham, Alastair flew 6,500 miles to Chile to join 300 sailors and 90 midshipmen complete their basic training having passed out of their respective naval colleges.

Irrespective of rank and experience, trainees like Alastair are expected to 'muck in' in all aspects of life aboard from bridge watches to carrying out astronavigation calculations (in longhand) and manning the 21 sails on board. And for the Brit, there's the additional challenge of improving his Spanish language skills.

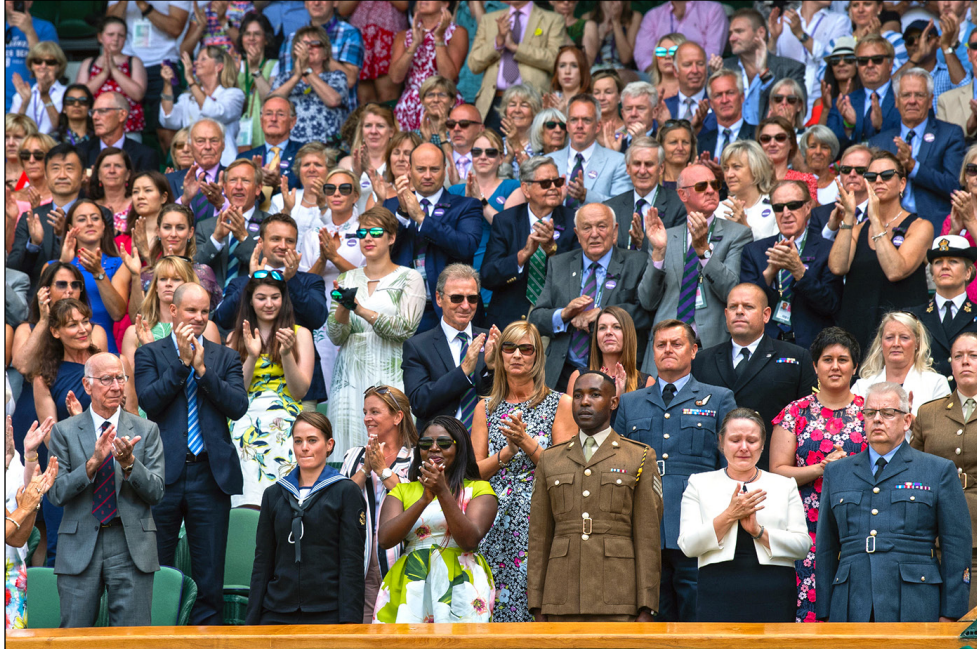
The voyage is part of a wider gathering of tall ships in the Southern Hemisphere – Velas Latinoamerica 2018 – which also involved similar vessels (deep breath now) from Argentina (Fragata Libertad) Brazil (Navio Veleiro Cisne Branco), Ecuador (Buque Escuela Gloria), Mexico (Buque Escuela Cuauhtemoc), Peru (Buque Escuela Unión), Spain (Buque Escuela Juan Sebastian de Elcano), Uruguay (Veleiro Escuela Capitan Miranda) and Venezuela (Buque Escuela Simon Bolivar).

The ports visited by the flotilla of tall ships reads like a 'wish you were here' travel guide of South America: Rio, Punta del Este and Montevideo (Uruguay), Buenos Aires – which coincided with a rare visit by Royal Navy ice patrol ship HMS Protector – and Ushuaia (Argentina), and Puerto Williams, Punta Arenas, Talcahuano, Valparaiso and Antofagasta in Chile.

Half-way through his assignment, the junior officer says it's been an unforgettable experience.

"It's been the opportunity of a lifetime," says Alastair, who lives in Cambridge. "I was on watch on the bridge while navigating the stunning Beagle Channel and Magdalena Strait. "There are still another eight countries and ten ports to visit by the end of my eight months onboard – I'll have visited 11 countries, made 19 ports of call and travelled over 22,200 nautical miles."

There are strong links between the Royal and Chilean Navies; Admiral Lord Cochrane is regarded as the founding father of the South American nation's fleet and four former RN frigates – Grafton, Norfolk, Marlborough and Sheffield – serve under Chilean flag.



Chelsie takes full advantage

WORLD-Cup winner Sir Bobby Charlton led the applause as nearly 15,000 people salute LNN Chelsie Rice – one of several military personnel rewarded with a star-studded day in the royal box at Wimbledon's Centre Court.

The 23-year-old from Newarthill, near Motherwell, was singled out for her hard work, attitude, drive and desire on her very first deployment: helping to run a hospital with fellow Royal Navy medics at Bentiu in South Sudan, part of a 400-strong British presence as part of a UN peacekeeping mission.

Chelsie, who only joined the Royal Navy 18 months ago, was one of seven people from across the three Services who received the full VIP treatment at the world's most famous tennis tournament on 'People's Saturday', special recognition for going above and beyond the call of ordinary duty.

After learning about the military's long-standing role at SW19 – around 300 personnel volunteer to act as stewards over the fortnight of the Grand Slam event every year – Chelsie and her mum were shown the foyer of centre court, where the winner's plaques and trophies can be found and which leads to an exclusive balcony terrace where royal box guests enjoy the finest dining.

"Guests included Billie Jean King, Dame Jessica Ennis-Hill and Sir Bobby Charlton," said Chelsie. "Whilst waiting to order our food Billie Jean King came over to our military table, introduced herself and shook all the military personnel's hands and thanked us for our service and for coming."

"The à la carte menu consisted of lobster, halibut, steak and strawberries and cream – we couldn't not have strawberries and cream while at Wimbledon!"



● Just champions... Chelsie poses next to the ladies' singles winners' board... before Angelique Kerber's name was added

Having enjoyed quintessential Wimbledon food, Chelsie and her mum sat down to a menu of top-notch tennis: but before Rafael Nadal took on Alex de Minaur, TV presenter Sue Barker took to the court and introduced the royal box guests, including the seven sailors, soldiers and airmen. "The standing ovation and everlasting round of applause we received for our services from everyone on centre court that day was incredible and a moment I won't forget in a hurry," said Chelsie, who's currently serving with the military medics assigned to Portsmouth's Queen Alexandra Hospital.

In between games, the VIPs could stretch their legs in the foyer, bump into former world heavyweight champion David Haye, enjoy afternoon tea on the terrace again – sandwiches, scones, canapés, cakes and unlimited refills of tea and coffee.

Having seen Nadal triumph and women's title winner Angelique Kerber beat Naomi Osaka, the Rices settled down for the day's main event: British hopeful Kyle Edmund against ultimate winner Novak Djokovic. The Serb won in four sets, but

it didn't cast much of a cloud on Chelsie's day.

"The memories I have from Wimbledon will be hard to top. From my seat right at the front of the royal box, to sitting at lunch with all the inspirational sportsmen and women, to receiving a standing ovation in centre court and watch the world-class tennis."

"I am so proud and humbled to have represented the Military, the Royal Navy and more so the QARNNS at this very prestigious event."

Lt Cdr Karen McCullough, Chelsie's CO, said the young Naval nurse's "positive attitude, drive and dedication" in Sudan stood out as she volunteered to take on extra responsibilities such as overseeing the prevention infections spreading in the wards, running training sessions for local civilians working at the hospital. "Always the first to volunteer, LNN Rice undertook a range of tasks, some of which she felt were beyond her abilities but she tackled them with a positive, cheerful attitude and grew in confidence," she added.

Main picture: Thomas Lovelock/ AELTC

Dealing with Dragons on Dartmoor

THE core of Commando Logistics Regiment took its many and varied units on to Dartmoor for its annual test of its ability to support the front line.

Green Dragon is to the Chivenor-based unit what Operational Sea Training is to the ships of the Royal Navy – a validation exercise which determines whether a logistics task group is ready to deploy with the lead commando group, anywhere in the world, in any environment.

The exercise is normally staged on Salisbury Plain, but this year moved to Dartmoor.

A convoy of around 100 vehicles brought some 300 specialists in vehicle repair, engineering, emergency medical treatment, communications and the distribution of stores and equipment to be

tested in their various areas of expertise, setting up base at Lee Moor Quarry and Newnham Park.

The terrain at the park and quarry are difficult to negotiate – especially with such large numbers of vehicles – and also forced the regiment to change its approach to camouflage, creating some innovative methods of concealment, such as using striped tarpaulin and plastic sheeting to create the illusion of corrugated iron roofs and concrete walls to hide traditional military tents in plain sight.

Other innovations include the use of movement sensors, cameras and drones to provide protection to areas of ground that have been traditionally difficult to cover, allowing locations to be protected with a far smaller fighting force.

DARE to INNOVATE

Tech rises to QE challenge

ELECTRONIC tagging, drones locating sailors who've fallen overboard and engines and systems which report faults to engineers could all be introduced on Britain's biggest warship.

Leading industry, scientific and technological brains were invited aboard HMS Queen Elizabeth to help crew overcome some of the challenges they face on a daily basis – hoping tech will provide the solution.

Since going to sea 12 months ago, the 600-plus crew of new aircraft carrier HMS Queen Elizabeth have picked up on day-to-day issues which are unique to the gigantic Portsmouth-based warship and her sister Prince of Wales, still undergoing construction in Scotland.

At 65,000 tonnes and over 900 feet long, the two carriers are three times the size of the ships they replace – but with the same number of sailors on board.

There are more than 3,000 compartments on board, spread over ten decks, with a myriad of passageways and stairwells, nooks and crannies. The result is a maze longer than the Houses of Parliament and nearly as tall as Big Ben.

Keeping track of everybody can be a real issue – especially during an emergency or when at war – so more than 100 industry, university and MOD innovators were invited to Portsmouth Naval Base to meet crew and tour the future flagship for a first-hand 'feel' of the challenges brought about by the complexity of a small mobile city.

"At 65,000 tonnes, HMS Queen Elizabeth and Prince of Wales are the largest warships ever built for the Royal Navy. Their size alone is making the Navy think differently about how it does its business and so we invited the best and brightest from UK industry to help," explained Lieutenant Commander Matthew Cox, the Royal Navy's Innovation Programme manager.

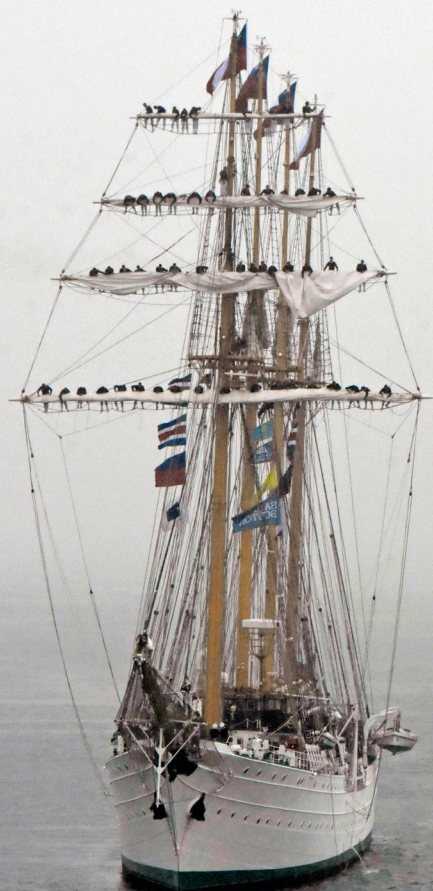
"We may not be ready for Star Trek-style intercom name badges, but radio frequency tracking is just one example of an innovative technology that could help today."

For an engineer on a floating airfield 284 metres long, a set of machinery rounds can become a two-hour hike. The Navy wants to exploit the latest technology to remotely analyse and maintain of machinery. It's safer – were the sailor to have a serious accident, they might not be found for 90 minutes or more – and it would free engineers from the monotony of monitoring routine equipment and focus on other systems.

One idea that is already being taken forward for further development is a drone-delivered life raft to help a sailor who falls into the ocean. The system uses sophisticated search software, including wake following algorithms to find and identify the person in the water before dropping a one-man life raft to save them.

The event – a collaboration between the Royal Navy's Innovation Team, HMS Queen Elizabeth herself, the Carrier Strike and Aviation Team and the MOD's military scientists at DSTL – was attended by the head of the Fleet Air Arm, Rear Admiral Keith Blount.

"The two new aircraft carriers are triumphs of UK engineering, design and innovation. As the full capability provided by them is being realised, I am looking to automation and innovation to help maximise the effect delivered by the ship's company," he told the experts.



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Winning rockets make quite a racket

THE Countess of Wessex covers her ears as rocket-fuelled cars compete in the national Race for the Line event.

And it was a Royal Navy-backed team who powered to victory in the race aimed at encouraging the best and brightest young engineers in the land.

The miniature rocket car, designed and built by students from Littlehampton Academy in West Sussex, proved faster than any other vehicle created by their 58 rivals in the national Race for the Line event.

Some 78,000 Year 7 pupils in schools and academies across the land rose to the challenge to design, build and race tiny model cars – inspired by the Bloodhound Supersonic Car and its land speed record attempt.

Powered by miniature rockets, the students' tiny cars reach speeds proportionate to the full-sized Bloodhound topping its target of

1,000mph.

After a series of heats around the UK, the top 59 teams converged on RAF Wittering in Cambridgeshire where, in addition to the main event, the schoolchildren were treated to displays by legendary Spitfires, the latest RAF Typhoons and the Red Arrows, while Science, Technology, Engineering and Maths (STEM) advocates were on hand to highlight the opportunities open to young people in the Royal Navy.

As for the main race Littlehampton Academy were crowned winners with their car recorded maxing out at 66.1mph, actually seven mph slower than the top speed managed in the qualifier.

"It takes a massive amount of thinking and hours of engineering and practice, it's an inspiring challenge, and I'm very proud of them," said design, technology and science

teacher David Flowers.

Run by the Learning Partnership, the Race for the Line competition is intended to inspire and engage pupils with STEM, raising awareness of the opportunities and careers available to them.

Cdr Craig Wood, who supported the Portsmouth regional final where Littlehampton triumphed, said: "The sooner that we can connect the youth with these concepts and engineering in general, then perhaps we will break down that barrier that engineering is just mathematics and quite boring."

In mentoring the children, Lt Cdr Ross Lee said: "This event is a great opportunity to bring engineering to the younger generation in an exciting way. We just hope this experience will encourage more young people to take up STEM-based careers in the future."

So much achieved, so much still to do

BY the end of this month we will be two thirds of the way through the Year of Engineering 2018; so much has already been achieved across the RN, yet there is still so much more to do.

Of over 240 RN events and activities planned for the year across the country, many have already been delivered.

The campaign has also been highlighted at numerous STEM events, including Big Bang Fairs (in Birmingham, Glasgow and Solent), STEM Roadshows and schools visits by hundreds of RN STEM Ambassadors; many were on hand in Hangar 8 at the Yeovilton Air Day providing a fabulous, hands-on experience for hundreds of young people.

There has also been an increase in the number of RN registered STEM Ambassadors from 70 last December to over 200 by the end of June

In late June the RN was also represented at a Women's Engineering Society/FM Global seminar in London, as well as afternoon tea at the Royal Academy of Engineering.

The RN's campaign is not only about STEM events; social media activity is building. By the end of June the RN's campaign had reached over 2.5 million people and has been shared across an ever-increasing number of channels by an increasing number of RN units.

Every engineer can explain

why they form the 'beating heart' of operational capability.

Next month the theme is 'Back to School', so many events are linking in, for example RNAS Cudrose is hosting an apprentices raft challenge and there is a visit to HMS Sultan by the John Eggings Trust to build confidence, self-esteem, teamwork and communication.

These events will be followed by an open day at HMS Raleigh, the International Naval Engineering Conference at Strathclyde University in October, 'Up to the Challenge' events at RNAS Cudrose and 'Tomorrow's Engineers' Week' at RNAS Yeovilton in November.

Interspersed between these will also be a number of STEM outreach events.

There's still plenty of time for you to contribute to the Year of Engineering campaign; read [RNTM 07-064/17](#) or share your experiences on social media, using [#yoe](#), [#inspireanengineer](#) and [#takeacloserlook](#), and link into [@RoyalNavy](#) and [@YoEGovUK](#).

If you're not a fan of social media, then you can still keep up to date with what's going on by joining the YOE18 Defence Connect group, visiting the Year of Engineering 2018 page on the Defence Intranet, or by visiting the DfT's own website at [www.yearofengineering.gov.uk](#).

Starting them young



2018. YEAR OF ENGINEERING

FIVE schools from the Portsmouth area took part in a Primary Engineer Celebration Event hosted by the RN sponsored Portsmouth UTC.

The attendees from Cottage Grove Primary, Gatcombe Park Primary School, Wimborne Primary, Wickham Church of England Primary School and Fernhurst Junior School were assisted in the development of their entries by numerous RN STEM Ambassadors over recent months, which culminated in the celebration event.

The pupils had been tasked with making box cars which were tested at UTC Portsmouth. The tests included how far their cars would go in a straight line and their performance on an incline, with their presentation of research, adherence to budgets and build quality also being assessed.

The children were separated into two groups, with children in Years 4 – 6 dubbed 'Engineers' using small electric motors while the younger kids were 'Apprentices', who pushed their cars down a ramp to measure performance.

The event was attended by Portsmouth City Council leader, Councillor Gerald Vernon-Jackson, and four members of the Royal Navy, Cdr Neil Benstead, Lt Emma Miles, WO1 Hepworth and PO Paul Shannon as well as a representative from Wartsila.

Capt Matt Bolton, the Royal Navy's Year of Engineering lead, said: "This has been yet another fabulous Year of Engineering 2018 event that has given young people the opportunity to experience both the fun of engineering and the challenge of solving real practical problems.

"As a highly-technical organisation that employs thousands of engineers it has



been a privilege for the Royal Navy to be involved in supporting Primary Engineer. Congratulations to all the children and teachers who took part."

The event was attended by around 40 schoolchildren and their teachers and once the judging was completed there were prizes for the best entries and best performance. The prizes awarded were:

- Winner Apprentice Level 2: Gatcombe Park Primary School – Team 1; Runner-up: Gatcombe Park Primary School – Team 2
- Winner Engineer Level 1 – Gatcombe Park Primary School – Team 2; Runner-up: Fernhurst Junior – Team 1
- Best Communicator Engineer – Wimborne Primary School Team 2
- Best Communicator Apprentice – Gatcombe Park Primary School
- Best Themed Engineer – Wickham Primary School – Team 1
- Best Themed Apprentice – Gatcombe Park Primary School – Team 1

Hannah Stafford, six, from Gatcombe Park Primary, said: 'I couldn't believe how far it went because when we did it in school it only went three metres but today it went four.'

Lara Agha, seven, from Gatcombe Park Primary, added: 'Pushing it down was my favourite part.'

There was also time at the event to promote



the Year of Engineering 2018 campaign; Cdr Neil Benstead RN explained the aims of the campaign and highlighted the RN-UKNEST Naval Engineering Competition to the schoolchildren and their teachers.

The competition is for school children in Years 1 – 13 across the UK, asking them to come up with an innovative design for a ship capable of rescuing up to 1,000 people.

As one of the flagship initiatives in support of the Year of Engineering, the competition is aimed at inspiring students to take a closer look at how rewarding a career in engineering can be through a challenge that deliberately encourages creativity and allows students to come up with designs which haven't been influenced by pre-conceptions.

Upon entry to the competition (at [www.uknest.org/](#)), students have a month to complete the challenge and are required to submit an A3 poster with their annotated design and description.

The competition is running until December 1 and entries will be judged by a team of industry professionals, allowing for the varying levels of detail expected across the age ranges for Years 1 – 6, 7 – 11 and 11 – 12.

The best three designs from each age category will be eligible to win prizes and the winning entrants will also be invited to a prize giving event hosted by the Royal Navy.



● HMS Montrose's CO Cdr Conor O'Neill with marine engineers, from left, Blair Sproat, Declan Williamson, Daniel Manneh, Joshua Bradley, Philip McCormick, and Craig Armstrong

Six of the best

SIX Marine Engineers onboard HMS Montrose have been awarded their certificates of competence and promotion to Marine Engineer First Class.

The engineers, who form part of the 40-strong Marine Engineering team in the Type 23 frigate based in Plymouth, have spent the last six months onboard putting to use the skills they have learned at HMS Sultan in Gosport, the home of their 30-week Marine Engineering Course.

Although a key milestone has been achieved onboard at the start of their career under the new Faraday training scheme, they will now undergo a further six months of arduous and challenging on the job training before they will be able to undertake sea duty watches.

ET(ME) Blair Sproat, who joined the ship in November 2017, said: "It seems an age

ago that I was at HMS Sultan undergoing my trade training as an engineer. To now be part of the Marine Engineering Team onboard HMS Montrose, not only putting my training to good use, but also to achieve my ET(ME) 1 award is a proud moment, and I am looking forward to further my training as an engineer."

Commanding Officer of HMS Montrose, Cdr Conor O'Neill who presented the Engineers with their award, said: "Whether we are at sea or alongside, the men and women of HMS Montrose's Marine Engineering Department are always working hard to keep the lights on, engines running and systems functioning correctly.

"The young engineers promoted have made a great contribution to the ship since they joined and should be very proud of their achievements."

Back where it all began

AN open day for engineering ratings past and present will be held on September 28 for personnel who started their Naval careers at HMS Fisgard or HMS Raleigh.

