



# NAVY NEWS

DECEMBER 2018

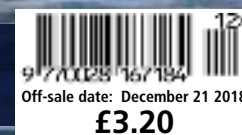
HMS Diamond is joined by HMS Talent during her patrol in the Mediterranean. The Type 45 destroyer met up with the Trafalgar-class boat for an anti-submarine warfare exercise. See page 7

Picture: Lt Kev Regan, 202 Flight, HMS Diamond



# Talent spotted

INSIDE: TRIDENT JUNCTURE — SAIF SAREEA III







## So... where should you go if you're a world-leading navy seeking all-out action at the end of October?

Some gunnery funnery. Amphibious landings. Submarine hunts. Air attacks. Rescue missions. Why the tranquil fjords and valleys of Norway and the Norwegian Sea sound perfect. Perfect if you're hosting the biggest NATO exercise in 15 years – and the largest in Norway since the fall of the Berlin Wall.

Four years in the planning, four weeks in the execution (a fortnight-long crunchy active phase followed by two weeks of staff table-topping) Trident Juncture 18 was billed as a test of the alliance to work together by land, sea and air in a challenging environment – weather, terrain, logistics, location.

Seven Royal Navy ships joined warships from across NATO in a 65-vessel force mustered at sea and in the fjords, with Royal Marines from 45 Commando on a US assault ship and Fleet Air Arm Merlin helicopters hunting submarines – a substantial RN presence at the same time as amphibious forces were engaged in the biggest UK exercise in the Middle East since 2001 (see the centre pages).

Right, where shall we begin our tale?

Iceland. Clearly not part of Norway. No, but Reykjavik was chosen as the rallying point for the amphibious forces – Task Group 1106.03 – centred around the American assault ship USS Iwo Jima.

Taking passage in the 40,000-tonne warship – a sort of hybrid HMS Ocean/Albion/Queen Elizabeth – from Iceland to Norway, X-Ray Company, 45 Commando, from Arbroath.

And making sure that passage passed off safely, escorts HMS Northumberland and Westminster (among a collection of American, Polish, Danish, French warships), charged with shepherding Iwo Jima et al from Iceland's capital to a staging area in the Norwegian Sea north of Trondheim.

The 120-or-so commandos aboard Iwo Jima were largely passengers for the 1,000-mile crossing from Reykjavik – settling in alongside around 3,000 American sailors and marines (which meant meal times were 'cosy'). The crossing encompassed the Corps' 354th birthday and 45's hosts obliged by holding a makeshift regimental dinner and baked a cake to celebrate the occasion.

Bully for the commandos, because aboard Northumberland and Westminster sailors were going without for big chunks of the journey to Norway. Without shoes. Without music and telly. Without phys. Even without showers and flushing the heads for short periods.

For when the hunt is on, Patrol State Quiet and, especially, Ultra Quiet State, make life if not unbearable, certainly uncomfortable.

Northumberland installed a police car-esque blue flashing light on her main drag to remind all aboard to keep 'self noise' to a minimum as sonar operators listened for the slightest murmur of a submarine.

The two Type 23s – and their

Merlin Mk2s from 814 NAS – were the principal guardians of the Iwo Jima, deemed the 'high value asset' by those running the exercise, against underwater threats.

They streamed their towed arrays through the Norwegian Sea while the helicopters were launched by day and particularly by night to hunt the submarine(s) attempting to get among the task group.

"Sonar 2087 is the culmination of 50 years of experience, gleaned from operations worldwide joined with new technologies to enable the younger generations

Any bump or bang makes our task extremely difficult as the sensitive equipment picks up any noise that we radiate out.

– HMS Northumberland's AB(UW) Tamara Dillow on hunting submarines

of sailors to operate the sonar like a home PC," explained CPO(UW) Paul 'Smokey' Coleman, Northumberland's Underwater Battle Manager.

"It compliments the near-silent noise signature of the ship, giving Northumberland the advantage over any potential adversary.

"We usually operate in passive mode to enable our operators to gain acoustic intelligence which means that, in this configuration, the sound room becomes the eyes and ears of the ship."

Among those monitoring the sonar readouts is AB(UW) Tamara Dillow.

"Any bump or bang makes our task extremely difficult as the sensitive equipment picks up any noise that we radiate out," she said.

"We also find that turning off the lights around the ship makes everyone move around that little bit quieter; if the lights are off in the mess decks then we assume our shipmates are asleep and we try not to disturb them. It's the same principle!"

Also keeping a close eye on sonar readouts was PO(ACMN) Elton Dobson monitoring the touch-screen displays in the rear of Northumberland's Merlin as she dipped her 'flash sonar' into the cold waters to find the diesel boat he knew was down there.

The Norwegians not only know the coastline but the qualities of the water off it – temperature layers, salinity levels, pressure – exploiting them in a hope of escaping the waves of sound sent out by the sonar.

Elton had to work hard to regain and hold the contact, which was clearly using its knowledge of its own backyard to try to evade the Merlin, but soon the classification rose and the command team gave their consent: *Weapons free*.

Two simulated Sting Ray torpedo attacks later, with the enemy neutralised, the Merlin could return to her floating home.

Meanwhile, back on Northumberland's deck, the engineering team worked exceptionally hard in the freezing, wind-swept conditions to keep the aircraft serviceable.

"Trident Juncture has provided the flight with an excellent opportunity to put into practice a lot of the skills we covered during operational sea training," explained Chief Petty Officer (Air

Engineering Technician) 'Jules' Andrews, Northumberland's Senior Maintenance Rating.

"The flight engineers have shown throughout the exercise that we can operate at a high standard from the flight deck of a frigate, working long shifts in very arduous conditions."

Commander Sarah Birchett, 814's Commanding Officer, is delighted by the workout the NATO exercise has given her air and ground teams.

"It's provided an excellent opportunity for the two ships' flights to practise their seagoing skills – both airborne and as

us get a positive idea of what we have found on the seabed and then we send the divers in to manually deal with the object."

With the mines cleared, the amphibious force could begin moving close to shore to start offloading their troops and material – but only after the defenders had been neutralised.

So before dawn, Northumberland responded to a fire mission from 'Viking', the gunnery director ashore, and lit up the early morning sky as 21 high explosive shells left the barrel of her main 4.5in gun at more than twice the speed of sound in salvos of up to five rounds at a time.

"Having the opportunity to fire not only multiple bursts of rounds but also against a number of land targets, directed by a spotter on the ground, tests the gun and the team, but it is exactly what we train to do and a great feeling to be able to provide support to forces ashore," said POET(WE) Robert Fast, whose team operate and maintain the weapon.

Having been cooped up in the Iwo Jima for a good fortnight, the men of X-Ray Company were itching to get ashore.

Alongside 24 Marine Expeditionary Unit, the commandos were given a special mission: TRAP – Tactical Recovery of Aircraft and Personnel.

That's similar to the role practised by Lima Company of 42 Commando at Quantico (see page 15): recovering friendly aircrew from behind enemy lines, but with one substantial difference – recovering their aircraft as well (or preventing it and any technology aboard falling into enemy hands).

US Marines Capt Josef Otmar and 1Lt Zachary Duncavage volunteered to play the stricken flyers downed in a valley near the village of Rindal, 60 miles southwest of Trondheim.

With a UH-1Y Venom – the 21st-Century variant of the trusty Huey – providing cover, giant Super Stallion helicopters flew in a stick of 30 Royal Marines to begin the rescue mission in the face of 'opposition' from Norway's National Guard.

"It was impressive to watch the Royal Marines operate and how quickly they recovered our marines while suppressing the enemy," said Capt Jacob Yeager of the 24th MEU who was embedded with X-Ray.

After the first American was safely evacuated from the landing zone, the commandos began to search for the second, which led them through around 500 metres of steep, dense Norwegian forest.

As they prepared to fly casualty No.2 to safety, the Norwegian attacked from the edge of the woods.

Enter the Venom and Marine Light Attack Helicopter Squadron 269 to pummel the tree line and keep the foe at bay.

"Trident Juncture 18 was a great opportunity to work alongside some of our closest allies, as well as pit our skills against other NATO forces, in a free-playing force on force exercise," said Major Sam Hughes, Officer Commanding X-Ray Company.

"It was extremely well resourced





# TIP OF THE SPEAR

– X-Ray Company enjoyed access to Hercules, Ospreys, Cobra attack helicopters and F-18 jets.

“The challenging conditions and difficult terrain of Norway added to the quality of training. We’re looking forward to further developing these skills when 45 Commando return for Cold Response 20, our Arctic training in just over a year’s time.”

Capt Yeager added: “The fact that we were able to integrate the Royal Marines with Marine Corps aviation is a great training value for both of our forces. US Marine Corps aircraft delivered Royal Marines into a landing zone to recover two isolated US Marines. That’s significant.”

Despite his reservists being turned into mincemeat in the woods of Rindal, Norway’s monarch Harald V was delighted by the Royal/US Marine presence in his country.

The 81-year-old head of state called in on Vaernes Camp, next to Trondheim airport, to meet participants in Trident Juncture.

For well might the king welcome his NATO allies; Trident Juncture was a massive shot in the arm for the Norwegian economy (£150m), the largest military exercise staged in the country since the Cold War.

Vaernes camp – one of around 50 either used or specially set up for the exercise – served as the temporary home for men from both Corps once they left the Iwo Jima behind.

Some 35,000 beds had to be provided across the exercise area to meet the sudden influx of troops... who also needed feeding (1.8 million meals) and watering (4.6m bottles). Their washing also needed cleaning (660 tonnes).

And the roads of Norway – mostly single carriageway – had to cope with the arrival of more than 10,000 vehicles (nose-to-tail they would have stretched for 57 miles...).

The size and scope of Trident Juncture, the international element, the far-from-benign weather at sea or on land, real ‘enemy’ aircraft and submarines to contend with, and gunnery shoots with live rounds made the NATO exercise a particularly intense – and useful – experience.

While the Norwegian king was thanking the marines, a good two dozen of the participating warships were marshalled in the Norwegian Sea for a photoshoot.

Warships from across the alliance started to assemble with the sun rising over the coastal mountains of Norway. The goal was to form the force, fittingly, into a trident shape for the cameramen buzzing overhead recording proceedings.

Flying the White Ensign in this ‘Endex’ (end of exercise) event: Northumberland and Westminster.

“Not only was this a fitting way to reach the conclusion of a hugely-rewarding multi-national exercise, it was also a great opportunity to demonstrate precise ship handling by all of the navigating officers in the task force,” said Westminster’s CO Cdr Will Paston.

With the renewed emphasis on the Arctic theatre, the call on Type 23s to escort task groups in the face of a 21st-Century submarine threat and a general reinvigoration of NATO, Trident Juncture offered something for everyone.

“Working as a task group is a complex business – even more so

with multiple nations involved as part of a NATO group,” explained Lt Cdr David Howe, Westminster’s Weapon Engineer Officer.

“In the Queen Elizabeth-class era, working as a task force will continue to grow in importance, so Trident Juncture provided a great opportunity for the Royal Navy to rehearse these operations.”

Northumberland’s CO Cdr Andrew Canale concurs: “Operating in a large multi-national task group is not easy and needs commitment and willingness from us all.

“Trident Juncture has been a clear and unambiguous demonstration of just why we must stand shoulder-to-shoulder with our NATO allies.”

Or perhaps mostly shoulder-to-shoulder.

For while Trident Juncture was played out in a true spirit of military comradeship, there was the occasional flash of jocular nationalism.

For much of the exercise, Northumberland relied on French fuel to keep her tanks topped up, filling up ‘on the go’ courtesy of tanker FS Somme.

As the British frigate broke away with her fuel tanks brimming, one Frenchman held aloft a replica World Cup trophy to remind the Brits that despite the friendliness on the high seas, one nation was dominant on the football pitch.



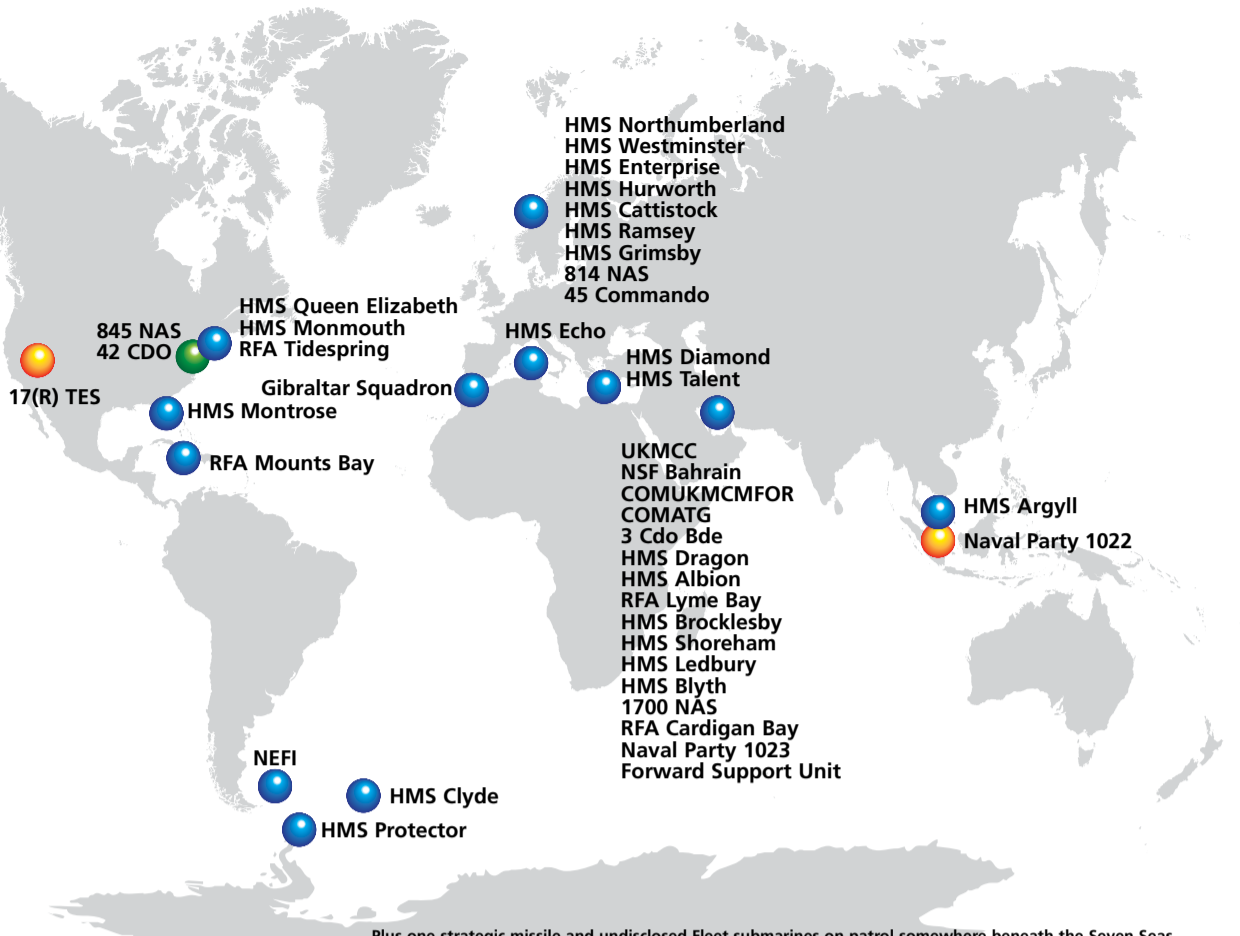
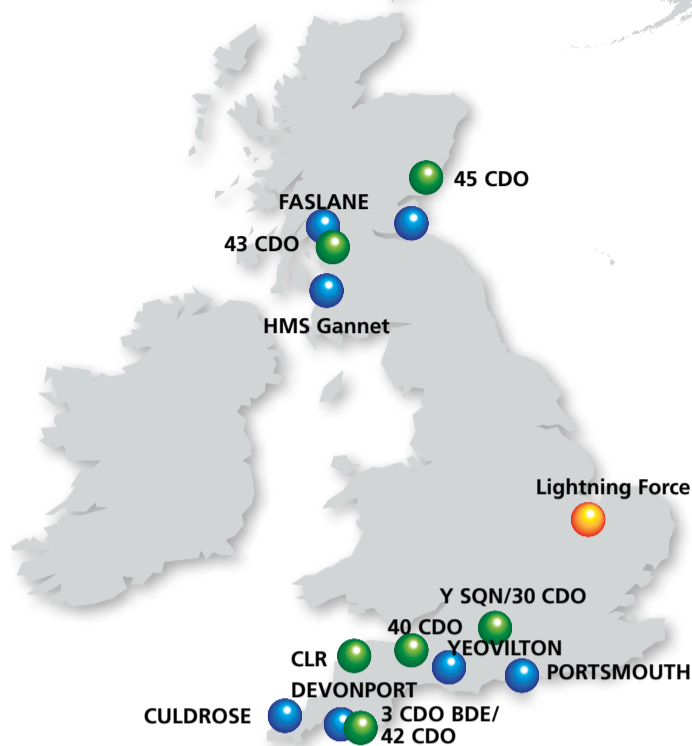
pictures: po(phot) jim gibson, lphotos will haigh and sam seeley



Training or on patrol around the UK

HMS Mersey  
HMS Defender  
HMS St Albans

RFA Tidesurge  
RFA Tiderace  
RFA Tideforce  
RFA Fort Victoria



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

**FLEET FOCUS**  
Protecting our nation's interests

SO THAT'S 2018 done then. Time to call a cab to the Christmas 'do'. And the first thing you'll ask getting in is: Been busy?

Well, yes, we have. Very. As busy, in proportion to the RN's size, as it has been for some time. It's the variety and geographic spread which makes this autumn's 'busy-ness' stand out.

Busy in the Arctic, where the largest NATO war game in years tested 2,800 British personnel, a quarter of them RN. Representing the Senior Service at Exercise Trident Juncture were: HM Ships **Westminster**, **Northumberland**, **Enterprise**, **Ramsey**, **Hurworth**, **Cattistock** and **Grimsby**, **814 NAS** and **X-Ray Coy**, **45 Cdo** (see pages 2-3).

Busy on the fringes of Antarctica (**HMS Clyde** visited South Georgia - see page 9; **Protector** around the Antarctic peninsula - tune in next month for Pingu-related fun).

Busy in the Middle East, where **HMS Albion** led the RN input at the biggest UK exercise in the region since 2001, Saif Sareea 3, a combined workout with the forces of Oman. The flagship was joined by **Cardigan** and **Lyme Bays**, minehunters **Ledbury** and **Shoreham**, destroyer **HMS Dragon** and Royal Marines of **40 Commando** (see centre pages).

Busy in the Far East, where **HMS Argyll** has been a hive of activity as engineers carried out mid-deployment maintenance in Singapore before the frigate resumes her Asia-Pacific patrol (see page 6).

Busy off the eastern seaboard of the USA, where **HMS Queen Elizabeth** has continued her F-35 trials in company with **HMS Monmouth** (see page 17).

Busy in the eastern United States, (see page 15) where the Junglie Merlins of **845 NAS** and Royal Marines of **42 Commando** practised their new role of rescuing downed aircrew from behind enemy lines (actually Quantico, home of the FBI and US Marine Corps).

Busy in the Eastern Mediterranean where **HMS Diamond** and **HMS Talent** have been supporting maritime security operations and exercising together (see page 7).

Busy in the western Med, as one of the RN Gibraltar Squadron boats made the annual pilgrimage across the Strait; **HMS Sabre** made the short trip to Tangier (see page 29).

Busy in the Army's heartland of Salisbury Plain, where the electronic warfare experts of **Y Squadron**, **30 Commando**, honed their intelligence skills with the UK's closest allies (see page 9). And at Boscombe Down, where a Naval Air Squadron, **744**, has re-formed to test weaponry and systems used by aircraft in all three Services (see page 29).

Busy in Belfast, (see page 9) as **HMS Duncan** paid a visit to the second of her affiliated cities (Dundee is the other).

Busy in home waters, where the RN has continued to keep a close eye on Russian activity, this month **HMS St Albans** watching the Marshal Ustinov sail through the Channel (see page 5).

Busy on the battlefields of wars past as **HMS Eaglet** reservists paid their respects to WW1's fallen at Passchendaele (see page 11), while **HMS King Alfred's** sailors followed in the footsteps of the Royal Naval Division, ending up where the Great War began and ended for British troops: Mons (see page 30).

That's just a sample of our comprehensive coverage of remembrance events this year across the Senior Service. Most touched upon the Great War to mark the 100th anniversary of that conflict's end, although **42 Commando** mixed their service with a spot of physical exercise (see pages 12-13), while **Northern Diving Group** plunged into the chilly waters of Scapa Flow to replace the White Ensign on **HMS Royal Oak** (see page 29).

And finally... continuing the WW1 theme, we bring our look back at the 1914-18 period through the eyes of the Imperial War Museum's photographic collection to an end. We hope you've found our **Photographic Memories** (see page 10) informative.

# A whole force hard at work

## VIEW BRIDGE from the BRIDGE

OUR flotilla and air station commanders are currently reporting that their jetties and hangers are empty. It's no bad thing, and readers only need to look at the pages of this month's Navy News to see why.

**HMS Queen Elizabeth** and her growing task group continuing their trials on the other side of the Atlantic.

To the north, seven ships and a contingent of Royal Marines participating in Exercise Trident Juncture, the largest NATO exercise for nearly three decades.

The Amphibious Task Group and Lead Commando Group off Oman, a central part of Exercise Saif Sareea III.

And all this happening at the same time, over and above our well-known regular commitments at home and around the world, commitments which this year has included a presence in the Indo-Pacific region, currently in the guise of **HMS Argyll**.

All of this adds up to over 10,000 members of the Naval Service being deployed concurrently on operations and exercises around the globe.

Proof, if any were needed, of our ability to get a sizeable force 'out of the door' should it ever be required.

But delivering this scale of activity is far from straightforward, and it places demands on every element of our whole force. The work of our contractors and civil servants have been crucial in the generation of all these ships, submarines and aircraft for deployment and their subsequent support at range; some, as has been the case for **HMS Albion**, for over ten months.

The RFA continue to deliver integral elements of our task groups. And the contribution of the Maritime Reserve is also significant, because everywhere the Royal Navy and Royal Marines have been operating and exercising around the world, reservists have been a part of that deployed force. Some, like the media specialists embarked on **HMS Queen Elizabeth** to help publicise her seminal deployment, or the amphibious warfare specialists within the Amphibious Task Group, have been in niche roles that are the preserve of the Maritime

Reserve. Others have been seamlessly integrated in ships and commando units, working in a host of roles that might otherwise have been fulfilled by a regular sailor or marine.

It's always striking to see just how keen our reservists are to get to sea and deliver the goods with exactly the same professionalism and commitment as their regular counterparts.

They're more than up to the task too and it's these attributes that make them exceptional ambassadors for the service as they represent the service across the UK. Now, the Maritime Reserve are about to have a new part to play.

As this edition goes to press, the Secretary of State is due to officially announce that the Royal Navy will be retaining **HMS Tyne**, **HMS Mersey**, pictured, and **HMS Severn**, in addition to the five new offshore patrol vessels that were originally due to replace them.

These ships, which have proved their worth time and again, will be continuing their important work around the British coastline, but focussed around their namesake regions, protecting our offshore critical national infrastructure and working closely with DEFRA in their traditional fishery protection role.

The move to retain these ships is great news for the Royal Navy and for the maritime communities they continue to serve. But with demands on our people as high as ever, this growth of the fleet calls again for us to tap into the resources of our whole force, and as we operate these ships in the future, we will be seeing far

more reservists amongst their crew. It's a responsibility our reservists are excited to be making a much greater contribution to, and if the way they have acquitted themselves during this hectic autumn is anything to go by, we can be sure these ships, and the important duties they perform, are in very good hands.







HMS St Albans escorts a Russian cruiser through the English Channel (pictures by LPhot Sam Seeley)



THIS is the view from the bridge as HMS St Albans shadows a Russian warship through the English Channel.

The Portsmouth-based Type 23 frigate is currently tasked with protecting UK waters and was recently activated to keep watch on Russian Slava-class cruiser Marshall Ustinov.

The Russian unit – accompanied by an auxiliary ship and tug – left the Mediterranean and was tracked by allied French naval warships through the Bay of Biscay.

As the current Fleet Ready Escort, HMS St Albans is the Royal Navy's very high readiness ship which is charged with protecting the integrity of UK waters.

And she was therefore prepared to monitor the Russians as they entered the Channel, taking over the watch from the French units.

Commander John Cromie, the

Commanding Officer of HMS St Albans, said: "As the fleet ready escort, HMS St Albans is held at high readiness to respond to any foreign warship that might represent a potential threat to the integrity of UK waters."

"In this instance the interaction between St Albans and Marshall Ustinov has proven both cordial and professional, reflecting the mutual understanding of customs that exist between professional mariners."

"My crew are however trained to the very highest standard and are prepared to respond to any eventuality."

St Albans deployed her Merlin helicopter to observe the movements of the task group as they navigated along the south coast of the UK.

The frigate continued to monitor the Ustinov through the English Channel until she left UK territorial waters.



# KEEPING WATCH...



## WELFARE

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## Pilots face tough test on frigate

ROYAL Navy aviators have been conducting some of the trickiest deck landings around on the back of HMS St Albans.

The Portsmouth-based Type 23 frigate – the Royal Navy's highest readiness warship – has been sharpening up her specialist skills by guiding in a range of Naval Service helicopters onto her flight deck.

While on duty protecting the integrity of UK waters, helicopters from 814, 815 and 846 Naval Air Squadron have visited St Albans – providing a challenge for both ship's company and pilots.

Considering the unpredictable conditions at sea and the size of both helicopters – especially the large Merlins – and the ship's deck, this is one of the toughest landings to conduct, according to St Albans' Flight Commander, Lieutenant Commander Andrew Mitchell.

Commander John Cromie is the Commanding Officer of St Albans.

He said: "It's vitally important that we practice these skillsets to maintain our edge."

"The teams from the ship's company and the various Naval Air Squadrons have worked hard to achieve safe and meaningful aviation training over the past few days."

"These are perishable skills that need to be practiced often but in the right conditions."

In the darkness, Wildcat and Merlin Mk3 helicopters fired up their night vision goggle capability and were carefully guided onto the back of the frigate.

That was after a Merlin Mk2 was brought in on a conventional night approach. All of this was a culmination of long hours of work from the ship's company to ensure the smooth running of the landing exercises.

Around 20 aircrew from three different aircraft visited the Type 23 in a three-day period as St Albans conducted essential training while on national tasking duties.

## More than just mere tankers

WHILE her sister pumps hundreds of tonnes of fuel into Britain's new aircraft carrier, RFA Tidesurge is proving the £113m ships are more than mere tankers.

The third of four large, fast tankers – built specifically to support the UK's two Queen Elizabeth-class flagships – is carrying out trials with the largest helicopter on the UK Armed Forces' books, the Chinook.

Those trials, conducted off Portsmouth and in the Navy's South Coast Exercise Areas, will help to write the operators' manual for the Tide class, allowing all four ships to launch and land Chinooks on the front line.

Tidespring, Tiderace, Tidesurge and Tideforce are all intended to be at the heart of carrier strike groups, providing fuel and other supplies to HMS Queen Elizabeth and her escorts – as the lead vessel in the class is doing right now.

But it's also possible that the 39,000-tonne vessels could be deployed independently, or with Royal Navy/Royal Marine detachments on board, and an embarked flight. RFA Fort Victoria served as the launchpad for Sea King intelligence-gathering missions in the Indian Ocean, while RFA Mounts Bay is carrying out anti-drug running patrols in the Caribbean, and is on standby to provide help should a hurricane barrel through the region.

The ability to use a Chinook means heavier loads – such as humanitarian aid – can be carried, or more troops (up to 55, with kit) put on the ground, allowing more to be achieved than with the Fleet Air Arm's Wildcat or Merlin helicopters.