This gives an opportunity to re-visit their roots, to see how INT(R) operates today and by rubbing shoulders with prospective engineers and their

families, to influence the future of defence engineering.

The event is not restricted to RN personnel and any civilian staff who wish to further develop themselves are more than welcome to apply.

Any interested parties should contact WO1 P Simpson on 41307 or [peter.simpson474@mod.gov.uk](#)

Starship



THE impressive Charilaos Trikoupi bridge in Greece was just one of the many spectacular sights which greeted HMS Enterprise during her year in the Mediterranean.

The 2,880-metre structure spans the mouth of the Gulf of Corinth, near Patras and saves motorists a 180-mile journey around the Gulf.

But it was no problem for the survey ship during her deployment as a NATO flagship.

The Royal Navy's commitment to NATO Mine Countermeasures began in January 2017 when just a few members of the Battle Staff started planning for the upcoming year-long deployment.

SNMCMG2 is one of four continuously deployed task groups which comprise NATO's Response Forces. Working primarily in the Eastern Mediterranean and the Black Sea, the force provides a high-readiness MCM capability.

SNMCMG2 took part in six international NATO exercises and completed 40 port visits in the Black Sea and Mediterranean, including one Non-NATO port visit in Batumi, Georgia.

In every port visit (bar one or two 'recovery' weekends), the task group and its flag ship, HMS Enterprise hosted force receptions, press conferences, opened the ship to visitors and held formal luncheons.

Enterprise's CO Cdr Phil Harper said: "It has been an honour to be the Flag Captain for this NATO deployment. Working with our NATO allies and partners across the Mediterranean Sea and Black Sea region has been a career highlight and truly we put NATO at the heart of defence."

During the six multinational mine countermeasures exercises, the mine hunters were tasked to find and recover dummy mines of varying shapes and sizes.

Often working as a separate sub group of the task force, SNMCMG2 were praised highly for their professionalism, dedication and commitment to recovering every mine and

often were the last task group at sea to ensure the job was finished.

Over the year SNMCMG2 discovered four live historic mines probably from WWII. One was discovered on the exercise Brilliant Mariner in Toulon. This was destroyed by the French authorities.

Another mine was discovered by the Turkish ship TCG Akca off the coast of Romania and two further naval shells were discovered off the coast of Mallorca, Spain during a Spanish mine exercise. All historical ordnance was handed over to the local authorities for removal or destruction.

Over the deployment, eight NATO nations contributed to SNMCMG2: the UK, France, Spain, Greece, Turkey, Romania, Bulgaria and Italy, swelling to seven ships at a time.

Enterprise conducted a passing exercise – PASSEX – with the Albanian Navy, the Croatian Navy and the Bulgarian Navy.

SNMCMG2 also worked with the Centre for Maritime Research and Evaluation (CMRE). The research team of 12 scientists, engineers and their equipment (contained in two shipping containers) were embarked on board HMS Enterprise for several weeks, deploying their two Underwater Autonomous Vehicles (AUVs) 'Black Cat' and 'Muscle' during exercises with Spanish and Italian warships.

The AUVs were used in conjunction with the minehunters. The aim of the mission was to demonstrate an autonomous mine-hunting capability deployed from a military platform, as this was the first time the team on Enterprise had had the opportunity to test this.

This first aim was successful, showing that ships like HMS Enterprise can meet any demand and be a fantastic support to the CMRE team.

They went further to concentrate on the communication and co-ordination methods between different AUVs operating in the same water. In the future, this will allow these AUVs to operate completely independently, using

artificial intelligence to divide up the survey work depending on the particular assets or limitations of each AUV.

On a sizzling day in Souda Bay, Crete, Enterprise's task leading a force of international minehunters formally ended as Britain handed over responsibility for the group – which roams from the Pillars of Hercules to eastern shore of the Black Sea – to the German Navy.

Temperatures reached 35°C on the forecastle of the Devonport-based ship as NATO's Maritime Commander Vice Admiral Clive Johnstone presided over the transfer of command.

For 365 days, Enterprise led Standing Mine Countermeasures Group No.2, which flies the flag for NATO through the Middle and Black Seas, trains with the region's navies – not just in the art of hunting mines, but disaster relief and search-and-rescue missions – and hones the ability of participating NATO forces to work seamlessly together.

With a battle staff led by Cdr Justin Haines embarked, Enterprise has directed major exercises, visited 40 ports, helped locate four WW2-era mines, worked with scientists to further the use of unmanned technology in finding objects underwater, and worked with around a dozen NATO and foreign navies.

The demands placed on the ship's company throughout have been heavy.

"Before we deployed, colleagues predicted a fantastic sunny Mediterranean 'cruise', but that couldn't be further from the truth," said Surg Lt Megan Adams, task force medical officer.

"Hard work and dedication was required by everyone involved – busy weeks at sea, in rough weather over the winter, and even busier weekends alongside. Everyone was pushed to their limits."

Chelsea Dyson, one of Enterprise's chefs, has thoroughly

enjoyed the NA

"I've been engaged in opportunity for

"It's been a places that I w experience."

"It has been national task said Cdr Hains Marine.

"The relation visits strength as a team we a

Loved ones returned home

"This has been hard it's been, have kept us g

It wasn't all Montenegrin s as well as visit

Surg Lt Ada through the y barotrauma an displayed by a general safety

"All RN perso of their comfort had us on our has come away have achieved

Command o Fregattenkapit while Enterpri With the



mines



NATO experience.
lucky to be involved with every defence
event over the past year – it's been a great
for me to develop my culinary skills.
great deployment too for seeing new places –
would never normally have had the chance to

an immense privilege to command a multi-
force with outstanding people at its heart,"
as the NATO flag was passed to the Deutsche

relationships we forge between ships and during
en the alliance. We share the same goal – and
are so much stronger."

lined the jetty at Devonport as Enterprise

been a deployment of a lifetime and however
over the past year, it has been our families that
going," said Cdr Harper.

hard work. Skiing and snowboarding on the
slopes in February was among the highlights,
to Slovenia, Croatia and Georgia.

ms added: I'm just relieved to have made it
ear without a single decompression illness or
and this is due to the high level of professionalism
all dive teams across every nationality and the
ethos upheld by Cdr Hains.

onnel involved have at times been pushed out
ort zone and the sheer pace of the deployment
toes, but hopefully, every member of the team
y from this experience with a sense of what we
this year."

of the mine warfare group is now with
än Frank Maginsky and his flagship FGS Rhein,
ge.

anks to Surg Lt Megan Adams, HMS Enterprise





Perfect Prefect for RN's Lucas

ALL smiles – and why shouldn't Lt Lucas Harrison be delighted after his first solo flight.

Even more so as the junior officer became the first ever Royal Navy student to fly the military's new trainer on his own.

This is the Grob Prefect which has replaced the Tutor as the aircraft of choice for teaching future pilots and observers the fundamentals of flight.

It's more powerful than its predecessor (turboprop not piston) and its cockpit is 'digital' – no dials, buttons and knobs, just display screens – mirroring the Fleet Air Arm's front-line aircraft.

Lucas is the first RN flier to go through the new UK Military Flying Training System. He's actually being instructed by 674 Sqn Army Air Corps – it shares training duties at RAF Barkston Heath in Lincolnshire with 703 NAS (both squadrons train hopeful aviators from all three Services).

When 674's Officer Commanding Maj Mark Beard AAC was satisfied his naval student had reached the required standard, he sent Lucas off on his first solo flight: a five-minute sortie consisting of a single circuit of the airfield, which lies about six miles south of RAF Cranwell.

Take off power set. Brakes released. And the Grob Prefect galloped down Runway 06 at RAF Barkston Heath before leaping into the air.

"It was a real honour to be one of the first students to be sent solo in the Prefect. The aircraft is an absolute pleasure to fly, it feels very intuitive and handles superbly," said Lucas, a former warfare officer who's specialised as aircrew.

The majority of his course mates were also sent aloft on their first solo flights the same week, marking a significant milestone in elementary flying training and the development of the UK MFTS as a whole.

From Barkston Heath successful pilots move on to RAF Linton-on-Ouse if they're chosen for the fast jet world, or RAF Shawbury for helicopters, while observers make for Culdrose where 750 NAS teach the basics of 21st Century aerial warfare at sea.



Brothers' Toral of duty

A RARE encounter in Kabul for two men helping to build a new, post-Taliban, Afghan Armed Forces.

On the left, Cdr Ben Stait, responsible at the MOD for Op Toral – military support training the Afghan Army – and on the right, Sqn Ldr Simon Stait RAF.

Simon is helping develop the Afghan Air Force – one of around 650 British troops in Afghanistan.

"We don't get to see one another that often, but it is fantastic to meet up with my brother in a country that has developed so much in the past 8 years," said Simon, who previously served in HMS Bulwark and on Operation Herrick.

Since combat operations ended in 2014, the Naval Service has remained in Afghanistan supporting NATO's Resolute Support mission.

There are a dozen Royal Navy and Royal Marine personnel helping to train and advise Afghan National Defence and Security Forces, who are now in the lead for delivering their own



security. "The UK is still playing an important role in Afghanistan, working closely with NATO and the Afghan Government," Cdr Stait explained.

"It has been a privilege to meet fellow sailors and marines making such an important contribution, helping the Afghans make their country safer."



Giving Ross the edge

A TRIUMPHANT fist pump from LET(ME) David Thomas as strongman Ross Edgley enjoys a brief rest aboard Royal Navy patrol boat HMS Charger on the 20th day of an epic swimming challenge... set by the Royal Marines.

The P2000 and her sister ship Biter met Ross off the Devon fishing port of Brixham, one fifth of the way into his Great British Swim – around the entire mainland of Britain.

Ross left Margate on June 1, spending six hours at a time in the water, before clambering into his support boat for a spot of kip and food, then resuming his 2,000-mile epic.

The two patrol boats found the strongman, who's already completed bonkers challenges such as rope climbing the height of Everest and swimming 100km

in the Caribbean tied to a tree, was in need of a moral and physical boost after around 300 miles in the water.

The latter came in the form of bananas, the former courtesy of lots of selfies and an HMS Charger ship's badge from CO Lt Paul Harsent.

"Support boats don't come much better – it's been the absolute highlight of the Great British Swim so far. The Navy heard I was struggling with the waves, so they sent HMS Charger and Biter to support," said Ross.

"They're crewed by massive legends – they brought bananas and invaluable advice on seasickness. I cannot thank them enough."

No-one has ever swum around the mainland before. Ross was inspired by the Royal Marines who suggested the marathon swim after he'd covered 126km (78 miles) in a 48-hour

swimathon.

"It was a pleasure to meet and assist Ross, said Lt Nathan Davies, Biter's CO. "We hope our advice helps him along his way and wish him the very best of luck for the challenge ahead. Rather him than us..."

If he succeeds in his quest, he should arrive at Tower Bridge in London inside 100 days – the second week in September.



From Pompey to Chatham via Bristol

WHILE 18½ million people in the land were cheering on England against Belgium in the World Cup group clash, sailors on HMS Bristol were encouraging shipmates.

Crew of the training and accommodation ship berthed in Portsmouth Harbour set out to row 339 kilometres – 211 miles – inside 24 hours to raise money for naval veterans.

To succeed, the sailors had to row 14 kilometres every hour, averaging 500 metres every two minutes 7.4 seconds.

WO Tim 'Apple' Cox was the first on the machine, cheered on by Lt Cdrs David Price and John Haynes, Bristol's CO and XO respectively (pictured above).

To help the Bristolians to their goal, they were joined by members of the RN indoor rowing team, MOD guards and BRNC cadets... while they lived on a (not especially healthy) diet of jelly babies, bananas and water.

With 57 minutes to spare, the distance was achieved – fittingly it was organiser/Bristol's PT CPO Daz Hoare who was in the

Chris' heart is in cycle ride

SURVIVING a heart attack at work prompted POWS(AWT) Christopher Potter to cycle from London to Brighton to support research that helped save his life.

The senior rate was sitting at his desk at HMS King Alfred on Whale Island when he suffered a sudden and massive cardiac arrest.

His colleagues rushed to perform CPR on him until an ambulance arrived but his heart had stopped and the crew had to shock him before it finally restarted.

In hospital Christopher was placed in a medically-induced coma for nine days during which he suffered an aggressive form of pneumonia, meaning the hospital struggled to revive him.

Finally he awoke and was discharged from hospital after just three weeks' recovery.

Then followed a long period of convalescence at home, which saw him forbidden to return to work until November.

He's now had an internal cardiac defibrillation unit fitted which is monitored remotely via a mobile phone and can sense when his heart begins to beat irregularly and correct it immediately and, if his heart should stop again, it will administer a shock to revive him.

As soon as medics allowed, he began riding in preparation for the 54-mile challenge.

"Fewer than ten per cent of people who have a sudden cardiac arrest outside hospital survive and I decided to do this myself to raise money for the British Heart Foundation for their work. Their research into heart conditions will help beat what is the biggest killer," said Christopher whose ride raised £700.



Still full of pride

THEY don't make 'em like this any more...

Posing on the brow of HMS Northumberland are four of the men who built her a quarter of a century ago.

Former workers at the Swan Hunter shipyard – a few miles up the Tyne from the spot chosen for the frigate's rededication service – returned to see their handiwork still going strong.

Ken MacDonald, John Farrow, Richard Gonzales and Joe Knox were part of the team responsible for building the Type 23 frigate between 1991 and 1994.

She was one of four of her class built at the world-famous yard (which sadly no longer builds ships or employs the 12,000 skilled workers it did during its heyday) – and is the one the four men feel the most affinity for.

"It's been very emotional coming back today – we all have a sense of pride after all these years," Joe said.

"It has been an amazing experience to come back and see the ship. It was a great ship to work on – very happy days. One of my most memorable experiences was when we sailed on the delivery voyage down to Devonport Naval Base when we delivered the ship from the yard to the Royal Navy – that was a special week, we were so full of pride."

Picture: LPhoto Ben Shread, FRPU North

Sultan's tribute to pioneering engineer



2018. YEAR OF ENGINEERING

ROYAL Navy engineers have renamed one of their key buildings after a wartime female trailblazer.

Tomorrow's marine and air engineers at HMS Sultan in Gosport will now receive some of their instruction in the Drummond Theatre, renamed on the eve of International Women in Engineering Day in memory of Victoria Drummond, the first woman in Britain to enter the profession a century ago.

In a male-dominated industry Drummond fought against discrimination and prejudice to become respected by her marine engineering peers and receive the MBE for bravery during the Battle of the Atlantic.

In a seagoing career spanning four decades, she completed 49 voyages – including numerous Atlantic convoys and a three-month deployment on a tanker supporting the invasion of Normandy.

One former skipper described her as “one of the most competent engineers ever employed” while a shipmate praised her coolness under fire: Victoria Drummond was “about the most courageous woman I ever saw”.

She was the first female member of the Institute of Marine Engineers (now the Institute of Marine Engineering, Science & Technology – IMarEST) and a leading light in the Women's Engineering Society.

While she became something of a wartime celebrity – her visit to Flower-class corvette HMS Chrysanthemum in 1942 was much publicised and recorded for posterity – and continued to go to sea into the early 1960s when she was nearly 70, 40 years after her death Victoria Drummond is largely forgotten.

But given her pioneering efforts – she was born into an upper class family and presented at the court of George V as a debutante before realising her ambition to become a marine engineer – the team at Sultan and the Women's Engineering Society determined the pioneering women deserved 21st Century recognition: the result is the renamed theatre at the Gosport training establishment.

“It is fantastic to be able to honour such a pivotal member of the marine engineering community with such close links to the naval



● 2nd Engineer Victoria Drummond prepares for action against the enemy
Picture: IWM A7842A

environment,” said Lt Cdr Kim Mehta.

“Having female role models and historical figures within engineering is very important to inspire female engineers of the future.”

Dr Jan Peters, former president of the Women's Engineering Society, added: “We are delighted to have a naval training space named in honour of an important female engineer – so many women have contributed to the service of this country in technical fields and it's important that they do not become yet more hidden figures.”



● ET Deasy and ET Drake training in the Drummond Theatre

Experts pass on their naval skills

THE ROYAL Navy brought their engineering expertise to Perth when they participated in a major Science, Technology, Engineering and Maths (STEM) event.

The Big Bang Fair Scotland brought together schools from all around the country as well as employers and organisations to showcase what a career in Science, Technology, Engineering and Maths has to offer.

HM Naval Base Clyde's Lt Cdr Christopher Pinder, who led the Royal Navy team during the event at Perth College UHI, said: “It's fantastic to have this opportunity to attend the event and to speak with some of the potential engineers and scientists of tomorrow.”

“STEM is what drives the Royal Navy – whether it's the mathematics used to design our ships and submarines, the engineering expertise used to keep them running and at sea, or the advanced technology which makes our Navy one of the best in the world – it all relies on a knowledge of STEM subjects.”

Twelve Royal Navy personnel from HM Naval Base Clyde, Flag Officer Sea Training North, HMS Ambush and MOD Abbeywood were on hand during the event, bringing along some fascinating interactive displays.

The event also featured the national final of the Bloodhound Scotland Rocket Car Challenge.

Pupils around the country were invited to design and build their own car using a small solid fuel rocket motor, pitting them against rival teams.

Using a small BBC micro bit mini-computer the pupils measured their speeds, making improvements to the designs as they went on to make the cars go faster.

On the judging panel for the Challenge were Capt Mike Rose, Defence Engineering Champion Team Leader, and Capt Dave Joyce, University Technical College Team Leader and RN STEM Lead.

■ A group of students from University Technical College (UTC) Portsmouth were given a week to remember as they gained hands-on experience of engineering with the Royal Navy at both HMS Sultan and HMS Collingwood.

Sixteen students, aged between 14-16, spent three days within workshops at Sultan learning how to rivet and were also treated to a tour of the technical training site.

The students then visited nearby HMS Collingwood, the home of Royal Navy Weapon Engineering, where they were



introduced to the Phalanx Gun system which is fitted to the Queen Elizabeth-class carriers, among other warships.

Under the supervision and training of PO Alan “Bash” Bates, they also experienced the power of the Automated Small Calibre Gun (ASCG) which is fitted to Type 23 frigates.

Student Jamie Himlin-Ladd was the first to volunteer to experience the ASCG and said afterwards: “It was very exciting and it made me feel very powerful!”

A visit to the base's 4.5 inch Mark 8 gun rounded off the student's practical demonstrations.

Kirsty Parsons reflected on her visit to the two bases and said: “It's been really interesting to see the different styles of engineering and technology.”

“Ultimately I'd like to be a mechanical engineer in the Royal Navy.”



Rosie cadges lift aboard Montrose

A RACING pigeon returned to Birmingham after losing its way in a race – and ending up on a Royal Navy warship in the North Sea.

Instead of returning home after an 840-mile race from Toulouse in France, the bird lost its way and touched down on the flight deck of HMS Montrose in the middle of the North Sea, while the frigate was monitoring the activities of two Russian corvettes.

The baffled bird evaded efforts by the 180 sailors to capture it, until LS Tymoor Nabil, pictured above, lured the feathered friend with some bread and water and was able to get hold of the bird, nicknamed ‘Rosie’ by crew.

Tymoor then used his *Ace Ventura Pet Detective*-style skills... and the pigeon's ankle tags to trace the owner of the Racing Homer: David Janes, who lives in Birmingham.

“It was a pleasing moment to be able to rescue the hapless bird,” said Tymoor.

“She had numerous sailors pay her a visit whilst they were going about their daily work onboard. She definitely became an honorary part of the ship's company – and the wind beneath my wings!”

As to why ‘Rosie’ strayed a couple of hundred miles from her intended destination, the only explanation the ship can provide is that she was seeking the only Brummie aboard: weapon engineer officer Lt Cdr Chris Andrews who hails from Kings Norton on the city's southern outskirts.

Mr Janes thanked Tymoor and his shipmates for the consideration they showed his bird:

“I am extremely grateful for the Royal Navy and Tymoor assistance in rescuing and looking after my one-year-old racing pigeon.”

After a few days of much-needed food and rest, along with some tender loving care from Tymoor, the perky pigeon was back to its usual self, and once HMS Montrose was close to the UK coastline, ‘Rosie’ was set free to continue her onward journey back to her owner in Birmingham... and more regular operations on the flight deck, involving the frigate's Wildcat helicopter, could resume.

As for Plymouth-based HMS Montrose, she headed to the Baltic to take part in exercises with the Finnish and Swedish Navies, see page 2.

Trekkin' across Brecon

THE CO of HMS Raleigh walked 25 miles across the Brecon Beacons to raise money for Cancer Research UK in memory of her mother.

Capt Ellie Ablett took part in an inaugural Race for Life hike in support of the charity. Having beaten breast cancer her mother, Judith Hall, succumbed to cancer of the liver 15 years ago.

The route of the hike included climbing Pen y Fan – South Wales' highest peak (886m) and the slightly smaller Cribbyn (795m).

Capt Ablett was joined on the hike by her sister and a school friend, who had also lost her mother to cancer. The trio finished the walk in 11 hours and 24 minutes – and more importantly raised over £550.

“Cancer continues to touch everyone's lives, which is why I decided to take part in this event,” said Capt Ablett.

I still feel my mother's absence keenly and have supported this charity ever since her first diagnosis.

“The hike itself was extraordinarily challenging, not least because of the high temperatures and the very real risk of heat illness, as well as varying levels of fitness among the team and recurring old injuries.”