# TUNING UP



HMS Argyll is being primed for engagement with regional allies in the north east Asian region.

The Plymouth-based frigate has been in the South China Sea operating with allied navies from Australia, Malaysia, Singapore and New Zealand.

Now, the Type 23 is alongside in Singapore at the British Defence Singapore Support Unit (BDSSU) and is undergoing routine maintenance to prepare her for the next stage of her deployment.

This is also a chance for ship's company to recharge after nearly four-and-a-half months at sea – during which they have conducted operations in the Middle East and the Asia Pacific region.

Argyll will be the third Royal Navy warship deployed in north east Asia this year.

"This mid-deployment stop allows the ship's company to enjoy some well-deserved leave," said Executive Officer, Lieutenant Commander George Walton.

"Each member of the crew will enjoy two weeks of leave as an essential component of balancing service life with the needs of individuals and families."

"Having been at sea for long periods of time and working over numerous weekends this is a very welcome opportunity."

Hot from Exercise Bersama Lima, the stop in Singapore marks the half-way point in a nine-month deployment for Argyll.

Argyll was recently joined by a dozen other warships including an Australian fleet replenishment vessel, HMAS Sirius, and Singaporean amphibious landing platform dock RSS Persistence on Bersama Lima. A submarine from the Singapore Navy was also involved.

"Exercise Bersama Lima was an incredibly valuable exercise with our friends and allies in the region," said Lieutenant Commander Simon Henderson, the ship's operations officer.

"It provides a multi-faceted training scenario over two weeks using submarines, aircraft, land units and the ships from five nations."

Argyll's participation in the exercise demonstrated the UK's continuing commitment to the Five Powers Defence Arrangement – a long-standing agreement with Australia, Malaysia, Singapore and New Zealand.

The BDSSU is made up of quays and fuelling stations and is widely used by the UK's Five Powers allies.

Argyll is making the most of BDSSU's facilities and – as is usual when a Royal Navy ship is deployed for a long period – she is being given a lick of paint and a general spruce up ahead of vital exercises in the region.

A local company has been brought into provide the necessary service, but, while not taking leave, the ship's sailors will be working normal hours, aiding in readying the frigate for the missions ahead.

Picture: LPhot Dan Rosenbaum, RNPOTY



KEEP UP WITH THE SHIP

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## Submariners surface for Hollywood premiere



SUBMARINERS turned heads on the red carpet with Hollywood star Gerard Butler at the launch of undersea blockbuster *Hunter Killer*.

Serving members of the Royal Navy Submarine Service were treated to advance screenings of the film before its release both at home and abroad.

Over 200 submariners were invited by Lionsgate Entertainment to watch it at a specially-organised viewing at HM Naval Base Clyde.

Thousands of miles away, submariners serving in HMS Queen Elizabeth were invited to join Gerard Butler himself at the film's New York premiere.

Warrant Officer 1 Andy Knox, Command Warrant Officer Submarines, said: "There was something extra special about watching the movie in the company of fellow submariners at the home of the UK Submarine Service here in Scotland."

The action-packed movie tells the story of a US Navy hunter-killer submarine, called into action to rescue the Russian President when he is captured by his own Defence Minister during a visit to a Russian Naval Base.

A copy of the film was whisked, under special guard, to HM Naval Base Clyde for the viewing in the Warrant Officers' and Senior Rates' Mess.

Popcorn at the ready, the eager submariners then settled down to watch the big-budget movie, prefaced by a private message from star Gerard Butler filmed just for the Royal Navy.

During his address the actor said: "I think the work you all do is incredibly inspirational and I want to thank you for that."

## Another frigate name revealed

THE fifth of the Royal Navy's new Type 26 frigates will be named HMS London, it has been revealed.

Prime Minister Theresa May announced the name during a speech at the annual Lord Mayor's banquet in the capital.

HMS London will be one of eight planned Type 26 frigates, the first of which will come into service in the mid

2020s.

The Prime Minister said: "I am proud to be able to announce the naming of HMS London."

"As she upholds global stability, she will also bear the name of this great centre of trade and finance, reminding us all of the critical link between global stability and global prosperity."



# Diamond's got Talent

**TWO weeks of intensive training with all manner of air power means Type 45 destroyer HMS Diamond is at the top of her game on patrol in the eastern Mediterranean.**

The Portsmouth-based air defence warship and her 200 crew have been tested by fighter jets including Tornados, Typhoons and F16s, plus E3 surveillance aircraft and Voyager transporters in the skies above and around Cyprus.

And just for good measure, she tried her hand at anti-submarine warfare – aided by hunter-killer HMS Talent.

The destroyer made extensive use of the facilities and equipment at Britain's bases in Cyprus. The variety of aircraft using the airspace over and around the area tested the team in the ship's operations room – especially the Fighter Controllers, whose job is to direct friendly fighters to intercept targets. They also control congested skies, observe and direct numerous different aircraft and operate with other UK forces.

"All this proves our ability to deploy, operate and sustain ourselves for however long is required," said Commander Ben Keith, HMS Diamond's Commanding Officer.

"Type 45 destroyers are one of the cornerstones of our modern navy and this training enables us to demonstrate our ability to exercise and operate with armed forces both internationally and across defence.

"Safeguarding the seas ultimately helps keep Britain safe, as our nation

depends so much on the oceans for our economy. My ship's company stand ready always to provide security where it's needed on behalf of the UK."

Having mastered command of the eastern Mediterranean skies, the ship switched focus to honing gunnery skills.

She fired live rounds from all her guns – from the main 4.5in gun on the forecastle to the automated 30mm gun, the Phalanx automatic Gatling gun which spews 20mm rounds at incoming fast-attack craft and missiles at a rate of 3,000 per minute (50 every second) down to small arms, Diamond's last line of defence against all attackers.

The gunnery team was assisted in improving its accuracy by 'spotters' – crew of the ship's Wildcat helicopter who went aloft to observe and direct some of the firing.

Observing much of these goings on were the crew of HMS Talent, whose boat joined Diamond for a combined anti-submarine warfare exercise – where the two try to 'sink' each other.

The destroyer used her sonar and Wildcat helicopter – armed with Sting Ray torpedoes – to hunt the Trafalgar-class boat, while Talent sought to get Diamond in her periscope cross-hairs without being noticed, a challenge made harder by the near-glass like state of the Mediterranean.



Before the exercise got going six crew members of each vessel traded places to see 'how the other half live'. "For most of Talent's team, this was the first chance to step on board a Type 45 Destroyer," explained HMS Talent's Lieutenant Commander Barry Stockton. "Life on board a 'skimmer' is very different from what we are used to on a submarine."

After a day of playing cat and mouse between the submarine and the ship, the guests were returned to Talent and Diamond respectively and the two warships resumed their patrols.

Diamond left home at the end of September for an autumn deployment conducting security operations in the eastern Mediterranean.

Venturing into these waters has allowed her crew to honour their forebears. A service of remembrance was held and a wreath cast into the water over the wreck of the WW2-era HMS Diamond, lost off the Peloponnese at the end of April

1941. The ship's company also enjoyed a few days' down time in Souda Bay in Crete. As Diamond's deployment ruled out the participation of her crew in the Great South Run in Portsmouth, they ran the ten-mile race around the NATO base – with the first two miles all uphill. The fastest runner posted a time of 1h 18m – only half an hour behind the winner of the real thing in Hampshire.

After loading stores and provisions in Crete, Diamond has returned to the seas around Cyprus for continued training with NATO and UK forces operating in the region and to conduct maritime security patrols.

Finally, Diamond's helicopter – callsign Roughcut – marked Guy Fawkes Night with a routine test firing of her defensive aid suites, casting a fiery glow across the ship on a sunny Mediterranean night.

Reporting by Lt Cdr Oliver Clark and Lt Cdr Barry Stockton

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# Not leaving EW

ROYAL Marines have been honing their electronic warfare (EW) skills as part of a seven-nation training exercise.

Plymouth-based Y Squadron, of 30 Commando, took part in Exercise Listening Dragon to enhance the UK's EW capability.

The Marines travelled up the A303 to Salisbury Plain for the exercise along with specialists from the other Five Eyes nations, which includes the United States of America, Canada, Australia and New Zealand.

The alliance enables the five countries to share tactics, training and information.

EW sees military personnel use the electromagnetic spectrum, signals such as radio, infrared or radar, to communicate with each other, detect potential enemies and impede enemy assaults.

Experts from the Netherlands also took part, building on the long alliance between the UK and the Netherlands, as well as forces from Denmark - reinforcing a relationship built with the UK in

Afghanistan.

During the two-week exercise, Y Squadron tested their ability against the other nations in using sophisticated radio frequency equipment to locate enemy troops.

They also spent time training



to intercept messages to get information of enemy movements and their plans.

The exercise comes as senior leaders of the Five Eyes nations - UK, USA, Canada, Australia and

New Zealand - recently met in Australia.

Colour Sergeant James Wade, from Y Squadron, said: "Exercise Listening Dragon is a great opportunity to work with electronic warfare specialists from around the world and share ideas and tactics."

"Normally the location is a little bit more exotic but this is still a fantastic training opportunity."

Every year a similar EW exercise is held, hosted by one of the Five Eyes nations.

The Royal Marines used Exercise Listening Dragon to train with their international counterparts in basic combat skills and trial new equipment and ideas.

They were able to build on the success of Exercise Listening Wolf held in Canada last year.

Y Squadron are the Royal Marines' EW specialists based out of 30 Commando.

They are fully-trained Commando forces giving them a unique skillset that blends combat and technical skills.



## Stunning scenes as Clyde heads south

WHILE Britain basks in an unusually warm and colourful autumn, it's the middle of spring in the Southern Hemisphere.

And that means snow, freezing temperatures and icebergs for Falklands patrol ship HMS Clyde, who left her usual patrol area to pay her first visit of the austral summer to the stunning icy/rocky paradise that is South Georgia, 700 miles away.

The remote archipelago is as far south of the Equator as Newcastle-upon-Tyne is north of it - but without the benefit of the Gulf Stream, endures far less clement weather.

Early November on the remote island sees temperature climb just above zero by day and fall below by night. It is sufficiently warm, however, for ice to break off glaciers and begin their journey northwards with the current - as Clyde encountered on her journey from East Cove Military Port in the Falklands.

Crew were treated to the sight of growlers (tiny bergs) and bergy bits (larger) up to full-size icebergs - particularly impressive when silhouetted against the rising sun at dawn - on their

passage to South Georgia.

It's Clyde's task to provide support and reassurance to the small number of people who inhabit the island chain - mostly British Antarctic Survey scientists - conduct fishery protection patrols (trawling is worth at least £4m each year to the South Georgian economy), perform any environmental tasks, such as clearing plastics and debris from the beaches and allow sailors to get up close with the wildlife.

Clyde ventured as far as the southeastern tip of the main island to visit Drygalski Fjord - the entrance alone is stunning: a narrow mouth flanked by snow-capped mountains and glaciers, notably the Risting; the five-mile-long mass of snow, ice and rock which spills into the fjord.

The RN's association with the island and its southern tip goes back to Captain Cook in 1775. Until he came across this part of South Georgia he thought he had discovered the fabled 'southern continent' and promptly named the headland Cape Disappointment.

Antarctica wasn't located for another 50 years.

## Fort Victoria prepares to support carriers

NEARLY ready to take up her place in HMS Queen Elizabeth's task group is supply ship RFA Fort Victoria - at sea for the first time this year.

The 24-year-old support ship is heading for Faslane after leaving Birkenhead, her home for more than a year, as her sailors prepare for renewed front-line duties.

In the hands of the world-famous Cammell Laird yard, Fort Vic underwent an overhaul and modifications to meet the demands of global environmental regulators and to support the Royal Navy's new carriers.

Since January, shipwrights and technicians have fitted extra protective hulls to the fuel tanks - used to re-supply smaller vessels than the carriers which have dedicated Tide-class tankers to

ply them with black gold.

More importantly, the support ship has 3,377 cubic metres of space for ammunition - from small arms up to air-to-air missiles and Paveway laser-guided bombs for the F-35 Lightning stealth fighters - plus 2,941 cubic metres of space for dry stores.

Crew moved back on board in August to begin preparing to take Fort Vic back to sea, having to prove they could operate the ship safely and deal with emergencies.

The ship left Birkenhead flying the banner of local rugby league side Warrington Wolves - Fort Vic's Commanding Officer Captain Robert Anders' favourite team. He said: "The departure from was the culmination of a lot of hard work from the ship's staff and Cammell Laird shipyard."



Y Squadron took part in a seven-nation electronic warfare exercise in Salisbury. Pictures: L(Phot) Will Haigh

## Belfast hosts Duncan crew

DESTROYER HMS Duncan spent four days in Belfast to renew ties with one of her affiliated cities - and help locals mark the centenary of the end of the Great War.

The Portsmouth-based warship is regenerating after a demanding deployment to the Black Sea and Mediterranean - which features in a new Channel 5 documentary, *Warship: Life at Sea* - ready for renewed front-line duties in the new year.

She's about to go through the testing challenge of Operational Sea Training in the waters off Plymouth - training which will determine whether her ship's company are ready for the rigours of another front-line tour of duty. So a weekend in Belfast was a welcome change of pace.

The newest of six Type 45 destroyers, Duncan is affiliated with Dundee - the home city of the Napoleonic-era admiral after whom she is named - as well as the Northern Ireland capital.

Once alongside, the destroyer hosted a reception and demonstration for some 60 guests from varied backgrounds: the police, airport, banking and NI Children's Hospice... and, unusually, one of the guests arrived with a donation for the ship's

company: fresh haddock, courtesy of Alan McCulla, head of Sea-Source, a Northern Ireland-based fishermen's co-operative.

In all, more than 100 people were shown around the destroyer: VIPs, cadets, policemen, plus friends and family of crew.

Duncan's football team played the 2nd Royal Irish Regiment. After the sailors' 6-3 victory, a wreath laying ceremony took place honouring fallen comrades from all services.

Fifteen members of the ship's company also joined locals taking part in Belfast Park Run.

On Armistice Day, the destroyer hosted defence minister Tobias Ellwood who was interviewed by Sky News for 20 minutes before enjoying a whistle-stop tour of the Type 45.

Sixty members of the ship's company attended a commemorative service on the ship, hosted by Lieutenant Jo Peacock.

And more than 20 sailors were spread across the city for November 11 ceremonies: at the Cenotaph outside Belfast City Hall, St Anne's Cathedral and Fitzroy Presbyterian Church.



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A LONE sentry stands guard on the snow-covered upper deck of light cruiser HMS Caradoc in the harbour at Reval (today Tallinn) in Estonia.

And well he might stand guard, for on Boxing Day 1918, Bolshevik forces struck at the Royal Navy flotilla dispatched to the Baltic to help small nations break free from the shackles of Russian rule.

For the end of the Great War did not bring peace to Europe – far from it. Fighting on the Western Front was over, the German Army withdrawing to home soil, its navy was settling down to internment at Scapa Flow.

But the naval blockade of Germany persisted – perhaps 100,000 people starved between the armistice and the signing of the Versailles Treaty in June 1918.

Germany herself was in turmoil, torn apart by revolutionary forces on the Left and Right. The Kaiser abdicated and skedaddled to Holland. Bavaria simply broke away, proclaiming itself to be an independent republic under socialist leadership... which was brutally eliminated by government troops and right-wing 'volunteers', the Freikorps.

The Freikorps' actions did not end in Bavaria. They grappled with Communist supporters across the country – and beyond, especially in Silesia and the Baltic.

Poland – divided for more than a century between Germany, Russia and Austria-Hungary – and the Baltic states, all once part of the Russian Empire, had been quick to proclaim their independence at the war's end.

All of central-eastern Europe was ablaze as volunteer armies of independence struggled with their former oppressors. Poles fought with Russians. And Germans. And Lithuanians. Lithuanians fought the Poles and Russians – Tsarists and Communists. Latvians fought the Germans and Bolsheviks. Estonians fought the Red Army.

Britain had been quick to recognise the new-found independence of the small Baltic states in particular – driven not entirely by altruistic ideals: it wanted free movement of trade and shipping in the region, and was still determined to topple the



Communist government in Russia; Estonia was a useful stepping stone on the road to St Petersburg, the cradle of Bolshevism. It lay just 200 miles to the east.

A sizeable force, led by prototype aircraft carrier HMS Vindictive, was swiftly dispatched, arriving in the Baltic at the end of November 1918. The goal: to safeguard Latvian and Estonian movements at sea, including reinforcements, and to pummel Bolshevik troops with the flotilla's guns (today known as Naval Gunfire Support).

It was not all one-way traffic, however. On Boxing Day, the Reds sought to give the RN a bloody nose – hoping to catch the British off guard during the holiday season.

And perhaps they might, but for an ill-planned operation led by a Bolshevik sailor out of his depth.

Fyodor Raskolnikov, a revolutionary and former sub-lieutenant in the Tsar's Navy, was placed in command

of the Baltic Fleet at the age of just 26.

Raskolnikov had a battleship, cruiser and three destroyers at his disposal... but only one actually led the charge on the Estonian capital... and the Spartak gave her position away by bombarding islands on the approaches to Reval, hoping to locate gun batteries... which didn't exist.

Spartak's actions did alert the British flotilla as its officers prepared to attend a mid-day dinner hosted by the Estonians in gratitude for the UK's support.

Raskolnikov had been assured the Royal Navy would run rather than fight. But destroyer HMS Wakeful raised steam within 15 minutes and gave chase.

In their bid to flee, the Red sailors managed to destroy Spartak's charthouse with her forward gun, damaged her bridge, and left the helmsman concussed.

Minutes later, the destroyer drove

over a sandbank – not at full speed, for her ill-trained crew were unable to make 35kts, only 25, but sufficient to wreck the rudder and propeller.

"What a stupid thing to happen," Raskolnikov's deputy Nikolai Struisky remarked, then raised the white flag.

The inspecting Brits found the Spartak filthy, her crew unkempt and her commander nowhere to be found... until a thorough search found Fyodor Raskolnikov, pretending to be an Estonian able seaman, hiding under 12 sacks of potatoes.

The boarding party also took away a haul of confidential papers – including Spartak's final signal: *All is lost; we are pursued by the English.*

Flush with success, the Britons returned to Reval to enjoy the banquet, postponed from mid-day until evening.

They were back at sea before dinner ended, this time to give chase to a second Bolshevik destroyer, Avtroil.

It was another brief fight.

Confronted by a cruiser and two British destroyers, the Avtroil put up a fight for just 25 minutes. When her top mast was toppled by a Royal Navy shell, the Avtroil's crew surrendered.

Both Soviet ships were repaired and donated to the Estonians as prizes of war. Fyodor Raskolnikov was traded for British prisoners in the spring of May 1919. He subsequently became a diplomat until falling foul of Stalin's paranoia and was probably bumped off by Soviet agents while living in exile in France.

The Royal Navy would remain in the Baltic until November 1919 adding several pages of glory to its already-magnificent annals, notably a couple of VCs for daring raids on the Russian Fleet in its formidable base at Kronstadt.

It succeeded in its key aims: preventing Bolshevik warships breaking out of the Gulf of Finland and helping to stem the Red Army/Freikorps tide threatening to steamroller the Baltic states, but at no small cost: one light cruiser, two V-class destroyers, submarine HMS L55, a pair of sloops and a handful of motor boats were mined or destroyed.

Above all, the RN's intervention helped guarantee the independence of Latvia (secured in January 1920) and Estonia (February 1920).

What price freedom? One hundred and seven Royal Navy personnel, five RAF airmen (Vindictive's aircrew). They are honoured with memorial plaques at Tallinn's Church of the Holy Spirit and Maritime Museum, St Saviour's Church in Riga and Portsmouth Cathedral.

Their deaths – like those of hundreds of thousands of fellow British and Empire servicemen – would buy freedom and peace for just two decades.

With the 100th anniversary of the Great War now over, this is the last in our long-running series rummaging through the photographic archives of the Imperial War Museum. We hope you've found it interesting. This picture (Q 19680) is one of 11 million held by the Imperial War Museum. They can be viewed or purchased at [www.iwm.org.uk/collections/photographs](http://www.iwm.org.uk/collections/photographs), or call 0207 416 5309.

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## Family follow in Falklands footsteps



● George with uncle Dave and dad Geoff with Two Sisters in the background

**ABLE Seaman George Russ accompanied his father Geoff and uncle Dave as the two former Royal Marines made a pilgrimage to the Falkland Islands. The AET, based with 815 NAS at RNAS Yeovilton, and the two brothers talk about their trip.**

It was hard for me to put the Falkland conflict into perspective. From books to pictures and stories my dad has described it to me. I could never really understand properly the reality of it all or paint an accurate picture in my head. This has now changed after this trip.

It's been more than 35 years since this conflict took place. Me, my dad and my uncle toured the island and its many battle sites. Still to this day through the many seasons which have passed, the signs of war were still fresh and clear to see.

On top of Mount Longdon, seemingly impenetrable Argentine positions were still standing. Blankets, boots and personal kit could still be seen on top of peaks of Two Sisters.

Mangled airframes of a Chinook and Puma left at the side of the road and minefields were scattered across the island still to this day. This really hit home for me the reality of the conflict.

Throughout our trip we were treated amazingly by the islanders and we even got to meet the deputy governor of the island!

It really shows how much the islanders appreciate all the veterans like my dad and uncle, travelling thousands of miles and to liberate their home. Many even sacrificing their own lives.

I feel very privileged to have been able to experience what we have and receive such great hospitality along the way.

My brother Dave and I both served in the Royal Marines during the Falklands War in 1982.

I served with X Ray Company 45 Commando and Dave with Commando Logistics Regiment.

Dave was mainly based at the beachhead at Ajax Bay and I completed the famous yomp across East Falkland with 45 Commando, seeing action on the hills surrounding Port Stanley, specifically Two Sisters.

We both met up on Port Stanley jetty after the Argentine surrender in June 1982.

More than 36 years later, my brother and I revisited East Falkland, joining us for the week was my son George.

We were able to visit many of the key battle sites. For me, revisiting settlements such as Douglas and Teal Inlet, key locations from our yomp across the Island brought back many memories, as did revisiting Two Sisters.

The Falkland Islanders we met made us very welcome and were absolutely grateful for what the UK Task Force achieved in 1982.

I would like to say that my brother and I played a very small role in this conflict and our thoughts go to the many people from both sides whose experience and indeed sacrifice was far greater than ours.

Back in 1982 Geoff and I both landed on East Falkland as part of our respective Royal Marine units on day one of the British landings.

We did not see each other on the way down or indeed during the landings. It was by pure chance that we met up in Port Stanley some days after the Argentine surrender.

At the time we both took away many memories of our small part in the conflict, and in the 36 intervening years through conversation and reading have gained a better understanding of what happened.

Nothing though can fill in the gaps like our recent visit to the islands.

We stood in the saddle of The Two Sisters mountain and looked East to Port Stanley on a bright clear day. To each side were the mountains of Mount Longdon and Tumbledown and – each famous in the military history of the Parachute Regiment and the Scots Guards respectively.

It put everything into a clear stark perspective...

... which was that the ring of well-prepared Argentine defences around Port Stanley could only be breached by asking our fighting troops to assault bleak mountainous positions uphill and in the dark.

There is very little cover until you are amongst the Argentine machine gun positions themselves ...and who knew where the anti-personnel minefields were?

For me it gave me a new respect for those soldiers who took part in the fight in the hills around Port Stanley, and also for the commanders who must have agonised over every detail.

My thanks also to our Falkland Island Hosts who treated us 'Royally', and left us in no doubt that what we did back in 1982 still means a lot to them.

■ The Russ family's trip was made possible by the Falklands Veterans Foundation (FVF).

The FVF look after veterans on the islands plus run Liberty Lodge, a facility for veterans near Port Stanley. For details visit [falklandsveterans.org.uk](http://falklandsveterans.org.uk). The family were also supported by the South Atlantic Medal Association, visit [sama82.org.uk](http://sama82.org.uk)

## Poignant lessons from battlefields

ONE HUNDRED years on from the end of the First World War and as part of the Eaglet centenary celebrations, 33 members from HMS Eaglet, the Royal Navy Reserve Unit Liverpool, travelled to Ypres for a battlefield tour.

Lt Pinfold, SLt Bevan, SLt Smith, SLt Keaskin, Lt Fitzpatrick, CPO Cross, WO Doke and Lt Cdr Lloyd all gave talks at various points of the tour.

"It was amazing that not only did we visit such historic locations, but the knowledge of the guest speakers created a connection to the Royal Naval Division in the past; most of whom were reservists like us," said AB Caffrey.

The group first visited Canada Gate to see the Crest Farm memorial before heading to Poelcapelle village, home of a British war cemetery and the grave of AB1 Ted Lunt – who originated from Liverpool – for short service of remembrance and wreath laying.

"We get to see this area on a nice sunny afternoon, but 100 years ago it must have been hell on earth," said SLt Smith. "We owe a lot to those who served in the First World War and especially the Royal Naval Division, most of them reservists like us."

Later members of the ship's company visited Tyne Cot Commonwealth War Graves Cemetery, pictured right. It is the largest cemetery for Commonwealth forces in the world, for any war: 11,965 graves, of which 8,369 are unnamed. The cemetery and its surrounding memorial are outside of Passchendaele near Zonnebeke in Belgium.

SLt Keaskin gave a talk at the Cross of Sacrifice, saying: "As you walk around, there is a voice that reads out the names of the fallen. It is very humbling."



After a meal in Ypres, members of the ship's company attended the *Last Post* ceremony at the Menin Gate. Its large *Hall of Memory* contains names on stone panels of 54,395 Commonwealth soldiers who died in the Salient but whose bodies have never been identified or found.

The following day saw the group visit three more cemeteries. It was at Brandhoek military cemetery, home to the grave of Noel Godfrey Chavasse VC. A Liverpool reservist and recipient of a Bar to his VC – one of only three people to be doubly rewarded in the 160-year history of the Victoria Cross. The medical doctor and Olympic athlete won both his decorations (plus a Military Cross) for saving lives.

SLt Hargreaves who, along with Lt Cdr Lloyd, helped to organise the tour, is already planning the 2019 Battlefield Tour to France. To get involved with this kind of historic tour or to hear more about the Royal Naval Reserve, there is a presentation on the second Wednesday of every month at 6.30pm, the next one is December 12. To book your place contact 0151 707 3326 or e mail [Navymr-eagletrct@mod.uk](mailto:Navymr-eagletrct@mod.uk)



## Renown's bell chimes again

CHURCHGOERS in Warwick were called to mark remembrance by the sound of a ship's bell that once belonged to one of the Royal Navy's most famous battles-cruisers.

HMS Renown was sold for scrap in 1948 but in the 1960s her bell was loaned by the Navy to the All Saints' Church in Emscote.

The loan of the bell was secured by the aptly-named Reverend RW Barnacle, himself a former Royal Navy officer who had served in World War Two.

The church invited Lieutenant Commander Marie Whitehouse to ring the bell in the church of her home town on Remembrance Sunday, marking the first time it had been heard since its restoration.

Marie, who serves in the

fleet operations headquarters at Northwood, said: "It was an honour and a privilege to be asked to ring Renown's bell for the first time in its new home."

"As the sound echoed around the church, it provided a moment of reflection on all those who had previously served in the ship and the sacrifices they made in their time on board."

Renown was the lead ship of her class of battle-cruisers built during World War One, although she did not initially see combat.

It was not until World War Two that Renown found herself recommissioned and on front line patrols, joining the hunt for the Bismarck and transporting Winston Churchill to conference meetings with Roosevelt and Stalin.



● Geoff and Dave Russ in 1982 and last month back on the jetty at Port Stanley; The Two Sisters memorial

Remembrance round-up - pages 12-13



# 1918 ~ A CENTURY OF REMEMBRANCE ~ 2018



● The ship's company of HMS Monmouth take part in a remembrance ceremony while in Charleston  
Picture: AB Jonathan Devine



● A remembrance service was held on the flight deck of HMS Montrose ahead of her arrival in Fort Lauderdale  
Picture: LPhot Joe Cater

Main picture:  
LPhot Dan Rosenbaum,  
RNPTY



● Lt Col Dave West lays a poppy at the grave of VC recipient Captain Bernard Warburton-Lee in Norway  
Picture: PO (Phot) Des Wade, CHF



● AB(Sea) Erin Follett casts a wreath into the icy waters off Norway during a service on HMS Westminster



● Personnel from 40 Cdo held a service in the desert while taking part in Exercise Pearl Dagger in Bahrain



● Right, Royal Navy personnel in the Falkland Islands



● Sailors from HMS Brocklesby cleaning war graves in Bahrain



● Royal Navy personnel parade through Lincoln



● Personnel from HMS Sherwood in Nottingham



● Personnel from HMS Example in Whitby



● HMS Protector's CO, Capt Matt Syrett, third left, with members of his crew



● Left, 42 Cdo held a service of remembrance at Dewerstone Rock on Dartmoor  
Picture: LPhot Paul Hall

● Right, sailors from HMS Queen Elizabeth held a service on the carrier's flightdeck  
Picture: LPhot Jay Allen





# Lest we forget

**A SAILOR from HMS Argyll bows his head in reverence to the fallen at Kranji War Cemetery in Singapore.**

Members of the Type 23 frigate's ship's company also took part in a remembrance ceremony hosted by Singapore Cricket Club as Naval Service personnel on duty around the world marked the centenary of Armistice Day.

Argyll is currently on a nine-month deployment to the Asia-Pacific region, with Remembrance Sunday coinciding with the warship's visit to Changi Naval Base.

Elsewhere, **HMS Montrose** held a sunrise service of Remembrance on her flightdeck as she completed the first ocean crossing of her global deployment.

The morning before arriving into the United States, the ship's company arose to an early 'Call the hands' to align time

zones. The service was timed so they could pause in silence alongside families, friends and comrades back home, reflecting on the unimaginable sacrifice of so many for the causes of justice and peace.

As the ship's company stood as one company to remember the fallen in all wars and conflicts, the blast of a gunnery whistle sounded, in homage to the trench whistles used in the Great War, and the silence was observed.

A second whistle blast was then followed by the scattering of 100 poppies into the Atlantic Ocean by the Commanding Officer, Commander Conor O'Neill, and Able Seaman Mason McKenzie-Baldwin the youngest sailor on board.

Also in the USA was **HMS Monmouth**, visiting Charleston and taking part in a number of remembrance events. The frigate had been escorting future flagship **HMS Queen Elizabeth**, who paused her F-35 flying trials for a service on her flight deck, led by Chaplain Alastair Mansfield.

Individual poppies and wreaths were placed on graves in Ballangen, Norway, by sailors and Royal Marines of the **Commando Helicopter Force**, who took a break from their winter training in the Arctic to remember Allied servicemen - killed during the 62-day struggle for the iron ore port of Narvik.

Those dead are either entombed in the destroyers' wrecks or laid to rest in three cemeteries - Ballangen (13 naval fallen), a 40-minute drive west of Narvik; Håkvik, four miles from Narvik (34 men from HMS Hardy and Hunter, though only two were identified); and Narvik New Cemetery (24 sailors, mostly from Hunter).

At Ballangen Lieutenant Colonel Dave West, the CHF detachment commander in Norway, placed a poppy on the grave of Captain Bernard Warburton-Lee of HMS Hardy, who led the destroyers into the narrow waters of Ofotfjord on April 10 1940 and made the ultimate sacrifice. His daring leadership earned him a posthumous Victoria Cross.

In the growing gloom of dusk 200 miles inside the Arctic Circle, the crew of **HMS Westminster** paid their respects to the men of HMS Hunter at peace 300 metres beneath this spot.

The frigate seized the opportunity of a rare visit to the Norwegian port of Narvik during NATO's biggest war game of the year to honour destroyer men who took the fight to the enemy nearly 80 years ago.

As she approached Hunter's wreck site, Westminster's crew gathered for a service on the flight deck led by Merlin helicopter pilot Lt David Armitage of 814 NAS.

Westminster's youngest crew member, 18-year-old AB(Sea) Erin Follett cast a poppy wreath into the cold waters of Ofotfjord at the end of the service.

"It was an honour to have been

## Naval Service roll of honour

**THE names of the following personnel who died in the last year were read out at Royal Navy services of remembrance:**

**ETME Samuel Whitehead  
PO(Deck) Stephen Bentley, RFA  
LAET(AV) Simon Taylor  
Lt Cdr Andrew Moys**

**Cpl Alex Tostevin  
Lt Richard Swales  
CPO(ME) (SM) Gerard Conway  
NA(AH) John Urmson  
WO1(SM) Jason Guy  
LAET(AV) Gareth Griffiths  
PO(ME)(SM) Michael Flynn**

able to lay the wreath for HMS Hunter. Being able to remember those who gave their lives so we could have ours today is something that I am going to treasure for the rest of my life," she said.

In the even colder Antarctic -5°C to be precise - the crew of **HMS Protector** carried out their service of remembrance against the stark beauty of Elephant Island.

The ship is on her first ice patrol of the austral summer and the island offered some calm as gale-force winds whipped through the region.

The crew also remembered polar explorers lost during World War One, including Tim McCarthy, who took part in the Imperial Trans-Antarctic Expedition of 1914-16.

He then joined the Royal Navy Reserve as a leading seaman and died when his oil tanker, SS Narragansett was torpedoed in the Western Approaches in March 1917.

In Malta, the crew of **HMS Diamond** held a service on the flight deck in Grand Harbour during a pause in her Mediterranean deployment.

The main parade and service in Port Stanley in the **Falkland Islands** were led by Royal Navy personnel. Wreaths of poppies were also laid at war memorials across the islands.

Personnel based at the **UK Naval Support Facility** in Bahrain paid their respects at a number of ceremonies.

Sailors from **HMS Ledbury** and **Brocklesby** took the time to renovate the two Christian cemeteries in Bahrain, including painting some of the buildings. They also ensured that the war graves of the 72 sailors and two airmen were ship shape clean and tidy, ready to receive the numerous wreaths placed over the weekend.

More than 100 sailors from the UKMCC, RAF personnel from the Deployed Operating Base, battle staff from the Joint Forces Command on Exercise Mercury and soldiers from Royal Gibraltar Regiment currently based in Bahrain, were able to pay their respects at a short, moving ceremony which marked the inaugural UKNSF Remembrance Day parade.

In a special event to mark the 100th anniversary of Armistice Day, the Crown Prince of Bahrain authorised and encouraged the ringing of bells from all of the Christian churches and asked mosques and temples to mark the occasion.

HMS Jufair ship's bell was pealed at the UKNSF, along with the ship's bells from **RFA Cardigan Bay**, **HMS Dragon**, **Shoreham**, **Ledbury** and **Blyth** alongside and the US Navy and Coastguard ships in the port of Bahrain.

Back in the UK and some 700ft above sea level, the officers of **42 Commando** Royal Marines

saluted the nation's fallen as the Last Post drifts across the western edge of Dartmoor.

The men of the Bickleigh unit chose to hold a drumhead service to mark the 100th anniversary of the end of the Great War, running the three-and-a-half miles from their base to the ancient Dewerstone.

There Royal Navy Chaplain John Money led commemorations, accompanied by Lt Col Ben Halsted and WO1 Nick Ollive, 42's Regimental Sergeant Major, who read out the names of the 11 serving members of the Naval family who have died since last year's remembrance ceremonies.

Royal Navy personnel throughout the UK took part in ceremonies, from the main acts of remembrance in London, Edinburgh, Cardiff and Belfast, to those held in towns and villages.

In **Lincoln**, Royal Navy personnel from the Joint Electronic Warfare Operational Support Centre (JEWOSC) at RAF Waddington and the Fleet Information Operations Centre (FIOC) at RAF Digby took part in the parade.

A platoon of 30 sailors, led by Lt Mike Young and WO1(EW) Frankie Muir, marched through Lincoln ahead of Army and RAF platoons from the Royal Anglian Regiment and RAF Waddington. The parade halted for a moving service at the Lincoln War Memorial where a wreath was laid by Cdr Mike Dineen on behalf of the RN in Lincolnshire.

The RN element of JEWOSC was also represented in force again at the Lincoln Cathedral Remembrance Service.

P2000 **HMS Example** sailed from Gateshead to visit her affiliated town of Whitby to take part in Armistice Day commemorations.

Reservists were also on duty around the country, including those from **HMS Sherwood**, who attended ceremonies and parades in Nottingham.

Rear Admiral John Weale, Flag Officer Scotland and Northern Ireland (FOSNI) attended the Edinburgh Remembrance Service which was led by Edinburgh's Lord Provost and Veterans Champion, Frank Ross.

The Band of the Royal Regiment of Scotland and the Royal Navy Guard provided by **HMS Scotia** led service members, veterans and standard bearers, marching from the Esplanade of Edinburgh Castle to the Stone of Remembrance at the City Chambers.

In Glasgow, Commodore Jim Perks, Commodore Faslane Flotilla attended the ceremony in George Square.

Rear Admiral Weale also joined the Princess Royal at a special service at Glasgow Cathedral later in the day to commemorate the centenary of the end of the Great War.

## Middle Temple to Malta, Deeps remember

**THE second in line to the throne - and honorary head of the Silent Service - joined submariners' past and present for their annual service of remembrance.**

The Duke of Cambridge was once again the guest of honour at the Submariners' Remembrance Service in Middle Temple Gardens, London - a ceremony always held one week before traditional November events.

The service was the culmination of two days of events, beginning with the dedication of the Submarine Service Poppy Field of Remembrance in the grounds of Westminster Abbey.

Submariners from the length and breadth of the country gathered in the capital to pay their respects including a wreath laying within the Abbey at the Combined Services Memorial.

The solemn service attended by Prince William, Commodore-in-Chief Submarines in Middle Temple Gardens involves reading out the roll call of fallen submariners, before attendees parade to the monument erected on Victoria Embankment in 1922 to 'deeps' on eternal patrol.

The memorial lists the name of every boat lost in the two world wars (54 between 1914 and 1918, 74 in the second global conflict).

The head of the Silent Service, Rear Admiral John Weale, said the 2018 event took on additional significance given the 100th anniversary of the Great War's end.

"Submarines and submariners played a vital and often unsung part in the war effort.



Indeed, submarine operations have been a decisive element of almost every conflict since then - gathering intelligence, deploying special forces and tackling enemy warships and submarines.

"The bravery and sacrifice shown by submariners means that it is right that they are honoured with their own remembrance event."

Submariners from **HMS Vengeance** travelled to Malta to pay tribute to the men of HMS Olympus, who perished when the Odin-class boat went down in Maltese waters in 1942. They are pictured above at the Olympus memorial in Valetta.



# Hard to fathom



Water resistant to 600m and featuring a Swiss-made automatic movement the C60 Trident Bronze Pro 600 is supremely robust and reliable. Available in 38mm and 43mm versions, either raw or patinated, and with a corrosion-resistant bronze case that acquires its own unique patina over time, it holds its own with dive watches costing many times as much.

This mystery is one that's well worth getting to the bottom of.

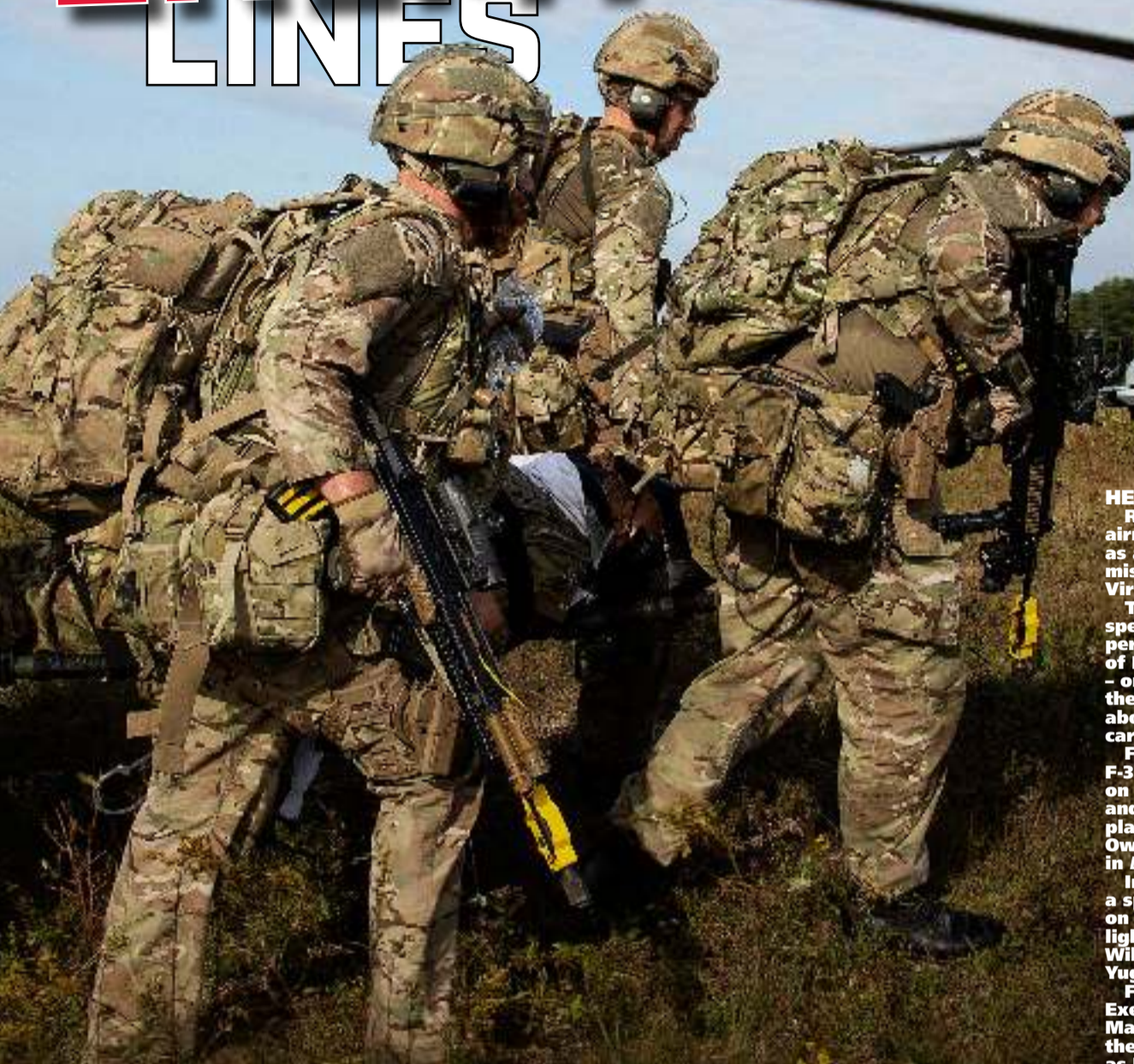
**Do your research.**

 **Christopher  
Ward**

[christopherward.co.uk](http://christopherward.co.uk)



# BEHIND ENEMY LINES



## HE AIN'T heavy...

Royal Marines haul an injured airman to a waiting Merlin Mk4 as a Hollywood-esque rescue mission successfully ends in the Virginia scrub.

This is a new, highly-specialised role which has been permanently assigned to the men of Lima Company, 42 Commando - one that is fundamental with the return of fast-jet operations aboard Britain's new aircraft carrier.

For it is entirely possible an F-35 Lightning might come down on a mission over hostile soil and its pilot bail out - a scenario played out on the big screen by Owen Wilson and Gene Hackman in *Behind Enemy Lines*.

In that Hollywood blockbuster, a specialist marines team waited on a US carrier for the green light to extract downed pilot Wilson from the war-torn former Yugoslavia.

For *Behind Enemy Lines*, read Exercise Lightning Angel, and US Marine Corps Base Quantico for the war-torn former Yugoslavia as Lima perfected their new role as the Corps' experts in Joint Personnel Recovery - which means they will be working closely with HMS Queen Elizabeth for the foreseeable future.

"This is a great new role for the Royal Marines and it is really exciting to be involved in developing this new skill from the ground up," said Corporal Richard Dowling, aged 33.

In fact, the mission assigned to Lima troops extends beyond 'simply' rescuing aircrew who've gone down deep in hostile territory. It encompasses any mission to recover what are known as isolated personnel stranded in a 'non-permissive environment'; this could include downed pilots, UK nationals or UK forces who have become separated from their Units.

Lima decamped to Camp Upshur, on the northern edge of the huge Quantico exercise areas, barely 40 miles outside Washington DC and one of the US Marine Corps' largest bases.

There they were joined by two Merlin Mk4 helicopters from 845 Naval Air Squadron - the third time Lima and the Yeovilton fliers have worked together this year.

The Royal Marines' hosts weighed in by providing Sea Hawk helicopters (the naval variant of the famous Black Hawk) and by giving the Brits use of their ranges.

The troops were going to carry out their rescue/extraction training at Camp Lejeune in North Carolina, but Hurricane Florence forced them to relocate to Quantico.

But that wasn't a problem as rapid planning was a key theme of the rescue operation. And whatever plans were drawn up

quickly needed changing once the mission got under way, as Lima found their 'cold' landing site suddenly became rather 'hot' - under enemy fire.

This was a recurring theme throughout the training; rescuers searching for the stranded fliers began with minimal information and found the situation ever-changing - to add to the realism.

That forced them to fall back on their experience - and also devise fresh solutions - to overcome literal and metaphorical barriers. So, for example, the downed aircrew were involved in a traffic collision en route to the rendezvous point and engineering assistance was required to pull them from a damaged vehicle.

Engineers used industrial cutting equipment to free the aircrew while the Commando Merlin provided top cover. Once free, the aircraft returned to the scene and extracted the ground forces, making a swift recovery home.

"Being new to the squadron, this was my first exposure to a Joint Personnel Recovery mission," said Petty Officer Aircrewman Ben Fagan. "It was a really quick, effective recovery. It was a great exercise to be involved in and will expand upon the skills that the Commando Helicopter Force are leading in."

Lightning Angel wasn't all about the brawn (and brains) of the Royal Marines and their CHF 'steeds'.

Back on board HMS Queen Elizabeth, the command and control team were testing how they might respond, from the physical act of dispatching a rescue team by helicopter to the complex political-diplomatic-media dimensions losing an aircraft in hostile territory might involve.

After a week dedicated to Joint Personnel Recovery, Lima switched to two weeks of live firing as groups of up to 30 marines at a time fired live ammunition in close proximity to each other - fully preparing them for working in hostile operational environments.

"The exercise provided many learning points but overall was deemed a success," said Merlin pilot Lt Craig Kavanagh.

"It's led to the refinement of our recovery capabilities such that, if the worst was to happen in the future, the UK would be better prepared to respond."

Major Russell Sayer, Officer Commanding Lima Company, added: "As Sir Chris Hoy says it's easy getting the bike up to speed the hard part is maintaining it."

"We are up to speed now with personnel recovery - but we are going to have to work very hard to maintain this new skill now that we have it."



pictures: lphot will haigh, frpu north





## HMS DUNCAN FOOTBALL TEAM WIN 6 - 3 AGAINST 2nd ROYAL IRISH REGIMENT

### Band wows friends in South Korea

MUSICIANS from HM Royal Marines Band, HMS Collingwood, are pictured performing in the grounds of the British Embassy in Seoul.

The performance was one of many during a week-long tour of South Korea.

After a glittering reception at the embassy, the band flew south to Jeju Island, their base for the rest of the week.

The visit gave them the opportunity to parade with the South Korean Navy Band in front of South Korean President, Moon Jae-In at the local naval base.

The remainder of their visit was equally busy, appearing at the International Fleet Review, pictured below, where they played a selection of favourite British pieces, with the Corps of Drums, as always, stealing the show.

The band then performed alongside bands from the US, India and Indonesia at the World Navy and K-Pop Concert at the Jeju World Cup Football Stadium, entertaining the crowd with a rendition of Thomas Bergersen's *Flight of the Silverbird*.

The band even found time to offer a workshop to students at the North London Collegiate School, a British International School on Jeju, after entertaining them with a short concert. The visit finished with a *Beat Retreat* performed to staff and students on their morning break.

Musician Ben Worsfold said: "It was a great honour to be the only foreign band invited to stand alongside the Korean Navy Band to welcome their president and the pride I felt representing the UK will be hard to beat. It was a once-in-a-lifetime opportunity."

The band's last concerts of this year take place at Collingwood's Millennium Hall on December 13, 14 and 15.

For information and to book tickets please call 01329 225299 or email [Abbygail.bell116@mod.gov.uk](mailto:Abbygail.bell116@mod.gov.uk).

Pictures: Ms Merea Yee



## Royal welcome for record-breaker Ross

YOU'VE heard of the green berets.

Now meet the green skull caps – aka members of the Royal Marines triathlon team – posing on the sands at Margate with record-breaking swimmer Ross Edgley after he completed his round-Britain solo swim.

No one had succeeded in swimming around the entire coastline of the mother country before Ross – pictured here with big grin, beard and Neptune's trident – stepped into the North Sea in Margate on June 1.

Ross was inspired to attempt the 1,780-mile epic swim by the Royal Marines who suggested it as a 'challenge' after the 33-year-old adventurer covered 78 miles in a 48-hour swimathon and also carried out training in the pool at CTCRM in Lympstone.

The crew of HMS Charger and Biter offered the swimmer a break and some sustenance back in July off Brixham... when Ross was expected to complete his odyssey in September.

In fact, it took Ross 157 days. Royal Marines provided morale support – and advice – to Ross, drawing upon their own 'state of mind' required to earn the coveted green beret.

And for the final mile of the swim, eight RM triathletes donned drysuits and powered along by Ross' side – part of a rather colourful 'welcoming committee' arranged in the Kent resort, which also included canoeists and a sizeable crowd on the waterfront.



# Navy take lead at capital show

THE Royal Navy and Royal Marines – both regular and reserves – led from the front in this year's Lord Mayor of London's Show.

The Lord Mayor Elect, Peter Estlin, was born into a Royal Navy family, and is a distinguished banker and Alderman for the Ward of Coleman Street in the City of London.

Pageantry was on display to celebrate modern London and the 691st Lord Mayor of London. For more than 800 years the newly elected Lord Mayor of London has been rowing, riding or marching off to the distant village of Westminster to swear loyalty to the Crown and begin his or her year in office.

To mark the Lord Mayor Elect's family connections to the Royal Navy, the City's Royal Naval Reserve unit, HMS President, was granted not one but two historic honours.

Firstly, the professional head of the Naval Service, the First Sea Lord Admiral Sir Philip Andrew Jones granted HMS President the unique privilege of leading the Royal Navy contingent through the City's streets.

Secondly HMS President exercised 'privileged regiment status' – a civic honour granted in 2016 allowing the ship's company to march with bayonets fixed.

Lord Mayor Elect Peter Estlin, said: "I am particularly proud to witness London's Royal Naval Reservists leading the parade with fixed bayonets for the first time, to mark HMS President's privileged status in the City."

"This wonderfully celebratory and inclusive event attracts a wide range of participants from home and abroad, all of whom clearly derive huge enjoyment from designing their floats, wearing their costumes, and being cheered on by the crowds along the route."

"My mayoral theme for the year, 'Shaping Tomorrow's City Today', will drive home the message that our fast-changing society and access to new technology must be open to all, in particular, the elderly, poor, and disabled, many of whom are at risk of being left behind."

The Commanding Officer of HMS President, Commander Richmal Hardinge, said:



"This is an enormous honour for my ship to be asked to lead this year's Lord Mayor's Show. Every man and woman under my command takes their reservist role very seriously and their professionalism will be on display as they lead the procession through the streets today."

"Many of the ship's company are employed in their civilian work in London and so it is most fitting that it is they who take the lead in a celebration of their newly-elected Lord Mayor and their City."

Before the parade the Lord Mayor was invited to partake in a traditional rum ceremony at Mansion House. The Coopers' Company, makers of wooden casks to store rum and other commodities, became involved in the Lord Mayor's Show in their Quincentenary year and continue to provide the rum today. This year, Master Cooper Anthony Behrens

and his Clerk Adrian Carroll raised a tot of rum with Cdr Hardinge.

As well as the personnel, a field gun was pulled by serving members of HMS President as part of the procession. Harking back to the Boar War when Ladysmith was besieged in 1899, HMS Terrible and Powerful came to the British Army's rescue by transporting guns over unforgiving terrain in arduous conditions.

Gun-puller and member of HMS President's ship company, Sub-lieutenant Julian Fairclough RNR, said: "It's a real honour to get to pull the field gun in the Lord Mayor's Show – I know the whole team was looking forward to it. It was hard work but great fun to be part of this important and historic occasion. We're keen to show our commitment to our ship and our City."

Pictures: LPhot Barry Swainsbury

## Tribute to Sikh First World War troops



FOUR sailors joined veterans, religious and community leaders in Birmingham for the unveiling of a statue celebrating India's role in the Great War.

More than 1.3 million Indian soldiers served in the Commonwealth forces between 1914 and 1918, mostly, but not exclusively, on fronts against the Ottoman Empire. Nearly 75,000 never returned home.

Sikh troops earned the nickname 'Black Lions' for their bravery – reflected in the title of the new memorial: Lions of the Great War Monument.

Sailors from the Indian Sub-Continent who fought for Britain during the Great War.

The monument was commissioned by Guru Nanak Gurdwara and Sandwell Council to honour those of all faiths from the Indian Sub-Continent who fought for Britain during the Great War.

Leading Hand Edmund Grandison said: "I'm proud to be from the West Midlands. It is important to recognise the contribution made by the Armed Forces, by Sikh personnel who fought in both world wars and in today's military."

"The statue is inspiring and I will be bringing my family here so that they can experience our history."

The memorial was vandalised days after its unveiling but the graffiti was removed in time for Armistice Day.







# TWO QUEENS FOUR ACES

THE monarchs represented by RMS Queen Mary 2, pictured here passing the new icon of the Royal Navy HMS Queen Elizabeth with the skyscrapers of Manhattan – dominated by the 546m One World Trade Center – providing the stunning backdrop.

And the aces? The four test pilots – three Brits, one American – who have resumed intensive trials in their F-35 Lightning jets, rapidly filling in the once-blank pages of the HMS Queen Elizabeth operators' manual.

We left the new carrier last month as she arrived in the Big Apple having passed a series of key milestones:

- first jet landing ✓
- take-off ✓
- by day ✓
- by night ✓
- first bombs dropped ✓
- first visit to New York ✓

Most Americans love the Queen... a feeling extended to her near-namesake warship. Sailors were invited to take to the pitch ahead of New York Jets' American football clash with the Minnesota Vikings in front of a 77,982-strong crowd, before enjoying the game (which the visitors comprehensively won 37-17).

And a contingent of ship's company represented the RN at the New York premiere of Gerard Butler's submarine thriller *Hunter Killer*.

That movie is set against the backdrop of a world on the brink of Armageddon.

Helping to ensure we never reach that point is the new Atlantic Future Forum, launched aboard HMS Queen

Elizabeth by First Sea Lord Admiral Sir Philip Jones, to meet the growing challenges posed by cyber security and artificial intelligence.

The forum corrals innovators, business leaders and tech entrepreneurs across government and industry to ensure Britain and America remain ahead of any potential foes.

And that same Anglo-American unity is embodied by the UK's new carrier and her jets; only the Royal and US Navies have carriers capable of operating fifth-generation fighters.

But only Queen Elizabeth (and her sister HMS Prince of Wales) are equipped with the Highly Mechanised Weapon Handling System – shortened to simply 'Highly Mech' – which allows bombs and missiles to be loaded on to combat jets at sea with one tenth of the number of sailors required in similar US Navy ships.

The system comprises two complexes, each containing two deep magazines where a series of motorised robots or 'moles' – controlled by remote operators – move pallets of ordnance around, delivering weapons to hydraulic lifts which carry the armaments up to a preparation area in Queen Elizabeth's cavernous hangar.