“We were determined to complete the 25-mile trek together and felt a real sense of achievement, and relief, as we crossed the finish line.”

The only charity dedicated to supporting children whose parents serve, or have served, in the Naval Service.

Originally set up as an orphanage, we now assist children with a wide range of needs and at times of family crisis. Applications can be made at any time and those seeking assistance can contact the office directly for an application form, or download it from our website.

311 Twyford Avenue, Portsmouth PO2 8RN • t 023 9263 9534 e caseworkers@nrnmchildrensfund.org.uk
www.nrnmchildrensfund.org.uk

NRNRCF Registered charity number: 1160182 • Patron: HRH The Duke of York, KG, GCVO, CD

THE size truly takes your breath away.

Yes, it's the majestic sight of four picket boats from Britannia Royal Naval College leading the nation's future flagship off the coast Dartmouth, spiritual home of the Royal Navy's officer corps.

The RN's leaders of tomorrow were invited to take their training craft out into the Channel to meet up with HMS Queen Elizabeth as she completed her latest spell of trials and sailed back home to Portsmouth.

When the leviathan's Commanding Officer Capt Jerry Kyd – formerly in charge of the college – signalled Dartmouth to let it know he was passing, trainee officers hit the water to greet the carrier.

Four picket boats and two rigid inflatable boats headed out into the Channel under the direction of Lt Cdr Mike Garner, BRNC's navigation training officer.

"The picket boats were crewed by a mix of warfare officers undertaking their foundation course and some who are destined for a career in Naval aviation – one day they could find themselves serving on this fantastic warship," he said.

"It was a great experience for them all to see HMS Queen Elizabeth at sea and get a taste of where their future may lie."

Several Young Officers were invited on board for a brief tour and a visit to the bridge to meet Capt Kyd, including Midshipman Owen Long.

"I've seen HMS Queen Elizabeth in Portsmouth before so I know she's massive but being right next to her in something as small as a picket boat puts the size into perspective," said Owen (his boat is just 13.7m long and displaces a mere 11.2 tonnes... making it 20 times shorter... and nearly 6,000 times lighter).

"It's certainly got the desired effect of power projection, showing what Britain is still capable of. She's a popular ship which was proven in the number of Young Officers volunteering to go see her on a Friday afternoon."

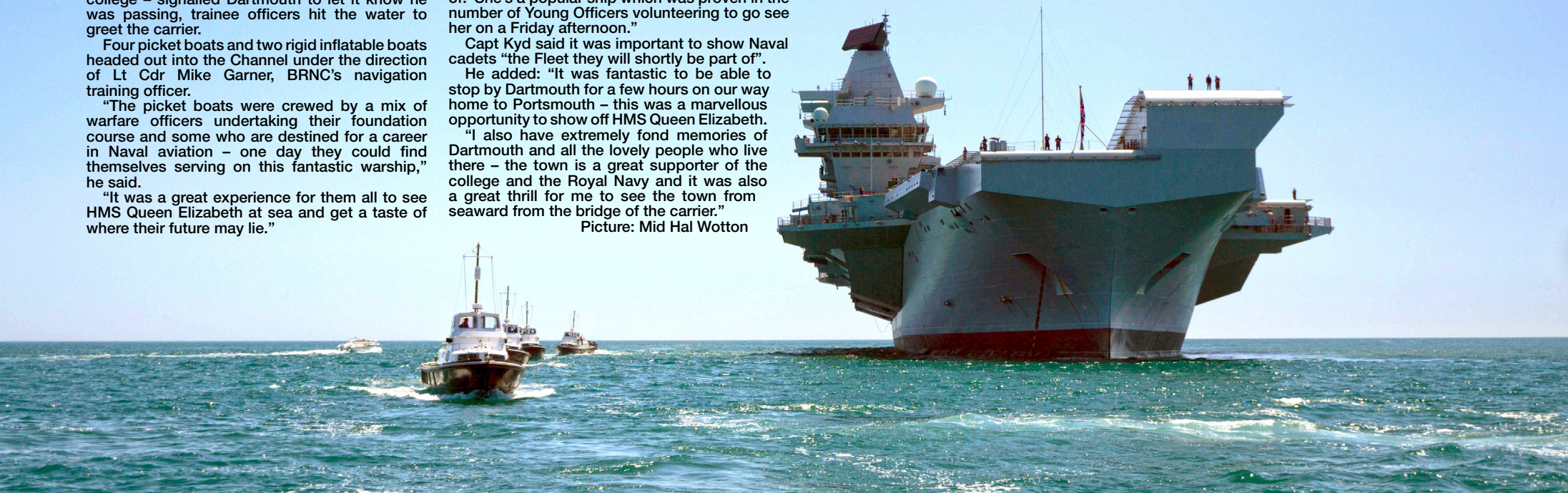
Capt Kyd said it was important to show Naval cadets "the Fleet they will shortly be part of".

He added: "It was fantastic to be able to stop by Dartmouth for a few hours on our way home to Portsmouth – this was a marvellous opportunity to show off HMS Queen Elizabeth.

"I also have extremely fond memories of Dartmouth and all the lovely people who live there – the town is a great supporter of the college and the Royal Navy and it was also a great thrill for me to see the town from seaward from the bridge of the carrier."

Picture: Mid Hal Wotton

Queen of Darts



Military 1,668, Cancer 0

VOLUNTEERS from Military Vs Cancer visited Faslane on their drive to raise £100,000 to help tackle the disease.

The organisation, which was formed by Royal Navy submariners but encompasses all three armed services, sold raffle tickets with some top prizes, including a submariner's Breitling watch worth thousands of pounds.

The day on the Clyde raised £1,668.47, with the total divided between Macmillan Cancer

Support and Cancer Research UK at the end of the year.

Military Vs Cancer was formed by service personnel who've experienced cancer and lost friends and family members.

They are touring defence establishments around the UK to raise cash and awareness of the disease.

Follow Military Vs Cancer on Facebook: @MilitaryVsCancer or contribute to the fundraising at: <https://www.paypal.me/militaryvscancer>.

Miles and milestones

RUGGED, slightly wrinkled, high maintenance and enjoying the twilight of a fine career.

But enough about veteran observers Lt Cdr Ronnie Biggs, 'Dicky' Lewis and Robbie Holden (crouching, left to right), let's hear it for the Bagger Sea King paying its final visit to one of the sites vital to its success.

Twenty-nine years after they dropped in on the Thorn EMI plant in Crawley to see the team behind the mission system on the Sea King Mk2, the 849 Naval Air Squadron fliers returned (with senior pilot Lt Cdr Ian Chudley and Senior Observer Lt Cdr Serena Davidson) to bid farewell – a little greyer and with the wrinkle.

In the intervening three decades, the then-young observers have amassed 14,000 flying hours – that's more than 83 weeks or over one and half years in the back of the venerable helicopter – monitoring contacts thrown up by the high-tech radar held in the black inflatable sack which gives the squadron its bagger nickname.

Five thousand of those flying hours have been accumulated by Dicky, with the milestone passed during the flight to Crawley from Culdrose.

Affectionately known by squadron colleagues as 'the oldest bagger in town', he joined the RN as an engineer in 1981, transferred to aircrew in 1984 and spent the next 13 years with 849 NAS, as a qualified Observer Instructor on 750 NAS and on exchange in the US.

On leaving regular service he joined the RNR Air Branch and flew as a civilian observer instructor on 750 NAS for nine years. Since 2006 he's worked briefly for Lockheed Martin, before taking up a full-time Reserve position with 849 NAS where he has twice mobilised to Afghanistan, conducted an operational tour in the Gulf, and now runs the Sea King Mk7 simulator.

The Mk7 is the final variant of the veteran helicopter, battle proven in Iraq and Afghanistan where its radar has proved as adept at picking up movements on the ground as it has identifying threats in the skies – which is what the original version was introduced to do, a key lesson of the Falklands conflict.

With the Bagger Sea King due to be replaced by the Bagger Merlin (codenamed Crowsnest, the first crews are already under training), the 849 team flew from Culdrose to Crawley to say 'thank you and goodbye' to the team behind the wizardry which allows them to perform their job... although Thorn EMI has passed into history, becoming part of the international defence firm Thales.

Joining the 1989 observers for the partial re-enactment were former Baggers Matt Avison (with beard) and Paul Mallowney, both of whom now work for Thales.

■ EIGHT and a half years into his Fleet Air Arm career and Wildcat observer/flight commander Lt Thomas 'Tug' Wilson receives a hearty welcome as he passes a key milestone: 1,000 hours in a cockpit.

He was joined on the flight deck of HMS Montrose by the men and women who maintain and help operate the state-of-the art helicopter, plus the frigate's CO Cdr Conor O'Neill (pictured bottom right).

His 1,000th flying hour – which equates to just shy of six weeks in the cockpit – was clocked up with 203 Flight/815 NAS over the North Sea during a patrol which has seen the Devonport-based frigate and her helicopter track the movements of two new Russian Navy corvettes around waters close to the UK.

"Achieving my 1,000th flying hour whilst conducting operations is something I will remember throughout my career in the Royal Navy," said Lt Wilson, whose milestone sortie was about as routine as any flight from the deck of a moving warship can be.

As well as the thanks of Cdr O'Neill and Montrose's sailors, there was a BZ for the observer from his CO back at base in Yeovilton, 815's Cdr Jamieson Stride.

"Reaching 1,000 hours is a key milestone in any aviator's career and it is pertinent that Lt Wilson is reaching this while embarked on HMS Montrose since this is the natural environment for any member of 815 NAS.

"Lt Wilson is a dedicated and professional Observer who has now been operating Wildcat for a little over a year and has been Flight Commander of 203 Flight for six months. Reaching 1,000 hours sets him up well for his forthcoming deployment in HMS Montrose."



Pacific deployment? These chaps love it

TWO brothers were reunited thousands of miles from home when their ships met off Singapore thanks to Fearless.

Not the much-loved veteran assault ship (long since turned to razor blades in a breaker's yard) but HMS Sutherland's Wildcat helicopter, callsign 'Fearless' after the frigate's *sans peur* motto.

It carried 26-year-old warfare specialist LS Conor Lovett across to French assault ship Dixmude, which for the past few months has been home to a detachment of Wildcats from 847 Naval Air Squadron.

Among the aircrew in the latter, one PO Kieran Lovett (on the left of the picture) – allowing a brief reunion for the pair from Southminster in Essex on the French warship.

While Fearless practised landings and take-offs, and the operations room teams on the British and French carried out joint exercises, Conor was given a whistle-stop tour of the Dixmude by his 30-year-old brother and the Lovetts caught up on family news and deployment stories – the siblings hadn't seen each other for seven months.

"It was pretty cool meeting up with my brother considering we're both in such different parts of the Navy," said Conor.

"He's obviously been doing a lot of flying in his Jungly Wildcat. It was also good flying in our Wildcat and being shown some of the capabilities as my last flight was in a Lynx, which was a lot more basic."

Also on Fearless for the Dixmude visit was Sub Lt Helen Crisp, reward for a commendation she received from Commander British Forces South Atlantic during her previous job.

"The Dixmude's ship's company was incredibly welcoming and it was a great opportunity to get an insight into the way the French Navy operates, even if it was a short visit," she said.

"It was impressive seeing her escort, the Surcouf, conduct RAS approaches whilst the Dixmude was conducting flying operations."



Change of direction for Victory Walker

COMMANDER Jane Allen set off from HMS Victory on October 21 last year, to walk anti-clockwise round the coast of mainland UK. Readers may recall that in the June edition of *Navy News* Jane had covered 1,500 miles. Here she provides an update on her most recent travels in Scotland

Having walked across the Scottish border at the end of April, it has taken me a further 664 miles to reach John o' Groats, where the bootometer clicked 2,031 miles.

The magical 2,000 miles had been achieved earlier in the week on the approaches to Wick. Meanwhile, the Victory Van has already covered over double the mileage (4,696) in support.

The very words John o' Groats (and Land's End) sum up a certain sense of mystery and

adventure. It is still the challenge many people seek.

Runners, cyclists and walkers probably top the bill, but there are those who elect for more unusual methods: roller skating, motorised supermarket trolley, tractor or horse-drawn carriage. And probably someone has done it dressed as a banana!

This famous landmark is significant to the Victory Walker as it marked two things.

Firstly, a change of walking direction – I'm now heading west along the top of Scotland. Secondly, it was here 11 years ago I stood at the famous signpost with a feeling of trepidation: I was about to start my JOGLE (John o' Groats to Land's End) to raise money for the Poppy Appeal.

On that 2007 journey I covered a distance of 1,200 miles. Now, as I begin my second attempt to walk to Land's End (not dressed as a banana!), my route will be indirect and far greater than 1,200 miles!

In the lead-up to reaching John o' Groats there have been some good, bad and lovely moments.

As well as reaching John o' Groats, another great moment was catching a seasonal ferry across the Cromarty Firth and resting my feet; the downside was rain, poor visibility and no view.

A bad moment has to be hacking my way through jungle-like vegetation as I made my way up from Inverness on the John o' Groats Trail.

These grim days were compensated by the ever-increasing warmth and generosity of the Scots, the further north I've walked. That's been lovely.

Meanwhile, the support team (of one) continues to loathe the laundrette trip (never has the correct denomination or number of coins required), with the weekly shopping ordeal coming a close second.

For me, trying to turn a double-sided map in a gale tops my misery list, quickly followed by getting drenched during the last hour of a walking day.

Every day is different and will continue to be so as I wend my way to Land's End, where I look forward to the reward of a great big Cornish cream tea!

The Victory Walk is raising money for two naval charities, WRNS BT and RNRMC. To donate go to www.virginmoneygiving.com/victorywalk17-18. To find out more about Jane's Victory Walk go to www.victorywalk.uk



● CPO Thompson, PO Moores and LS Taylor and Murray on top of Connick Hill

Ain't no mountain high enough...

A GROUP of 11 Royal Navy sailors from HMNB Clyde completed a gruelling 100-mile walk along the Highland Way, raising over £1,000 for the RNRMC.

Setting out from Milngavie, just north of Glasgow, the MTE team from HMNB Clyde began their trek on a Monday with the aim of completing the challenge by the Friday.

Averaging over 20 miles a day, the team, led by CPO Andy 'Tommo' Thompson, faced tricky undulating terrain and a barrage of heavy rain and strong winds.

However, when traversing the edge of Loch Lomond the group were fortunate to enjoy some clear weather.

The HMNB Clyde trekkers took on the challenge to raise money for Twickenham 100 – an RNRMC campaign that requires those taking part to complete a 100-theme challenge in the

build-up to the annual Navy v Army Rugby match.

After a challenging 100 miles, the team from HMNB Clyde completed their journey on the Friday.

"The feeling of completing a hard walk like the West Highland Way filled the team with a sense of pride," said CPO Thompson. "Knowing that we were raising money for such a good charity made it all the more special."

The RNRMC's Director of Fundraising and Marketing, Alasdair Akass, said: "Well done to the MTE team at HMNB Clyde for completing what sounds like a tough yet incredibly rewarding challenge."

"The RNRMC are privileged to have such wonderful fundraisers working tirelessly up and down the county who raise funds to support our Naval Fleet. Thank you to the team for their extraordinary effort."

Ringing the changes

THE Board of Trustees of the RNRMC has announced the appointment of Adrian Bell as the new Chief Executive to succeed Robert Robson.

Adrian joins the charity after eight years as Chief Executive of the Kent, Surrey and Sussex Air Ambulance, following a long career with the Royal Navy during which he commanded three warships and concluded with command of British Forces in Gibraltar.

Adrian, who assumes the role next month, said: "I have watched the extraordinary growth of the RNRMC from its earliest days and I am honoured and privileged to have been chosen as the Chief Executive."



Flying foxes complete ride

JUST 500 yards to go...

CPO Mark Bateson, PO Allan Francke, WO1 Wayne 'Pony' Moore and CPO Andrew 'Robbie' Robinson pose at the guardhouse at HMS Excellent more than seven hours after setting off on their bikes... 105 miles away.

The quarter – all permanent staff of HMS Flying Fox in Bristol – completed a 105-mile charity cycle for the RNRMC.

The ride started at the main gate of HMS Flying Fox at 5.45am and concluded at Naval Command HQ on Whale Island at 2.30pm after seven hours and 17 minutes in the saddle, averaging 14.4 miles per hour.

Two of the riders – CPO Robinson and PO Francke – were complete cycling novices prior to starting a training regime in 2017.

The four riders used a mixture of dedicated cycle tracks and main roads through the counties of Avon, Somerset, Wiltshire and Hampshire and were treated to a variety of weather conditions and traffic densities before reaching their destination.

The four cyclists hoped to raise £2,500, but actually passed the £2,850 mark.





Royal Marines stalwarts commended

SIX people who've stood out from the rest in supporting the Corps have been singled out by the senior Royal Marine.

Maj Gen Charlie Stickland presented Commandant General Commendations in the grounds of his official residence in Portsmouth to four of the six winners (two were unable to attend as they were deployed).

Those who were able to make it to Trinity House were treated to a free RM Band soundtrack, courtesy of the sweet sounds coming from the neighbouring RM School of Music, and the hospitality of the Commandant General Royal Marines who described the occasion as "a truly family affair where it's an honour to recognise

those who have gone above and beyond and fundamentally make us the extraordinary organisation we are today."

Commended were:

- Quentin Matthews, on behalf of Holbrooks Printers, for providing outstanding support to the *Globe and Laurel*, the Corps and the wider Corps Family since 1941;
- Raymond Mead for his selfless leadership and exemplary organisation of the successful World Record-breaking Royal Marines Speed March in 2017;
- John Gilbert for his sterling contribution to the Royal Marines aviation community and the wider Corps Family;
- Sgt Philip Barnes for his determined

and energetic contribution to the Corps Secretariat's overall mission of supporting the morale, welfare and esprit de corps of the Royal Marines, his dedicated and selfless commitment to Naval charities, and his support of Navy sport.

And commended in *absentia* were:

- Cpl Kieran Rayner RM for his exemplary organisation, leadership and promotion of combat marksmanship across 43 Commando;
- Cpl Jonathan Askew RM for his exemplary performance as the commander of a mortar team deployed overseas.

Picture: LPhoto Joe Cater, FRPU East

Caribbean in Cornwall

THE CARIBBEAN has come to Culdrose – and we're not talking about the summer heatwave.

Sailors originally from the Caribbean who are stationed at the Cornish air base have established the latest branch of the RNR Commonwealth Network.

The newly-formed Commonwealth Network (Culdrose) committee is made up of Commonwealth nationals from Fiji, Saint Vincent and the Grenadines, Trinidad and Tobago and Malawi form the committee of the new branch, led by chairman Wtr Aadaiah Providence-Culzac.

The network aims to serve as a focal point for Commonwealth members by working together to address any concerns relevant to their community, enriching their experiences and the working environment, promoting the shared cultural identity by sharing their lived experiences and offering welfare support and advice.

There are plans for sporting events, cultural activities, culinary experiences, adventurous training and capacity-building workshops, while volunteers ABs Jemron Francois and Shaun are conducting stem cell donor registration, leading the team's effort to support the initiative with everyone present volunteering as potential donors.

Wtr Providence-Culzac is urging all his fellow Commonwealth citizens to "become ambassadors of the Commonwealth through hard work and commitment in all spheres of your military lives."

"The new network would zealously enhance life at Culdrose and they would commit to supporting the parent Network in all its undertakings."

NEED to get your message across?

To feature in the *Navy News* Two-Six pages contact Navy Command Media – Internal Comms Staff Officer: Lt Cdr Emma McCormick, 93832 8809, email NAVYMEDIACOMMS-IC-TL/NAVYMEDIACOMMS-IC-TL@mod.uk

The RFA's best and brightest

THE 'tangible difference' made by RFA Mounts Bay to restore lives and normality after last year's hurricanes smashed through the Caribbean earned the ship an award at the RFA's fourth 'Oscars'.

Thirty awards were presented to stalwarts of the auxiliary service, without whom it – and the Royal Navy – could not operate around the globe.

"A ship is but steel and air," the head of the RFA, Cdre Duncan Lamb, reminded those gathered at HMS Nelson's wardroom in Portsmouth for the awards ceremony.

"It is the people that bring it to life, make it work and deliver the capability. It is the people who guard the ethos, values and reputation of the Royal Fleet Auxiliary. This our annual opportunity to reflect on the element that makes the organization special – our people."

The RFA Centenary Wedgwood Bowl is awarded annually to the ship which contributes the most to humanitarian aid and international relations.

Mounts Bay stood out for her response to the Caribbean islands in the wake of last autumn's hurricanes – "her contribution was critical – without the supply of water, food and shelter, many thousands would have suffered further trauma and distress"; her then operations officer Chief Officer Jamie Findlay collected the trophy on behalf of the vessel... which remains on duty in the Caribbean... ready to respond to this year's tropical storms.

The first award of the day was due to be presented to



Third Officer (Deck) George MacGregor as the Richard Jones RFA Cadet of the Year for his outstanding performance during training... but his car broke down (he's not an engineer by trade so he's forgiven...).

The Communications Information Systems (CIS) award for Trainee of the Year – with a trophy designed, commissioned and funded by the head of the branch, 2/O Steve Pointing – went to Communications Rating 1st Class, Danielle Rogers, from Nottingham, who spent 11 years in the RN before continuing her seagoing career in the RFA.