There, helped by a powerful overhead gantry to move the munitions around, a team of ordnance experts ready the weapons for use on the Lightnings.

Once that delicate operation is over, the automation takes over again as more lifts take the prepped weapons up to 'bomb dumps' on

the flight deck, where squadron ordnance experts load them on to the F-35s' pylons or internal bomb bay.

Lieutenant Ryan Gregg, HMS Queen Elizabeth's deputy air engineer officer (aka 'Bombs'), likens it to "an Amazon warehouse-style system which removes the need for personnel in the deep magazines – and means I only require a fraction of the manpower compared with a US carrier."

Thirty-seven people to be precise. You're talking 400 on an American flat-top.

By mid-November, the Highly Mech had been thoroughly put through its pace "and from what we've so far," said Ryan, "it looks really impressive."

So that's one thing which is unique to the British carriers. Another (we think) is the backwards landing, flying down the carrier's port beam bow to stern, coming to a hover, slipping left, not right, and dropping on to the deck.

The back-to-front manoeuvre – described as "like driving the wrong way down a one-way street" – is intended to give pilots and the flight deck team more options to safely land the state-of-the-art stealth fighter in an emergency.

"It was briefly bizarre to bear down on the ship and see the waves parting on the bow as you fly an approach aft facing. It was also a unique opportunity fly towards the ship, stare at the bridge, and wonder what the captain is thinking," said

RAF test pilot Squadron Leader Andy Edgell who performed the unique landing.

That captain has changed since we last caught up with QE. Capt Nick Cooke Priest took the helm from now Rear Admiral Jerry Kyd in New York.

The latter left the carrier with a heavy heart, humbled by the experience of leading "such an enthusiastic, motivated and talented group of people, without whom this ship is just a chunk of metal".

Back at sea, that (rather large) chunk of metal was joined by RFA Tidespring, one of four sisters designed to be at the heart of the carrier task group the Royal Navy forms around HMS Queen Elizabeth or Prince of Wales, providing fuel to the flagship, her F-35 Lightning jets, her Merlin helicopters, as well as her escorting warships.

After supporting operations and training around the UK, the 39,000-tonne tanker crossed the Atlantic to support the second half of Queen Elizabeth's fast jet trials.

Carrier and tanker met briefly earlier in the year closer to home for a practice replenishment at sea.

Off Virginia, the 'amber gold' truly flowed between tanker and recipient as fuel was pumped into the carrier's tanks at the astonishing rate of 800 cubic metres (800,000 litres, or 175,000 gallons) per hour. (That's enough to fill the tanks of more than 14,500 family cars.)

Monmouth also topped up her

fuel reserves, all under the steady direction of her Commanding Officer Captain Richard Davies RFA.

"Tidespring is a fantastic ship and along with her sisters, this new class of tanker shows how Britain's investment in the Royal Navy is drawing together all the strands that will enable carrier strike task groups to be deployed and operated at range from the UK," he said.

"But at the end of the day ships are just steel – it's the people that matter, those who serve, those who I am very proud to be able call my ship's company. It is thanks to this amazing team, operating away from home for months at a time that make this ship so successful and able to deliver the end product."

Also joining the task group briefly as she sailed from America's East Coast to her West, was the US Navy's newest destroyer, USS Michael Monsoor. The grey Toblerone-shaped (the design in naval parlance is 'tumblehome') vessel is designed to carry more than 300 anti-ship, anti-submarine and anti-air missiles.

The sight of the trio sailing in company stirred Capt Scott Smith, CO of the Monsoor.

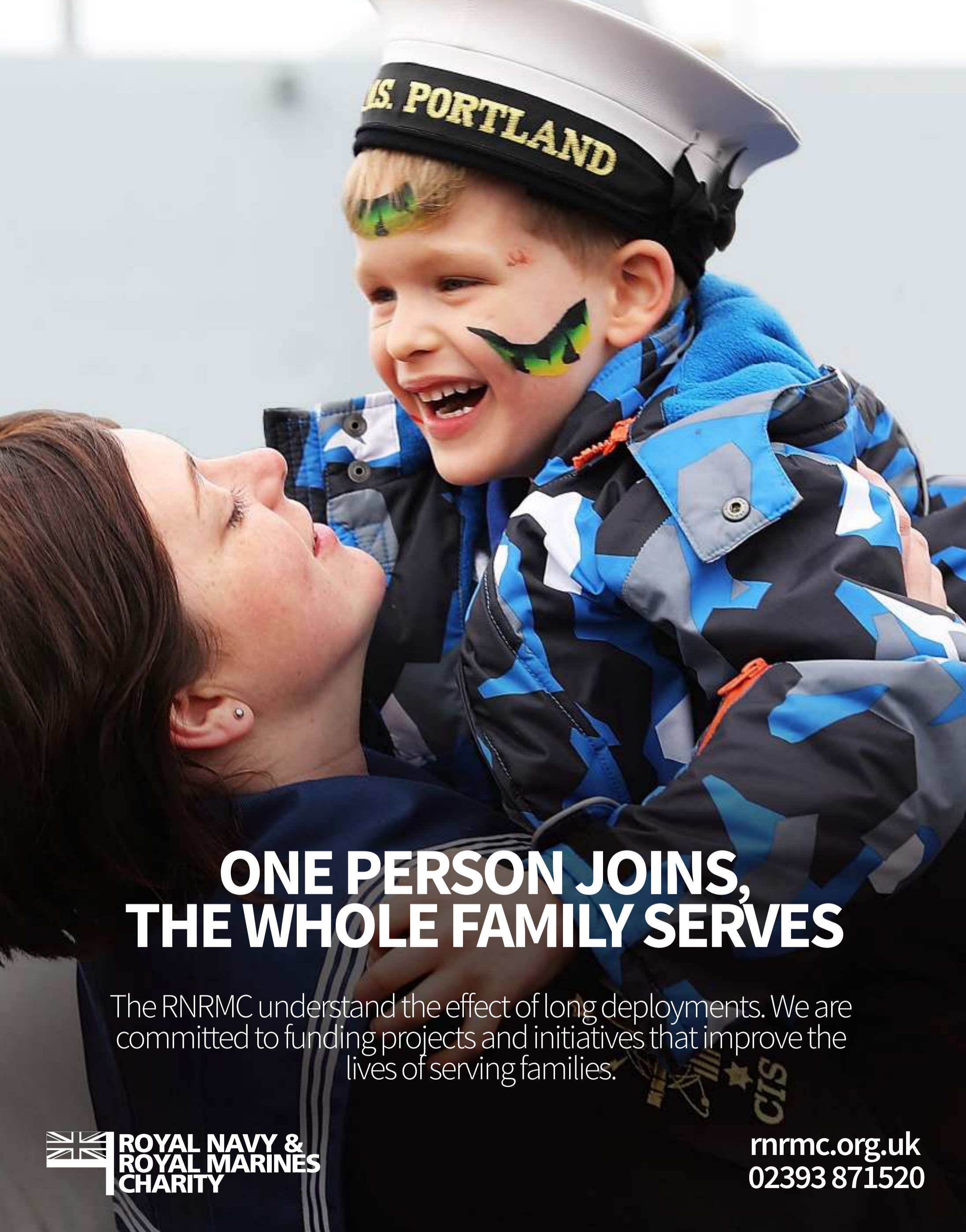
"This was the 21st-Century Fleet – our nations, both forged from the sea, generate power literally and figuratively – and I cannot think of a more striking example of that force."

Fast jet trials were finishing as this edition printed; Queen Elizabeth is due home in Portsmouth this month.



Main image: Jonathan Atkin/Cunard; other images: PO(Phot) Dave Jenkins and LPhot Jay Allen





# ONE PERSON JOINS, THE WHOLE FAMILY SERVES

The RNRMC understand the effect of long deployments. We are committed to funding projects and initiatives that improve the lives of serving families.



# Accolades for our best students

EXCEPTIONAL young service men and women from Royal Naval Air Station Yeovilton marked the successful completion of their training to qualify as Royal Navy Air Engineering Technicians and Naval Airmen (Survival Equipment).

Commander Al Tracy, Commanding Officer of the Air Engineering Department at Yeovilton congratulated those qualifying and welcomed their friends and families to the parade.

Passing them for duty and presenting their certificates was the guest of honour, Rear Admiral Malcolm Toy, Senior Air Engineer in the Royal Navy, Director Operations and Assurance Defence Safety Authority and Director Technical Military Aviation Authority.

During the 55-week course trainees undergo eight weeks of classroom instruction on mechanical and avionics systems, common practices and documentation processes for helicopters. The remaining time is spent on a training squadron where they are introduced to helicopter operations and maintenance practices.

RAdm Toy said: "We rely on these AETs and NA(SE)s to ensure safety, to keep our aircraft safe over the sea. When there is a 60 ft swell its quite difficult to



● Award winners, from left, AET Mark Duffett with the Augusta Westland Trophy, NA(SE) Scott De-Ritis with the Survitec Proficiency Award, AET Josh Wainwright with the Wildcat Maritime Force Ethos Trophy, NA(SE) Tom Rouse with the SE Neptune Trophy and AET Byron Beverley with the Commando Helicopter Force Ethos Trophy

work on and under an aircraft. "They are the first to see it take off and land and are absolutely key to keeping our personnel and aircraft safe. This job comes with a lot of responsibility." Academic Awards handed out

were: CHF Merlin Academic Award winner, LWMF (Lynx Wildcat Maritime Force) Wildcat Academic, the Augusta Westland Trophy and the Ethos Award, presented for spirit, loyalty, respect, sense of humour and

determination during training. The Survival Equipment Section Neptune award is presented to the individual who has demonstrated the most professional, mature and determined attitude.



● Rear Admiral Warrender and Lt Gary Miles

## Hermes tribute to new carrier simulator

FLAG Officer Sea Training Rear Admiral Will Warrender opened the Queen Elizabeth-class Ship Control Centre Training System at HMS Sultan.

The system enables students and ships' teams to conduct training that almost perfectly matches what personnel would see on aircraft carrier.

The facility can mimic machinery breakdowns and system problems that a marine engineer would be likely to see onboard.

From Leading Engineering Technicians, through to senior engineering officers, training is conducted as if on watch, so all the different positions work together and their reactions

to different situations can be analysed.

The £1.9 million simulator was funded through the Aircraft Carrier Alliance as part of the wider QEC training solution.

The simulator has already gained huge interest from both HMS Queen Elizabeth and her younger sister Prince of Wales and the hope is that, once the simulator is proven, it could even be used to endorse personnel for the carriers.

As approved by the First Sea Lord Admiral Sir Philip Jones, the system will carry the name Hermes in recognition of former Royal Navy aircraft carriers.

# Flying the flag for RNR branch



2018. YEAR OF ENGINEERING

## THE Royal Navy Reserve Engineering Branch has enjoyed a success in this landmark year.

In its fourth year since re-establishing an engineering capability in the Maritime Reserve, the branch is ahead of its growth target strength of 141 people in five years.

This year saw the branch welcome its 100th engineer in the form of Chief Petty Officer Harry Chadwick.



Head of the branch, Commander Stephen Murphy, said: "It is truly fantastic to have witnessed the branch grow from a humble beginning and very fitting that it should be Harry Chadwick as our 100th new member in the year of

engineering. "As we continue to grow, we will increasingly be able to achieve our vision, successfully supporting the Naval Service with highly capable part-time Engineers."

Ten Head of the Branch commendations were awarded to Reservists in recognition of their outstanding individual contribution to the delivery of engineering capability.

Their professionalism and commitment to the RNREB in support of RN operations highlights the resilience and professionalism of our capable engineers.

In picking out just a few examples, the Specialisation Warrant Officer, WO1 Dicky Bays said: "There is a wide range of employment opportunities for members of the branch and, daily, I am impressed, by the commitment of individual members of the branch, it is truly astonishing."

ET Makings deployed with 1 AGRM RM to deliver small boat training to Ugandan Forces, CPO Longbone mobilised to RFA Mounts Bay in support of APT(N) as a PAC 24 Maintainer and a team of three Branch personnel provided support to HMS Albion in Japan.

Routinely, the RNREB fills gaps in the



● From left, ET(WE) Raeburn, CPOET(ME) Hutchings and LET(WE) Foley onboard HMS Albion in Japan, in July this year



● Cdr Stephen Murphy with award winners

Naval Service and provides support in all base ports, across a wide range of platforms currently including HMS Prince of Wales and HMS Bulwark, the provision of sea training at FOST and in establishments such as HMS Sultan.

At the annual conference the RNREB reflected on the success of the year, but firmly

retained a focus on the future.

The RNREB operates through Trademasters, situated in Devonport, Faslane, Portsmouth and in Abbey Wood.

With a significant amount of activity across all four RNREB Trademaster locations, the Trademasters have forged effective relationships with Flotilla Staff and employers within their areas and with the Staff Officer Engineering Reserves now in place in Portsmouth.

Staff Officer Engineering Reserves, Lt Cdr Sarah Royston, said: "The sheer diversity of the employment highlighted is a testament to the commitment and professionalism of the engineers in the branch – they may not be in the regular service anymore but they continue to provide frontline engineering support alongside their civilian careers, a huge achievement and most importantly, the RN continues to benefit from their skills and experience."

## All-action introduction to careers in engineering

CHILDREN were introduced to the world of engineering at HMS Raleigh.

The Royal Navy is among the sponsors of young people taking part in this year's Engineering Education Scheme.

The regional launch of the scheme saw around 65 students from schools across Devon attend Raleigh, where they met their sponsors and took part in team-building activities.

Under the scheme Year 12 students and their teacher are linked with local companies to work on real, scientific, engineering and technological problems.

During the launch day, the students were introduced to HMS Raleigh's Damage Repair Instructional Unit known as HMS Havoc.

A mock-up of a flooding ship which rocks and rolls from side to side, students fight to save the vessel.



## Legacy will ensure era of engineering flourishes

THE Royal Navy YOE18 campaign has been exceptionally successful and our engineers and technicians have demonstrated time and again that they form the 'beating heart' of operational capability.

Every day they ensure that our aircraft, ships, submarines and vehicles are operated, maintained and sustained on operations, in a range of environments across the globe.

But the YOE18 campaign has not just been about our frontline engineers and technicians; the YOE18 campaign sought to reposition engineering in society, highlighting engineering as a rewarding career choice.

Every engineer plays a crucial role in delivering the RN's global outputs and so the status of engineers and technicians has also been recognised internally, through measures that include the simplification of the process for claiming Professional Body Fees and reinvigorating Reward and Recognition for engineers

and externally across the nation through STEM Outreach events.

Recent YOE18 events include the Solent Festival of Engineering 2018 and the World Skills UK Final, where hundreds of students engaged with RN STEM Ambassadors to discover the world of naval engineering.

More information will follow in early 2019 about the legacy of the YOE18 campaign; great work has been completed across the RN in support of the campaign that we must harness to maintain the legacy into the 'Era of Engineering'.

This, in a similar way to the YOE18 campaign, will be managed across government and maintain the new-found position for engineers in society.

There is still time to contribute to the RN's YOE18 campaign and you are encouraged to share your experiences on social media, using #yoe, #inspireanengineer and #takeacloserlook, and link into @RoyalNavy and @YoEGovUK.



# In Saif hands

Sailors and Royal Marines put through their paces during tough exercises in the desert and off the coast of Oman

**T**HEY CAME BY SEA. And by land. And by raiding craft. And helicopter. And armoured vehicle. They stormed beaches, raided military sites and flew supply runs. They kept watch over sea and skies and crept through the desert to spy on the enemy. And then, having proved the Royal Navy's ability to assemble a task force, fight a battle and win, they packed up and sailed off ready to do it all over again somewhere else in the world.

More than 2,000 sailors and Royal Marines fought a war at sea, on land and in the air as part of the largest military exercise in a generation and the RN's largest largest deployment east of Suez since 2009.

The intense activity of Exercise Saif Sareea 3 was spread across three weeks as landing forces moved in and out of the target areas in the host nation, Oman. Viking armoured vehicles churned through the sand under a blistering sun while a major task force assembled off the coast and carried out manoeuvres in close formation.

Flight decks reverberated under the weight of RAF Chinook and naval Wildcat helicopters carrying out dozens of deck landings moving marines and kit far inland – a relentless test for the various air crews in both day and night.

The exercise – last held in 2001 – was intended to reinforce the long-standing and close military relationship between Britain and Oman, taking the level of co-operation and ability to provide security and safeguard prosperity in a vital part of the world.

It certainly did that. But it also proved the Royal Navy's ability to pitch up anywhere in the world a crisis might develop, and work with allies to rapidly stabilise the situation.

Major James Smith, from 3 Commando Brigade, said: "Operating in the air, at sea and on land

## ▼ NAVAL CONTRIBUTION



1x Landing Platform Dock  
HMS Albion



2x Landing Ship Dock (Auxiliary)  
RFA Lyme Bay, RFA Cardigan Bay



1x Sealift Support Ship  
MV Anvil Point



1x Type 45 Destroyer  
HMS Dragon



2x Mine Counter Measure Vessels  
HMS Shoreham, HMS Ledbury

## PLUS

- 2x Wildcat Mk1 Helicopter
- 7x Landing Craft
- 8x Offshore Raiding Craft
- 19x Viking All-Terrain Armoured Vehicles
- 6x 105mm Light Guns
- 1x Lead Commando Group Royal Marines
- 1x Joint 1\* HQ COMATG & 3 Cdo Bde RM
- 1x Role 1 Hospital
- 1x Role 2 Hospital

simultaneously requires a great deal of training and prior planning. To be able to conduct something at this scale and tempo is testament to the trust and deep relationships that have been established between ourselves and the Omanis during Saif Sareea."

## THE FORCE ASSEMBLES

Assault ship and UK flagship **HMS Albion** led the task group, supported and protected by Type 45 destroyer **HMS Dragon**. Minehunters **HMS Shoreham** and **HMS Ledbury**, part of the Bahrain-based UK Mine Countermeasures Force (whose commander and his staff were also part of the task group), joined the activities fresh from operations in the Gulf, and are vital for securing access to contested areas.

**RFA Lyme Bay** and **RFA Cardigan Bay** provided supplies for the task group and together with Albion housed the several hundred marines and soldiers of the Lead Commando Group.

The tip of the amphibious spear was provided by the Royal Marines of **3 Commando Brigade** and numerous constituent parts from the elite amphibious infantry of **40 Commando**, intelligence and information warfare experts of **30 Commando** and gunners of **29 Commando Royal Artillery**, **24 Commando Royal Engineers** and **Commando Logistic Regiment**, landing craft/raiding craft specialists of **539 Assault Squadron** and the Dorset-based armour of the **Viking Squadron**.

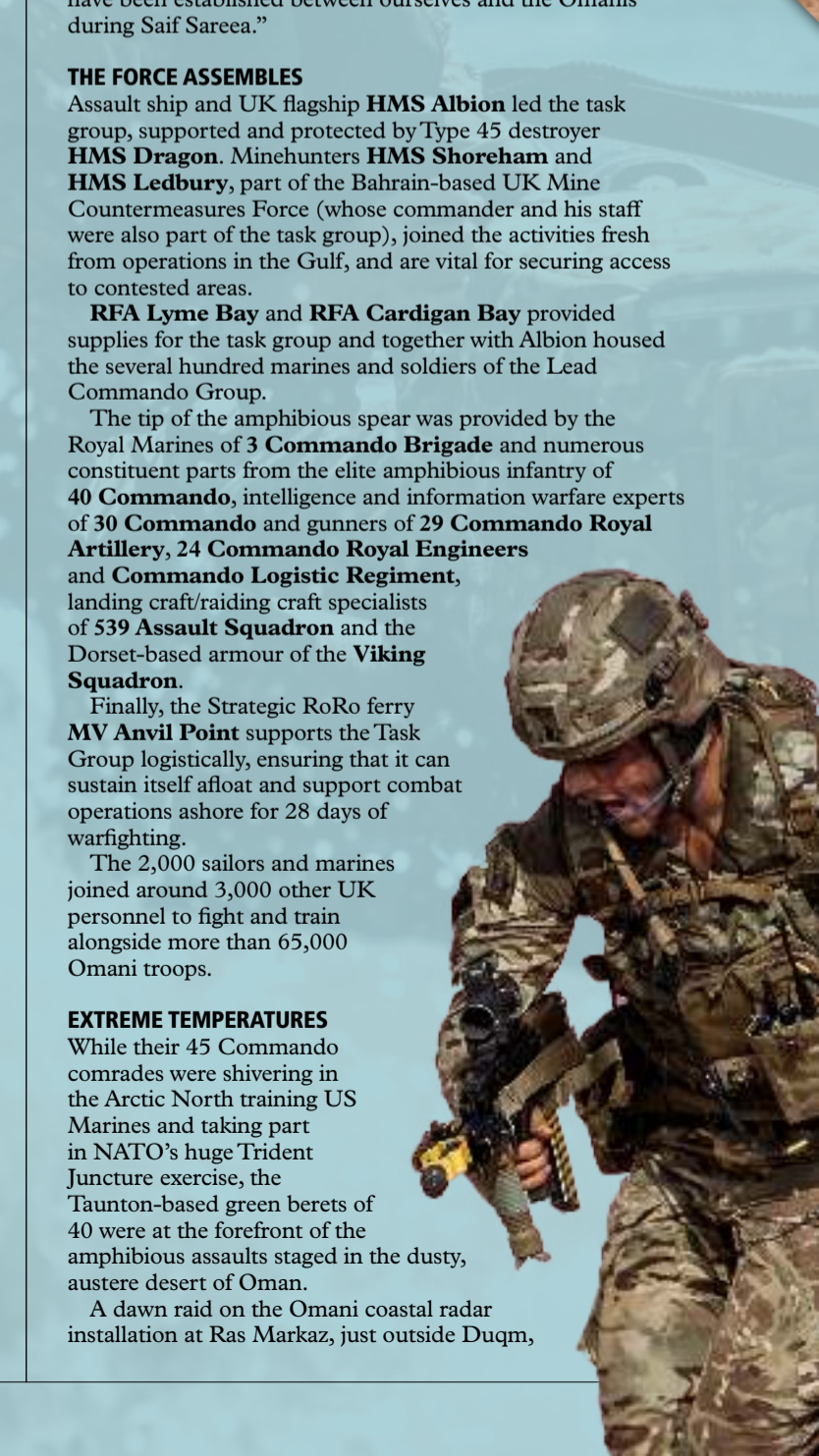
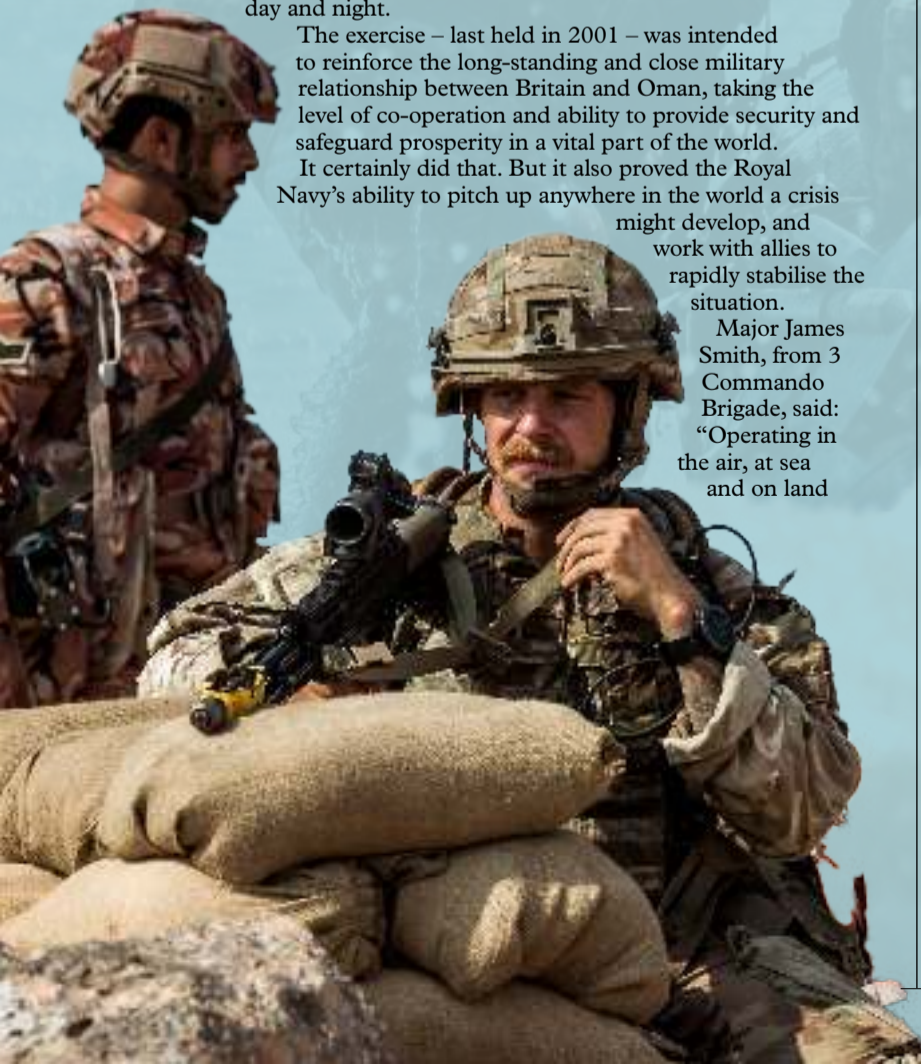
Finally, the Strategic RoRo ferry **MV Anvil Point** supports the Task Group logistically, ensuring that it can sustain itself afloat and support combat operations ashore for 28 days of warfighting.

The 2,000 sailors and marines joined around 3,000 other UK personnel to fight and train alongside more than 65,000 Omani troops.

## EXTREME TEMPERATURES

While their 45 Commando comrades were shivering in the Arctic North training US Marines and taking part in NATO's huge Trident Juncture exercise, the Taunton-based green berets of 40 were at the forefront of the amphibious assaults staged in the dusty, austere desert of Oman.

A dawn raid on the Omani coastal radar installation at Ras Markaz, just outside Duqm,







with their Omani counterparts to destroy key enemy positions before naval gunfire made sure any remaining enemy forces kept their heads down. Royal Marines from B Company of 40 Commando fast roped into locations while commandos from A Company landed to secure a beach in their Viking armoured vehicles.

Corporal James Clarke, from 40 Commando, said: "We know this isn't how we would do it for real, but it really brings amphibious warfare to life to see it all operating in the same place at the same time – rapidly putting UK and Omani combat power ashore supported by jets and naval guns."

With the exercise having drawn to a close, military leaders from both sides have been keen to highlight the success of the relationship between Britain and Oman.

It also proved the Royal Navy's ability to fight its way into an operational theatre and send a force ashore – a concept known as littoral strike. It's a capability the Naval Service's amphibious task group is proud to carry as it forms the backbone of the UK's ability to respond to a crisis anywhere in the world.

Commodore James Parkin, the Commander of the Amphibious Task Group, said: "Fielding a force of this size thousands of miles from home demonstrates the global reach of the Royal Navy and demonstrates the UK's commitment to Gulf security."

"The Amphibious Task Group, with the Lead Commando Group embarked, brings a wide range of capabilities but only by intensive training can we hone our skills and ensure our readiness for operations."

"As the task group commander, it has been great to see the force form and take shape over the past weeks."

Defence Secretary Gavin Williamson, Chief of Defence Staff General Sir Nicholas Carter and First Sea Lord Admiral Sir Philip Jones saw first hand the efforts of the sailors and marines involved in the firepower demonstration.

Afterwards they visited Albion to meet members of the ship's company and thank them for their efforts – not just for the success of Saif Sareea 3, but over the nine months of the deployment.

"Saif Sareea 3 was a hugely successful exercise – we proved the UK's commitment to the security of the region and our ongoing partnership with Oman," said Captain Tim Neild, Albion's Commanding Officer.

"And on a personal level I have been extremely proud to lead the men and women of HMS Albion, each and every one of whom has performed remarkably."



**THERE'S MORE ONLINE**

Follow the Royal Navy and Royal Marines on Instagram and Twitter

was the curtain-raiser to the climax of Saif Sareea 3 – once specialist Royal Navy clearance divers had paved the way, searching the shoreline for explosive devices. The commandos and Omani troops came ashore by raiding craft then speed marched 12 kilometres across arid, sun-scorched terrain to storm the facility with pinkish smoke swirling around as the attackers marked their advance and signalled to comrades in the air and out to sea.

Further along the coast the commandos attacked from above as Charlie Company, 40 Commando, abseiled from a rocky outcrop on to enemy positions below.

"We were on the landing craft for 20 days, offloaded 300 marines on to a beach and re-embarked them all in one night, then moved over 100 Brigade vehicles from the task force to the beach again in one night as well," said Sergeant 'Nutty' Nutt, coxswain of FJ, one of Albion's large Landing Craft Utility – capable of transporting up to 120 marines or a Challenger 2 Main Battle Tank.

"Without the hard work of the crews on the squadron, the amphibious aspect of Saif Sareea wouldn't have worked."

**CLEARING THE PATH**

Making sure the Royal Marines reached the beaches safely for their amphibious assault was the assembled mine counter measures force. With the 'enemy' having simulated placing mines in the approaches to the shoreline, it fell to HMS Shoreham and HMS Ledbury to begin the time-consuming process of searching out and destroying any threats to the Royal Marines' landing craft. For many of those on board, it was the first time they had taken part in such a large-scale exercise away from the UK.

Able Seaman Jonathan 'Ken' Dodds, in HMS Shoreham, said: "It was really interesting to see how all the different units worked together to achieve the objective. I was pleased to be involved and see what both us and the Omani navy could do."

Having completed their involvement in the exercise, the two minehunters returned to the Gulf to continue their operations for real – protecting sea lines of communication, ensuring freedom of navigation in some of the world's most important shipping lanes and deterring any mining threat in the region.

Acting as mother ship to the minehunter force was RFA Cardigan Bay, in addition to her primary role as a landing ship. In just one day, the Bay-class ship launched marines from 40 Commando ashore in landing craft, provided short-notice refuelling for a Chinook helicopter and transferring passengers with her Pacific 22 sea boats.

"I'm extremely proud of my ship's company who have enabled Cardigan Bay to deliver effective support," said Captain Jed Macanley, the Commanding Officer of Cardigan Bay. "They made a substantial contribution to the success of Saif Sareea 3."

**SHOCK AND AWE**

The end of Saif Sareea was marked with a blazing firepower demonstration, providing a visible spectacle to end the operations.

Broadcast live on prime time television in the host nation and watched closely by the Sultan himself, the demonstration was seen as an important signal of the trust and co-operation between the UK and the Oman.

Royal Air Force Typhoons flew bombing runs





# Bridge honour for Navy stalwart Nick



## Dedication name of the game for Terry

PERSONNEL from 1710 Naval Air Squadron gathered for a special farewell to Terry Searle, 68, on his retirement after 45 years of service in support of Naval Aviation.

Having joined the RN in 1965 aged 16 as an Artificer Apprentice for basic training at HMS Fisguard then continuation training at HMS Condor, his career has covered a multitude of roles and theatres.

These have included 846 NAS maintaining Wessex Mk 5s, 848 NAS on many foreign deployments, including the USA, Puerto Rico and the West Indies, to employment in NATEC and MARTSU, which is known today as 1710 NAS.

In 1979 Terry joined 846 NAS which presented new challenges, however, the biggest challenge of his career was to come when he deployed in HMS Fearless to the Falkland Islands on Operation Corporate.

Following his 24 years of

service, he left the RN in 1989 as a CPOAEA senior supervisor, to take up employment with British International Helicopters.

On leaving the civil aviation sector in 1997, he returned to the military arena as a Professional and Technology Officer based at RAF Wyton.

1710 NAS CO, Cdr Ian Jones said: "It is an honour to have served with Terry and to have said thank you, on behalf of all his previous Commanding Officers, for his many decades of dedication and support to the Royal Navy."

His expertise in the RAF Wyton role eventually drew him back to his Fleet Air Arm roots, when he transferred to the Naval Aircraft Materials Laboratory (NAML) at RNAY Fleetlands in 1998. He remained with this organisation for the rest of his career, including the unit move to Portsmouth Naval Base and the transition from DE&S to 1710 Naval Air Squadron.



ROYAL Navy Commander Nick Chatwin enjoyed the honour of operating Tower Bridge during his final ship visit.

The unique opportunity, during which the Brazilian training ship Brasil passed along the Thames, came as Cdr Chatwin prepared to end his naval career.

As the Royal Navy's National Project Officer, Cdr Chatwin had been party to many ship visits while based at HMS President in London.

"It has been fabulous to have been given the opportunity to conclude my Naval career in London, working for the Naval Regional Command Eastern England," he said.

"I cannot think of a more appropriate way to mark my final ship visit to the capital than to be given the privilege of opening Tower Bridge."

During his 41 years in the RN, Cdr Chatwin has worked as a ship's diver, a Sea King helicopter pilot, and a Principal Warfare Officer (Underwater).

He was also involved in the military's initial response to 9/11 in Afghanistan, as well as the initial effort for the campaign in Helmand. He joined the NRC in Eastern England in 2012.

Commodore David Elford, Naval Regional Commander Eastern England, said: "His achievements in helping to ensure that the Naval Service is understood, respected and valued by the society it serves are too numerous to list."

Cdr Chatwin is now looking forward to spending more time with his family – and his garden – in Somerset and working as a Duke of Edinburgh Award Scheme trainer and mentor.

Picture: PO Phot Owen Cooban

## Double delight for base

HMS COLLINGWOOD is celebrating victory in two prestigious environmental contests.

At a glittering Britain in Bloom ceremony, a team from the Naval Base received gold in the Fareham in Bloom competition for the second year running and Silver Gilt in the South and South East in Bloom contest.

The accolades crown the hard work of volunteers across the Establishment, both military and civilian, led by Mark 'Cozy' Powell, Environment & Energy Manager and Martin Bowyer, the Safety, Health, Environment & Fire Manager and stems originally from a desire to introduce honey bees to the site.

Inspired by this, individual departments at the site adopted patches of ground, planting flowers, shrubs and bulbs.



## Veterans return to Clyde

ROYAL Navy sailors from the Faslane Patrol Boat Squadron hosted a group of Erskine Charity veterans.

Crewmembers from HMS Tracker and HMS Raider took nine of the veterans on a waterborne tour, setting off from Rhu Marina and transiting the River Clyde from the Naval Base at Faslane to Yorkhill Marina.

During the trip the veterans passed the site of the old Erskine Hospital – now the Mr Hall Hotel – as well as their current location.

For one veteran, 92-year-old Bernard Roberts, the Clyde trip was particularly poignant. The last time Bernard stood on the deck of one of Her Majesty's Ships on the Clyde was in 1945 when he was part of a convoy of 70 ships bound for the Invasion of North Africa.

HMS Raider's LET(ME) David Gibson said: "It was a real pleasure to host these veterans on board and to share stories from the Second World War up to the present day."

Erskine provides nursing, residential, respite and dementia care in four homes throughout Scotland.

## First-hand engineering lessons for students

TWELVE engineering students from Bahrain Polytechnic seized the opportunity to learn about marine engineering when they visited the UK Naval Support Facility and toured the Royal Navy minehunter HMS Ledbury.

Facilitated by the charity Bahrain4All, which promotes inclusivity in the country, the students were shown how the ship navigates and finds, identifies and then destroys mines by using either the Seafox remote control

submersible, or by mine clearance divers.

Sub Lieutenant Chris Lewis from HMS Ledbury said: "It's been fantastic watching these students learn about the ship, learn about what we do, about the equipment and the people we have."

This was followed by a trip to the Forward Support Unit, the huge warehouse containing engineering facilities to carry out repairs and maintenance.

Petty Officer Beth Burton, who showed the students around, said: "It's nice to see that there are more female engineers coming through."

Abrar Saeed, one of the female Mechanical Engineering students said: "We lack a vision of female engineers in Bahrain; when you say engineer, you don't picture a woman. I want to be one of those women who changes this perception."



# Siblings follow in their parents' footsteps



THERE was a double celebration for a brother and sister from Waterlooville as they completed their Royal Navy basic training on the same day.

Trainee sailors Alabama and Bart Pirie were among a group of recruits on parade for their passing-out-parade at HMS Raleigh to mark the end of their ten-week initial training course.

The siblings have followed in the footsteps of both their parents, Ian and Beth Pirie, in joining the Royal Navy.

Alabama, 22, was the first to arrive at the Royal Navy training base in Cornwall in April, but an injury in week six of the course forced her out of the training for rehabilitation. When she was declared fit to return she found herself joining Bart, who arrived in June, in his class.

Alabama said: "It's been the hardest ten weeks, but the best 10 weeks. I've loved it. I've made friends for life and I'll always look back on it."

Bart, 21, added: "It's a crazy ten weeks, but it's the best thing I've ever done."

The siblings were members

of Cunningham Division with Alabama in the port class and Bart in starboard. Each class competes against each other throughout the course to win points. The class with the most points wins the much-coveted Ganges Trophy.

Describing their relationship as close, Alabama said: "We have the usual brother and sister arguments, but we look out for each other."

By coincidence their dad Ian was also in Cunningham Division for his initial training. He returned to Raleigh as an instructor and was working in the same division when Alabama was born. Ian was later promoted to the Officer Corps and retired as a Lieutenant Commander.

Mum Beth, who served as a radio operator, said: "We are really proud of Alabama and Bart."

Alabama will remain at Raleigh for training as a logistician, while Bart heads to HMS Collingwood for training as an information systems specialist.

# Wendy's really in the pink

WENDY Lydiatt was really in the pink at a charity day at the Institute of Naval Medicine.

She not only organised a 'wear it pink' day for both military and civilian personnel, but also won the prize for the best costume.

The day, which was to raise funds for Breast Cancer Research, featured pink pens, pink clothes, pink hair and music from the artist Pink.

Wendy, the institute's ihub manager, was sponsored by her family and friends to wear lots of pink and to create a social media campaign.

Several fundraising events occurred during the morning which included a cake sale, raffle and games.

Prizes were given for guessing the Cancer Researcher name, guess the number of balloons, best pink costume and the best cake.

A wide range of donations were provided by personnel in support of the day, including a bottle of champagne donated by the Training division.

A total of £619 was raised.



# Fancy meeting you here in Oz

WHEN Lieutenant Commander Hugh Maddison joined the Royal Navy in 2001 as a mechanical engineer he never thought that almost two decades later he would be working in a country 17,000 kilometres away.

He also never expected to bump into a fellow Brit, someone he first met 20 years ago, in the corridor of Campbell Park offices.

But that is exactly what happened when he took up a two-year posting working with the Royal Australian Navy's Safety and Environment Policy Co-ordination team in Canberra.

Lt Cdr Adam Cooper, currently Personal Staff Officer to Head Navy Engineering, and Lt Cdr Maddison were both sponsored by the Royal Navy under the Engineering Sponsorship Scheme and studied together at Southampton University from 1998 to 2001.

"We also both served in HMS Illustrious from 2004 to 2006," said Lt Cdr Cooper, who transferred to the Royal Australian Navy in 2012.



So far Lt Cdr Maddison's impression of the RAN has been "very welcoming with a good balance of professionalism and humour."

"There are many similarities between the ways our Navies operate, even if we sometimes describe them in different ways," he said.

Lt Cdr Maddison's last posting before heading to

Australia was as the Deputy Staff Marine Engineer Officer for Commander Portsmouth Flotilla (COMPORFLOT), where he provided guidance, leadership, advice and direction to the MEOs at sea in the frigates, destroyers and minor war vessels of the flotilla.

The RAN expects his knowledge and experience will be of great benefit within the

Navy Safety and Environment team, where Lt Cdr Maddison will be called upon to provide input into the development and sustainment of policy and procedural guidance in relation to the application of safety and environment case methodologies to the lifecycle management of navy capabilities.

Since joining the Royal Navy, Lt Cdr Maddison worked as a marine engineering officer on many of the RN's HM Ships, including Campbeltown, Cardiff, Invincible, Illustrious as well as Argyll and Portland.

His service to date has included three deployments, however this time Lt Cdr Maddison is looking forward to sharing the experience with his wife and three children who have also moved to Australia.

"This is a fantastic opportunity for us all to share a new and exciting experience together," he said.

His one piece of advice for anyone finishing their degree and hoping for a similar experience is to: "Embrace the opportunities that present themselves - there may be challenges and setbacks along the way, but there are some amazing experiences to be had."



# Squadron ensures chapel is shipshape

A TEAM of sailors from Victory Squadron, HMS Collingwood, spent time at the Submarine Service Memorial Chapel, Fort Blockhouse, Gosport, when they stepped in to help with its restoration prior to an important visit.

During the days they were there, the sailors cleaned and painted the chapel, they were also given the opportunity to visit the submarine escape tank training facility and other historical landmarks across the site.

The work to the chapel was in anticipation of a visit from nine members of the Talbot family, relatives of Admiral Talbot, Flag Officer Submarines in the 1930s.

Two of his sons were submariners, who were killed on active service in HM Submarines Thames and Snapper during World War 2, are commemorated in a memorial window in the chapel, the viewing of which was the principal reason for the family visit.

The family were also able to view a number of relevant artefacts that are held by the RN Submarine Museum.

Hosting the visit was Clive Kidd, Hon Curator of the Heritage Collection at HMS Collingwood, who is also the lead guide for Gosport Heritage Open Day tours of the fort.

Leading Engineering Technician (Marine Engineer Submariner) Connor Sellars, who was in charge of the trainees and the renovation, said: "It was a privilege to have the responsibility to take charge of renovating such an historic chapel which is steeped with submarine history."

# Royal mixing of the waters

THE Princess Royal rededicated the Ocean Basin at Gosport some 57 years after it was opened by her father the Duke of Edinburgh.

The basin, at QinetiQ's site at Haslar Marine Technology Park, is one of the world's largest testing tanks in the world.

With a volume of 40,000 tonnes of clear water, it is used by commercial and defence customers for manoeuvring model tests in calm water and seakeeping model tests in waves.

During her visit, The Princess Royal was given a tour of the Haslar facilities, including a ship tank, a life support systems laboratory, hyperbaric trials unit, and the ocean basin facility and workshop.

She was introduced, and spoke, to some of the people who manage and operate the facilities.

After unveiling a plaque to commemorate the event, Princess Anne conducted a 'mixing the waters' ceremony by pouring a small flask of 'Froude Water' into the basin.

William Froud is the founding father of naval hydrodynamics. In 1886 William's son Robert Edmund transferred the Admiralty Experiment Works from Torquay to Haslar and, in a sentimental gesture, poured some water from Torquay into the first tank.



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

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# Mission successful



## Tribute at Trafalgar Cemetery

TO mark the 213th anniversary of the Battle of Trafalgar, the traditional act of Remembrance was held at the Trafalgar Cemetery, Gibraltar.

Commander Mark Savage, Commanding Officer Royal Navy, and Commander Stuart Lawrence, Commanding Officer Joint Support Unit, placed wreaths on the graves of those who died as a result of the battle.

This year's Trafalgar address was delivered by Commodore Tim Henry, while the Command Chaplain, the Reverend Mike Wagstaff, led the prayers and pronounced the blessing.

This was followed by the *Last Post* and *Reveille* and the first verse of the *National Anthem*.

## Bacon butties with bishop

THE Bishop of the Forces, the Right Reverend Paul Mason, visited the Chaplaincy at HMS Sultan so that he could expand his knowledge and awareness of how chaplains operate within the Royal Navy.

Appointed to the role by Pope Francis, the Bishop, who was escorted throughout by the Chaplain of the Fleet, the Venerable Martyn Gough QHC, took time to speak with personnel using the Chaplaincy during its highly-popular 'bacon butties' morning which happens every Tuesday.

On his arrival the Bishop was met by the Commanding Officer of HMS Sultan, Captain Peter Towell, and presented with a charitable donation from the establishment for the charity 'The Handicapped Children's Pilgrimage Trust' (HCPT), who provide pilgrimage holidays for children with special needs.

## Cake heaven at Collingwood

PERSONNEL across HMS Collingwood enjoyed a Christmas treat with the arrival of the annual WRNS BT festive cake sale.

Volunteers from The Women's Royal Naval Service Benevolent Trust (WRNS BT) visited the base with multiple stalls providing a range of mouth-watering goodies ranging from lemon drizzle cake to chocolate brownies, carrot cake to cupcakes and for those looking for the perfect gift, Christmas cards and books written by WRNS were available.

Sales were also held in HMS Collingwood's Wardroom, the Main Gate and the Sports and Recreation Centre and raised a total of £746.88 for the charity.

Sarah Ayton General Secretary, WRNS BT said, "Thank you to everyone who's participated in the cake sale."

EARLIER this year, a highly-skilled team of 79 medical and support staff from the Royal Naval Medical Service (RNMS) deployed to South Sudan on Op Trenton for six months, providing hospital care and medical support to thousands of UN personnel on the UN peacekeeping mission UNMISS.

Geographically remote, the hospital is based in Bentiu, 1,000km from the capital Juba – a three-and-a-half-hour journey by helicopter. Conditions were challenging – water was scarce, the environment hot and dusty and the potential for infection high.

Having proved they can deliver the same high standard of hospital care they do at sea, but in a land-locked extreme location, the team are set to end their year on a high, as they attend a reception in their honour at Clarence House, by invitation of their Commodore in Chief, The Duchess of Cornwall – in recognition of their hard work and significant achievements.

Now settled back in the UK, four of the team talk about their experiences.

**Captain Jason Davies (pictured top right) was Commanding Officer (CO) Op Trenton 4 and he is extremely proud of his team's achievement and the flexibility and 'can do' attitude of the RNMS.**

"In simple terms, my role as CO was to fully prepare everyone to deploy to a set standard, to deploy in January 2018, conduct the mission and bring everyone back home safely.

What is remarkable is that all 79 personnel who deployed were generated as individual augmentees, picked from 20 separate parent units – a large logistical challenge!

We successfully deployed to the tented field hospital in January 2018 but came home leaving 29 personnel behind as the mission changed. The hospital reduced in size, ready to handover to the Vietnamese who were expected imminently. Lieutenant Commander Karen McCullough assumed command maintaining the delivery of hospital care and preparing for handover but they had still not arrived by the end of her tour in July when she handed over to an RAF led team.

On reflection I am extremely honoured

to have been the CO that deployed a predominantly Royal Navy team to an extremely inhospitable and remote, land-locked country in support of the UN.

What this demonstrated is the strength of the tri-service, Joint Medical Group and the agility, flexibility and 'can do' attitude of the RNMS to deliver medical support in an environment normally associated with land forces."

**Lieutenant Commander Karen McCullough (pictured top right, taking over command) started her tour as the Senior Nursing Officer (SNO) of the Role 2 hospital, expecting to stay just three months, but stayed for six, finding herself promoted to Officer Commanding (OC) of the scaled-down hospital.**

"From Jan to April I was the SNO of the Role 2 hospital, responsible for its day-to-day running in conjunction with the Clinical Director. From May to August, my role changed to become OC of the scaled-down Role 2 hospital and its 29 personnel.

I've spent 27 months deployed since 2011 and each deployment has taught me a lot but Op Trenton was quite different as we were working within the wider UN Mission treating their eligible personnel.

The multinational tour allowed us to demonstrate our abilities whilst learning from other UN members and it was an amazing opportunity for the Royal Naval Medical Service.

As nurses I think we all aspire to undertake the deployed role as Senior Nursing Officer (SNO) but very few of us get this unique opportunity. It was an experience that I will never underestimate as it was everything that I have ever aspired to achieve.

I didn't go to South Sudan expecting to become OC, it wasn't that I didn't think I could take it on, it was just never something I thought I'd get to undertake on this deployment.

It's given me confidence in my own ability. I always thought I could step up if required but I'm not sure you ever really believe it until you are given the opportunity. I embraced it, learned from it and surprised myself at times, but if anything it has made me keen for more.

The staff made the deployment for me, when we reduced to fewer staff, it became more complicated and manning the hospital was much

more challenging, but everyone just got on with it, doing everything asked of them and more to ensure the hospital produced the highest standards of care with less staff."

**Leading Medical Assistant Charlotte Craig (pictured below with local children) spent her first three months in the Emergency Department helping receive and assess patients before moving to pharmacy and stores for the second half of her six months away.**

"The thing I enjoyed the most was working with other countries including Ghanaians, Indians and Mongolians. It was interesting to see how they worked and ran their medical facilities. The biggest challenge had to be the climate. When we arrived, it was hot and it took a while getting used to working in tents, especially at the high temperatures. As the tour went on, rainy season started and the rain and thunderstorms were the worst I have ever seen. It would flood the camp and the hospital and made even the smallest of tasks like collecting a patient from the main gate extremely difficult – the issued wellies were a must!

There were also lots of animals about, including venomous snakes, mongoose, stray dogs and loads of different types of bugs and flies. But we soon got used to seeing these about camp.

This was my first land deployment. I've previously deployed in the sick bay on board HMS Ark Royal on Auriga 10 and RFA Cardigan Bay on Op Kipion but they were both very different roles to Op Trenton."

Charlotte is now back in Plymouth, working at HMS Drake.

**Leading Naval Nurse Deborah Brand (pictured bottom right), wearing her operational medal) spent six months in South Sudan as a Ward Nurse and Infection Prevention Control Lead, it was her first operational deployment.**

"As a whole I enjoyed Op Trenton. It was a great experience to be working with the UN on a land-based deployment alongside the Army. Not a lot of Naval Nurses will be able to say they have had this experience.

"It was a great to fully understand how healthcare works in a deployed environment with factors you wouldn't necessarily experience in the NHS."

Deborah is now back working on an NHS Ward in Portsmouth as a nurse in the Assessment Medical Unit.





# Great run victory on Trafalgar Day

WITH this year's Great South Run falling on Trafalgar Day, all hands were on deck to mark the occasion with the finest ship in the fleet taking part.

The annual ten-mile event got underway in glorious sunshine and from there on out it was plain sailing.

With months of planning and an extensive refit period, HMS Victory was ship shape ready for action stations for the first time in over 200 years.

With a crew of only two, Sub Lieutenant Oliver Coote as Admiral Lord Nelson and SLt Fleur Peoples as his trusty coxswain, steered their way through many a close-quarters situation around the streets of Portsmouth.

The route navigated through the Historic Dockyard and passed the original HMS Victory where the crowds and runners joined in the "hip-hip hoorays for Victory".

On leaving the dockyard the wind was in their sails passing Nelson Gate and on towards Southsea.

The final stretch along the seafront saw support from the Royal Navy Royal and Marines Charity stand, cheering them on for the home straight.

It was then full steam ahead where the crowds were onboard to boost the morale and across the finish line in just under two hours.

Fleur said: "I loved every minute of it, the amount of people cheering us on was incredible, I felt like a celebrity."

Oliver added: "Running the Great South Run in my home town has always been great fun but this year coinciding with Trafalgar Day, dressing up and raising money for our servicemen and women made it all the more special."

So far over £600 has been raised for RNRMC. You can still add to the total at [uk.virginmoneygiving.com](http://uk.virginmoneygiving.com) and search for SLt Fleur Peoples and SLt Ollie Coote.



● Back row, from left, LPT Bate, Sgt Bennett, POPT Marles, POPT Kern, POPT Edwards, LPT Bricknell, WO Bullock, LT Murry, LH Glynn, PO Cook and MA Jones. Front row, from left, Niall Canavan, LPT Bell, Captain Rich Harris, CPOPT Patterson, Tim Corke (RNRMC) and Antoni Sarcevic

## Argyle pair cheer players at Raleigh

PLYMOUTH Argyle players Antoni Sarcevic, and Niall Canavan helped kick off HMS Raleigh's 12-hour five-a-side tournament, to raise money for the Royal Navy and Royal Marines Charity.

The day consisted of 12, intense 55-minute matches for the Raleigh squad of seven Physical Training Instructors with all teams taking part paying a £50 entry fee.

Competing were service and civilian teams that included HMS Drake, Stagecoach and Babcock. Despite playing until 10pm, Raleigh's PTIs remained victorious, winning ten out of 12 games.

The tournament kicked-off at 10am – 12 hours and over 200 goals later the final whistle was blown. The event raised a total of £1,200.

Event organiser (and top scorer of the day) LPT Damon Bell said: "The day went really well with both civilian and military teams enjoying the event. Everyone that took part mentioned how much they loved the opportunity to challenge the PT staff, especially our own phase two recruits."

Chief Petty Officer Craig Taylor was a member of the Royal Navy Submarine School (RNSMS) team who challenged the PTIs. He said: "We picked the 1700 time slot, in the hope of the PTI team being tired, this was not the case. They were still full of energy, tackles and great teamwork. Playing regularly against the PTIs, I could see by the team fielded there were no weak players."

Green Army's midfielder Antoni and defender Niall, chanted from the sidelines, while offering advice to the PTIs of easing themselves into the games.

Stagecoach sponsored the event, providing kits and energy drinks for the duration. Other sponsors included MyZone and Fuel Catering who provided heart-rate monitoring and food.

## Four pairs of boots later, walker leaves Scotland

COMMANDER Jane Allen set off from HMS Victory on 21 October last year, to walk anticlockwise round the coast of mainland UK for two naval charities. In the November edition of *Navy News* she'd walked almost 3,000 miles and had her sights firmly set on completing her trek around the Scottish coast to reach the border.

It felt good to clock 3,000 miles as I walked into Campbeltown, a place with strong Royal Navy connections. Maybe I wouldn't have been so jubilant had I known there were another 551 miles ahead of me! Those 551 miles would take me to Scotland's western border point at Gretna, where I'd cross back into England.

Faslane Naval Base was my next important port of call, reached after a long walk up Loch Fyne and round parts of Loch Long, before crossing over to join Gare Loch.

I received an immensely warm welcome at the base – and I'm not just talking about the hot coffee and sticky buns! The PTIs certainly got up a sweat too as they ran about rattling collection buckets amongst the well-wishers who'd braved the wet weather to come out and cheer me on.

Civilians and military folk alike stood

in the rain – getting wet is something I've become used to on the west coast. Rain seemed to follow me all the way to the border.

Crossing the River Clyde and walking up its banks to Greenock was another special moment. Shipbuilding along the river's banks may have gone, but you can still sense the maritime history in Glasgow.

Turning south, the Firth of Clyde and the Isles of Arran and Ailsa Craig remained constant companions (when the mist and rain allowed!) until my arrival in Stranraer. Here I walked around my very last loch, Loch Ryan – hurrah!

Sensible people would have cut across a neck of land from Stranraer (six miles), avoiding a much longer walk up, round and down a peninsula shaped like a hammer-head, but of course that would have been cheating! Choosing the longer route (64 miles), I aimed for the hammer's claw at the far end of an area known as The Rhins.

Ultimately, my goal was the lighthouse on the very tip of the Mull of Galloway – Scotland's most southerly point.

Once reached, we parked out at the peninsula, miles from anywhere or anyone, looking across at the Isle of Man and parts of England's coastline, the first I'd seen for six

months. I started to get excited!

My lasting memories of Scotland will be its sheer size, the beauty of its complicated coastline and the variety of its well-maintained war memorials.

I came across unique memorials on remote headlands and in tiny settlements; all were well cared for. A real effort had been made to recognise the 2018 Centenary Armistice Commemorations: the memorials all stood proud.

I finally reached Gretna on Saturday November 10, the day before Remembrance, and crossed into England.

My Scottish odyssey alone has seen me walk 2,183 miles and wear out four pairs of boots, while the Victory Van covered 3,957 miles in support.