The Commodore RFA Annual Award for Outstanding Achievement went to Chief Officer Simon Jordan, who also received a clasp for 30 years' service and good conduct in the RFA.

"I am totally shocked, but also very pleased, to receive this prestigious award, as I had no idea I was in the frame to receive it – a total surprise," said Simon (pictured above left).

"As I depart to pastures new at sea, I will look back on my time ashore at Afloat Support with much fondness".

Friends and family travelled from York to see Medical



Technician Emma Robinson collect the Commodore's Award for Meritorious Conduct; a former NHS paramedic, Emma (pictured above right) used all her previous first aid and trauma experience and initiative to attend to a colleague who was seriously injured in an accident at sea.

Certificates were awarded to RFA Steward of the Year Apprentice Steward Luke Speakman who excelled himself aboard Mounts Bay during her hurricane relief work; the Commodore's Certificate Britannia Royal Naval College 2017 to 3/O (Logistics Supply) Jamie Sampson and the Commodore's Certificate Britannia Royal Naval College 2018 to Deck Cadet Alexander Day.

Twelve medals for 20 years' and clasps for 30 years' unblemished service in the RFA and five retirement/leavers' vases were presented.

And there was a clasp for Chief Officer Neil Barclay for 40 years loyal and dedicated service to the RFA. "The RFA has provided me with a challenging and interesting career and I am proud to receive this clasp in recognition of my 40 years' service," he said.

Professor and commander

THERE are two international leaders in the photograph below.

On the left, the political head of the US military – US Defense Secretary James Mattis.

And on the right, Fleet Air Arm Observer Cdr Joe Dransfield, rewarded once again by his American hosts for academic excellence.

The former Lynx observer finished 12 months of intense study on the US Navy's Senior Leadership Course with the Joseph C Strasser prize for International Leadership... presented here by Rear Admiral Jeffrey Harley, president of the US Naval War College.

It recognises his efforts to foster and encourage closer friendship, trust and co-operation between officers of the world's navies – a vision originally imagined by legendary American naval leader Admiral Arleigh Burke who commanded the US Navy for an unprecedented three terms between 1955 and 1961.

The best and the brightest following in his footsteps in the class of 2018 at the college, located on Rhode Island in Newport – about 70 miles south of Boston – comprised 426 students drawn from the US Navy, Army, Air Force, Marine Corps, Coast Guard, government employees and international students.

Just for good measure the British officer picked up a second award: the John J D'Luhy prize for excellence in strategic analysis for the top essay in the year's final assessment.

Regular readers may remember the observer from our April 2018 edition when he was singled out by the same college for his 2038 vision – looking ahead 20 years to the global challenges the US Armed Forces might face... and how Washington might respond. It earned the commander and his colleagues the James V Forrestal Award for Excellence in Strategy Development and Force Planning.

That study 'only' comprised an 11-week chunk of the year-long residential course.

Having graduated with flying colours, Cdr Dransfield is staying Stateside, joining the college faculty as a professor of Joint Military Operations.

Picture: Edwin L 'Bo' Wriston, US Navy



FORes a jolly good fellow...

THE world's most famous warship was the setting on a stunning summer day for a new face to take charge of the 2,700 Royal Naval Reservists.

On the eve of National Reserves Day, a formal ceremony was held aboard HMS Victory in Portsmouth Naval Base to name Rear Admiral Mike Bath as the new Flag Officer Reserves (known as FORes).

Flanked by a guard made up of Royal Naval and Royal Marines Reservists, Rear Admiral Bath assumed the role from Rear Admiral Simon Williams.

A logistics officer by trade and previously Assistant Chief of Staff (People Capability), Rear Admiral Bath said: "It is always welcome to be part of a good news story – and Maritime Reserves are very much that."

His goal is to grow the RNR and RMR so both can meet the demands of the Senior Service into the next decade – and above all ensure that Reservists work seamlessly alongside their general service comrades.

In doing so, he'll be building on the achievements of Rear Admiral Williams who has overseen a period of unprecedented growth in Maritime Reserve numbers and support to the Naval Service... growth which has demanded the opening of new units and detachments, such as the Medway Tender (part of HMS President), and seen units recognised by their local authorities, such as the Freedom of the City parade in Nottingham recently for HMS Sherwood.

His successor says in the current

climate the "value and contribution" of reservists "are more important than ever".

Admiral Bath continued: "Without the commitment, application, dedication, enthusiasm and passion of its people, our aspirations for the Maritime Reserve cannot be translated into reality.

"These qualities have been apparent in the daily delivery of capability in the frontline, and most recently the successes of the bespoke support to HMS Queen Elizabeth and the force integration of the RMR into 3 Commando Brigade have underlined how vital an integrated Reserves capability is to the future of the Naval Service."

Picture: LPhoto Sam Seeley





Follow in Zoe's (fast) tracks

A firm hand from Tiller

THE Princess Royal presents The Fishmongers' Gold Medal to WO1 ET(ME) John Tiller for his outstanding efforts helping prepare HMS Severn for decommissioning.

The ship paid off last autumn after 15 years' service with the Fishery Protection Squadron. Vital in preparing the ship for the handover from the seagoing Fleet to the RN Disposal and Reserve Ships Organisation were the tireless efforts and expertise of WO1 Tiller, one of four individuals honoured at Fishmongers' Hall, London Bridge.

The Fishery Protection Squadron is one of the worshipful company's four affiliated units, with one individual from each who is deemed especially deserving receiving a gold medal.

The Fishmongers' long-standing link with the RN's oldest squadron also extends to assistance with patrols carried out and a generous annual donation from which the squadron can support the men and women under its wing.

Two other FPS stalwarts collected Long Service and Good Conduct (LSGC) Medal clasps from Cdre Craig Wood, Commodore Portsmouth Flotilla.

CPO Simon 'Spider' Webb, the squadron's most senior seaman specialist. He joined the RN in 1988 and after initial training as a sonar operator transferred to the seaman specialisation, spending most of his time in larger vessels: HM Ships Gloucester, Ark Royal, Cornwall, Campbelltown, Nottingham, Manchester, Liverpool and Richmond. He will complete his exemplary service in the RN with a draft to HMS Victory, the flagship of the First Sea Lord.

And CPO(SE) Samantha Annison joined the RN in January 1992 – one of the first three female ratings to join the Survival Equipment specialisation and is currently serving as the squadron's manpower coordinator.

Bigger grant for deaths

THE RNRMC has announced that it will increase the 'Death in Service' grant for all Royal Navy personnel.

It was decided that the amount available should be increased from £12k to £15k, bringing the Naval Service into line with the two other Armed Forces' grants.

For those unfortunate enough to experience the death of a serving loved one, the RNRMC will now provide a £15k support grant, with the intention of helping a Naval family through a difficult period in their lives.

Originally delivered as a subscription fund, the RNRMC began managing the Naval Service Dependents Fund (NSDF) in 2007.

MEET Zoe Nicholson, the first of the Royal Navy's fast-track warfare ratings.

The 25-year-old above-water warfare technician from Evesham in Worcestershire is now a leading hand – barely two years after joining the Service.

Zoe was identified as a candidate back in September 2016 during her Phase Two training. Fast forward 20 months and she's just completed her Leading Seaman AWT Qualifying Course.

Her excellent exam results during her Phase Two training as well as an outstanding practical performance in the simulated Ops Room enabled her to receive a full recommendation from the AWT Training team to be a Fast Track Candidate.

On completion of her Phase Two training, Zoe subsequently joined HMS Duncan who were deployed on SNMG 1. She was involved in missions such as Operation Sea Guardian and alongside several NATO forces, her ship played a key role in the migrant operations in the Mediterranean.

At the same time she worked extremely hard to continuously develop her professional skills, learning all about life on a warship and what it takes to become a leading hand.

She continued to impress over the course of her first sea assignment and received the CO's recommendation for promotion to leading hand after just 12 months onboard.

"Joining the Navy was something I originally considered when I left college at 18, however the thought of leaving my



family and friends prevented me pursuing it further at this time," Zoe said.

After three years working in insurance, she decided the Navy was for her after all. She arrived at Raleigh at the end of February 2016... and passed out three months later.

Having passed her Phase Two exams and simulator training, the fast-track offer came in.

The RN is looking at growing its rating leadership cadre – not just in warfare – by selecting some of the best and the brightest, highly-motivated young sailors for the scheme.

They are singled out either at the AB or leading hand level for fast tracking to leading hand/petty officer inside 24 or 36 months respectively.

"Coming to the end of the Fast Track process, it's definitely been

a lot of hard work but having a busy ships programme from the start has made this process extremely achievable, allowing me to feel confident enough to join my career course after just two years of service," Zoe added.

The selection criteria, recommendation process and guidance for the scheme can all be found in RNTM 01-044/17.

Alternatively, contact CPO(AWT) Peberdy on 93832 8794 or NAVY_PCAP-CMWARFASTTRACKTLM@mod.gov.uk / Alan.Peberdy695@mod.gov.uk.

Where to look

DIBs

07/18 Tri-Service Reserves Continuous Attitude Survey (ResCAS)

DINs

01 Personnel

DIN 2018DIN01-088 Armed Forces Continuity of Education Allowance (CEA) – Increase in rates for the Guardians Scheme and reduction to the CEA Personal Contribution for State Boarding Schools

DIN 2018DIN01-090 Pension Tax – Lifetime Allowance and Annual Allowance

DIN 2018DIN01-091 Tri-Service Arrangements for the Administration of Service Wills

03 Defence Policy and Operations

DIN 2018DIN03-016 The United Kingdom Naval Support Facility in Bahrain. (UKNSF)

05 Defence Management, Organisation and Business Practice

DIN 2018DIN05-021 Revised Procedure for VIP/VVIP Visits to HM NB Clyde

07 Training and Education

DIN 2018DIN07-073 The Defence Logistics Staff Course (DLSC) – General Outline and Application Process

DIN 2018DIN07-075 Exercise Canary Express 2018-19

DIN 2018DIN07-076 Exercise Caribbean Express 2018-19

DIN 2018DIN07-078 Intelligence Surveillance and Reconnaissance (ISR) Foundation Course

DIN 2018DIN07-079 The Defence Logistics Management Course (DLMC) – General Outline and Application Process

DIN 2018DIN07-080 Global (RN) Individual Pre-Deployment Training OS

DIN 2018DIN07-083 Adventurous Training in Canada – Planning Expeditions to Trails End Camp in 2019

DIN 2018DIN07-087 Level 2 First Aid Training for Royal Navy and

Royal Marine Medical Assistants

10 Sports and Social Events

DIN 2018DIN10-023 RN Judo Championships Sept 27

RNTMs

01 Personnel

RNTM 01-036/18 Chief Naval Signal Officer's Vision Project Mountbatten – Leading CIS Cadre Development

RNTM 01-039/18 Memorandum of Understanding Between the Royal Navy and the Maritime and Coastguard Agency

RNTM 01-040/18 Review of Frigates and Destroyers Underwater (FF/DD UW) Branch Minimum Manning Requirement

RNTM 01-041/18 Naval Service Leadership Conference

RNTM 01-043/18 Closure of the Portsmouth Court Martial Centre, Hardy Block, HMS Nelson

03 Policy and Operations

RNTM 03-024/18 Naval Service Survival, Evasion, Resistance, Extraction (SERE) Training Policy

04 Equipment, Support and Estate

RNTM 04-033/18 Loss of High Grade Messaging Service – Plystar Revised Procedure for P2000s of the 1st Patrol Boat Squadron

07 Training and Education

RNTM 07-049/18 HMS Raleigh Marks Year of Engineering 2018

RNTM 07-050/18 Junior Officers' Leadership Course 2 (JOLC2)

09 Honours, Awards, Royal and Ceremonial Events

RNTM 09-011/18 The Institute of Marine Engineering, Science and Technology (IMarEST) – Naval Service Operational Engineering Award (Engineering Technicians) 2018

10 Sports and Social

RNTM 10-020/18 Royal Navy Persher Dinner 12 September 2018

Goodbye NETS Hello to LDO

TO RAISE awareness of the learning and development (L&D) offer to all Naval Service personnel, a re-branding campaign is under way.

It's out with NETS (Naval Education and Training Service) and in with the Learning and Development Organisation (LDO)... which includes the Naval Service Apprenticeship Scheme, ashore and operational support, and then the policy, resettlement and accreditation areas.

It supports the Second Sea Lord, FOST and commanding officers to develop the intellectual potential of their people and maximise operational capability and ultimately prepare them for return to the national workforce. There are two types of support for Service personnel:

- Ashore support is provided through a network of Learning and Development Hubs across the UK.
- Operational support for deployed personnel is provided through the LDO (Operations) team who visit units when deployed to deliver L&D support and training.

What L&D services are available?

L&D interviews and L&D briefs
Routes to becoming educationally-qualified for promotion
Learning and study skills support
SpLD assessment and support
Guidance on funding available
Recreation and reference libraries
Resettlement advice
Accreditation information
Language learning and aptitude testing
E-learning courses / external learning providers / MOD Courses
Defence Cyber Aptitude Test
Membership of professional bodies

You can find information online via Defence Connect which hosts the Naval Service Learning and Development Hub, while the RN website now hosts the Learning and development webpage and can be found at: www.royalnavy.mod.uk/Navylearn.

For further information contact your Naval Base Learning and Development Hub or search the webpage for the locations of all L&D Hubs.

LEARN | DEVELOP | INSPIRE

ASK YOURSELF:

- Were you made in the Royal Navy?
- Do you want to give others the opportunity to make it in the Royal Navy?
- Are you seeking a rewarding Second Career?

If the answer to any is yes then...

APPLY TO BECOME A CAREERS ADVISER.

Flag Officer Sea Training is currently seeking RN and RM WOs, Senior Rates and SNCO Service Leavers and former Service (those that left Service under 3 years), to work in Armed Forces Careers Offices which are listed on the map.

Positions are nationwide, employed on Full Time Reserve Service (FTRS) (NCS) Limited Commitment.

Salary starts from £30k with promotion opportunities to rise to £43k.

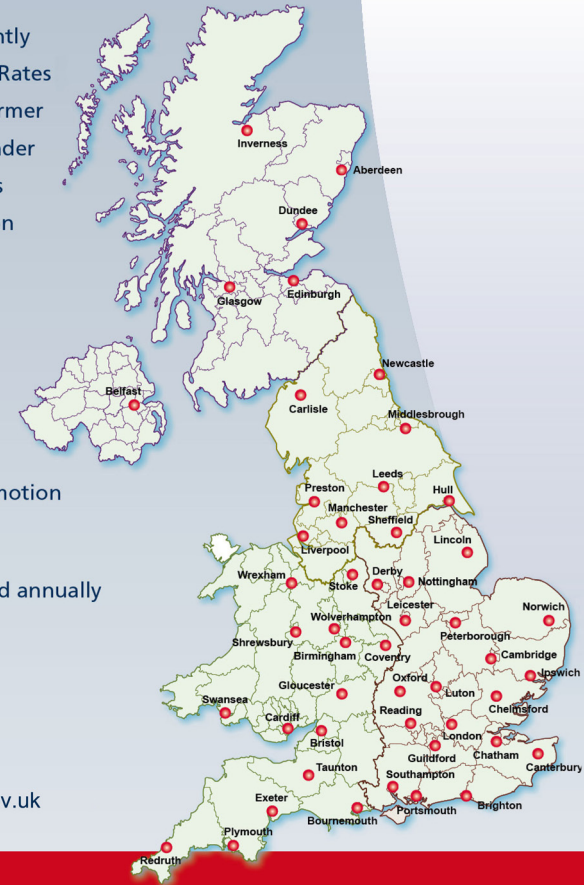
FTRS rates of pay apply (Reviewed annually and pensionable).

For more information contact:

PSTN- 01929 403172

Mil- 94374 3172

E-mail- Jane.annedda513@mod.gov.uk





Perfect to a T

A VERY warm June evening on Merseyside was perfect for the 100th anniversary parade celebrating all those who have served as a reservist in Liverpool for the past century.

Reservists gathered at the most hallowed Naval site in the city – in front of the Nelson Monument, next to the Walker and Horton buildings (whose names are carried by Eagle's two divisions) – after a reception a stone's throw away at Western Approaches Command, from where the Battle of Atlantic was directed.

Three divisions of ratings, officers and veterans formed up, while Eagle's Guard marched on to music from The Band of The Duke of Lancaster's Regiment (Volunteers) Lancashire Artillery Band and Father David Gamble led the service of Ceremonial Divisions.

Guest of honour for the Reserves Day ceremony was Cdre Martin Quinn, Commander Maritime Reserves, who said Liverpool was right to be proud of its long-standing ties with the reservist unit.

"HMS Eagle has a long history dating back from the RNVR and can trace its routes back even further. As previously a great ship of the line, HMS Eagle has deep connections to the past and with this great maritime city of Liverpool," he said.

"There is a lot to look forward to for the city of Liverpool and HMS Eagle – you might see the new Queen Elizabeth-class aircraft carrier, HMS Prince of Wales, visiting Liverpool in the future."

Eagle actually traces its history back as the home of the Naval Reserve on the Mersey to 1904 as HMS Eagle. A 't' was added in 1918 when the aircraft carrier of the same name was launched – to prevent confusion, the old hulk which served as the reservist HQ became Eagle.

"It was a great evening – from the warm welcome at Western Approaches, right up until the reception at HMS Eagle afterwards. A night to remember," said Eagle's XO Lt Cdr Gareth Lloyd.

Barely had the celebrations ended than many of Eagle's personnel were in their No.1s again on Armed Forces Day... but not all of them to mark the national military celebration.

Writer Jenni Connings chose AFD to tie the knot in a 'navyified' ceremony at Southport's Royal Clifton Hotel.

"Born in Bootle but made in the RN," to borrow a phrase from her mum Lynn, Jenni spent 12 years as a regular before leaving the RN when her grandma died. She joined the prison service initially, then worked in the careers office in Liverpool when she was encouraged to rejoin the Senior Service as a reservist. At the same time, her private life fell into place at the same time when she met her partner, teacher Laura Wild.

The only non-RN part of an RN-themed wedding was the cake at her partner's insistence... but Laura had a surprise in the form of a mini cake with edible Jenni in her uniform and the teacher in a dress wishing everyone: Happy Armed Forces Day.



International pair call in

HM Naval Base Portsmouth hosted two high-profile international visitors as part of defence engagement and partnerships.

The Head of the Ukrainian Navy Vice Admiral Ihor Voronchenko and the Chief of the Naval Staff for the Brazilian Navy Admiral Iques Barbosa Júnior both visited the Royal Navy to discuss future cooperation, new technology and support to operations.

Vice Admiral Voronchenko met with Second Sea Lord Vice Admiral Tony Radakin at Navy Command headquarters, where he received the salute from a full Ceremonial Guard followed by an inspection.

He also met Naval Base Commander (Portsmouth) Cdre Jim Higham and Commander Portsmouth Flotilla Cdre Craig Wood to give an insight into frontline operations and operational support as part of the visit to continue the strong relationship between the two countries.

Admiral Iques Barbosa Júnior met First Sea Lord Admiral Sir Philip Jones at MOD Headquarters in London before heading to HMNB Portsmouth, where he met with Cdre Higham and industrial partners BAE Systems and was briefed about future equipment programmes.



Strictly ballroom

Oxford students see term out in style

FOLLOWING on from an introductory ballroom dancing lesson at the end of last year, the Oxford URNU conducted a more advanced lesson to finish the summer term in style.

Instructor Ellis-anne Dunmall, a civil servant on the fast track scheme, began by taking the group through progressive warm-up exercises.

They were then divided into male and female rows and taught a recap of the basic steps, leading on to more advanced movements.

This progressed to couples being instructed to move around the entire floor together.

A competition element was then introduced with the instructor judging the top three couples who then went into a final round of dancing.

From the final three couples the winning couple was decided by the level of cheering from the crowd upon completion.

Officer Cadet Billy Ward was part of the winning couple, revealing a hidden dancing talent.

The Guy Hudson Memorial Trust, who provide support to the Unit, agreed to finance the lesson as a naval education.

Ballroom dancing was a skill that used to be taught at BRNC to Officer Cadets under training a number of years ago.

Lt Will Jones, Commanding Officer Oxford URNU, said: "It was another fantastic experience for the Unit members



and a great life skill to learn."

Oxford is one of 15 URNUs located across the UK offering opportunities to 750 undergraduates from the country's leading universities.

The URNU's mission is: "To develop an understanding of the Naval Service



in undergraduates, so that those who go into civilian employment are positive advocates thereof and to facilitate a Naval Career for those who choose one."

The URNU is a chance to experience military life without commitment and gain skills applicable to all walks of life.

Flying skills put to the test at air firm

ATOUR around Airbus Helicopters at Oxford Airport brought Oxford URNU students face to face with custom-fitted helicopters with luxury additions such as £30k drinks cupboards, carpeted floors, leather sports seats and high-end Bose headphones.

This was in stark contrast to the National Police Air Service (NPAS) helicopter which was a few feet away and had a far more functional and less luxurious touch.