In all I've tramped 3,351 miles since leaving Portsmouth. A year ago, on 10 November 2017 I'd only walked 121 miles to Newhaven and thought I'd done well. Now I know better!

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



## Lonely marathon for Clyde

HMS CLYDE fielded a great team in the Stanley Half Marathon in the Falkland Islands.

The most southerly half marathon in the world, 11 of the ship's company tackled hills, cattle grids, low temperatures and high winds to make the 13-mile distance along the Stanley Road.

The team raised more than £500 in support of the Royal Navy and Royal Marines Charity.

## Cash will aid personnel

THE Royal Navy and Royal Marines Charity and their strategic partner Greenwich Hospital have awarded the Defence Medical Welfare Service (DMWS) a grant of £50,000 to assist them in their support of Naval Service personnel.

Formed in 1943, DMWS is an independent charity that work alongside teams within the NHS to provide medical support to the armed forces community. The group work closely with partner organisations such as the NHS, Veterans Hospital Alliance and the Veterans Gateway to identify those in need.

The RNRMC's funding will help DMWS to continue providing its vital services to approximately 660 naval service beneficiaries.

It will help sailors, marines, veterans and their families in the UK, Cyprus and Germany, to access both physical and mental health care support.

Paul Gaffney, CEO of DMWS, said: "We are delighted that the Royal Navy and Royal Marines Charity and Greenwich Hospital have awarded this grant in recognition of our vital work in supporting Royal Navy and Royal Marines serving personnel, veterans and their families.

This will enable DMWS Welfare Officers to continue to help people within the medical pathway at times when our specialist welfare support is most needed.

"DMWS looks forward to working with the RNRMC on future initiatives for the benefit of the armed forces community."

For more information on DMWS visit [dmws.org.uk/](http://dmws.org.uk/)





## From bars to stripes for Keith

THE boss of one of the UK's fastest-growing companies has been appointed an Honorary Lieutenant Commander in the Royal Navy Reserve.

Keith Knowles, who founded the budget tourist accommodation firm Beds & Bars, was given the role in recognition of his support and work for the Royal Navy.

He attended a three-day induction programme at Britannia Royal Naval College in Dartmouth, where he tried his hand at the low ropes and had a go at boat handling on the Dart.

"Meeting the people at Britannia Royal Naval College was a humbling experience on many levels, the young cadets preparing to serve, the training team, and experienced hands of the Royal Navy all working, to keep our nation safe," said Keith, who will act as the Senior Service's 'ambassador' in everyday life.

## Old medal for New

COMMANDER Chris New, that is, made an OBE for his commitment, energy and leadership in driving the RN's diversity and inclusion policy.

The 53-year-old is an experienced marine engineer officer now assigned to Navy HQ in Portsmouth.

The Gulf War veteran regards his D&I work as the most rewarding in a lengthy career.

"I've fixed stuff on ships and contributed successfully to maritime operations but I have especially enjoyed the people side of my work.

"I like to work to improve individuals' quality of life. As for the future, I'd very much like to stay connected to Diversity and Inclusion because I passionately believe that properly understanding Diversity and Inclusion helps organisations to get the most out of people and optimises the working experience for individuals."

LAST month they were naval airmen and women.

Now they are engineers. Otherwise it's business as usual for the 160 or so people responsible for keeping all who fly with the Fleet Air Arm safe in the air – and alive should their state-of-the-art machines suffer an accident.

In this Year of Engineering it's fitting that the expertise and specialist knowledge of the Survival Equipment branch has been moved under the wing of naval engineers, with personnel henceforth known as Survival Equipment Technicians or SETs.

The switch from Fleet Air Arm/Warfare parentage after 75 years acknowledges the increasingly complex nature of the job performed by the branch on equipment as varied as life rafts and oxygen masks through to night vision goggles and the state-of-the-art 3D helmets worn by F-35 Lightning pilots.

"Moving under the engineering umbrella recognises that this is a technical job – the equipment we maintain is becoming more and more technologically advanced," explained Lt Scott Harding, Survival Officer at Culdrose.

The branch lives by four watchwords: protection, location, water and food, broadly split between helicopters and jets.

Those supporting the former focus on keeping crew/passengers alive in the event of a ditching/crash landing. And those working in the fast jet world ensure the aviators are safe when airborne... and then concentrate on keeping them alive should they be forced to eject.

Responsibilities at Culdrose alone revolve around maintaining the survival equipment on two dozen Merlin Mk2 – as well as more than 300 'aircrew equipment assemblies', the personal kit worn/carried by individual crew and passengers (everything from the ten-man life rafts to flying overalls and the small air canisters aircrew or passengers may need if a ditched helicopter capsizes).

And then there are the crews of the jets and King Air trainers. "You can't fly a supersonic jet in jeans and flip-flops – and you can't breathe at altitude without oxygen," Scott says succinctly.

He continues: "When people think of the Fleet Air Arm, they think of the aircrew and the machines themselves.

"There's a huge support organisation behind them that keeps these machines in the air, keeps the crews safe. When something goes wrong, the only people crew have to rely on is us, those who maintain that equipment."

And while some equipment has become smaller – locator beacons, batteries, radios, transmitters – and materials are

# The joy of SETs

## 'Perfection is unquestionable'



● LSET Joseph Campbell inspects a flying helmet at Culdrose and (below) while PO(SET) Colin Timlin fits a pilot with his helmet and oxygen mask and (bottom) SET 'Frank' Spencer carries out checks on a Single Occupancy Life Raft



lighter, fast jet crews seem to be carrying more and more gear on sorties, not least the \$400,000 helmets worn by Lightning pilots.

"The Lightning helmets are extremely intricate, but then so are those worn by all aircrew with their in-ear communications

"NO TWO days are really the same – apart from the fact that each one starts with a brew," says LS(SET) Joseph Campbell, who looks after Culdrose's helicopter fleet.

"There is lots of variety – you may be a clothing supervisor one moment, and the next moment called out to a squadron to look at an issue.

"There is also a constant stream of equipment being issued and returned for maintenance which is a large part of the job. We normally try to rotate people through the different sections here every six months in order to maintain a good level of knowledge across the board."

Joseph's branch, understandably, is largely based at Culdrose and Yeovilton, but there are teams in Portsmouth, FOST in Plymouth, RAF Marham in East Anglia, RAF St Mawgan near Newquay and HMS Sultan in Gosport, with detachments accompanying squadrons whenever they deploy – especially the helicopter survival technicians.

Chances for fixed wing technicians to deploy are few and far between – chiefly when the Hawks decamp to Scotland for the twice-yearly Joint Warrior exercises. With the advent of the F-35s, however, fast jet survival equipment technicians based at RAF Marham will deploy with HMS Queen Elizabeth and Prince of Wales.

"All items provided by the SE section play a part in keeping aircrew and passengers safe," says AB(SET) Kelly Boddie. "The flight helmet will provide protection from impact, the immersion suit will help prevent hypothermia – basically everything aircrew wear is designed to sustain life following an emergency."

She and her colleagues in Culdrose's rotary wing SE department largely find their job split into two distinct areas: that fitted to helicopters, such as the Personal Survival Packs (PSPs) – a single-man life raft attached to a life preserver and items to help you live until outside help arrives (sea sickness tablets, packs of fresh water, reverse osmosis pump to create fresh water, food, location aids, a knife, fishing kit). There is also the multi-seat life raft, which can be deployed in the event of an emergency.

And then there's the equipment aircrew wear/carry: helmets, communications, flight suits, immersion suits, life preservers etc.

"Survival equipment is incredibly important as it's there to save lives – whether it be on operations or in peacetime," said AB(SET) Jack Lamb, a 21-year-old new trainee at Yeovilton.

"Aircraft accidents can happen anywhere, at any time. Whether it's a helmet to prevent head injuries, a life raft to save multiple lives or search-and-rescue equipment to rescue people from the sea.

"Perfection is unquestionable in the SE branch because, when you need it, you need it."

It's the job of an SET not merely to ensure all this kit is in 100 per cent working order, but also to guarantee that the men and women using it know how to use it.

PO(SET) Colin Timlin and his colleagues support 736 NAS and its Hawk pilots. The work, he says, is very similar to that of the rotary wing team but... "with fixed-wing aircraft come specialist equipment such as the oxygen mask, which has a 15-week life before needing an inspection and maintenance.

"There are also the Personal Equipment Connectors (or PECs) which provide the oxygen to the mask as well as the vital communication links so the aircrew can talk with the ground stations."

Should pilots be forced to eject or ditch SETs teach the first element of SERE (Survive, Evade, Resist and Extract); Culdrose's pool is regularly used – aircrew must conduct drills every six months, otherwise they're grounded. First they receive briefings regarding survival methods, then they go through physical drills both in classrooms and in the pool.

"A good example of a drill is placing a number of students in an MS10 life raft which is zipped up and tipped over to simulate the raft capsizing," explained PO(SET) Michael Pugh. "The students then need to follow drills allowing them to escape the raft, right it, and they re-enter."

It's this variety – maintaining equipment, teaching people how to use it, survival training, sporadic deployments – which makes the branch an enjoyable one for Colin.

He continues: "There are also development opportunities – particularly for the more junior SETs, as they often brief and train more senior personnel on survival equipment which is excellent for their confidence and career development."

systems. "Today's survival equipment has become increasingly technological and that's mirrored

by the highly-skilled nature of the people who maintain it. Making us engineers recognises those skills."

# Expanding learning opportunities in Bahrain

TWO members of the Learning and Development Organisation (Operations) (LDO(Ops)) team visited Bahrain to run an open day for those currently deployed to the Gulf on the opportunities available.

From GCSEs to master's degrees, a wide range of long-distance learning courses were on offer with information on how the military could help fund them - which went down well with everyone who attended.

The visit saw several 'firsts' for the new UK Naval Support Facility: first Education and Resettlement Officer to deal with local enquiries and the first local L&D resource centre established in the welfare building, guaranteeing access to L&D information and library resources for all personnel.

Providing learning and development support to operationally-deployed personnel is the core output of the LDO(Ops)

team. Usually they call on ships, but this visit offered a unique insight into how those deployed in the joint environment ashore see education.

"You'd be surprised at the time individuals are able to find to conduct further education - despite the high operational tempo," said Lt Matthew Milsom, LDO(Ops) Officer. "There is a drive to improve an individual's knowledge base gained from the learning and development opportunities that we promote."

With the absence of a local education hub to support individuals in regions like this, open days are just one method of ensuring that service personnel have the opportunity to develop as individuals, and as a team, which in turn will increase the overall operational capability of the armed forces.





## Marines welcome women

WOMEN will be able to start training with the Royal Marines from early next year.

The elite corps is the last career in the Royal Navy to accept applications from women.

The move formed part of an announcement by Defence Secretary Gavin Williamson that all roles in the military are now open to women.

"Women have led the way with exemplary service in the armed forces for over 100 years, working in a variety of specialist and vital roles," he said.

"So I am delighted that for the first time in their history, our armed forces will be determined by ability alone and not gender.

"Opening all combat roles to women will not only make the armed forces a more modern employer but will ensure we recruit the right person for the right role."

Major General Charlie Stickland, Commandant General Royal Marines, added: "The Royal Marines have welcomed the opportunity for women to serve in ground close combat roles and I am proud that we are now in a position to accept women on to our Royal Marines training courses from next year. My aim is very quickly to make this normal business.

"We are committed to giving women the same opportunities as men and we already have a number of women working closely with the Royal Marines in supporting roles.

"We recognise people for their ability, not their gender, so any person with the right skills to be a Commando is welcome in the Royal Marines.

"There will be absolutely no changes to the Commando standards, training will be the same for men and women, so I wholeheartedly encourage any interested men or women to give it a go; it's simply about a state of mind."

A number of women have already started the recruiting process to join the Corps.

Successful applicants will be able to join the Royal Marines pre-selection courses in the New Year, and, if successful, could be joining the Royal Marines Commando Course at CTC RM Lympstone in 2019.

Royal Marine recruiter Lieutenant Colonel Mike Scanlon said: "The recruiting process is exactly the same for women and it is designed to ensure potential recruits are physically and mentally ready to take on the challenge of the Commando Course.

"Men and women have to complete the same tests, there are no differences in the pre-joining standards. The tests are physically demanding, but they need to be so to ensure candidates are prepared and have the required skills to complete the Commando Course."

To join the Royal Marines you need to be aged 16-32 and have a BMI between 18 and 28 for a male and a BMI of 23 and above or 65kg for a female.

To become a Royal Marines officer you need to be aged 18-25 and have a minimum of 72 UCAS points.

If you pass the initial recruiting tests, candidates are invited onto the three-day Potential Royal Marine Course, or three-day Potential Officer course. Successful candidates are invited to join the Royal Marines Commando Course.

It's your 2-6 - so contact Sophie Dennis ([sophie.dennis100@mod.gov.uk](mailto:sophie.dennis100@mod.gov.uk)/93832 5532) to include items.

# Rising higher than the rest

## Rob's HUMS saves sums

WILDCAT engineer Lt Rob du Feu has saved the Fleet Air Arm and Army Air Corps over £1m.

Rob, who's deputy senior air engineer with the Wildcat force, thought the traditional method of recording flying hours - reported by aircrew on completion of a sortie - was susceptible to errors and meant different units and organisations viewed 'flying hours' differently.

In some circumstances, flying time was only required to be recorded to the nearest five minutes and in others, for example when conducting circuits or when operating for specific organisations, time was included for taxiing or for that spent on the ground between circuits.

Instead, the lieutenant turned to tech and the Wildcat's built-in Health and Usage Monitoring System which would provide more accurate data.

Rob proposed that HUMS data be used recording the time of 'wheels off the ground' and that the variation on rules depending upon the type of flying being conducted, or the organisation to whom the aircrew belonged, be standardised so that the main data reported was concentrated on time in flight.

As a result of his suggestion, the period between servicing and replacing components has been extended... as has the life of the aircraft itself.

The officer's brainchild earned him a GEMS cash reward.

**THE Navy's F-35 Lightning pilots may grab much of the glory but it takes an enormous organisation to support to get them in the air - and keep them there.**

That was underlined at the Fleet Air Arm's annual awards dinner held at the House of Commons where all those who have gone above and beyond what is normally expected of RN personnel were honoured in the presence of politicians.

LAET Marko Jejna was announced as the **Fleet Air Arm Person of the Year** and was presented with a Fleet Air Arm Bremont Watch by Mr Nick English, one of the Bremont founding brothers. This was in recognition of the leading hand's dedication and expertise with the F-35, including being the only Junior Rate qualified to conduct full ground runs. His work helped to pave the way for the first UK Lightnings arriving at RAF Marham earlier this year. Earning qualifications few other UK personnel have achieved, he's helped the US Marine Corps squadron he serves in improve fault diagnosis while his knowledge, experience, determination and commitment to combined USMC and UK engineering has dramatically enhanced serviceability - ensuring that the training pipeline of 33 qualified pilots for the year was successfully completed. He's mentored British and American personnel to earn qualifications and, in his spare time at Beaufort, volunteered for community work at his children's school.

As his citation states simply: "Jejna is the epitome of a leading hand, a fine engineer and a credit to himself and the Royal Navy."

Marko said he was "truly humbled" to be singled out ahead of his FAA colleagues.

"I always thought I was just simply doing my job," he continued.

"Our achievements at MCAS Beaufort were a joint effort and I wouldn't have had this complete honour of being named FAA 'person of the year' without all my excellent colleagues and friends on the mechanical section at VMFAT 501 and 617 Sqn."

The crucial weapons/tactical development work by Lt Cdr



● LAET Marko Jejna - FAA 'Person of the Year' - in front of one of the F-35s he's responsible for maintaining at RAF Marham

Picture: SAC Kitty Barratt

Michael Wingfield in the Wildcat Mk2 earned him the **Robert Sandison Trophy**, while the **Queen Elizabeth Aviation Sword** for being the driving force behind the rebirth of carrier operations as the ship's first Wings went to Cdr Mark Deller, formerly of HMS Queen Elizabeth.

**The Fleet Air Arm Sword** - presented for the 'finest feat in aviation' - was handed to Lt Simon Hall who saved a tanker crewman during a very long-range mission in the Indian Ocean.

**The Dunning Cup** for helping helicopters integrate with the rest of the Fleet went to Lt Cdr Brian Lockhart who visited 37 ships and units from the West Indies to South Korea.

**The Cobham Trophy** went to Lt Cdr Peter Whitehead of 700X NAS at Culdrose for his outstanding contribution to aviation; his unit is the 'go-to squadron' for all three services when it comes to small drones.

Royal Marine Cpl Andrew Gibson collected the **Special Achievement in Leadership Award** for his work at the Ground Defence Armoury, using an overhaul of the department to bring a divided staff together while providing a level of support rarely seen from a single individual.

Cdr Matthew Grice earned an **ACNS (A&C) Commendation** for



his approach to air engineering as part of the Wildcat Maritime Force during a period of significant organisational change. As did Lt Stephen Tidswell for his drive and enthusiasm in ensuring the Underwater Training Facility was ready for use on time. Lt Oliver Bundock was commended as the sole Wildcat pilot on RFA Mounts Bay, flying over 22 hours in the first three days of the response to Hurricane Irma. His senior

maintenance rating, CPO Ian Toms, was similarly recognised for achieving unprecedented serviceability. And civilian Samantha Howard was singled out for her work managing the challenging financial aspects of achieving carrier strike.

There were several winners of the **Live Your Life Award**: AET Matthew Gallimore (845 NAS) for hard work, commitment and dedication on the squadron, as well as to heron, the RBL and local Sea Cadets; 824 NAS stalwart LSC Carrie Anne Sterry received the Live your Life Award for organising events to bolster morale in the Merlin training squadron; and LAC Connor Williams, who's worked with six ships in 12-month period, eagerly integrating with each ship's company, getting to grips with six different operating systems and ops rooms.

WO Michael 'Mo' Morrison received an MSM for his long, dedicated service to the SE branch.

The Junglies of 845 NAS took the flight safety title, the **Barbara Trophy**.

And finally... 1700 NAS collected the **Australia Shield** for their support to ships and units deployed around the world which ensured they delivered the highest degree of operational capability over the year.

## Where to look

### GALAXIES

08-2018 2SL Modernisation of the stewarding requirement and what it means for the catering services specialisation

09-2018 Women in close combat

10-2018 Launch of the Naval Service whole force honours, awards, reward and recognition portal

11-2018 Maritime Training

12-2018 Project Regain Royal Marines

### DINS

#### 01 Personnel

DIN 2018DIN01-130 Adoption and Fostering

#### 07 Training and Education

DIN 2018DIN07-119 User Requirements for the Migration of Defence Academy Acquisition eLearning to the Defence Learning Environment (DLE)

DIN 2018DIN07-120 Joining Instructions for RN Level 1 Board and Search Course

DIN 2018DIN07-121 Postgraduate Studies - Fellowships, Masters and Part-Time Doctorates within the Naval Service for the Academic Year from September 2019

### RNTMs

#### 01 Personnel

RNTM 01-066/18 Naval Service

Commonwealth mentoring  
RNTM 01-067/18 Warfare specialist (intelligence) second request for volunteers

05 Management, Organisation and Business Practice

RNTM 05-019/18 Ships' crests - naval service badge contract - entitlement and demand process

RNTM 05-020/18 The Naval Engineer - relaunched

RNTM 05-021/18 Reward and recognition: Armed Forces Caterer of the Year 2019

07 Training and Education

RNTM 07-067/18 Naval service apprenticeship awards 2019 - calling notice for nominations

RNTM 07-071/18 Naval Review Centenary Fellowship Award 2019 - a junior officer professional development opportunity and travel to Australia

RNTM 07-073/18 Provisional examination for advancement to POA(Aircraft handler)

09 Honours, Awards, Royal and Ceremonial Events

RNTM 09-016/18 Memorandum of Understanding between the Royal Navy and the Maritime and Coastguard Agency - STCW for Marine Engineering (General Service) personnel

## 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.arnedda513@rmod.gov.uk](mailto:Jane.arnedda513@rmod.gov.uk)







● **Mid Mark Anderton tackling the assault course to provide a village with desperately-needed supplies**

## Successful time at disaster exercise

A TRAINING officer and four midshipmen from Oxford URNU took part in Exercise Trafalgar 16 at HMS Collingwood – an intensive disaster-relief scenario based upon real-life experiences in the Caribbean.

The exercise saw each of the Oxford URNU members working alongside two Royal Navy regular young officers under training and in command of teams of 20 weapon engineering and warfare ratings, also undertaking Phase 2 training.

Each team had to contend with a series of demanding stances on the fictitious island of Santissima Trinidad.

These ranged from an armed security patrol, a road traffic collision, the resupply of a village with an assault course in the way, restoration of a hospital, restoring order and basic utilities and a stance that entirely took place in the deep end of the pool, and many more.

The training officer and midshipmen had the opportunity to put into practice the leadership skills and techniques that they have developed at the URNU as HMS Collingwood staff complicated matters with the use of thunder flashes, smoke grenades, firing blank rounds and superb acting skills as angry, uncooperative, injured and confused islanders.

During the prize-giving address by the Commanding Officer of HMS Collingwood, Captain Rob Vitali, praised the Oxford URNU members that took part and in particular highlighted the strong performance of Midshipman John Hawke and Midshipman Tom Murphy.

Lieutenant Will Jones, Commanding Officer of the Oxford URNU, said: "The exercise was a very rare opportunity for URNU officer cadets to command ratings in a dynamic and adverse environment which was fantastic command, leadership and management skill set development for them."

The Oxford URNU members that took part were: Sub Lieutenant Will Robinson, Midshipman John Hawke, Midshipman Mark Anderton, Midshipman Nick Chrumka and Midshipman Tom Murphy.



## Behind the scenes at the poppy factory

IN the lead up to Remembrance Sunday, Edinburgh URNU visited Lady Haig's Poppy Factory to learn about their work and the work of Poppy Scotland.

The original Lady Haig Poppy Factory was opened in March 1926, to employ men who had been disabled during the First World War. The factory moved to its present site in 1965 and employs up to 40 ex-service personnel.

The factory produces five million handmade poppies and over 12,000 wreaths every year.

After the end of this year's Poppy Appeal the factory will be relocating for two years to enable a full refurbishment of the factory. During this time the factory will continue its output.

Edinburgh URNU were keen to learn about the work of the factory in the run up to annual Poppy collections. To receive a final tour was a bonus and helped the Officer Cadets get a feel for the history of the factory.

Officer Cadet Sophie Baird, Edinburgh URNU's Deputy Senior Midshipman, said: "It was a wonderful experience to learn about the history of the factory and to see the skilled workforce making the poppies by hand."



● **Clockwise from above, the team at the start; the top of Conic Hill, Ben Nevis in the mist and at the (second) finish line**



# Only 96 miles to go, team

THE Commanding Office of Edinburgh URNU, Lieutenant Commander Ollie Loughran joined eight of his Officer Cadets in walking the 96-mile West Highland Way.

Starting from Milngavie, north of Glasgow, the team arrived at Fort William six days later.

The aim of the expedition was to enable the Officer Cadets to build on their training and to challenge themselves in the spectacular Scottish scenery.

This was a change from their usual surroundings of HMS Archer and the environment allowed them to continue development of their leadership and management skills, while navigating on land rather than at sea.

The expedition received support from the Northern Region AT Centre in HMS Neptune, who loaned expedition kit, and the Lowland Reserve Forces and Cadets Association provided funding towards the expedition.

The first couple of days took in the spectacular scenery in and around Loch Lomond. Although the days were long and included scrambling along the banks of the Loch, there were no significant hills to deal with.

The highest elevation was Conic Hill, summited early in the day, and provided spectacular views and allowed the team to view the end point for the day in the distance.

This was followed by day three, the longest segment of the expedition at 24 miles. This was largely spent on old military roads, although easy to navigate the undulating

surface resulted in many sore feet by the end of the day. As a treat, the night was spent in a bunk house rather than the trusty tents.

By day four the team started to feel like they were in the mountains, the contrast from the scenery of the first few days was apparent to all. The pace of the walk meant that the team had time to appreciate the scenery, but the prevalent midgets meant that stops were kept to a minimum.

One of the highlights of the next day was heading over the Devil's Staircase, just past the Glencoe ski resort.

Although not particularly high, the meandering path meant that it was an aerobic challenge to get to the top.

The clouds tied in with an imminent weather forecast of rain so the pace was kept high all the way to the campsite in Kinlochleven.

This meant that the tents were pitched before the heavens opened. Rather than cook in the rain, morale was raised with a trip to a restaurant to take on calories in warm surroundings.

The final day was a comparative doddle at only 16 miles, the foreboding summit of Ben Nevis was sadly shrouded in mist as the team passed on the way to Fort William. The final twist was finding out that there are two endings to the West Highland Way, the original and a new ending a couple of miles further on.

Despite the extra walk the team were adamant that both endings would be visited, there was no way that they wanted to suffer regret by not completing the full distance.

**Report by: OC Angus Mapplebeck**

● **At the top of the Devil's Staircase at Glencoe**



## Personnel guests at Trafalgar dinner

STAFF, Officer Cadets and guests united at Edinburgh URNU to celebrate the victory at the Battle of Trafalgar and to commemorate the loss of Admiral Horatio Nelson.

Along with celebrating the anniversary, the opportunity afforded an introduction to Royal Navy traditions for the new entry, Army and civilian guests.

The event was held in the spectacular surroundings of the Playfair Library in the University of Edinburgh's Old College.

The meal was interspersed with several sketches led by the Officer Cadets, which offered a unique perspective of the battle.

On completion of the speeches and toasts the attendees retired to the unit's home at Hepburn House for a ceilidh.

The event was an excellent opportunity for the Officer Cadets to develop their communication and hosting skills. The unit was fortunate to have guests attending from affiliated units across the Naval service, including from HMS Vanguard, 750 NAS, HMS Archer, Scotia, Glasgow and Strathclyde URNU.

Staff and students from the City of Edinburgh University Officer Training Corps also attended in an excellent display of cross-service, and inter-city participation.

Lieutenant Rhys Christie, Commanding Officer of HMS Archer, said: "I was delighted to be able to attend the Edinburgh URNU Trafalgar night dinner. It was a great event and I was privileged to be able to instil some of my naval experience to the Officer Cadets."



## Top award for Emily

MIDSHIPMAN Emily O'Donovan, of Oxford URNU, was awarded the Lord Lieutenant's Meritorious Service Award, considered to be second only to the Queen's Honours List.

The award ceremony took place at Pembroke College Oxford University.

Her citation included her outstanding attendance record, exemplary service as the senior Midshipman of the unit, her performance during the disaster relief exercise Trafalgar, and her work in delivering genuine benefits to Larkrise Primary School during the Unit Outreach Project.



## 744 NAS re-forms to test weapons

THERE is an old name back on the roster of Fleet Air Arm Squadrons as the 744 Naval Air Squadron (NAS) made a return.

The unit will be testing cutting-edge weapons and sensors for Britain's air power and will be instrumental in introducing the navy's new 'eyes in the sky', the Crowsnet Merlin, to front-line service over the next 18 months.

Based at Boscombe Down, on Salisbury Plain, 744 NAS will also be involved with the RAF's upgraded Chinook Mk5s and Mk6s. It has been created from 15 aircrew and aviation engineers from the three services.

They formally stood up at a ceremony attended by the head of naval aviation, Rear Admiral Keith Blount.

Commander Jonathan Bird, the re-formed squadron's first Commanding Officer, said: "744 NAS brings together operational experience from the majority of defence's front-line aircraft types and weaponry, to ensure new aircraft, weapons and upgrades to existing platforms are safe and as fit for purpose as possible."

The unit was disbanded 62 years ago at RAF St Mawgan, in Cornwall, where it had spent two years helping to develop anti-submarine warfare tactics.

From 1952 to 1954 it pioneered helicopter search-and-rescue duties with Dragonflies, after training aircrew in anti-submarine warfare at RNAS Eglinton, Northern Ireland. The squadron also provided fliers for wartime merchant aircraft carriers.