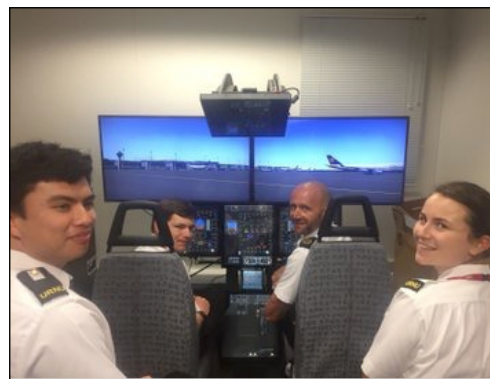
Airbus manages the maintenance contract for all NPAS helicopters throughout the UK for all the police forces.

The group met the ex-Royal Navy Chief Flight Instructor who mentioned his Service experience had prepared him well for his current role.

The group listened with interest as he went on to describe his initial career as a young Sub Lieutenant on board HMS Ark Royal bringing helicopters onto the Flight deck and racking up 1,000 flying hours per tour.

Mark Verman hosted the URNU visitors and showed them around the facilities.

He also gave an in-depth brief of the company in the boardroom prior to leading



them to the simulator.

Similar to the bridge simulator at BRNC, it had a full suite of helicopter cockpit controls in addition to a teacher's computer which allows the instructor to alter the environmental settings.

From shutting off engines, starting a fire or changing the weather; the simulator can



throw a whole range of situations at trainee pilots.

The students then got hands on with the simulator itself dealing with fires, an unstable helicopter and an untimely crash due to the loss of both engines whilst trying to return to the UK from Germany.

Report: Mid Finch-Hatton-Mason



Lland of hope and glory



MARCHING along Nevill Crescent, which curves gently in line with the waterfront at Llandudno, the Band of HM Royal Marines and sailors are applauded as they lead a 1,000-strong parade of military personnel at the national event to mark the tenth annual Armed Forces Day.

The population of the small North Wales resort swelled fivefold as it hosted all three Services... and the Prime Minister... and Princess Royal... and Defence Secretary...

Llandudno Bay provided the perfect natural amphitheatre for proceedings, from HMS Somerset firing the gun salute which raised the curtain (rather loudly) on proceedings to the Red Arrows trademark aerobatics and the majesty of the Battle of Memorial Flight's flypast.

Somerset's crew couldn't get up close to the 100,000 spectators on the beach and waterfront, but they did enjoy a bird's eye view of the air displays, and the veteran frigate provided a steely grey backdrop to most photographs the public – and professionals – captured of proceedings.

"I don't think everyone realises how much time we spend away from our friends and family, so having that bit of recognition is nice," said ET(ME) Adam Pollard.

His Commanding Officer Cdr Tim Berry agreed. "These events are important to us, particularly in times when we are away from home and working 24/7 and to get a bit of recognition gives us a warm feeling on the ship," he added.

"It's been a great privilege for Somerset to be involved in the national Armed Forces Day event. What better backdrop is there to see than our ship in the bay?"

The RN Raiders parachute display team dropped in followed by the RAF's equivalent, the Falcons. The Royal Marines treated the public to their traditional crowdpleaser, the unarmed combat demonstration. And there was a beach raid to keep people on their toes – just some of the events lined up over six hours.

What started out as Veterans' Day and quickly morphed into Armed Forces Day is now in its tenth year and was born of a growing realisation of the gap between the general public and the

Forces; with the passing of the WW2 generation, National Service long gone and with the military far smaller than at any time in recent memory, direct ties between people and the Armed Forces have reduced dramatically.

Armed Forces Day – with local events as well as the national showpiece – is intended to help foster a re-connection.

Plymouth couldn't match Llandudno for the biggest names, but it did lay on 13 hours of entertainment, centred on the Hoe, from more unarmed combat from the commandos through to field gun runs, a visit from Carol Vorderman in her honorary role representing the RAF, the RM Band, a parade of standards by veterans and a four-and-a-half-hour-long concert with everything from the Military Wives Choir through to a Queen tribute act.

And anything Plymouth can do, the other great south coast naval city has to try to match. Portsmouth Regular, Reserves, Cadets and Veterans marched from the D-Day museum in Southsea to Southsea Common where personnel from HM Naval Base Portsmouth formed the guard of honour, led by the Band of HM Royal Marines Portsmouth.

Also providing music was the Rose and Thistle Pipe Band, leading a contingent of local veterans and members of the Royal British Legion Riders Branch.

Other displays and demonstrations included performances from the Military Wives Choir, search-and-rescue hovercraft display, military vehicles, HMS Collingwood Volunteer Band and Fort Guard gun firing.

"The turn-out at Portsmouth Armed Forces Day is a true testament to how integral the Armed Forces – and in particular the Royal Navy – is to Portsmouth and the wider Hampshire area," said Naval Base Commander Cdre Jim Higham.

Next year, national events move south to Salisbury; the historic city was chosen for its longstanding association with the Army and the resilience its inhabitants showed in the aftermath of the chemical warfare attack on Russian ex-spy Sergei Skripal and his daughter Yulia.

■ 40 Commando celebrate AFD freedom parade, page 5



Pictures: LPhotos Sam Seeley Barry Wheeler , Sgt Peter George RAF, SAC Nathan Edwards, and Danny Jones Photography





Changing faces at the top of RNA

Mike Gray concludes his report on this year's RNA annual conference, the bulk of which we carried in our July edition:

DUBLIN 2018 was very much a case of 'goodbye, hello' as stalwarts bowed out and the Association welcomed some fresh blood to the team.

Treasurer S/M Ray Barraclough made his final Treasurer's Report to Conference after three decades, while the Chaplain of the Fleet, the Ven Ian Wheatley, delivered his final gala dinner grace (with the usual quip) and presided over his last Conference Sunday service before he retires from the Senior Service later this year.

Another farewell came from CONA representative Maureen Quinn, of the UK Holiday Group, who has organised travel and bookings for recent conferences.

But perhaps the most significant retiree was General Secretary S/M Paul Quinn, the Association's Chief Executive Officer for the past eight years.

S/M Paul brought with him a wealth of experience from both his time as a serving officer in the RN - he retired in the rank of captain - and from key appointments at a number of charities.

His track record at the RNA includes a number of ground-breaking projects, such as Project Semaphore for digitally-isolated veterans, shipmates and oppos for those in transition, the three LIBOR-funded minibuses and the Naval Service Memorial at the National Memorial Arboretum.

In his Conference address, National President S/M John McAnally told delegates how "absolutely outstanding" S/M Paul had been in his job, and that he had brought the Association much closer to the serving Navy.

Shipmates were able to show their appreciation during the evening gala when he was presented with a framed personal letter of appreciation from First Sea Lord Admiral Sir Philip Jones, while S/M Barraclough and the Ven Wheatley were each presented with a bowl mounted on wood from HMS Victory.

S/M Paul's successor, Capt Bill Oliphant, was on hand to see how conference runs, in readiness to take over the reins at the end of the year. Capt Oliphant is currently Captain of the Base at Portsmouth.

Even before delegates left Dublin, marketing for next year's conference was under way.

The event is to be held on June 7-9 at the Woodlands Event Centre at Wyboston Lakes Resort, just inside Bedfordshire on the border with Cambridgeshire.

The 365-acre site includes an 18-hole golf course and a spa, and St Neots is just a short drive away; trains run from here to Kings Cross in London in under 50 minutes.

Bookings are to be made through CONA Holidays, and organisers are considering a price of £259 to cover the weekend.

RNA Central Office, Room 209, Semaphore Tower (PP70), HM Naval Base, Portsmouth PO1 3LT. admin@royalnavalassoc.com 023 9272 3747 www.royal-naval-association.co.uk

Honoured by the USN

Glasgow see Glasgow

A CHANCE encounter some years ago between Tom Robson and some US Navy officers eventually led to the now 86-year-old from Darlington being recognised by the world's largest Navy... and young American sailors understanding the mentality and heritage of the USN's closest ally.

The former boy seaman is believed to be the first Briton to be made an honorary company commander in the US Navy for his fostering close ties between sailors from both fleets.

Tom left school at the age of 14, spent a year in the coal mines before deciding to serve his country by volunteering for the RN, joining as a boy seaman in 1947 and training at HMS Bruce in Scotland (HMS Ganges was full at the time). By 21 he was a petty officer - the RN, he says, gave him exactly what he wanted in life: fitness, clothing, a better education and "all the will in the world to win".

That foundation has stayed with him in retirement - he worked for decades in civvy street as a sales representative after leaving the RN - with a determination to champion the stories of boy seamen and honour



their sacrifices.

As well as penning memoirs of his experiences at Bruce (*Boy Seaman RN - A True Story*), he's given talks to groups, Rotary clubs and cruise ship passengers.

And while on holiday in Florida he got chatting with some US Navy officers one day who were captivated by his accounts of RN life and especially tales of boy seaman.

The Americans hailed from the Recruit Training Command in Orlando and invited Tom and his wife to visit... which they did the next day.



The former sailor watched the American recruits march and couldn't help offering a bit of advice to make the parade look even smarter.

That was just the beginning.

It wasn't long before Tom was offering broader advice, giving demonstrations on ropework and splicing, recounting training he and fellow boys went through, displaying some of his collection of RN mementos, championing the sacrifices of boys such as Jutland VC winner Jack Cornwall, and attending passing out parades - full of *Star Spangled*

Banner pomp and ceremony.

At the most recent - when Tom and his wife Rita were guests on the stage with senior officers presiding over affairs - the Brit was surprised when, mid-ceremony, he heard: "Would Mr Tom Robson please join me..."

Next he was receiving a wooden plaque with an impressive brass detail by Lt Cdr Pat Lackey USN who hailed the Brit as "a loyal friend of two navies" and presented him with the insignia of a company commander.

In the US Navy a company commander is the most important figure in the career of a new recruit - it's their job to take them through training.

"As far as I know, this is the first award of its kind to an English sailor and a huge honour," said Tom.

"I just hoped that what I learned from my training as a boy seaman would rub off on the American sailors. I think the personal touch is always the best way and hope it can lead to closer ties between our two navies.

"The courage and fortitude of boy seamen resulted in them emerging as the most professional and highly-disciplined young sailors of any nation in the world. I'm proud to say that I was one of these band of brothers."

GLASWEGIANS were given a behind-the-scenes tour of BAE's yard in Govan where the new HMS Glasgow is taking shape.

Ten members of the City of Glasgow branch were invited to the Clyde-side shipbuilding facility to celebrate their affiliation with the new ship, the first of eight Type 26 anti-submarine frigates planned for the Fleet of tomorrow.

The new Glasgow - yet to be assigned a pennant number - has been under construction since July last year; shipwrights at Govan have already completed one hull section and are well on their way with the second.

With a few years to go before the launch, the visitors were given a talk and virtual walk through of the warship by the senior production manager Dave Skinner.

They were then taken to the construction section of the yard to see how steel is cut and formed into the various shapes required.

Chairman Kenn McKinnon presented Nicola Woolfries, BAE communications advisor, with a branch plaque - the crest is the same as all ships named Glasgow (most recently the Falklands veteran Type 42 destroyer which paid off in 2005).

The affiliation will continue with further visits as the Type 26 ship takes shape.

And honoured by the French people

ONCE a Royal Marine, always a Royal Marine.

And once a liberator of France, always a liberator of France.

Seventy-four years after he stormed the beaches of Normandy, WW2 veteran Royal Marine John Dowling received France's highest honour, *L'Ordre National de la Légion d'Honneur*.

Now 97, the green beret was invited to the town hall in his native Chorley in Lancashire, where civic dignitaries, fellow veterans and serving Royal Marines were on hand to see the veteran recognised - the last of the men from his town to be decorated by the French.

The award was established in 1802 by Napoleon Bonaparte and is now presented by the French Government in recognition of the bravery of British service personnel who liberated France in 1944.

John joined the Royal Marines in 1939 aged 19 and saw active service in Africa, Italy, France and Germany.

He continued to fight on the front line for the remainder of the war following the Normandy landings and served for 13 years in total.

"It was incredibly humbling to read through John's service record - it's one heck of a record and I am extremely proud to represent the Royal Marines at



his presentation which is richly deserved," said Lt Col Matt Churchward, Commanding Officer of Royal Marines Reserve Merseyside.

"His family and friends must be so proud of him as are we."

At the presentation, held at Chorley Town Hall, he was surrounded by his many friends and family, as well as members of the Royal Marines and Chorley and District Ex-Services Associations, where he entertained those gathered with his banter, many stories from WW2 and even impromptu harmonica playing.



Addressing those attending the ceremony, Chorley's MP Sir Lindsay Hoyle told John: "Your sacrifices and those of your comrades are the reason we have our freedom today.

"Not many people fought on every battle front in that world war are still here. We can't say enough about what you have done. Thank you on behalf of the country and the government."

MEANWHILE Eastbourne RNA helped organised what is believed to be the largest ever gathering of *Légion d'Honneur* winners in the UK.

The branch decided to get



together all holders of the award after S/M Alfred Armstrong received his medal last year.

They expected to trace five or six holders in the area... In fact, they found 14 for afternoon tea at the town hall.

Inside a warm welcome awaited as the 'Chevaliers of the Order' - some very frail - were shown to the tables bedecked with French and British flags and laden with cakes and sandwiches.

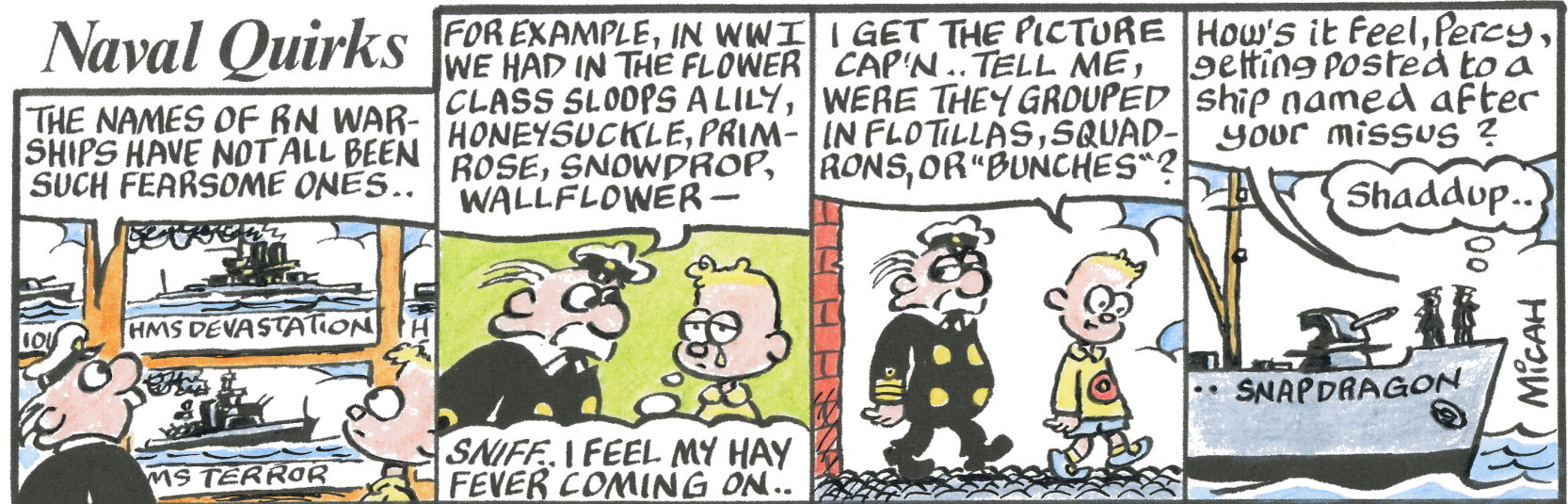
The VIPs, medals glistening on their blazers, were welcomed by Mayor Cllr Pat Hearn, who thanked them for their bravery in the summer of 1944.

Her words were echoed by local MP Stephen Lloyd and French Consul, Captain Jean, who gave his thanks on behalf of the French people and explained the significance of the award.

He then made a formal presentation to two RN D-Day veterans: Philip Tice and Alfred Wenham.

Following tea, a glass was raised to our heroes and a photo session organised.

Despite their age, and in most cases disability, it never deterred these ex-Servicemen from having their fun with the shoot, it became a bit of a riotous occasion!





You wait 70 years for a commodore...

THERE were five commodores at an event in Gibraltar... If you're waiting for the punchline, there isn't one. Other than it's thought to be the first time five naval officers of that senior rank have been on the Rock simultaneously since World War 2.

The quintet – left to right in this photograph by Cpl Tim Hammond RAF are Ian McGhie (the previous Commander British Forces Gibraltar); Falklands veteran/Iraq war amphibious task group commander Jamie Miller who spent the first nine years of his life on the Rock; the current Gib commander Mike Walliker; Gibraltar native and former CEO of the port authority Bob Sanguinetti; and Richard Lord, the Friends of Gibraltar membership secretary – gathered at the Tower at the end of 'MOD Day', the day set aside during the annual Friends of Gibraltar week for an update on all things military.

So ahead of the reception and Beating Retreat by the Band of the Royal Gibraltar Regiment at the territory's historic naval HQ, the friends had visited the new Service Families Accommodation complex at Four Corners including the impressive swimming pool and community facilities; taken to the water with the RN's Gibraltar Squadron and Royal Gibraltar Police; and had an update from Cdre Walliker on life on the Rock in 2018 and daily military operations.

The friends support the restoration of historical/cultural sites on the Rock and generally celebrates Britain's ties with this key overseas territory. For more details visit www.friendsofgibraltar.org.uk.



Buoy, that's some gift

A LIFEBOUY from the Royal Navy's last battleship has been presented to the crew of her modern-day successor.

The belt was saved from HMS Vanguard by Eddie Cantor shortly before the capital ship went to the breaker's yard in 1960.

He held on to the memento until his recent passing, prompting his widow Jane to look for a fitting home for it.

There could more none more apt than today's HMS Vanguard, undergoing her second refit in the specialist facility at Devonport.

"My husband Eddie was stationed near to HMS Vanguard when she was being prepared for scrapping, and he salvaged the lifebuoy from her in an effort to keep it safe.

"I decided to present it to the present HMS Vanguard, because it belongs back with the Royal Navy and not in someone's personal collection.

"The sailors today have shown a lot of interest in its history and where it came from; it really should be where it is now with this Vanguard."

The battleship Vanguard was launched by then Princess Elizabeth but entered service too

late to see action in WW2. Her active career was brief – by 1955 she was in reserve and by the autumn of 1960 she was being broken up at Faslane...

...where today's HMS Vanguard, one of Britain's four nuclear deterrent submarines, is based when operational.

Cdr Martin Gill, in charge of HMS Vanguard during her refit, said crew would find a fitting location to display the buoy.

"It's a great pleasure to bring the memories of Vanguard from the past to the present and it's that spirit that keeps the name going into the future," he added.

Picture: LPhoto Alex Ceolin

Maidstone hit 70

IT'S 70 years since a small group of ex-matelots gathered together to form the Maidstone branch of the RNA.

Since then, the branch has gone from strength to strength, culminating in platinum anniversary celebrations on Saturday June 23 with a birthday dinner in the Masonic Hall, attended by all members and their wives and partners. The evening was rounded off with music and dancing.



One of Scotland's forgotten heroes

SAILORS from HMS Scotia's Tay Division joined Sea Cadets of TS Duncan, local dignitaries and historians to honour the sacrifice of fellow Dundonian George Oakley.

He's one of more than 1,500 men from Tayside who answered the call in the Great War and signed up for the Royal Naval Division through HMS Unicorn in Dundee.

Oakley survived the horrors of Gallipoli – like many of his comrades he was sent home with dysentery and spent months recovering – Passchendaele where he was gassed (and spent another two months in hospital) and the great retreat of March 1918.

His luck ran out when taking part in a raid on German trenches near Albert on the Somme front in May 1918. His company suffered heavy casualties from machine-gun fire; George Oakley was struck several times.

He was evacuated to hospital in Dover from where his mother Maggie received a telegram: *May be visited* – three words which



suggested the casualty was not expected to live.

Mrs Oakley made the 500-mile journey from the family home in McVicar's Lane, Dundee, to the Channel port and arrived on June 6 1918 just in time to have a few final words with her son before he passed away.

As he died on British soil, George Oakley was buried in his

native city.

George was still conscious when Maggie Oakley arrived from Dundee on June 6 1918 and was able to speak to her, but died a few minutes later.

The memorial service was prompted by historian Dr Andrew Jeffery who regards the 10,000 Scotsmen who served in the Royal Naval Division during the Great War as 'Scotland's forgotten heroes'.

More than 1,600 Scots died serving with the division – which fought on the Western Front in 1914 and from 1916 to the war's end, plus in the Dardanelles in 1915 – a casualty rate of nearly one in every six Scotsmen.

As part of WW1 centennial commemorations Dr Jeffrey and fellow local/naval historians are working to create a digital roll of honour listing the officers and ratings from Angus, Dundee, Perthshire and Fife who lost their lives serving with the RND.

It's the intention of the reservists from Tay Division to attend further ceremonies commemorating RND fallen between now and Armistice Day on November 11.

Edinburgh out in strength for Forces' Day

MEMBERS of City of Edinburgh branch joined other service organisations and Veterans at the Annual Armed Forces Day Parade.

Members formed up in Charlotte Square under the watchful eyes of GSM WO1 McBroom, who had been given the task of organising the veterans into a presentable parade.

At 11am the parade set off with Royal Navy Veterans and Association of Wrens leading the Veterans Section behind the British Legion and RNA

standards.

The parade moved along George Street with the salute taken half-way down by Maj General Mike Riddell-Webster, Governor of Edinburgh Castle, ending at St Andrews Square Gardens, where we were addressed by Frank Ross, the Lord Provost of Edinburgh, and representatives from the Armed Forces and veterans' organisations.

45 recall the fallen of 82

A POIGNANT service was held at 45 Commando's Memorial Garden at Barry Buddon Camp to commemorate 13 men based at Condor who were killed in action during the Falklands War.

The East of Scotland Branch of The Royal Marines Association arranged the annual event, with current serving marines based at Condor also in attendance, led by 45's CO Lt Col Duncan Forbes RM and RSM WO1 David Young, with Chaplain Hislop in charge of religious proceedings.

RMA Corps Historian Graham Reed laid a wreath to the fallen – all based at RM Condor, but not all Royal Marines.

A unique insight into Collingwood

DUBLIN Branch held a 'Lord Collingwood evening' at Beaulieu House, Drogheda, in the home of Lord Cuthbert Collingwood's family.

Cara Konig opened her family home for the first time for an evening of Battle of Trafalgar lectures, historical talks, surrounded by items from the Battle of Trafalgar period, including 100-gun ship logbooks, Admiralty swords, books, and even paintings belonging to the celebrated commander and hero of Trafalgar.

Guests were in awe standing at the family dinner table with the Lord's personal Admiralty dinner plates placed on the table as if awaiting the good lord's return at any moment – keeping everyone on their shipshape toes, with blazers buttoned, waiting for him to appear in the door any moment as Lord Nelson's portrait hung above.

The house is a treasure trove of maritime antiquities and antiques from swords, medals, knighthood brooches all casually on display in occasional tables in various rooms – like time had stood still since 1815.

Collingwood family portrait paintings are everywhere, and the occasional cannonball was casually found sitting on mantelpieces, carelessly placed there by the grandchildren.

Hand-signed books belonging to Spanish captains at Trafalgar could be picked up and their military notes and hand-written formations studied.

Mrs Konig, Collingwood's great great-granddaughter, welcomed the branch and recounted the home's naval history: Beaulieu produced several admirals, including Thomas Charles Wright the ex-Royal Navy founder of the Ecuadorian Navy.

Lectures began with Desmond Grant, a naval historian and newspaper editor, on The Irish at Trafalgar that was warmly received. He added a sprinkle of local naval history including the story of local admiral, Sir Francis Beaufort of Beaufort scale fame.

Capt Peter Hore gave a riveting 40-minute unscripted lecture on Collingwood – simple to understand for those unfamiliar with it, but also full of golden nuggets of information to satisfy the most expert of historians present.

With the lectures over, the guest speakers were thanked and heartedly applauded before being presented with an original artwork oil painting in Golden gilt frame of HMS Pickle at Trafalgar, and a rare first edition book of Lord Collingwood's letters.

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Tribute to own

CADETS and veterans united to remember **Castleford's** contribution to WW1.

Castleford, which has always had a strong association with the Armed Forces, has one of the oldest Naval Associations, currently celebrating its 92nd year.

After the Remembrance Parade in November 2017, the three cadet forces of Castleford got together and decided to mark the 100-year anniversary of the First World War with a summer event that would attract the public, show off the cadets and give something back to the community.

Castleford Sea Cadets hosted a very successful Trafalgar Parade for the West Yorkshire District, and Officer in Charge PO(SCC) Keith Jeffery, decided to take on the role of planning a parade.

He worked with counterparts C/Sgt Skinner of the Army Cadets and Sqn Ldr Williamson of the RAF Air Cadets and together they decided to make the theme for the parade the 140 local recipients of military honours during WW1.

Castleford Sea Cadets has a close relationship with a number of veterans associations and decided to call on them to help organise the parade.

As a result of these links, the unit was able to secure the services of the Yorkshire Volunteers Regimental Association Corps of Drums and through Bill Waters of the Royal British Legion.

Veterans of the Crusaders Motorcycle Club ensured road closures and the charity worked to raise funds for the Forgotten



Heroes Charity.

The parade took place at Castleford War Memorial. Cadets marched through town to the library where nine standards were dipped for a minute's silence.

Lt Col Peck (rtd) of the Yorkshire Regiment gave a speech about why they were there and Lt Jeffery addressed the crowd with a few facts about WW1.

The Yorkshire Volunteers Corps of Drums performed a drumhead ceremony while the cadets read out the names of 140 recipients of military honours from WW1.

A book or remembrance on top of the drumhead as poppies were placed around it.

Air milestone for Carl

TWELVE cadets attended the Cadet Naval Aviation Intermediate Course.

Officer in charge was Lt (SCC) Marc Pether RMR, who ran both the operations side of the flying. Subjects included advanced navigation, radiotelephony and air law.

During the week the team's Senior Pilot and a Cadet Force Volunteer, CPO Carl Mason, pictured right, conducted his 50th hour flying cadet.

On landing CPO Mason was met by Lt Pether and a Guard of Honour. He was presented with a special badge to recognise his achievement and shared a cake with the cadets.

"I didn't even realise I was



flying my 50th hour, the cadet and I enjoyed a 45-minute flight over the Solent taking in Southampton and Portsmouth Harbour," said CPO Mason. "It's a great honour to be able to fly with cadets."

Junglies aim to woo female engineers

COMMANDO Helicopter Force answered a plea for help from Frome College.

Rebecca Childs, the college's head of science faculty, asked her partner Tom Lennon, a Lieutenant in the Royal Navy, to help raise the profile of women in engineering.

Tom happens to be a pilot with 845 NAS at RNAS Yeovilton, so he flew a Merlin helicopter – complete with a group of female helicopter engineers – to the college.

With pupils lining two sides of the college's sports pitches Tom brought in the 64ft long, 61ft wide and 16-tonne battlefield support helicopter – landing in the centre of the sports field.

This year is the Year of Engineering and the college wanted to showcase opportunities for their female students.

The college's Years 9 and 10 female students engaged and spoke at length with the six female engineers and the four-man aircrew from CHF.

It was a unique opportunity for pupils who may have never considered a career in engineering as an option to find out just what was open to those who join the Royal Navy.

Air Engineering Technician Megan Collyer, who left school without any qualifications, said that after time spent in New Zealand she returned to the UK with no idea what she wanted to do.

She became attracted to the Royal Navy because of the variety of skills and trades that had to offer but by fluke was drawn to aircraft engineering.

Megan now works on Merlin helicopters on 846 NAS.

"Being a female engineer is absolutely normal and I am totally accepted as one of the team," she said.

"There is no difference between the way male and female engineers are treated, and life is great."

PO Yvonne Starkey said: "Working on aircraft is a pretty cool job, however seeing the pride in my mum's face as she tells people 'my daughter's an aircraft engineer' is priceless."

Some of the female pupils from Frome College said that they had no idea that engineering was open to them and that they were really amazed to actually meet female engineers.

CHF, the aerial wing of the Royal Marines, consists of three squadrons, 845 NAS, 846 NAS and 847 NAS. Merlin Mk3 airframes are currently in service with 845 NAS and 846 NAS, while 847 NAS fly the Wildcat.

Pictures: Chris Bailey



Proud parade for Recruit Troop 118

HAVING gone through training almost as rigorous as their grown-up comrades, Royal Marines Cadets passed out as they became fully-fledged members of the junior corps.

The youngsters of Recruit Troop 118 had gone through six months of drill instruction, field craft and learning the history of the Corps, and two major exercises – one overnight test getting used to being away from home, team building and basic skills in the field, the second involving a weekend away to demonstrate all the various skills they've learned over six months.

At the end of that exercise, cadets are 'drummed in' to receive their coveted berets as General Duties Royal Marines Cadets.

That's followed by a formal passing out parade, here hosted by RMB Stonehouse with Lt Col Nik Cavill, pictured left, taking the salute, in front of parents and family members.

"I feel really proud and would do it all again. I am now looking forward as a Royal Marine Cadet to joining the Corps of Drums," said Rct Wafforne.

Joined by Capt Daniel Waldron and WO1 Liam Dowthwaite, Lt Col Cavill presented certificates and awards to recruits, inspected the ranks and watched a drill display ahead of the final march past.

Picture: PO(Phot) Si Ethell, RNPOTY



Cadets keep cool with fun on water

NORTHAMPTON Sea Cadets, TS Laforey have had an extremely busy summer period enjoying the warm and tropical weather.

Since the well-attended HMS Laforey Parade, which saw over 100 Sea Cadets march through the streets of Northampton to remember the sacrifice of the town's adopted ship which was lost in the Mediterranean on March 30 1944 with heavy loss of life, attention turned to the unit's afloat activities.

The unit has started its outreach scheme partnering with local schools through the RYA OnBoard scheme.

As well as aiming at getting children on the water, the OnBoard programme also looks to convert ten percent of participants to regular sailors at local clubs.

The Onboard scheme is also developing the instructional skills of the older Sea Cadets in the unit with the 15 to 17-year-old age group who lead the instruction under the supervision of the qualified adult volunteers.

The unit's Sea Cadets and volunteer instructors are working with 12 youngsters from Standens Barn Primary School and St Mary's Catholic Primary School to introduce the children to sailing.

The youngsters each complete a six-week learn to sail course, going away with a RYA Stage 1 dinghy sailing certificate and a new life skill, while building confidence afloat, teamwork and having fun.

Locally 12 cadets completed the Duke of Edinburgh Bronze Expedition rowing from Northampton to Wellingborough.

The cadets have attended a multitude of activities and events over the period which included attending a variety of training weekends either at sea, offshore yachting off the coast of Scotland or at the training centre in Thrapston.

Additionally the cadets have developed their canoeing and kayaking skills at the TS Tuna paddle sports weekend in Bedford.

The unit saw cadets adventure training in Nottinghamshire and Royal Marines Cadets have been sharpening their skills in the field at Yardley Chase with the Army Cadets.

Three unit Petty Officer Cadets and unit Cadet Sergeant were all present in their best uniforms for the first time.

The Commanding Officer Lt Chris Read said: "Bearing in mind there are only 48 Petty Officer cadets in the organisation, to have three in Northampton shows the calibre of our young people."

The unit has also had a busy and successful period in many Sea Cadet competitions.



The cadets have achieved great results at the Area Swimming Regatta and the Area Sailing and Windsurfing Competition, where Cdt Billy Thongmata won the windsurfing event.

The unit also took part in the district rowing regatta, competing against the other units in the county: Kettering, Market Harborough, Rushden, Wellingborough and Brackley.

Success certainly reigned as Northampton brought home the following trophies: Open boys rowing, open girls rowing, junior girls rowing, open male (slide seat sculling).

Once more the cadets worked hard and were a credit to the unit.

Lt Read said that "he was proud of the afloat standards the cadets demonstrate, which builds teamwork and self-reliance, these are great skills for our young people."

The month also included a visit from Warrant Officer Steve Prior from the Royal Navy Armed Forces Recruiting Team to describe careers in the Royal Navy and answer cadet's questions for a possible future career at sea.

Steve spoke about his experiences and what it is like to work for the Royal Navy.

Also a number of cadets achieved the Btec Level 1 teamwork personal skills award, which

converts SCC training into a recognisable qualifications for their CV.

Lt Read said: "Cadets studying in the volunteer time towards a recognised qualification helps our motivated young people gain recognition out side of the Sea Cadets for their efforts."

We have now reached our maximum recruiting strength and capacity for Juniors Sea Cadets and our Royal Marines Cadets Detachment and our next intake night will be in September.

Many opportunities are available for cadets to participate in and the full unit calendar can be found on <http://calendar.northamptonseacadets.org.uk>, along with further course and event details.

Future events include summer camps from August 12-17 and 18-24.

The Sea Cadets are recruiting now for cadets and adult volunteers.

Northampton Sea Cadets meet on Tuesday and Friday evenings and Northampton Junior Sea Cadets and Royal Marines Cadets meet on a Wednesday and Friday evening from 7pm to 9.15pm at their headquarters in Nunn Mills Road, Northampton.

For details see www.northamptonseacadets.org.uk.



Duke joins the anniversary bash

METHIL Sea Cadets ended celebrations of their 75th anniversary with a visit from the Duke of York, Admiral of the Sea Cadets Corps.

The visit was well attend with cadets from Methil, Dundee and Grangemouth as well as the Northern Area Sea Cadet Band.

Cadets were also joined by a host of invited guest who have in some way helped and supported the unit of the past years.

It was a great day and a fantastic experience for the cadets.

Prince Andrew spent a lot of time chatting with the cadets, leaving them with memories to treasure.



Day for reflection

HUYTON with Roby Sea and Royal Marine Cadets were on hand to help the veterans of the Royal Naval Association commemorate Armed Forces Day;

The day also offered the cadets a chance to reflect upon some of the unit's former cadets who are currently serving in the Royal Navy, the Royal Marines and the Royal New Zealand Navy.

Huyton with Roby Sea Cadets and Royal Marine Cadets are aged 12-18 and parade on Monday and Thursday evenings.

Veteran Tiger hands over

LEICESTER Sea Cadets at Training Ship Tiger are now under new command after Lt (SCC) Dave Derbyshire RNR stood down.

He has been in the Corps since 1968, and moved through the ranks to an Instructor Cadet.

In January 1972 he joined the Royal Navy as a Marine Engineering Mechanic and gained the rank of Leading MEM, but in November 1976 he left the Navy.

In 1978 he rejoined the Sea Cadets and was promoted to Petty Officer in February 1979, moved through the ranks to be made an officer in 1990.

In 1998 he took over command of TS Tiger as the Officer in Charge, and made Commanding Officer after taking the Command Course in 2000.

In late 2009 he had to stand down after completing his term required over 12 years.

Wishing not to leave the Corps, he moved to Loughborough Unit in November as an instructor.

In 2013 he was requested by Cdr Charles Bagot-Jewitt, the Area Officer Eastern, to take



command of TS Tiger as a CO, to re-establish the unit.

After being CO at Tiger for nearly 17 years it was time to stand down and pass on the command to Petty Officer (SCC) Ben Clayton.

Dave is not leaving the Corps, he will be carrying on as Assistant District Officer Liaison for Leicestershire.

Deaths

AB Peter 'Ginge' Owers. Served 12 years, three as a Boy Seaman. Bunting tosser. HMS Ganges, Victorious, Woodbridge Haven, Caesar, Lowestoft, CinC Portsmouth (twice), HMS Chawton, Eastbourne. Joined London Fire Brigade and then Avon Fire Brigade for 28 years. May 30 2018, aged 73.

CPO(PTI) David McGaw. HMS Arethusa 1940, St George, King George V, Collingwood, Adamant, Saintes, Dryad, RAF Syerston, HMS Victory, Daedalus, Ganges, St Vincent, Falcon. Senior rating i/c RN horn pipe and cutlass displays at Royal Tournament 1961 and Edinburgh Tattoo 1962. RN Careers Advisor Manchester 1965-1971 and RN Careers Officer Stoke-on-Trent 1971-1978. June 19 2018, aged 92.

ERA 1 Gordon Richard 'Granny' Grandsded. Served August 1945 to May 1972. Joined HMS Caledonia, Grenville Division. Served in HMS Truelove, Cheviot, Bramble, Eagle, Lincoln, Bastion, St David and Exmouth, plus a two-year deployment to HMS Rooke late 1960s. Died June 30, aged 88.

CPO(ERA) Anthony Bruce 'Nat' Bates MBE. Served HMS Fife, Eskimo, Dainty, Murray and Grafton. June 9, aged 78.

POCA Glyn Bralee. 1975-1999 Served, HMS Birmingham, HMS Scylla, HMS Diomedes, HMS Iron Duke and HMS Glasgow. April 15, aged 58.

Admiral Sir James Eberle. A Memorial Service for the life of Admiral Sir James Henry Fuller Eberle GCB will be held at the Britannia Royal Naval College Chapel on Wednesday October 3 2018 at 2pm. Those wishing to attend are invited to apply for tickets no later than September 3 either by email to nicky.lee855@mod.gov.uk or by letter to Mrs Nicky Lee, Navy Command Headquarters, MP G-2, West Battery, Whale Island, Portsmouth, PO2 8DX. Applications should include full names and addresses. Tickets will be despatched by post no later than September 14.

Arthur Moyle. C.R.S 1958-1982 Served HMS St Vincent, Ganges, Ulster, Drake, Falmouth, Sea Eagle, Seahawk, Mercury, Terror, Osprey, Dundas, Cochrane, Victorious, Hermes, Bulwark and Active. Died July

1, aged 76.

Cdr John Fremantle, Lord Cottesloe. High Sheriff of Buckinghamshire, Lord Lieutenant Buckinghamshire, Governor Stowe School. HMS Frobisher, Cumberland, Illustrious, Wizard, Concord, Finisterre, Battleaxe, Whitby, Palliser, Greenwich, Excellent, SHAPE, Middle East Command, Ministry of Defence, President and Patron HMS Concord Association. May 21, aged 91.

Maurice 'Spider' Webb. CAEMN(M) 1957-1982 Served HMS Ganges, Gamecock, Condor, Seahawk, Fulmar 800Z, 801,803 and 809, Ark Royal, Victorious, Royal Arthur, Daedalus, Osprey, and Antrim. Died March 22.

Hughes Francis 'Frank'. Signaller. Served at HMS Ganges and Royal Arthur before supporting D-Day landings on Juno beach for which he earned the *Legion d'Honneur*. Later served in Malta. Post-war worked as a firefighter, ambulanceman, minister in the Salvation Army and the water industry. Died in Darlington, May 6 aged 92.

Richard W Sweetman. ME(stoker) Served 1955-1966 HMS Bulwark, Albion, Kent and Warrior. June 20, aged 79.

Aubrey John Savin. Served 1950-59 in HMS Widemouth Bay, Loch Fada, Victory, Boxer, Whitesand Bay, Loch Killisport, Armada and Apollo. Died June 11, aged 83.

The Algerines Association

Adams George A. Served aboard HMS Chameleon. Died March 13, aged 97.

McCord John B. Served in HMS Bramble. Died May 23, aged 88.

Law Ernest H. Served in HMS Gozo.

Onslow Gerry. Served in HMS Flying Fish.

Capt Richard E Lambert CBE. HMS Victory RNB, President, Warrior, Raleigh, Dryad, Hampshire, Victorious. Special Proj Exec. RCDS. DNOR. June 26.

Cdr Richard S Barrett. HMS Maidstone, Dido, Sealion, Raleigh, Trump, Montclare, Cleopatra. HM Dockyards Rosyth & Devonport. D Gen Ships. FOSM. FONAC. Dir Naval Management and Org. June 22.

Cdr Lionel S Barry OBE. HMS Victorious, Ark Royal, Hermes, Osprey, Daedalus, Heron. 814 and 893 NAS.

MOD DGA(N). June 1.

Lt Cdr Keith E Brown. HMS Heron, Saker, Wasperton, Eagle, Hermes, Tamar, CINNAVHOME, CINCFLEET, JS Adventurous Sail Tg Centre, June 8. Aged 79.

Lt Cdr Michael W Haddock. HMS Ark Royal, Daedalus, Eagle, Heron, Ariel, Sanderling, Gambia, Condor. NARIU Lee-on-the-Solent. RN Aircraft Repair Yard Belfast. June 7. Aged 87.

Lt Michael J Kenward. HMS Falcon. 890, 892, 899 NAS. June 23.

Submariners Association

Bill Peel DSM CERA. Served 02/43-03/57 in HM Submarines Upright, Sealion, Seanymph, Statesman, Ambush, Explorer, Tapir and Andrew. Wales Branch. Left May 03. Aged 97.

Anthony Brown CRS (RCI). Served 08/59 - 10/84 in HM Submarines Tudor, Alderney, Astute, Narwhal, Revenge and Repulse. Basingstoke Branch. Left May 16. Aged 79.

Henry Bush C.E.Mech. Served 1972-1982 in HM Submarines Narwhal and Otus. Portsmouth Branch. Left May 27. Aged 76.

Alan Harvey WEA1. Served in HM Submarines Warspite, Churchill, Spartan and Splendid. Dorset Branch. Left Jun 03. Aged 71.

Arthur Giles L/Sea. RP2. Served 01/52 - 02/57 in HM Submarines Artful and Springer. Medway Towns Branch. Left Jun 10. Aged 86.

Joe Sutton Sto.Mech. Served 12/48 - 12/53 in HM Submarines Sidon, Scythian, Sirdar, Seadevil and Totem. Beds & Herts Branch. Left Jun 17. Aged 89.

Gerard Conway CPO MEM(L). Served 1986 in HM Submarines Warspite (86-89), Upholder (89-95), Talent, Trenchant (95-07) and Turbulent (08-12). Plymouth Branch. Left May 12. Aged 53.

Reginald Hillier LEM. Served 08/56 - 06/63 in HM Submarines Subtle, Acheron, Trespasser, Seraph and Oberon. Dolphin Branch. Left May 20. Aged 81.

Ronald Erridge EA1. Served 06/60 - 10/65 in HM Submarines Artemis (60), Astute (61), Grampus (62-64) and Alliance (64-65). Northern Ireland Branch. Left May 29. Aged 81.

Peter Arnold AB.GL3. Served 1952 - 1957 in HMS Astute.

Andrew Springer. Burton Upon Trent

Branch. Left Jun 03. Aged 86.