## £93m upgrade for missiles

MORE than £90m is being pumped into current and future missiles to shield the Navy and Royal Marines against threats in the sky and on the surface.

The MOD is upgrading the High Velocity Missile – already in service with the Army and Commandos – as well as the new Martlet, due to be carried by Wildcat helicopters as well as ground troops, so they can cope with the latest threats on the field of battle.

Under the £93m Future Air Defence Availability Project, Thales UK in Belfast will work to ensure the enhancements are ready for use on the front line by the next decade.

Those improvements include thermal imaging which ensures the High Velocity Missile system can be used 24 hours a day and 'Friend or Foe' identification, helping to identify enemy targets quickly and hopefully prevent friendly fire incidents.

The STARStreak HVM is used by 3 Commando Brigade's Air Defence Troop. It is propelled from a launcher – which can be fired over the shoulder – before its main motor kicks in, boosting the missile to speeds over three times the speed of sound.

It burns out after less than a second, but three small darts separate from the body and are guided on to the target by the operator using a joystick to direct a laser beam.

As for the Martlet or Lightweight Multirole Missile, it's been designed for use in the air and on the ground.

It is due to enter service around 2019. The upgrades will sustain around 100 jobs.



● Recovering the White Ensign from HMS Royal Oak  
Picture: Marjo Tynkkynen

## Royal Oak ensign recovered by divers

THERE are few more hauntingly beautiful sights than that of divers bringing a White Ensign up from the depths.

Seventy-nine years after one of the greatest individual tragedies of World War Two, Royal Navy divers returned to the bed of Scapa Flow to recover the navy's standard from the battleship HMS Royal Oak.

The dreadnought was torpedoed in the opening weeks of the war when German submarine U-47 penetrated the Royal Navy's wartime anchorage in Orkney.

Royal Oak sank in a matter of minutes, taking 834 sailors with her – many of them boy seamen, causing a national outrage at the time.

Each year, the team from Faslane's Northern Diving Group make a point of returning to the upturned Revenge-class battleship wreck, in part to check on the state of it, in part to replace the Ensign 'flown' on part of the hull.

This year's dive was supported by a civilian team from MV Huskvan – they recently surveyed the wreck of WW1 battleship HMS Vanguard which blew up at Scapa Flow.

The civilians were granted rare permission to descend on the Royal Oak – an official war grave protected by law – as part of a collaboration to document and preserve the last resting place of the men who lost their lives during WW2.

All other diving on the wreck is prohibited. A green buoy marks its location one kilometre west of Gaitnip Hill in Scapa Bay with a plaque reading: "This marks the wreck of HMS Royal Oak and the grave of her crew. Respect their resting place. Unauthorised diving prohibited."

AB (Diver) Matthew Kilmister called the dive a "privilege". He said: "It is the first time I have dived on the wreck and the conditions and visibility were outstanding."

"It was a wonderful opportunity to pay our respects to the lost servicemen – a privilege that not many clearance divers will ever get and a dive I will never forget."

His Commanding Officer Lt Cdr Chris Stephenson thanked MV Huskvan for their help in keeping the story of Oak Royal alive.

He added: "It remains our honour and privilege to continue to conduct diving operations on HMS Royal Oak, not only to ensure the safety of the wreck, but to pay our respects to those lost and ensure the sanctity of their final resting place."

"We also appreciate the support of the Huskvan team in their efforts to record the wreck for relatives of those who pass and future generations."

In addition to the dive on the wreck, a service was held at the Royal Oak Memorial in Scapa Flow, followed by a wreath-laying above where the leviathan now rests.

## Sabre visits Morocco for Armistice tribute



LEAVING the Rock behind in her wake as she powers across the Strait of Gibraltar at 30 knots is HMS Sabre.

The Royal Navy Gibraltar Squadron patrol boat briefly left the British territory behind to pay a short visit to Morocco.

Every November, one of the two boats assigned to the Rock makes the 70-mile round trip across one of the world's busiest shipping lanes to Tangier to pay their respects at a dozen British war graves and maintain ties with the Moroccan Navy.

This year, it fell to Sabre to represent Gibraltar, with a full complement on board including representatives from the Royal Gibraltar Regiment and the Gibraltar Defence Police.

On Armistice Day the ship's



company, led by Commanding Officer Lieutenant Lloyd Cardy, attended a Service of Remembrance at St Andrew's Anglican Church, ending with a wreath laid on the graves of British service personnel, observed by the expat community.

The latter then offered to show the crew around the city, including watching a Moroccan Premier League football match in a neighbouring town.

Lt Cardy said: "The Armistice service in Tangier is something the Gibraltar Squadron has been supporting for a number of years and we were proud to be able to do so again this year – and to reinforce the strong relationship between Morocco and the Royal Navy."

## RN history enters fifth dimension

A mainstay on most matelot's book shelves alongside *Jackspeak* and *Ships of the Royal Navy*, *Royal Navy Day by Day* is the reading matter you MUST have if you want to know what has happened in the long proud history of the Senior Service, er, day by day.

It is seven years since the fourth edition rolled off the presses – a gap which encompasses the end of operations in Afghanistan, the end of the Sea King and Lynx, the end of military SAR, HMS Queen Elizabeth's arrival on the world stage, the Type 45s all becoming operational, the Arab Spring and operations in Libya, the ongoing Mediterranean migrant problem and a resurgent Russian threat.

That's a sufficient amount of time, and a sufficient number of milestones and events to warrant a fifth edition. So here it is (*The History Press*, £60 ISBN 978-0750982665).

*Royal Navy Day by Day* isn't a book you read, it's one you flick through, dip into and out of, frequently found opened at the relevant date in naval establishments across the land and beyond, or excerpts posted on daily orders to remind a ship's company what their forebears did.

It's not merely peppered with facts and dates, but also biographies of key figures or VC winners, precise accounts of actions (some major, some minor), and images culled from numerous sources, the National Museum of the Royal Navy.

Compiler Lt Cdr Lawrie Phillips builds on the research and knowledge of the book's original editor, Capt Tony Salisbury, who put the first edition together in 1979.

Lt Cdr Phillips came aboard to help with the second edition in the early 90s, then revised it again in 2005.

With Capt Sainsbury's passing in 2010, responsibility for the most recent editions has fallen to Lt Cdr Phillips... although the work is truly a naval family affair, for historians, professional and amateur, Royal Navy and civilians, have all had a hand in the tome (see the very lengthy list of acknowledgments).

The author takes as his starting point 1588 and the defeat of the Armada. In the 530 years since, there is not one of the 366 days in the calendar which is not etched in some annals of the RN: glory, tragedy, ceremony, bureaucracy.

Indeed, take that rarest of days, February 29. There is glory:

Capt Arthur Wilson earned the nation's highest honour fighting the Dervishes in the Sudan in 1884. When he brought HMS Hecla triumphantly home, he noted tersely: *Docked ship. Awarded VC.*

That same day in 1916, the armed merchant cruiser Alcantara grappled with the German raider Greif off Shetland. Greif sank the British vessel – imposing the naval blockade on the Reich – which inflicted sufficient damage on the raider to force her crew to abandon her.

That's tragedy. The ceremony came at Exeter Cathedral in 1940, when the scarred Battle Ensign of the namesake cruiser – tattered after her famous encounter with the Graf Spee at the River Plate – was donated by the crew as a memorial.

There was no significant bureaucratic event in any RN leap year. You have to wait until March 1 for such nuggets as all survey ships being painted white (1919) or the introduction of the RNR uniform (1864).

What fascinates the author in particular is how often the wheel of the Royal Navy's history has come full circle.

The Arab Spring may have driven a coach and horses through the 2010 defence review and its world view but there was little new in the naval operations which followed – only the ships and equipment used to carry them out: evacuating civilians under enemy fire, something HMS Fiskerton did in Borneo in the early 60s, Royal Yacht Britannia did in the Yemen in 1986. The guns of HMS Liverpool, inter alia, and gunships of HMS Ocean hammered at Colonel Gaddafi's military infrastructure, just as HMS Belfast et al plastered the Germans in Normandy and aircraft from the carriers of the British Pacific Fleet struck at Japan in the closing months of World War 2.

This split between humanitarian aid and war rather neatly encapsulates the RN's role in the modern era – a golden thread of victories in every major conflict it has fought in since 1914, coupled with a happy willingness to get stuck in where civilians are threatened or in distress from pulling refugees out of war-torn Spain in the 1930s to providing relief to the Philippines in the aftermath of Typhoon Haiyan in 2013.

Today's head of the Senior Service joined the year before the first edition appeared and pens the foreword to this one at a time when the Fleet is going through a rebirth and RN is growing, rather than shrinking.

"Now, as the country forges a new position on the global stage, the Royal Navy is making its presence felt in all of the world's oceans, demonstrating – as we have done for centuries – how much we can contribute to the nation's security and prosperity," First Sea Lord Admiral Sir Philip Jones writes.

Which hopefully augurs well for lots of insertions in the sixth edition in a few years' time...

## Worth place in pocket

ANOTHER book about HMS Belfast?

Yes, but this is probably the only one you slip in your jacket or even trouser pocket.

**HMS Belfast: A Pocket Manual** (Osprey, ISBN 978-1-4728-2782-1)

is a delightful little tome, packed both with facts and information, as well as the key human element.

Such as how she earned the odd nickname of 'The Tiddley B': thanks to a fresh coat of paint she apparently looked the smartest of all the ships marshalled in Scapa Flow in May 1944 for an unofficial 'fleet review' in the presence of George V.

Or how Belfast's seaplane became a makeshift trawler, dropping depth charges on shoals of fish, then scooping the stunned creatures from the oggin and delivering them to the ship so the crew could feast.

Or how during the Korean War she faced the full wrath of Typhoon Ruth (winds of 140mph, waves higher than the Flag Deck) – described with typical British understatement as "quite a thing". The ship rolled to 35°, the waists were three or four feet deep in water, and the wind struck anyone who ventured into the open with the ferocity of "all the swords, scimitars, daggers and stilettos that have ever been forged".

She survived that battering from nature and, more importantly, the threat of the breaker's yard in the 1960s. All the other castles of steel went to the scrapyard.

That Belfast didn't join them is mostly down to her former CO turned MP Sir Morgan Morgan-Giles, who campaigned vigorously to save the ship for the nation at a time when the general mood was to ditch the old and replace with brutalist modernism.

And so the cruiser became the UK's last reminder of the days when the gun, rather than aircraft and missiles, was the principal weapon of the world's navies (the Americans have preserved several dreadnoughts, the Japanese one pre-dreadnought).

Belfast retired from active service in the early 60s – which means that there's a good smattering of former ship's company out there – and has been a floating museum on the Thames since the beginning of the 70s, which means she holds a place dear in the hearts of millions of people who wandered around her decks (she continues to pull in nearly 300,000 visitors annually).

Across just over 150 pocket-sized pages (12cm by 18cm), former crew member Lt Cdr John Blake runs through the ship's 80-plus-year history from inception to national treasure.

He's made use of official documents, memoirs, private papers to bring the ship, her men and her deeds to life.

Belfast's role in the sinking of the Scharnhorst – the last battleship action in European waters – is often regarded as her finest hour. From the account left by her XO, Capt Philip Welby-Everard, it's clear the cruiser was little more than bait as she tried to draw her quarry towards the guns of HMS Duke of York; Belfast's 6in guns could never penetrate Scharnhorst's armour, whereas the Germans 11in shells "could knock us to pieces".

At (just) under £9 for a hardback the pocket manual is excellent value. It's also a very good introductory guide to the ship – and one which, correctly, doesn't focus solely on her wartime exploits.



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## One last big day for the Crazy A

PEOPLE of the small Warwickshire town of Atherstone gave their ship a belated send off by laying up the minehunter's standards.

The Hunt-class ship was paid off in December 2017 alongside her sister HMS Quorn – just as work got under way in the huge BAE shed in Portsmouth to revamp the veteran warships for continued service well into the 21st Century.

The Crazy A enjoyed a long and fruitful affiliation with her namesake town – as did her predecessors: a WW2 destroyer which saw extensive action in the Atlantic and especially the Mediterranean; and a WW1 minesweeper which served as a pleasure cruiser between the wars, then resumed mine duties in 1939 as HMS Queen of Kent.

Flags from both earlier Atherstones, plus the bell from ship No.2, ended up in the town's St Mary's Church.

So the 12th Century house of worship was the obvious choice for a service of thanksgiving to mark the passing of the third ship.

The ship served for more than 30 years, notably in the Gulf during the first war against Saddam Hussein and then, at the end of her career, a three-year stint in Bahrain as part of the Royal Navy's permanent mine warfare presence in the region.

In between: extensive operations around the UK and numerous NATO assignments in northern and Mediterranean waters.

Launching the 750-tonne vessel at the now-flattened Vosper Thornycroft yard in Southampton back on the first day of March 1986 was Amy Jarvis, whose husband Pat was the Deputy Controller of the Navy at the Ministry of Defence.

More than three decades later Mrs Jarvis was the guest of honour in the historic church alongside former Atherstone crew, Commanding Officers and friends of the popular little ship such as Warwickshire mayors and representatives of the St Nazaire Society who donated the bell of the second ship to the church on permanent loan.

In all, over 150 people celebrated the ship's long life, assisted by Sea Cadets from TS Vanquisher in Nuneaton who provided the standard bearers and escort, the Archdeacon Pastor of Coventry the Venerable Sue Field and the Rev Michael Brandsma of St Mary's Church.

To coincide with the service St Mary's heritage manager Dave Stone has produced a book detailing the history of all three ships.

"In 1996 the Freedom of the Borough of North Warwickshire was bestowed allowing them to march through the streets with 'bayonets fixed, swords drawn, Colours flying, drums beating and bands playing,'" he explained.

"Sadly the sounds of drums beating and bands playing is unlikely to be heard again as there is little prospect of a new HMS Atherstone, so I thought it was an opportune moment to bring together the story of all three ships and ensure they and their crews would not be forgotten."

Copies cost £3 plus P&P. Contact [stone534@btinternet.com](mailto:stone534@btinternet.com) for details, with proceeds going to the church building fund.

## LCT's future secure

PLANS to land a 200-foot long D-Day landing craft tank (LCT) on Southsea beach towards the end of the 75th anniversary year of the commemorations are secure.

The National Museum of the Royal Navy's bid to conserve

and move LCT 7074 has been backed by a £4.7million National Lottery grant from the Heritage Lottery Fund.

LCT 7074 is the sole surviving Landing Craft (Tank) left in the UK of 800 which took part in D-Day.

# Restoring the RND

**LIEUTENANT Commander Martin 'Gunny' Heighway salutes as reservists from HMS King Alfred pay their respects to six British Great War dead at Harveng, on the southern outskirts of Mons.**

The Belgian city was the last stop on a battlefield tour for the Portsmouth-based reservists as they completed a three-year odyssey following in the footsteps of the sailor-soldiers of the Royal Naval Division in the Great War.

When that war ended on November 11 1918 no British unit had advanced nearer to German soil than the men of the division – a mixture of Royal Marines and sailors, often drawn from the reserves.

For the past three years, personnel from the Portsmouth unit have been retracing the path taken by the division – from Gallipoli to the Somme, Arras and Passchendaele and finally the advance to victory, ending near Mons.

They brought the curtain down on those battlefield tours with a weekend in Belgium, from the Nieuwpoort Memorial on the coast to the Dodengang ('The Trench of Death') and the HMS Vindictive Memorial in Ostend honouring the commando raids on the Belgian ports in the spring of 1918 to bottle up German U-boats in their Flanders base, before ending up at the international Mons Armistice parade.

"Tours like these are important to junior ranks within the RN to educate us on British history and



understanding the responsibility we that have as serving members of the military," said Recruit Hannah Myers, one of the most junior reservists on the trip.

"I'm very proud to have represented King Alfred at the ceremonies and had an opportunity to pay my respects on such a prestigious date in history."

This commemorative visit, partly funded by the RNRMC, was led by the unit's info ops officer and historian Lt Cdr Martin 'Gunny' Heighway, who's been determined to remind today's generation of sailors of

the sacrifices made by the often-overlooked Royal Naval Division.

"We have conducted a full cycle of tours concerning the Royal Naval Division in World War I.

"One thing that battlefield tourism teaches you is that there is always something new to learn.

"Probably the highlight of the tours was standing on the beach at Gallipoli in 2015 where my grandfather had come ashore 100 years before."

Also paying their respects to the RND were members of Reigate RNA who visited the division's principal monument in

the UK, located at Horse Guards in London.

Branch historian s/m Paul Christien ran through the division's story before s/m David Cooper piped the Still to begin a minute's silence, which was also observed by passers-by.

An RNA wreath was laid at the foot of the memorial by Reigate's chairman s/m Ian Page before prayers were led by branch chaplain s/m John Scott.

So impressed were representatives from the Royal Parks and Met Police by the short ceremony that they've invited the Reigate team to return next year.

## Honouring those who served from

AS BEFITS the annual season of remembrance, members of the RNA and ship/unit associations have been out in force remembering their forebears.

The Type 21 Association were represented across the land – and beyond – on Remembrance Sunday, honouring those who served – and died – in the popular class of frigates.

Eight 21s served with distinction between the mid-70s and mid-90s. The Falklands proved to be both their finest – and darkest – hours.

Only HMS Amazon did not participate in the South Atlantic conflict in 1982. HMS Ardent and Antelope were both lost after a ferocious fight with Argentine aircraft, HMS Alacrity rescued survivors of the Atlantic conveyor

while Arrow saved many of HMS Sheffield's crew, Avenger famously shot down an Exocet missile with a 4.5in shell, Active repeatedly hammered Argentine positions with her guns... as did her sister Ambuscade.

The association had members at ceremonies in London, Portsmouth and Plymouth, and eight former members of Alacrity's ship's company made the pilgrimage to the Falklands to take part in commemorations. Wreaths were laid at all.

Current or former servicemen who served in the 21s can join the association at [www.type21club.org.uk](http://www.type21club.org.uk) – and friends and family can join as associate members.

Bude branch provided the lead platoon for the marchpast following traditional November

ceremonies on The Strand.

The salute was taken by RBL President and sole Bude recipient of the Legion d'Honneur, s/m and former Royal Marine Alan Litchfield, accompanied by North Cornwall MP Scott Mann and Lt Tony Gibbs.

The congregation in a packed Methodist church had paid due respects to all servicemen and women of conflicts from 1914 onwards in a thought-provoking service which involved all local Service and junior organisations.

Public attendance this year was absolutely tremendous with The Strand somewhat tricky to march along, such was their enthusiasm. Their applause to standards and personnel was spontaneous and very greatly appreciated.

The Annual RN Clearance

Divers Memorial Service took place at the RN Divers Memorial Garden on Horsea Island, recalling all those in the branch who have crossed the bar in war and peace, in service or in retirement.

More than 50 present and former clearance divers and family members attended the service directed by RN Chaplain James Thomas and WO1 Diver John 'Yoyo' Ravenhall, association chairman, and conducted by members of the RNCDA Committee.

The divers' memorial bell rang 'five bells' for the departed divers as a mark of respect, signifying 'work complete'.

Jean Rolinson laid a wreath for her brother, former CPO(D) Fred 'Tug' Wilson from Chatham,

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**We wish all our members a very Merry Christmas and a very happy & peaceful New Year**

## Naval Quirks

**TOYS**

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**WITH A FLIGHT DECK THE SIZE OF SIXTY TENNIS COURTS OR ALMOST THREE FOOTBALL PITCHES!**

**I WONDER IF THEY DO A CUDDLY TOY VERSION?**



# D to its rightful place

## Plaque remembers attack

BATTLEFIELD pilgrims following in the footsteps of Great War sailors and Royal Marines need wonder no longer why an anchor sits in the middle of the mock ruins of a house outside the French village of Gavrelle.

Thanks to the efforts of retired officers Col Peter Babbington and Lt Cdr (and former Royal Marine) Alex Manning, a comprehensive explanatory panel can now be found in English and French next to the Royal Naval Division memorial at Gavrelle, near Arras.

The monument has occupied this site for nearly 30 years, honouring the sailor-soldiers and marines who fought here in 1917. In the late 80s, RNA and RMA branches across the UK dipped into their pockets to fund the distinctive monument which recreates a typical Pas de Calais red-brick cottage with an anchor recovered from the seabed and donated by the RN Salvage Depot at Pembroke Dock.

Peter and Alex visited the monument, which is located on the old German front line, with a battlefield tour of members of Exeter Royal Marines Association last year and were struck both by its distinctive nature and by the fact there was nothing to tell the story behind it.

Twelve months later that



has been put right thanks to a little help from the mayor of Gavrelle, the graphics department at CTCRM, professional artwork courtesy of Davis Architectural Services in London, and funding from The Royal Marines Charity.

So why has Gavrelle earned a place in the annals of the Royal Navy and Royal Marines?

Seizing and holding the village was a major success in the final stages of the Battle of Arras in April 1917.

But by the time the sailors and Royal Marines were withdrawn from the front line after just six days of offensive action, they had suffered

casualties of 3,794 officers and men killed, wounded or missing, including 846 men from its two RM Light Infantry battalions, the highest loss in one day in the Corps' history – greater even than at Trafalgar or Jutland.

Visitors to the memorial can now read about those exploits and follow the battle courtesy of maps on the plaque, which was unveiled and dedicated by Peter and Alex in the presence of Gavrelle's dignitaries and French veterans, before a poppy wreath and flowers were laid both at the RND memorial and the village's monument to its war dead.

## Lest we forget the 'immortal memory'

AS IT has been since the RNA was founded, October 21 was a cause for celebration across the association.

At **Wansbeck**, 26 members dined at Ashington Masonic Hall, led by branch president Cdr Chris Craddock.

Two raffles were held with the second offering a bottle of Pusser's Rum as its prize.

Not all members were there due to other commitments, but a good night was had by all who attended.

**Stocksbridge and Deepcar** held their 21st Trafalgar night social in the presence of Stocksbridge mayor, Cllr Julie Grocutt, Number 9 Area Chairman Keith Crawford, members of Sheffield RNA, the British Legion and various guests. Following the welcome from chairman s/m Eddie Guest, the Mayor, area chairman and Sheffield chairman gave cordial replies.

The evening began with the loyal toast and tribute to absent shipmates before guests settled down to a quiz, raffle, bingo and a buffet.

**Bude** hosted its reinvigorated dinner at The Falcon Hotel, welcoming an 18-strong party from Plymouth Branch including NCM4. An excellent presentation and event, MC'd by the branch social secretary, ended with a raffle and auction.

Also auctioned – but at the regular November meeting were two dolls knitted by Margaret Horswell in aid of Children's Hospice South West. 'Jack' and 'Royal' fetched £575.



## Instrument of victory

THE sound of a cornet, once played by sailors on the Western Front, sounded the Last Post in Dundee 100 years to the day that the guns of the Great War fell silent.

Ten thousand Scotsmen served in the Royal Naval Division during its four-year existence from Antwerp to the '100 days' offensive' at the war's end; just short of 1,600 officers and ratings were killed.

Among those dead was 17-year-old Victor Ferrar, killed as a stretcher bearer in Gallipoli as he tried to dash across no man's land to recover a wounded comrade.

He attended Dundee's Harris Academy – a school which survives to this day. One of its pupils, 18-year-old Rael Watt (pictured here by Kris Miller of *The Courier, Dundee*) was asked to honour Victor and his fellow countrymen by playing the cornet. The instrument used to belong to a member of the band of the division's Hood Battalion.

The drill ship HMS Unicorn – now a museum on Tayside – fed the Division with much of its Scottish blood... and 295 Dundonians never returned from the killing fields of Gallipoli, France and Belgium.

Since 1924, the ship has hosted a service of remembrance each November; the centenary event to remember the end of World War 1 was marked by the roll call of all the division's Dundee dead being read out – 295 officers and ratings.

"The Armistice centenary commemoration on board HMS Unicorn this year were especially significant for us – and especially poignant hearing the very same instrument played by sailors from HMS Unicorn on the Western Front during World War 1," said Commander Thomas Knowles, Commanding Officer of HMS Scotia.

## the Falklands to Portland

who recently crossed the bar.

Afterwards a cheque for £1,000 was presented to Sarah Ferris of the Royal British Legion from Cdr Al Nekrews, RNCDA president.

Members of **HMS Illustrious Association** gathered at Portland Marina on Trafalgar Day to mark the 70th Anniversary of the tragic accident that claimed the lives of 29 of the old carrier's crew.

On October 17 1948 a liberty boat returning to the ship in driving wind and rain sank; 19 of the victims are buried in Portland Royal Naval Cemetery.

Association President Vice Admiral Bob Cooling addressed a Service of Remembrance and laid a wreath on the dockside memorial.

Later, 93-year-old George

Casson, who served in *Lusty* at the time, boarded the Portland-Weymouth ferry and was taken to the site of the disaster, where he cast a wreath of red poppies upon the waves.

**Illustrious Association** members and their families (some had travelled from the USA and Abu Dhabi) spent the weekend in Dorset for their annual meeting and gala dinner.

Members of **RMA East of Scotland Branch** gathered at Gask Farm near Letham in Angus to remember pilots Sub Lieutenants Brian Honeybun (from Middlesex) and Sub Lieutenant Arnold Waterhouse (from West Yorkshire), both 21, who were killed when their Fairey Swordfish from 769 NAS from HMS Condor (now RM Condor)

crashed in February 1943 on a training sortie.

A farmer working in the adjacent field tried to rescue the two trainees, and his descendant, Cllr David Lumgair, owns the farm today and joined the green berets in the service of remembrance.

Stuart Thom laid a wreath at the memorial and Doug Carstairs said a few poignant words.

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





# The Massed Bands of Her Majesty's Royal Marines

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## Victorious times for Northampton

NORTHAMPTON Sea Cadets have been celebrating a number of victories.

Firstly Cadet Billy, pictured above, achieved outstanding results in the National Sea Cadets Windsurfing Finals.

Battling against the best windsurfers in the Corps Billy achieved a runner up placing.

The weekend came closely after the Mayor of Northampton was onboard to present the cadet annual awards which recognised both cadets and volunteers.

Petty Officer Cadets James and Aaron were awarded the Laforey Shipmates award for the top Sea Cadet. Petty Officer Stuart was awarded the Presidents Cup for outstanding contribution for his hard work both at TS Laforey but also the support he has given over the last 12 months at the new Sea Cadet Unit in Brackley, TS Tidespring.

The unit also attended a peer educator weekend at Kettering Sea Cadets and then enjoyed a leadership training weekend at the Royal Marines Reserve centre in London.

Captain William Wells visited TS Laforey and, along with Warrant Officer Steve Prior from the Royal Navy Recruiting Office, gave a presentation of life at sea and some of the challenges he has seen on his varied career, from berthing container ships in the Port of London to navigating the aircraft carrier, USS Nimitz.

Northampton's Royal Marines Cadets, pictured right, have also been busy attending the CATSEA field assessment weekend, where the detachment team are tested on their skills in the field, teamwork situations and general performance.

The team of ten cadets did an outstanding job and were officially scored as "good" which puts them in the top-level performance of Royal Marines Cadet Detachments.

The unit also took part in the



● Capt Wells and WO Prior inspect the cadets



annual Trafalgar Parade, pictured below.

Admiral Lord Horatio Nelson and his famous band of brothers, which included Sir Francis Laforey in Command of HMS Spartiat, were remembered at a district parade in Hinckley attended by units from across Warwickshire, Leicestershire and Northamptonshire.

Northampton Sea Cadets meet on Tuesday and Friday evening 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. Visit [northamptonseacadets.org.uk](http://northamptonseacadets.org.uk)



# Cadets' tribute to island's fallen



● Lance Corporal Sophie, of Guernsey Sea and Royal Marine Cadet Unit, poses in the style of photography from the Great War

SEA CADETS in Guernsey took part in a 'living' tribute to those who died during World War One.

Members of TS Sarnia posed for photographs in the style of those taken during the Great War.