Eric Hamer CPO EL. Served Jul 1961 - Nov1965 in HM Submarines Orpheus (61-62), Taciturn (62-63) and Trump (63-65). Barrow-in-Furness Branch. Left Jun 13. Aged 76.

Malcolm Flowers LME. Served 02/60 - 01/66 in HMS Astute, Nottingham Branch. Left Jun 17. Aged 76.

Association of Royal Navy Officers and RNO

Cdre John B Sadler. HMS Eagle, Collingwood, Neptune, Opportune, Dolphin, Sceptre, Drake, Raleigh. Dir Underwater Proj, Dir Strat Weapons Sys. Dir Trident Proj. June 5. Aged 71.

Capt John B Lean OBE. HMS Euryalus, President, Lynx, Cheviot, Excellent, Terror, Minerva, Rooke. DNOR, NA Madrid, Serv Attache Caracas. June 8.

Cdr TK(Keith) Evans. HMS St Angelo, Collingwood, Raleigh, Defiance, President (CND Haslemere), Arethusa, Barham, Forth, Royal Arthur, Hawkins. BRNC Dartmouth. June 26. Aged 98. Memorial service at Pangbourne College on Tuesday September 18 at noon. Those wishing to attend should e-mail development@pangbourne.com or telephone 0118 976 6795.

Cdr David J S Wright OBE. HMS Drake. Eastbourne, President, Cavendish, Solebay, Victorious, Pembroke, Charity. MOD Def Intel Staff, Dir Naval Plans. Min of Technology. RNC Greenwich. June 24. Aged 87.

Maj RM Patrick M H Dunn MBE. 43 and 45 Cdo RM. RM Eastney, HMS Centurion. CTCRM. 3 Cdo Bde RM. HQ Res Allied Forces Schleswig Holstein and Jutland. MOD London. June 20. Aged 75.

Lt Cdr Anthony G Dyer MBE. HMS Maidstone, Glamorgan, Jupiter, Dolphin, St Angelo, Drake, Dryad, Troubridge, Hartland Point. June 20. Aged 85.

Lt Cdr Brian F Dutton DSO QGM. HMS Ganges, Albion, Vernon, Gavinton, RAN. Apr 23. Aged 86.

Lt Cdr Basil C H Paget. HMS President, Cockade, Dolphin, Terror, Tradewind, Alacrity, Euryalus. June 8. Aged 94.

£50 PRIZE PUZZLE



THE mystery boat in the June edition of *Navy News* (right) was HMS Churchill, which was launched by Mary Soames.



Brian Willing, of Kent, wins £50 for sending us the correct answers.

answers will go into a prize draw to establish a winner.

This month's mystery ship (above) was built for the Royal Navy during the 1950s. In the 1960s she led the 30th Frigate Squadron and undertook two tours of the Far East.

1) What was her name, and 2) what class of ship was she?

Complete the coupon and send it to Mystery Picture, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY. Coupons giving the correct

Entries must be received by September 14.

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 October edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 282

Name

Address

My answers: (1).....

(2).....

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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Reunions

GAFSC Hamburg. The German Armed Forces Staff College (GAFSC) Hamburg is keen to maintain links with former advanced staff training students and would like to contact the following retired personnel: CAS 'Stuart' Batten (student 1989-90), MJ 'Matthew' O'Grady (student 1993-94), JR 'John' Toon (student 1995-96) and CCE 'Christopher' Robin (student 1996-97). Contact British Liaison Officer Lt Col David Hercus at GAFSC on +49 40 8667 3350

October

HMS Glory Association: After 32 years we are still meeting twice yearly. Our next get-together will be at the Aston Court Hotel, Midland Road, Derby DE1 2SL on October 19-21. There will be a meet-and-greet on the Friday, followed by a Trafalgar night dinner on the Saturday at The Spot, Derby. For further information please contact Bernie Cohen 07806782720 or 01619461209.

April 2019

HMS Ganges Association: Our annual reunion will be held April 12-15 2019 at the Warners Gunton Hall Holiday Village near Lowestoft, where we have sole exclusivity of the site. For booking details please contact tony.willers@btinternet.com tel:07787106202 or Isle of Wight Tours on (01983) 405116.

Ask Jack

HMS Verdun: Did you serve in HMS Verdun between 1944 and 1947? If you did, former Kenneth George Hector Gunter (MX 734275) would love to reminisce with an old shipmate having recently lost his wife. Contact andreetyler@aol.com.

PO MW Phil Brace. I served with him in HMS Cattistock for the whole of the Gulf War 1. He started a restaurant/bar in Majorca when he retired in 1998/1999 and I wondered if he was still in Majorca as I am visiting there shortly. mick_hilder@hotmail.com

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Submissions for the Deaths, Reunions and Swap Draft columns in September's Noticeboard must be received by **August 14 2018**



● Young Oliver Bell is winched into a helicopter by LAET Clarke and LET Wiles; the Green Rockets motorcycle display team wowed the crowds

Sultan swings



THOUSANDS of visitors flocked to HMS Sultan for the annual summer show.

Monster trucks, a steam fair and motorcycle displays, the Royal Naval Volunteer Cadet Corps Field Gun and the HMS Sultan Volunteer Band helped entertain visitors.

Outside of the main arena an enormous funfair, a free fun and games arena, petting zoo, static airframe displays, creepy crawlies, craft and charity tents, classic cars and a Georgian gun deck experience based around the Battle of Trafalgar delighted the crowds.

The evening before the show, 1,500 local disabled and deserving children and their parents and carers were treated to entertainment at the summer show's children's party.

The invitation-only event is a regular fixture in the establishment's calendar and remains an event where sailors are given permission to dress as pirates.

Commanding Officer of HMS Sultan, Capt Peter Towell, said: "The children get to enjoy an exclusive preview of the show with their carers or families in a quieter, less crowded environment, before it opens up to the general public on Saturday and Sunday.

"Seeing the children engage with our sailors who have been dressed as pirates has been brilliant. They've clearly enjoyed the experience and I hope the families in attendance have also felt welcome."

Pictures: PO(Phot) Nicola Harper

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Peace from the hell of Gavrelle

FOR 101 years the fate of Able Seaman James Cameron Robertson was lost in the mud and carnage of the Western Front.

No-one had seen the 28-year-old former shop assistant from Aberdeen since he climbed out of a trench with comrades of the Anson Battalion, Royal Naval Division, and swept towards German lines outside the village of Gavrelle, near Arras, on April 28 1917.

His family never talked of their loss. They kept no photographs, letters or keepsakes of the Aberdonian.

Only on the ornate Arras Memorial – to men who fought on that sector of the front what the Menin Gate is to the fallen of Ypres – has the sailor-soldier been recognised for the past 86 years, his name joining the list of nearly 35,000 men who fought on this stretch of the Western Front yet have no known grave.

Until now.

Through a spot of luck, painstaking

research by MOD and local historians, and 21st Century science, James Cameron Robertson is finally at peace, buried with his comrades, the spot marked with a formal headstone: Lost at Gavrelle, France. May his soul and the souls of his comrades rest in peace.

The junior rating was reinterred 101 years after his death with full military honours and in the presence of his family on a muggy summer's day in the Pas de Calais.

His last resting place is Orchard Dump Cemetery – an unappealing name which belies the tranquil setting amid the ripening wheat fields near the village of Arleux-en-Gohelle, ten minutes' drive from where he was killed.

With the grass at the Commonwealth War Graves Commission graveyard bleached beige by the summer dry spell, WO1 'Eddie' Wearing oversaw the Naval burial party giving the sailor the send-off denied him in 1917.

"It was an absolute honour and a privilege to have been part of proceedings," he said.

"I'm proud that I have been able to lay a fellow sailor to rest along with all his other shipmates.

I'm extremely proud of all my staff and Naval Ratings that took part today, they ensured that James had the best send-off possible in the high standards and traditions of the senior service."

Watching was Frank Treasurer, James Robertson's 81-year-old nephew, whose DNA helped to confirm the identity of the body.

"It was a sad and poignant day, however it was also a celebration of James and his comrades' courage and bravery. We were very glad to be here today to witness him finally being laid to rest," he said.

The road to Orchard Dump Cemetery for James Cameron Robertson began at the end of 1916 when workmen laying a pipe on the edge of Gavrelle found a skeleton with various items of Royal Naval Division equipment and markings: an Anson battalion shoulder

title, bullets, buckles, buttons, a spoon and mess tin and a pair of boots.

The location was the site of a trench occupied by four companies of the Anson Battalion on April 28 1917, from where the Royal Naval Division launched its second major attack during the Arras fighting.

The attack on this sector of the Western Front was intended to draw German attention away from an attack unleashed further south – an attack intended to win the war.

It didn't, but to keep up the pressure, the Allied offensives continued into May 1917.

The sailors and Royal Marines of the 63rd Royal Naval Division were thrust into the maelstrom at Gavrelle on April 23. They seized most of the village that day and completed its capture five days later. The Anson battalion alone lost 30 men, including James Cameron.

He volunteered for the Royal Navy in October 1914, served in Gallipoli and on the Somme,

was wounded several times and finally assigned to the Anson Battalion at the beginning of 1917.

When the skeleton was found, it fell to the MOD's Joint Casualty and Compassionate Centre – which deals not merely with present-day deaths in service, but historic cases – to try to identify it.

The recovered bones allowed 90 per cent of a body to be reconstructed, revealing a man aged between 25 and 35 who was roughly 5ft 2½ins (1.6m) tall.

Checking those details against casualties at the end of April, Nicola Nash narrowed the body's identity down to either AB Andrew Irvine or AB Robertson.

Next came an appeal for relatives in the sailors' hometowns (Glasgow and Aberdeen respectively)... which eventually led to Mr Treasurer and a DNA test to confirm the link.

"Being able to give a name to this brave sailor has been incredibly rewarding," said Nicola. "Attending the service to see the culmination of months of hard work was truly an emotional experience. We will remember them."



THE GROVE REVIEW

An engrossing anthology as ever

AN EXCELLENT example of what can be achieved by enthusiast-stimulated serious research is the *Warship* annual that has for many years included ground-breaking articles. The 2018 edition is no exception, writes Prof Eric Grove.

It has two highly-significant articles on the Battle of the River Plate. The first is by operational research specialist Alan Zimm, author of a key recent study of the Pearl Harbor attack. He uses doctrine publications from both sides of the Atlantic to provide a serious critique of both commanders in the battle, Harwood and Langsdorff. An important point to emerge is that the pocket battleships could physically fire at two different targets, although it was not a very good idea in terms of accuracy. It was only resorted to briefly in the battle. Harwood, a tactical expert

appears to have been too limited by doctrine although his overall success is underplayed by Zimm.

The extent of this is demonstrated in a typically thorough forensic analysis of Graf Spee's damage by *Warship* International's Bill Jurens. He points out that damage to Graf Spee's bow, cooking arrangements and main rangefinder were important in Langsdorff's decision not to attempt a breakout. Harwood's cruisers had inflicted significant damage. He effectively knocks on the head the theory that the key damage was to the oil-thinning boiler. In fact Graf Spee had two boilers whose roles were somewhat different.

The first chapter in the book by Tol Wisemann covers the interesting 'funny little Danish warship' Niels Juel, begun as a coast defence ship and completed as a cruiser used largely for training. As well as covering in detail the development of this

unique ship it contains interesting material on the little known fate of Danish ships when Germany moved in on them in August 1943. Niels Juel was no pushover being attacked, fatally damaged and eventually scuttling herself. She was raised and used by the Germans as a static training ship before being scuttled again.

Another vessel used for much of her career as a training ship was the French armoured cruiser Jeanne D'Arc whose origins are discussed in detail by Luc Feron and Jean Roche. It is interesting to see what British armoured cruisers were designed to fight at the beginning of the 20th Century. The ship's actions in World War 1 are detailed as well as her career as a training ship both before and after that conflict.

A most significant chapter is that by Enrico Coenuschi that re-writes the history

'the cyptological and intelligence war between Britain and Italy between 1931 and 1943'. He demonstrates that the British intelligence official history is seriously flawed and that many of the strictures heaped on the Italians are inappropriate and plain wrong. This piece must be read by anyone seeking proper understanding of the Mediterranean war.

Next Hans Lengerer examines the interesting and unique Japanese cruiser Oyodo designed to lead submarines and later used as a command ship. Interestingly the picture of her taking off Admiral Ozawa from the sinking Zuikaku after the Battle of Cape Engano (part of the Leyte Gulf actions) seems to have been

commonly published the wrong way round.

Stephen McLaughlin put together an interesting jigsaw of material on Russian monitor designs of World War 1 – ships built both for coastal offence and defence. Perhaps most interesting is the light this sheds on the Russian plans to attack Constantinople from the north.

The book then jumps to the modern era with a most useful study by *World Naval Review's* editor Conrad Waters of modern naval replenishment vessels. David Murfin looks at RN trade defence cruiser thinking from 1905 to 1920. Designs locked in the archives 'lost in the fog of war' are thoroughly analysed in a process that culminates in – and makes sense of – the 'Hawkins' class.

A truly fascinating story that has not previously been properly told is that of the back half of the destroyer Amatsukaze, Chuichi Hara's old ship that lost its

forward part in action but had a remarkable second life with a new bow, seeing action again and eventually being sunk. Michael Williams fills this gap, shedding light on the context of the ship's final struggles as well as the details of what was one of the most extraordinary warships ever to sail.

The book concludes with a short chapter by Dave Baker on an American armoured cruiser (that whets the appetite for a fuller study of these interesting ships) some short notes and a set of good book reviews.

The editor John Jordan and the new publisher Osprey of Oxford are to be congratulated on a volume that fully keeps up the standard of its Conway published predecessors in both research and production standards. *Warship 2018* (ISBN 978-1-4728-2999-3) costs a quite reasonable £40. It should be on the shelves of anyone with an interest in modern naval history.



Liam heads east to realise his dream



A RUGBY Union player from HMS Sultan is a step closer to fulfilling his dream of playing internationally.

LET(ME) Liam Williams headed out to the Philippines to take part in trials to represent their National Rugby Team in the Asia Rugby Championship.

Liam started playing when he was just eight years old. He developed a passion for the sport and as he continued to progress in junior rugby he was selected for Gloucestershire's Development Squad.

After joining the Royal Navy in 2012, Liam got involved in RN Rugby.

After initially playing as a scrum half in 15s, he was selected for the Royal Navy under-23s squad, in the position of winger.

Liam's talents and his qualification via his Filipino mother have given him the opportunity of a trial with the Philippines national squad.

Liam had to raise £1,000 to take part and was helped by family and grants from the HMS Sultan Care and Welfare Fund, the Establishment's Leading Hands Mess and the RN&RM Sports Lottery.

"I'm so thankful for all the support I've received as I live and breathe rugby. Hopefully I'm successful in the trials as it would be a huge honour to represent the Royal Navy and the Philippines in the Asia Rugby Championships."

Picture: PO (Phot) Nicola Harper



Tough lesson for boys from Brazil

ROYAL Navy footballers who served in HMS Ocean took on their opponents from Brazil.

The Senior Service side beat the team from Atlantico 4-3. The helicopter carrier was sold to the South American country earlier this year and has been renamed PHM Atlantico.

The Brazilians' attacking mentality from kick off was clear and became almost overwhelming for the back three of NA Jack Standish, AB Fletch Fletcher and ETME Woolly Woollicroft, who struggled to pull the wing back pairing of ETWE Grant Holt and MNE Jack Fowler into the mix.

This initial pressure led to Ocean FC going behind on six minutes by a speculative effort from range which left keeper Lt Mac McDonough no chance.

The early lead didn't last all that long. Assisted by LETME Blackie Black, AB Jacob Frenzo took the ball into his stride before finishing with an exquisite strike.

Ocean changed the 3-5-2 formation to a more tried and tested 4-5-1, with Grant moving to left back and Woolly to the right, Jack F on the right wing and Jacob to the left.

This did leave LCH Ryan Ashall up top alone and was left feeding off scraps for much of the game.

The Brazilians went 2-1 up on 41 minutes with a good ball over Jack S and Fletch, causing Mac to come off his line.

A clear sign of match fitness and team understanding was on show at 55 minutes when a well-rehearsed corner, inswinging to the far post to Blackie, saw him score with a diving header.

Just past the hour, a calm and methodical free kick was sent into the box which saw Fletch finish with a goal worthy of England v Brazil and a celebration that matched that too, 3-2.

Three minutes later and Atlantico equalised and it looked as if the game would end in a draw.

But with five minutes remaining, NA Kegan McPhillin scored the winner with a free kick.

Two minutes later Ryan should have made it five but it finished with Ocean the victors.

Picture: LWtr Kelly Ashall

Giants too strong for Wrenagades

THE Royal Navy Rugby League Wrenagades took on the Huddersfield Giants Women.

Ahead of the match the RN side trained at the home of Leeds Club Oulton Raiders and were accommodated in Carlton Barracks, also in Leeds.

Head Coach Jim Bowen had a full set of support staff, including a new member to the team, physio, Marl Povey.

Mark joined Emma Ochiltree to ensure the players were looked after as well as could be while with the team.

Another familiar and welcome face on the touchline was Steve Smallbone who made it along to assist Jim.

While it was a full house on the management side it was a different story on the playing side, as operational requirements meant Coach Bowen was deprived of a significant number of his squad.

Fortunately by mutual agreement with the Giants, two players from the Stanningley Ladies joined the squad to strengthen the replacements bench.

As for opposition, while it was their first outing under the Giants flag, all the players had experience of the sport with other clubs and had been training together on their home patch for several months.

Referee Beth Neilson got the game underway on time on a cloudy breezy afternoon at the Orchard FM Arena on the outskirts of Huddersfield.

The Giants took the initiative from the kick off and hardly had the RN defence got themselves in position when Olivia Wood crossed to register the first points.



● Emma Swinton in action for the Wrenagades

The first quarter of the game was to follow much the same pattern as the RNRL were starved of possession and had to put in a massive defensive shift to keep the Giants at bay.

The home side was well marshalled by their skipper Grace Ramsden who, after converting her own try, put the Giants 18 points to the good.

It was not all one-way traffic and the RN side showed some good skills, coming close on a couple of occasions before skipper Sam Alderson finished off a great move from right

to left across the face of the Giants defence, touching down midway between the posts and the touchline.

The score sparked a revival from the visitors, who once again made a good approach to the Giants line. However this time the effort was not rewarded with a score and it was the Giants who countered and touched down once again.

Unfortunately the Wrenagades could not find the breakthrough in the first half and with further tries from Wood, Crowther and Slack, plus conversions from Ramsden, the home side went in to the break ahead by 38-4. Once again the Giants made the better start to the second half, Ramsden finishing off another Giants move by converting her own try.

The RN side continued to fight back, breaking from their own line the RN moved out to their right, beating the Giants cover with ease, winger Steph Armstrong taking the ball some 25 meters out and stepping the Giants defence to score a brilliant try for her side.

Once again however the home side responded with a try for Codie Slack.

The tit-for-tat scoring continued as RN second row Helen Stevenson scored with a great solo effort.

The final quarter saw the home side bag another couple of tries and the game finished 58-12 to the Giants.

Player of the match went to Grace Ramsden for the Giants.

Giants coach Steve Stead singled out RN skipper Sam Alderson as the RN player of the match.

Seniors win Molyneux Plate

ON an emotional day in Wigan the Royal Navy Rugby League Seniors team came from behind to beat GB Teachers and win the inaugural Ian Molyneux memorial fixture by 34-18.

The match was played in memory of Lt Cdr Ian Molyneux, a lifelong Wigan fan who died in 2012.

With the support of Ian's widow Gillian and their children, this year's game was played at Wigan Warriors Community Foundation's fans' day.

A strong Teachers side took the initiative, leading 18-4 at the break but the Brothers got into their stride in the second half and, led by UKAF skipper PO(AET) Ben Taylor, scored 30 unanswered points to take the game and the trophy which was presented to Ben Taylor by Gillian.

During the season RN Rugby League at all levels has moved up several gears with a succession of

matches across the country.

The Royal Marines have also been in action with four fixtures, the first was a good win against the Royal Artillery by 30-12 at Aldershot.

Backing that up was the annual Elms Darbyshire fixture against Wigan St Patricks, where the hosts won 12-6. This disappointment was dispelled in the next fixture with a 50-12 victory over the Royal Engineers. The final fixture saw the Corps side again face the Army Academy side as part of the Warrington Armed Forces Day.

Despite baking hot conditions both sides put on a great show with the RM taking the Birdsall Bowl trophy by 40-12.

The RN Academy side, coached by PO(ET) Wata Robanakadavu, went to Cornwall to play the Cornish Rebels and won 52-6.

RNRL faces the Inter-Service contest next month.

Students see off UKAF

ENGLAND Universities are the 2018 Presidents Cup winners with a 40-22 win over UK Armed Forces Rugby League in Rochdale.

UKAF had fought back from being 18-0 down after 15 mins to tie the game at 18-all early in the second half.

After three early tries from the opposition, Pte Micky Hoyle (6 Regt RLC) crossed the line with a well worked try. Cfn Jamie Laing (1 Royal Welsh) added the extras with a clinical conversion.

This spurred on UKAF men to stage a comeback, with ET Josh Coupland (HMS Bulwark) splitting the defence to go in under the sticks. Cfn Laing converted.

Coming out for the second 18-12 down, the forces men kept the pressure on with a try from SAC(T) Adam Flintham (27 Sqn). Another success for Laing evened the score at 18-all.

A simple mistake from the

restart allowed the opposition to capitalise and go in out on the flank and take the score to 24-18.

Adding to the UKAF tally with a clinical try LH Luke Cooper (RNAS Yeovilton) ran in unhindered.

Going into the final quarter and the England Universities leading 24-22, the forces men allowed in a series of tries and 16 unanswered points to take the game to 40-22.

Having only played two of the three fixtures planned within the Cup, the UKAF side would have to beat the students by 24 points on the day. Unfortunately for UKAF this wasn't to be.

The Cup was presented to the students by the President of the RFL, Air Cdre Dean Andrew.

This ends the UK Armed Forces Rugby League 2018 season. The next Armed Forces World Cup takes place in the UK in 2021.

Visting home of football

THIS year's St George's Park Over-30s football competition consisted of more than 80 players and RNFA officials from across the country, including teams from HMS Neptune, HMS Heron, 815 NAS, HMS Drake, HMS Collingwood and HMS Queen Elizabeth.

Players were given a tour of the home of English football and were in awe of the facilities which included a five-star hotel and state-of-the-art training pitches before having the chance to play on the Sir Alf Ramsey pitch.

Collingwood dominated in the group stage, winning every game ensuring they made the final of the cup competition.

Here they would face Neptune who beat Drake in a close-fought semi-final.

Meanwhile HMS Queen Elizabeth were joined by Heron in the plate final, who narrowly saw off 815 NAS.

The plate was won by HMS Queen Elizabeth, while the cup final early favourites Collingwood were beaten 3-0 by Neptune, pictured above.

Anyone for real tennis?

THE Royal Navy Real Tennis and Rackets Association is looking for new players to join and take part in a growing number of fixtures.

With annual matches at Queen's Club, Marylebone Cricket Club and at a few of the remaining unique Real

Tennis and Rackets courts across the UK, players from the RN regularly play alongside members of the Army and RAF.

If you are an experienced player or would be keen to have a go, please contact Lt Cdr Dave Mason RN on david.mason901@mod.gov.uk



Sailors take crown

AFTER a week of close-hauled nip-and-tuck racing, the Royal Navy emerged victorious in the Inter-Service sailing regatta.

The annual Services Offshore Regatta saw a fleet of nine yachts race from Gosport to the Hamble then on to Plymouth.

After a day of close inshore racing just south of the breakwater, the fleet were hosted by the Royal Western Yacht Club.

After a barbecue on the Thursday evening and facing a forecast of dwindling wind, the fleet faced a 5am start for the return race.

The organisers set a short course in light of the forecast and the racing finished just off Dartmouth, where they were met by HMS Queen Elizabeth on her sea trials.

The return continued with some of the smaller yachts still to sail for another 24 hours from Dartmouth.

The prize giving took place in JSASTC Gosport, with the prizes being awarded by Air Commodore Al Gillespie, Admiral (desig) of the RAFSA.

The prizes were awarded for

each class of yacht in both the inshore and offshore series of races.

The RAF won the offshore series award for the Victoria 34 class of yachts.

The Royal Navy won the inshore series for the Victoria 34, both the inshore and offshore series for the J109 class, best Victoria 34 (Amoria), the best J109 (Jolly Jack Tar).

Finally, the Madden bowl, awarded to the Inter-Service Offshore sailing champions, received by WO Mark Durkan, Rear Commodore (Offshore) of the RNSA.

"We have enjoyed a very demanding week of racing, with over 300 miles raced in a wide spectrum of sailing conditions, all of them demanding a different set of skills," he said.

"I am extremely proud of all my sailors, they ranged from complete novice to expert, officers, ratings and reservists, but regardless of their own ability or experience, each gave their all to ensure that the Royal Navy regained the title of Inter-service Champions."

Hot stuff par for the course

THE inaugural United Kingdom Naval Support Facility (UKNSF) Golf Open took place at the Royal Golf Course in Bahrain.

The day started early with a 0430 Call the Hands. However, the sun was already up and the 32 competitors were all buzzing to get on with it.

The groups were spread around evenly with players from UKNSF, Mine Counter Measure Vessel (MCMV) Support, United Kingdom Maritime Component Command (UKMCC) and MCMs, all mixed together to provide a good level of competition.

Three competitions were then run: 14 and below handicap, 24 and below and the team event. Every single player was in with a chance of winning something.

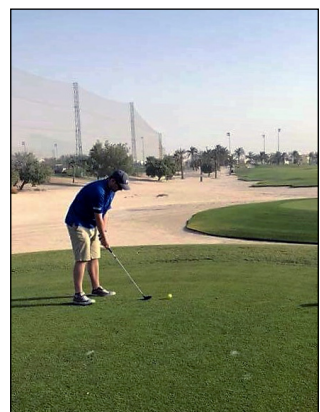
Lt Tommy Murphy (MCMV Support Logistics Officer) hadn't even seen a golf course never mind played one.

However, great credit has to go to him and the way he adapted to these new surroundings. Despite only scoring four points, he still didn't come last. POPT Dickie Davidson shot 152 and scoring three points, which apparently is a new course record.

Lt Murphy won a one-hour lesson with the Golf Pro at RGC and said: "I am buzzing to get back on the course."

The team event contained a mixed bag of standards, with handicaps of 6.2 all the way up to 24 and with personnel from all three Services.

Team winners (two best Stableford scores on each hole)



were Alice Cooper, Andy Hughes, Craig Wharrie and Andy Rae.

Division A was very competitive, with second and third being split by their scoring on the back nine and only after a stewards' inquiry was PO Craig Gilham awarded third place – due to an apparent mix up on the score card front.

Andy Hughes was the winner followed by Ryan McBride in second spot.

Division B had all players playing off a 24 handicap and so had a competitive edge to it, with second (Lt Andy Stewart) and third (Lt Cdr Craig Wharrie) being split by their scoring on the back nine.

There was a bandit-like performance from the Division B winner CPO Alice "I haven't played golf in years" Cooper, the UKMCC Cox'n, who ran away with the lead. Andy was second and Craig third.

Hotshot Jon gets carried away

THIS year's Royal Navy and Royal Marines Operational Shooting Competition took place on the Pirbright, Ash and Bisley range complex in Surrey.

This event saw 31 personnel representing teams from the Fleet Air Arm, Royal Marines and Portsmouth competing for team and individual trophies, using both the SA80 A2 rifle and Glock pistol in competitions designed to test marksmanship skills under stressful conditions, both in terms of physical and mental stress.

The top pistol marksman for 2018 was NA(AH) Sam Fry from RNAS Culdrose, who beat a strong, experienced, field having competed for the first time last year.

Her Majesty The Queen's Medal for the Champion Shot of the Royal Navy and Royal Marines was first awarded by Queen Victoria in 1869 and is the only

medal for a military skill that may be worn in uniform.

This year the medal was won by Lt Jon Crawford, of the FAA, who is based at RNAS Yeovilton.

After a week of intense rifle shooting Lt Crawford won the Queen's Medal by a single point over Mne Wallace. He was presented with his medal by Cdre Michael Wainhouse (ACOS Warfare) on behalf of Maj Gen Rob Magowan, President of Navy Shooting.

Lt Crawford's win is his second, coming 19 years after first winning the Queen's Medal in 1999. On completion of the medal presentations the winners are 'chaired off', a tradition celebrating the champion's success.

The 31 competitors were also competing for a number of other trophies, including individual and team matches, with a total of 30 trophies

awarded. These included the sought after 'Famous Grouse' Trophy, an inter-command competition for teams of six firers.

This year the FAA were the winners, led by WO1 Geoff Kendall, of the RNR Air Branch, who was also selected to captain both the Royal Navy and United Kingdom Service Rifle teams, which competed in the days after the Queen's Medal Final.

Command teams for the RNRM Operational Shooting Competition are drawn from regional Operational Shooting Competitions held in May each year, and are open for all ranks and rates.

Details can be gained from your local Military Training Unit, or from Lt Cdr Lawrence, Secretary of the Royal Navy Royal Marines Rifle Association on 93832 5833.



● Lt Jon Crawford is carried through Bisley as champion

Going is tough for Navy triathletes

A GROUP of 140 athletes have taken part in the Royal Navy Triathlon Championship 2018 held at HMS Raleigh.

The competition, which was open to athletes of all abilities across the Naval Service and guests, consisted of a 400-metre swim, a 20-kilometre cycle ride and a final run of five kilometres.

First across the line in the women's veterans category was seasoned competitor, Lt Cdr Tilda Woodard from BRNC.

She said: "Thank goodness there is a Female Vets category, as there is some stiff competition out there now and a lot of youngsters less than half my age."

"It is so nice to see so many old and new faces competing. It is amazing to see how triathlon as a sport has grown over the last few years, within the Navy as well."

"Personally I prefer Olympic distance, but this race is a great way to kick off the season and is open to all abilities – from novices to top athletes in the RNRM Tri Team, and then 'seasoned old veterans' like me."

Lt Brian Bennett, from Commando Training Centre, was also among the competitors.

He has been competing in RN/Inter-Service and open/civilian competitions for about 18 months and is currently in his



● Lt Brian Bennett and Lt Cdr Tilda Woodard both competed in the RN Triathlon Championship



Pictures: Dave Sherfield

second season.

Lt Bennett is still training hard to improve his overall performance and competed this time in the Male Veteran's category.

He said: "When I finished the race I was, at the time placed first in my age group, hence the 'number one' pose in the photo."

"However, after all of the other competitors had finished I was 12th in my age group and about 80th overall, but for a brief moment I felt like a winner."

"I was happy with my race at

Raleigh, but to be honest I was disappointed to be placed so far down the field, but seeing as some of the best triathletes in the RN were competing, I'm not surprised about my position as it was a very strong field."

"The race was brilliantly organised and the marshals did a great job; all the competitors after the race commented on how smoothly it ran."

"These events can be over in a few hours, but they take a significant amount of planning, setting up and clearing down;

it was great effort by the staff at Raleigh."

The event was organised by LPT Suzanne Turner with the support of the wider HMS Raleigh PT department.

She said: "A massive event like this really highlights the professionalism of the HMS Raleigh's PT Staff, working together to make it a highly successful competition."

"There was a great atmosphere throughout the day with all winners receiving a trophy on the day."

Defying gravity to finish in the top ten

THE Royal Navy and Royal Marines Gravity Enduro Team competed against more than 300 of the UK's best riders at British Gravity Enduro Championships in the Tweed Valley, Scotland.

The race also served as the Inter-Services Gravity Enduro Championships, with the fledgling RNRM team riders competing directly against members of the established Army and RAF teams on the most challenging course in the 2018 race calendar.

The event format consisted of a multi-stage 53km course in the Scottish borders with 1600m of climbing and a six-hour time limit.

Six timed downhill stages of varying degrees of difficulty from tricky to outrageous were ridden as fast as possible with the cumulative stage times deciding the final positions of the competitors.

With time penalties awarded for slow transitions between stages, the pace had to be maintained for the duration of the event and any mechanical issues dealt with in quick time.

The weekend began with practice days on the Friday and Saturday, enabling racers the chance to recon the course and select their line choices through each stage.

There was some intense climbing throughout the course that tested even the fittest of competitors, however the weather on race day remained dry and dusty which meant for fast trails and big smiles all round!

Some stages were nail biting steep and technical which kept the racing as close as ever between riders, and it was evident no one during the day on the hill knew who would secure the Inter-Service crown.

For the Inter-Services Championships the RAF took the crown, with the Army in second place.

Individually, Cpl Craig Gould for the RNRM finished third and with three of the



● Cpl Craig Gould finished in third place at the British Gravity Enduro Championships

RNRM riders finishing in the top ten of the Inter-Service competitors, we had a very good result, particularly as the team is in its first year.

After the race, all the Inter-Service competitors regrouped in the event village to compare times and reflect on the awesome day of racing.

It was rewarding to look through a sea of smiles and laughter from across the tri-Service community when until two days ago some people had never met.

Gravity Enduro is the fastest growing discipline of mountain biking and sits in the middle between downhill and cross country.

There is usually a course distance of 20-60 km with three-six timed downhill stages.

Only the downhill stage times are recorded, accumulated to form an overall time, and the fastest time wins.

Each rider must be self-sufficient, conducting their own trail side repairs

and nutritional intake. There are also many different categories to cater for all ages, genders and ability. The attitude and atmosphere of the sport is very positive and inclusive and focuses on having fun.

If you are interested in mountain biking and would like to progress your skills, Joint Service Adventurous Training Centres offer courses to cater for all experiences.

For more information on how to get involved with the RNRM Gravity Enduro Team or any other discipline, novices and racers alike, please get in touch with the RNRMCA at www.navycycling.co.uk/how-to-join, who will then put you in touch with the relevant discipline secretary.

You can follow the team on Instagram @rnrmgteam and Facebook @Royal Navy and Royal Marines Gravity Enduro Team for the latest information or just to support the team.

Report: Cpl Adam Gaskell



Reasons to smile

ROYAL Navy rider PO Sophie Fuller sees her steed Smiler safely over the jumps – picking up two top awards.

Sophie and Smiler, who competes under the name Infatyn, were among a small contingent of Senior Service showjumpers competing at the Army Showjumping Championships in Melton Mowbray.

The event is always a great opportunity for the Army's military working horses to focus on something different from their everyday ceremonial duties and they compete alongside privately owned, and some hired horses, ridden by other uniformed equestrians.

PO Fuller picked up the 1.10m

Prince of Wales Cup (which gains her crucial qualifying points for the end-of-season Services showjumping class at Olympia) and the prestigious 1.20m Queen's Cup, sponsored by the Worshipful Company of Saddlers.

The event, known as the Royal Tournament, was Sophie and Smiler's first big show since a serious life threatening condition put him out of action for four months earlier this year.

Sophie patiently undertook an extensive rehabilitation programme to bring him back into work and Smiler is clearly loving jumping again as they are both right back on form.

Picture: Rutland Event Photography

Great week for hockey

UKAF Women's Hockey competed in a six-team league – winning two of their matches.

The side took on England, British Police, Wales Over-40s and Over-45s and the Civil Service, finishing in fourth place.

POET(WE) Lisa Burrows said: "The first game against the Welsh, where I went past their two defenders and almost scored, was personally a great moment in a great week of high-quality enjoyable hockey."

"The camaraderie between all was fantastic. I learned loads, tried new things and improved some of my skill set to take away with me."

For Sgt Fi Williams it was her first competitive outing as team manager.

"The team played some brilliant hockey, and with a young squad exceeded all expectations and gave a very good account of themselves," she said.

The UKAF side beat Wales Over-45s 42 and thumped the Civil Service 5-0.

Goalkeeper Flt Lt Kathy Morten said: "We were really fortunate to be able to get the team together for the better part of a week, training down at HMS Temeraire. The facilities there are amazing."

Good show by Dan

FOLLOWING on from his success in winning the first VX Tri-Services Championship, Royal Navy pilot Lt Dan Raper, was invited to compete in the 365 Invitational Challenge Trophy, one of the premier events in the VX calendar.

The competition was inaugurated two years ago in honour of the odyssey undertaken by former international cricketer Kieren 'Beefy' Blake and his radio co-star Rob, who were attempting to try 365 different sports in 365 days.

One of the sports they tried was VX and the 365 Invitational Challenge was set up in their honour.

Dan's first match was against Chris Town. Dan won 95:65.

Next up Dan faced reigning Youth World Champion Matthew Leyshon.

Both players tore into each other from the off, each giving as good as he got and each playing at an incredibly fast pace but it was Matthew who went into half-time with a slender lead of 42:37.

Dan came out fighting in the second half and gradually started to catch him up.

The second half proved a real ding-dong battle with each player

going full tilt. As the whistle went the scores showed Dan had won the second period and clinched a draw 74:74.

His final match was against reigning European Champion Tom Hildreth who was 365 runner-up in the last two competitions.

Tom had his eye on the title this year and used all his experience to repel Dan's attacks.

Despite Dan putting up a tough battle he couldn't stop Tom building up a half-time lead of 54:36.

Tom increased the pace in the second half, taking the fight to Dan and stretching his lead to win his toughest group match 105:69.

This left Dan on equal points with Matthew but it was Dan's better strike difference that gave him second place and a spot in the third place play-off where he was to meet Scott Snowdon, reigning World Champion and winner of the first two 365 tournaments.

Scott tore into the attack and gradually managed to pull ahead to lead 34:23 at half-time.

Dan came out fighting in the second half, but Scott won overall 71:59 for third place.

Marines inspire Young Lionesses

ENGLAND Under 20s Women's Football squad spent 48 hours with the Royal Marines – hoping to benefit from the same grit and determination which steered Gareth Southgate's World Cup squad.

The Young Lionesses are just a month away from appearing in the U20 World Cup finals in France.

Thirty-one players tackled the commandos' fearsome endurance course, spent a night in the open and slithered and trudged through the gunk in the River Exe estuary on the infamous mud run.

They followed in the footsteps of the England men's team who were put through their paces by the Royal Marines at the Commando Training Centre in Lympstone, near Exeter.

The England supreme called on his team to take inspiration from the marines as

they went into their nailbiting knockout clash with Colombia.

The U20 women face an equally-tough challenge if they want to lift their World Cup in France this month; they need to see off North Korea, Mexico and Brazil just to get out of their group.

After their exhausting training with the green berets – including a night on Woodbury Common – they sat down with the Royal Marines to watch England defeat Colombia on penalties to reach the quarter-finals of the competition.

"The experience has been incredible," said head coach Mo Marley. "The girls are closer now than they've ever been, and we're in a much better place as

a result of this experience with the marines."

Twenty-year-old midfielder and U20 captain Grace Fisk, who used to play for Millwall before moving to the USA to study, thanked the commandos for "an amazing few days that has made the squad hungry for success."

Royal Marines Capt Olly Mason said the Young Lionesses were "an outstanding team with an incredible mindset – and we wish them every success in France."

"There has been a positive change in the men's senior team since their visit to the Commando Training Centre, and we look forward to maintaining a close relationship with the Football Association."

Picture: LPhoto Barry Wheeler





Kings of cool

RN win Tri-Service crown for first time in nine years

A ROYAL Navy team has picked-up the top award in the Tri-Service Ice Hockey Competition for the first time in nine years.

While the rest of the country melted in a heatwave, players from all three armed forces kept their cool at the Ice Sheffield Arena.

The Royal Navy put three teams into the Tri-Service contest, which was immediately followed by the Inter-Service competition.

The RN Kings Blue team were first up, aiming to put the biscuit into the basket – ice hockey speak for scoring a goal – and, over two-and-a-half days of matches, recorded four wins, one draw and one loss, meaning they would compete for the Tri-Service Cup.

The RN Kings Yellow team competed in the Plate with a Royal Marines team taking part in the Quaich. Overall, more than 200 players took part in the tournament.

The last time the Royal Navy won silverware in an ice hockey competition was 2009 and since 2010 they have been without a single victory in the competitions.

This year, however, hopes were high after a surge of interest in the sport led to an influx of Royal Navy personnel, with numbers rising to 75 from the 35 players available just two years ago.

The Royal Marines Bootnecks finished their group games with a record of four wins and two losses meaning they were seeded in the Plate.

Facing the Royal Logistic Corps (RLC) Chiefs in the Plate final, the RM Bootnecks finished runners-up in what was a closely-fought fixture finishing 4-1 to the Army team.

The RN Kings Yellow team found themselves playing against the RAF Cosford Stars in a gruelling three-leg fixture.

After 105 minutes of hockey the score was even at 2-2.

A five-minute period of sudden death overtime followed with Royal Marine Cpl Chris Smith scoring and sealing the victory for the Royal Navy team in the Quaich.

The Royal Navy Kings Blue took to the ice

for the Tri Service Championship final against the Army Infantry team.

For the first ten minutes the action was end to end, but before long the Senior Service began to take the upper hand.

A quick-fire hat trick from AB William Stennet put the game out of reach of the Infantry and the RN Kings Blue came away as Tri-Service Champions 2018 with a score of 5-2.

There was barely time to savour the victory before the competitors were back on the ice for the Inter-Services Competition in which the best players from each Tri-Service team united to represent their individual service.

The Royal Navy Kings took on the RAF Aces in the first Inter-Service fixture to determine who would face reigning champions the Army Blades in the final.

Nineteen sailors and marines laced up their skates with the focus on making the final, something that the Royal Navy has not achieved in seven years.

Things went exactly to plan with the Kings finishing the first period 1-0 up.

The RAF answered with an equaliser in the second period, but the Navy came back to score two goals in ten seconds.

The Royal Navy players added two more in the third period, winning 5-1 overall.

In the finals, champions the Army Blades, took the lead 1-0 in the first period.

The Royal Navy equalised in the second, but could not prevent the Army adding two more to their tally.

In the third period, each team scored one-a-piece, bringing the final score to 4-2 and seeing the Army retain their Inter-Service crown.

The final day saw individual prizes go to some of the best competitors with AB Luke Rowlands recognised as best netminder, AB Stennet as best forward and ET Gary Parker the tournament's most valuable player.

For more information on the RN Ice Hockey Association email General Secretary PO Paul Shannon at paul.shannon489@mod.uk

Pictures: LPhot Stevie Burke