Aaron Yeandle, artist-in-residence at Elizabeth College, a boys' school in St Peter Port in Guernsey, has spent most of 2018 photographing members of the college's Combined Cadet Force, as well as cadets from Guernsey Detachment Army Cadet Force, Guernsey Royal Air Force Cadets, and Guernsey Sea and Royal Marines Cadets and all of the photographs formed part of an exhibition.

"I have produced a poignant and thoughtful photographic body of work to commemorate the sacrifice of the Guernsey inhabitants and the Old Elizabethans who took part and for those who died," said Aaron.

"During the research for this body of work, I was inspired by the military portraiture of the Great War period.

"Throughout the year I photographed the Guernsey Cadets, in a contemporary version of the military portraiture of the Great War, which was extremely prevalent at this time.

"The portraits show the modern military uniforms, yet in the photographs there are signs, harking back to the First World War and the military art history of the past."

Officer in Charge of TS Sarnia, Sub Lieutenant (SCC) Philip Nicol-Gent, added: "TS Sarnia was very pleased to be able to participate in this project, both to commemorate the island's loss and connect today's cadets with the centenary of Armistice."

Islanders formed the Royal Guernsey Light Infantry in 1916 and after a period of training, were sent to the frontline near Ypres and in November 1917 went into action at the Battle of Cambrai.

By December 3, the 1,200 officers and men of the RGLI had been reduced to just 501. Further action at Passchendaele the following month saw that number reduced to 55 men and two officers.



● Bluejacket Cadet 1st Class Levi poses in the style of Great War photography as requested by Aaron Yeandle



## Poignant visit to Belgium

TS SCARBOROUGH were selected to represent the Sea Cadet Corps in Belgium as part of the Centenary Remembrance weekend.

Ten members were chosen to attend the auspicious occasion. They travelled from Scarborough via Hull to Zeebrugge by ferry before travelling to Bruges, for some sight seeing and onto Ypres and finally Geel.

During the trip they were hosted by the Koninklijk Marine Kaddetenkorps of Geel, who along with their Commanding Officer Dirk Grootaers, Executive & Liaison Officer Tim Buyle, plus their outstanding team of volunteers, cadets and supporters, showed overwhelming hospitality.

The cadets learned Marine Kaddetenkorps Drill, had a river cruise on their patrol boat Victory, and visited a World War 1 museum showing the weapons and uniforms from 1918.

They swapped cadet and cultural differences, played basketball, table tennis quite competitively and indulged in the traditional cuisine but more importantly made new friends.

The cadets and staff paid their respects at Tyne Cot and Geel War Cemetery's, where 4000 Commonwealth soldiers from the First and Second World War's are remembered as they have no known grave.

They laid a wreath in Geel where many Green

Howard's are buried. Everyone had moments of personal reflection and all witnessed a nine-year old Belgium Cadet individually salute 300-plus headstones, his personal way of showing his respect and gratitude which was very touching.

A pilgrimage to the Menin Gate Memorial in Ypres was as meaningful as expected. Cadets stood in silence as they read the panels of names, after names, after names dedicated to the British and Commonwealth soldiers who were killed and whose graves are unknown.

Commanding Officer Sub Lieutenant Natalie Davies said: "What is clear to see is the gratitude the Belgian citizens showed for the people of the UK that never returned home from both wars and how thankful they are for their way of life because of this, it was extremely humbling.

"This trip was arranged by the Belgian Marine Kaddetenkorps to mark the centenary of the end of World War 1. It was also to start a relationship with the Sea Cadet Corps of the United Kingdom for future exchanges. We were extremely honoured and thankful to be chosen. This was it's simple aim, however it achieved more than this. It opened a door to the past for all the cadets on this special weekend to show our appreciation and respect for those not much older than our cadets who paid the ultimate sacrifice for our freedoms today."

## Key roles for Huyton cadets

HUYTON with Roby sea cadets and Royal marine cadets marked the centenary of remembrance in several ways.

Cadets sold poppies for the Royal British legion in Asda Huyton and took on the role of stewards for a service on the Mersey ferries.

On Remembrance Sunday the cadets represented their unit at services in St Gabriel's Parish Church, an unarmed guard was at Huyton cenotaph, cadets marched through Prescot and danced with veterans at the Liverpool naval club to support the Royal Naval Association.

The cadets keenly commemorated those who've fought in conflict and supported the local communities while also taking time to consider those who continue to serve in the armed forces today.

We're currently recruiting cadets aged 10-18. In addition we are looking for adult volunteers to join our instructional team.

Contact [huytonuto@hotmail.co.uk](mailto:huytonuto@hotmail.co.uk), find us on Facebook or follow [huytonwithrobyseacadets](https://www.facebook.com/huytonwithrobyseacadets) on Instagram.





• Cadets from Buxton stand in front of the superyacht White Rose of Drachs at Fethiye in Turkey

# 'Deck hands' land plum yacht trip

CADETS from TS Bulwark, Buxton Sea Cadets embarked on a 1,600-mile sea trip on the 65-metre superyacht the White Rose of Drachs from Gocek in Turkey to Monaco. Cadet Cyrus describes the experience.

I was fortunate to be offered work experience as a deck hand on the White Rose of Drachs, an \$80 million superyacht, on a voyage from Turkey to Monaco.

The yacht was built in Germany by Peterswerft-Kusch and delivered in 2004. Her top speed is 17.0kn. She can accommodate up to 12 people with 18 crew members.

I flew to Dalaman and stayed on the yacht for the first night.

Nothing exciting happened in the airport but the view from the plane was incredible. We got a taxi from the airport to Gocek marina where we boarded the yacht and we were shown to our rooms.

They were amazing, the bathrooms had embroidered towels, the walls were mahogany wood panels, the floors were marble, there was a tv operated by an iPad and the bed was one of the comfiest I've ever slept in.

The following day we ran through all the drills, such as fire, abandon ship etc. then we spent the rest of the day in Gocek (Turkey) until we set off for Fethiye (Turkey).

When we arrived at Fethiye we were assigned watches on bridge, mine being 12-4am and for the remainder of the stay while the ship was being refuelled we went to explore the town.

For the rest of the trip from 2400 - 0400 and 1200 - 1600 I would be on duty. Later we all were reassigned but it was the same thing but at different times.

There was one day however, that was different because I got to go and do some work in the engine room.

I met the second engineer (second most senior engineer) called Stuart, who showed us round the engine room and said we could spend our shift down there helping him out,



• From left, CO of Buxton Sea Cadets Bruce Luckman, treasurer Chris Davies, Cadets Harvey, Nathaniel, Archie, Douglas, Jacob and Cyrus, and the captain of the superyacht Andrew Schofield

which me and Nathaniel (the person I was on watch with) did.

We changed the water filters and the fresh water filters and in the salt-water filters, we found a live crab.

A few days later we entered the Corinth Canal in Greece. It's a massive waterway cut between two cliffs so as you pass cliffs tower up either side of you. It's quite a sight to see as there are bridges crossing the chasm above and I could see people looking down on us. With their heads just poking over the bridge walls.

A day or two after we left the canal we were on bridge duty when we saw dolphins swimming along the bow so we rushed to take pictures and just to watch and they did jumps and flips as they glided alongside us.

We arrived at Bar in Montenegro and took bunkers (refuel). Nothing really happened, as we were not allowed off the dock.

We travelled for a few more days past Italy and eventually arrived in Monaco, which is

the best place I have ever been.

We toured around with the captain, drove along the F1 racetrack, went up onto the cliff overlooking the entire place including the football stadium, and took pictures.

Later that night we had fast food for dinner and went for a swim at the beach where the water was so clear you could see the rocky bottom.

We then left Monaco for Nice airport, got on a plane and flew back to England, finishing one of the best experiences of my life.

A massive thanks to the owner of the yacht for letting us go on it, the sea cadets and of course the captain Andrew Schofield.

Buxton Sea Cadets meets on Tuesdays and Thursdays, 7-9.15pm, at the Cadet Centre, The Silverlands, Buxton. We always welcome new cadets and volunteers so to find out more, visit: [www.sea-cadets.org/buxton](http://www.sea-cadets.org/buxton) or call Bruce Luckman on 0129878092.

Buxton Sea Cadets is always on the look out for both staff and cadets. For details call Mr Luckman on 0129878092.



## Cadet makes history

CADET Corporal Elodie Pierlot became the first Royal Marines Cadet in Bedfordshire to represent the Sea Cadets Corps as HM Lord Lieutenant's Cadet.

Cpl Pierlot said she was honoured to be nominated as the Lord Lieutenant's Cadet and the staff from the Flitwick & Ampt-hill Unit are very proud to support her.

Cpl Pierlot has been recognised for leadership and management skills in addition to her own achievements as runner up for Area Guard Commander, and winning gold in the Single Open Girls Yole at this year's National

Regatta, remaining unbeaten in all her races this season.

From community events to unit fund-raising, Cpl Pierlot displays a positive and mature attitude, with a willingness to get involved.

Having completed the Junior Command Course during X-Ray Company's Summer Camp in August, Cadet Corporal Pierlot also has a natural aptitude for combat tactics with exemplary leadership qualities.

Cpl Pierlot is pictured with the Lord Lieutenant of Bedfordshire Helen Nellis

Picture: June Essex Photography

DAUNTSEY'S welcomed physicist and engineer Libby Jackson, who delivered an inspirational talk in the School's 2018/19 Mercers' Lecture series.

As the manager of Human Spaceflight and Microgravity at the UK Space Agency, Libby joined the school on a particularly busy day in the space industry.

Libby talked about how she first became interested in space at the age of seven and dreamt of visiting Mars.

At 17, she had the unique opportunity to spend time at NASA's Space Centre in Houston and discovered her passion for working in mission control.

She subsequently became the first British woman to work in the European Space Agency's mission control.

## Cool task for Luke

CADET Corporal Luke Bourgaize, of TS Sarnia, Guernsey Unit, was appointed as Lieutenant Governor's Cadet for the Bailiwick of Guernsey by His Excellency Vice-Admiral Sir Ian Corder.

Around four cadets are appointed each year, drawn from both the uniformed cadet organisations as well as scouting organisations.

Cadets will assist the Governor in the discharge of his functions over the year, both at Government House and also on visits and at key parades.

Cpl Bourgaize, 16, has been a member of TS Sarnia for five years and attends Guernsey's Sixth Form Centre, where he is studying sociology and philosophy.

He helps to train new recruits and has led his fellow cadets on field training exercises throughout the Channel Islands.

Cpl Bourgaize has helped out on Flag Days, as well as at a tea party held for members of the Charybdis Association. He gave



up much of his free time in 2017 to support fundraising activities for The Royal Marines Charity.

He also helps out at the Torteval Scarecrow Festival.

He is described as a smart, well-qualified and very enthusiastic cadet, and was named TS Sarnia's Royal Marine Cadet of the Year 2017.

Despite the demands of A-Levels and a busy role within the Sea Cadets, Luke also works two days each week at Le Friquet Garden Centre.



## Inspirational day for Brigadier

THE Royal Naval Combined Cadet Force (CCF) section at Wells Cathedral School in Somerset is celebrating, after a successful inspection by Brigadier Jock Fraser, Naval Region Commander Wales and Western England.

Having formed just over 12 months ago, alongside the Army and RAF sections at the school, the Naval section is also in the process of increasing the Naval Service footprint at Wells even further with a Royal Marines Band unit, making them the first CCF in the country with a Royal Marines Band section.

On his arrival at Wells Cathedral School, having spent time inspecting the CCF Army section training on nearby ranges, Brig Fraser was met by the senior Naval Cadet, Warrant Officer Tom Taunton (17). He joined the Naval section of the CCF on its formation and believes the Navy offers some great opportunities for those in the section.

Tom is not only senior Naval Cadet, he's also Head Boy at Wells. "The Naval CCF section has added another dimension to the school. For me personally, it helped with my leadership skills and definitely assisted me with the application to be head boy."

Brig Fraser also had a chance to see and listen to the Royal Marines Band Cadet Drumline. They put on a special display for his visit. He also talked with the cadets and discussed with them what the CCF meant to them.

"It has been a truly inspirational day," said Brig Fraser. "Seeing so many talented young people enjoying their cadet experience, supported by fantastically committed adult volunteers. The Royal Marines Cadet Band section drum line performance was quite outstanding. Very well done to everyone involved."



• Brig Jock Fraser talks to the cadets at Wells



**Deaths**

**NORMAN John Hoskins (Sam).** Joined RN July 1959 as shipwright artificer. Retired July 1996 at rank of Warrant Officer. Died October 15, aged 80.

**Patrick 'Pat' John Moore.** Associate Member of Bude Branch having served his National Service between Sept 1952 and Sept 1954 with 10th Royal Hussars. Died October 6, aged 84.

**Patricia Wells, nee Nelson.** Joined WRNS as WRN Sick Bay Attendant in 1949, the fifth intake of female SBAs, Codrington Class. Served Royal Naval Hospitals Chatham and Haslar. Died November 4, aged 88.

**Thomas 'Rattler' Morgan, AB/LEM.** Served 1947-49. HMS Loch Fada, Ganges, Victoria Barracks, Duke of York,

HMS/M Tiptoe, Upstart and Thermopylae. Member of HMS Loch Fada Association. Died July 8, aged 87.

**Lt Jim Lunn.** Served 1945-77. HMS Ganges, Victory, Comus, Pitt Street PT School, Largo Bay, Duchess, Excellent, Mercury, Terror, Condor, Bulwark, Daedalus, Angelo and Nelson. Royal Naval Association, Physical Training Instructors Branch. Died October 25, aged 88.

**CPO John Johnstone.** Served from 1938-63. HMS Newcastle, Drake, Cumberland, Eagle and Surprise. Died November 3, aged 95.

**Capt Ian F Chrishop.** HMS Collingwood, Figgard, Bulwark, Alert, Fulmar. RNEC Manadon. MOD: DGNMT, DGNPS, DNOA(I). Died October 6.

**Supt WRNS Kathleen C Morgan.** HMS Fulmar, Victory (RNB), St Angelo, Ariel, Dauntless. Adl Cg Reserves, RN College Greenwich. Died October 16.

**Cdr John R Furse OBE.** HMS Ark Royal, Albion, Centaur, Ajax, Ariadne, Pembroke, Nelson. RNEC Manadon. RN Coll Greenwich. MOD: Min of Aviation, Min of Technology, DG Ships, RAE West Drayton. Died October 30.

**Cdr David J L Wood.** MOD Weapons Dept (Naval). Naval Ordnance Div. HMS Mercury II, Cleopatra, Excellent, Pembroke, Sandwich, Shropshire. Died October 26, aged 101.

**Lt Cdr David C Irvine.** HMS Blackpool, Diamond, Caprice, Keppel, Hermes, Dark Gladiator, Endurance, Leander, Dryad,

London, Glasgow, Coventry, Mercury, Challenger, Cochrane, RNR Sussex. C-in-C Fleet. Died October 7, aged 77.

**Lt Cdr Peter W Lindley MBE.** HMS Sealion, Maidstone, Artful, Dolphin, Neptune, Onslaught, Rorqual, Token, Dolphin. FO Submarines, RANS Watson. Died October 2.

**CPO Ian Tant, FAA.** Served 1961-86. HMS Vincent, Ariel, Fulmar, Victorious, Daedalus, Royal Arthur, Ark Royal, Heron, and Avenger. Died November 5, aged 72.

**Association of Royal Navy Officers and RNOC**

**Chief Officer Margaret H Gosse OBE.** HMS Heron, Neptune, Pembroke, RNC Greenwich, C-in-C Naval Home Command. Tay Div RNR. Sea Cadet Corps. Died October 21.

**Reunions**

**HMS GANGES:** Calling classmates of 54 recruitment (November 1962), Hawke 291 and 292 classes. If you are interested in holding a reunion, please contact Rob Potter at [r.potter60@talktalk.net](mailto:r.potter60@talktalk.net) or on 01934 709564.

**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 or email [davidhercus@bundeswehr.org](mailto:davidhercus@bundeswehr.org)

**2019**

**HMS Dunkirk Association:** Our reunion in 2019 will be held at the Hallmark Hotel in Chester from March 29-30. For further details please contact [jcarroll@jandecarroll.plus.com](mailto:jcarroll@jandecarroll.plus.com) or telephone 01692678721

**HMS Surprise Association:** Our annual reunion will be held at the Hadleigh Hotel, Burlington Place, Eastbourne Sussex BN21 4HR, from April 5 to 8. For information contact Geoff Prentice (Chairman). Telephone 01394 274813 or email [geoff.prentice@virginmedia.com](mailto:geoff.prentice@virginmedia.com)

**HMS Decoy Association:** Our 32nd reunion takes place at the Imperial Hotel, Eastbourne, from April 12-15. All former crew members of any commission are invited. Contact Malcolm 'Dobbo' Dobson on 01502 677395 or: email [dobbo.exrn@btinternet.com](mailto:dobbo.exrn@btinternet.com) for booking details.

**HMS Eagle:** The Friends of HMS Eagle reunion weekend will be held at the Royal Beach Hotel, Southsea, Portsmouth, from Friday September 27 to Sunday September 29. All Commissions, plus wives/partners and guests welcome to help celebrate 47 years since HMS Eagle was decommissioned in Portsmouth. Meet and greet Friday evening; Saturday, visits and tours around Portsmouth, including the dockyard. Nautical gala dinner and traditional 'Up Spirits' enactment and nautical displays, followed by dancing and entertainment in the ballroom Saturday evening. Contact the main organiser, Danny du Feu. Email: [ddf.photography@gmail.com](mailto:ddf.photography@gmail.com) or phone 07711 083465

**Ask Jack**

**CRS Tug Wilson.** I am looking for information about Tug, who was from Yorkshire and served in the RNR at HMS President in London in the early to mid 70s. He later received a draft to HMS Scylla and so we lost touch. He was a brilliant mentor and a great bloke. Paul Taylor, 55 Percy Road, Ramsgate, Kent CT11 7JD

**£50 PRIZE PUZZLE**



**THE mystery ship in October's edition of Navy News, pictured right, was HMS Hogue, whose ship's crest was inspired by Admiral Sir George Rooke.**

**Rosemary Davies, of Gwent, wins £50 for sending us the correct answers.**

This month's mystery ship, pictured above, is a fleet stores ship which served in the RFA until it was sold to the US Navy's Military Sealift Command in 1983. 1) What was the name of the RFA? and 2) what was it renamed by the USNS?

Complete the coupon and send it to Mystery Picture, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY. Coupons giving the correct



answers will go into a prize draw to establish a winner.

Entries must be received by January 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 February edition. The competition is not open to Navy News employees or their families.

**MYSTERY PICTURE 286**

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](mailto: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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Submissions for the Deaths, Reunions and Swap Draft columns in January's Noticeboard must be received by **DECEMBER 5 2018**

**Life of service remembered**

NICHOLAS Bennett, Lt Cdr, RN MBE (Rtd), has died at the age of 72.

He joined the RN in 1961, aged 15½. A boy sailor, he started at HMS Ganges and went on to be a Radio Communicator at HMS Mercury.

He joined his first ship HMS Eskimo in the spring of 1963 and went on to deploy in the Persian Gulf. His next ships were HMS Hardy, Mohawk and Zest, all in the latter part of the 60s.

Nick became a Leading Radio Operator in 1968 and was later shore based in Whitehall for two years. He went on to become a Petty Officer and joined HMS Hermes in 1971. Whilst serving on Hermes he took part in the rescue of British tourists from Cyprus in 1974.

Nick gained five O-Levels in this time and was then selected for a commission and joined Britannia Royal Naval College in Dartmouth in 1976.

Nick's next ship now as a seaman officer was HMS Glasserton and then on to HMS Amazon in 1979. On leaving Amazon he then took up a position back at Whitehall for three years before moving back to



Plymouth to take up command of the Signal Training Centre in HMS Drake.

He left the RN in 1984 and spent the next 22 years working as a Naval Area Community Officer for the MOD and soon became South West Area Manager. During the Gulf War he set up 23 support groups throughout the West Country to assist and help service family's for which he was awarded the MBE.

He was also in the RNR and for a majority of this time and eventually went on to become the CO of HMS Vivid in the mid 1990s.

In 2007 Nick retired from Civil Service and took up a voluntary role fundraising for the Highbury Trust, a Plymouth Charity for adults with learning difficulties. Nick was admitted to Derriford Hospital Plymouth in October for a heart bypass which although successful, brought up complications.

He passed away on November 9, surrounded by his family. He leaves wife Linda and four sons, two of whom joined the Army and Royal Navy, and five grandchildren.

Funeral details can be obtained by contacting his son Andrew: [andybennett16@hotmail.co.uk](mailto:andybennett16@hotmail.co.uk)

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# MEDALS



**Lieutenant Commander Emma McCormick has just returned from the Invictus Games in Australia with two gold medals. This is her story.**

IT was an innocuous but excruciating horse-riding injury which began Lieutenant Commander Emma McCormick's journey to double gold at the Invictus Games.

The 37-year-old was involved in grassroots sports with the Royal Navy and was looking for selection with the show-jumping team when the incident happened while on horseback.

"It was a freaky set of circumstances. It happened when I was riding. There was no fall and no impact. My legs were just in the right position to cut off oxygen supplies and that was it," she said.

"I got acute compartment syndrome which in its simplistic terms is the oxygen to my leg was starved and, as a result, the main leg muscle which attaches your knee to your ankle was killed.

Emergency surgery followed and the muscle was removed before further complications. Then came the arduous rehabilitation process which was supported by Headley Court – the rehab facilities for UK Armed Forces.

She said: "At my lowest point I couldn't touch my own leg. I didn't want that leg to be part of me, which sounds mad, but I've got a huge scar which runs from the back of the top of my knee all the way down to my ankle.

"It was so unexpected what happened, you wake up and all of a sudden that's what you're left to deal with and perhaps you have a loss of independence on top of that.

"It's really quite hard to deal with and unfortunately the main nerves in my leg also got severed during the operation.

"Anything that was soft like a bed sheet I'd scream in the middle of the night if that touched my leg. Certain clothing I could have on my leg would just trigger this unbelievable pain.

"I was so scared of someone knocking it and causing that pain that I just distanced myself from anyone I could.

"When I went to Headley I went into team sports. I was just a bag of nerves because I was so scared that someone

was going to touch it and knock it. I just remember wheeling myself off the basketball court thinking 'no, I can't do this'.

"I withdrew a little bit more but it wasn't until the help of Headley that we removed it from the programme and found something else that would get the upper body strong and help while I'm in the wheelchair."

Lt Cdr McCormick battled against the agony to get back on her feet, having worked hard to go from using a wheelchair to crutches and using a stick to walking completely independently again. Now she just has a discrete leg brace which allows her to do her job at Navy Command Headquarters in Portsmouth to the full.

Husband and trainer CPO(PT) 'Mac' McCormick has supported his wife throughout her battle with injury and, alongside Lt Cdr McCormick's mum, Margaret Garey, was cheering from the stands in Sydney as she came away with discus and shot put gold.

"It's been hard on them, no one goes into a marriage and thinks 'I'm going to have to help this person in and out of bed, I've got to help them downstairs, help them shower and change,'" she adds.

"It's been hard on my husband. He's had to take on running the household, he's been on his own when I've spent weeks and weeks in rehab at Headley."

He and Lt Cdr McCormick's mum were shouting loudest – knowing the path she'd been on to reach the games – when she stepped out on field to compete in Sydney.

"My mum is so awesome, she turned into a professional cheerleader. She got so involved and she's usually quite a reserved lady but she got so involved in the atmosphere it was a really wonderful thing to see," she said.

"She'd be the one starting chants. She was fully taken

away with it, swept away with it all.

"My husband, who is loud as a PTI, lost his voice but it was amazing. In front of 850 people I could walk out and I could pinpoint where he was because I could hear him over the top of everyone else. Just knowing they were their brought that extra level of comfort."

Lt Cdr McCormick, who competed in the powerlifting, discus and shot put Down Under, is obviously delighted with her medal haul but it is the life-changing journey to the Games and the experience in Australia which has truly made the difference.

"It was the run up to the games. The fact that I found the balance between sport and work," she said.

"For a long time I had a sedentary life because of the pain, the difficulty in walking. It gave me that confidence, so was the fact I was working with amazing coaches."

She worked with Bron Carter, the City of Portsmouth Athletics Club throwing coach, and had a Team GB trainer assigned to her for the powerlifting, which she finished seventh in in a competitive field.

Carter had a huge impact on her progression. They met up for four hours of work together, one on one, each week.

The benefits of the training for Lt Cdr McCormick were huge. The throwing training improved her balance considerably and, as a result, she has seen a big reduction in the amount of falls she's sustained.

The physical benefit of such intense training is significant but the mental side is too.

"Sport's played a huge part and I didn't believe it could be as big as people said – how much it could have that influence on you, mentally and physically," Lt Cdr McCormick said.

"For those who are thinking about going for it, there's no Invictus next year but there will be British Games held next year in Sheffield."

While Lt Cdr McCormick won't be chasing further Invictus Games selections, she has gained so much from the

experience.

"I feel at peace with myself. I haven't felt at peace with myself for a long time," she said.

"I think it's an acceptance that my body isn't as able bodied, I have a disability but also have an ability.

"The accident that happened was horrific. It was really life-changing for me and my family but there's no way that one moment in time should define me for the rest of my life.

"Perhaps for the last couple of years I've allowed that to happen but I shouldn't and it won't."

She continues: "I am stronger physically in my upper body than I ever have been. I'm ready to cope with any challenges this injury throws at me.

"I know I've got more surgery coming up but I also know how quickly I can rehab and how quickly I can get back to full fighting fitness. That's what I will be doing."

One of the stand-out memories she has from her time at Invictus was the atmosphere and camaraderie.

"It just feels like a massive family once you're out there. It doesn't matter what country you're from, who you are being supported by, where you're coming, everyone is cheering you home," she said.

"My Invictus journey has ended because I need someone else to get from these games what I've got from it.

"A lot of people have had to battle their own demons to get onto the field, into the pool, even on those days it can be quite overwhelming.

"But the support networks are all there to help you and when you actually go and try it and step out you find out that it's not that bad. Nobody want to see you do badly.

"Everyone is behind you and cheering regardless of nation. The Brit contingent was pretty loud and even out screamed the Americans.

"I won't be pursuing a spot in the 2020 team but for me now I've got that confidence and I'm going to see how far I can improve my body and my mind and stick with it."



# GALLORE



## INVICTUS ROUND UP

THERE were some truly epic tales of heroics at the Invictus Games in Sydney, where serving and former Royal Navy and Royal Marines personnel came back from Australia with an impressive haul of medals.

Team UK collected 72 medals at the games and there is a collection of inspiring stories which very much represent the spirit of Invictus.

Former mine warfare specialist Paul Guest suffers from post-traumatic stress disorder and it flared up during a doubles wheelchair tennis match after a helicopter flew overhead.

Dutch team-mate Edwin Vermetten comforted Guest and after encouraging him to sing *Let It Go* from Disney film *Frozen*, the Essex man returned to court to win the match against the USA and eventually claim a silver medal.

Former Royal Marines Commando Mark Ormrod was an Invictus kingpin, returning home with his bag weighing a considerable amount more after winning four golds, two bronze and a silver.

Among those was a gold in the 50m breaststroke, which Ormrod – a triple amputee – entered last-minute to stop the event being cancelled.

Only Team Australia's Garry Robinson remained as a competitor before Ormrod, after just a couple of hours in the practice pool, intervened, meaning the event could go ahead.

Former Petty Officer Karen Fisk, who has multiple sclerosis and was medically discharged from the Royal Navy in 2015, competed in the recumbent bike time trial but would not have made it round if it wasn't for the help of former Army Lance Corporal Mike Matthews.

Karen finished in fourth place in that race alongside Mike, who had decided to pull out his own race to accompany her.

Just crossing the line was something she dreamed of. She said: "Mike took himself out his race to help me finish which I was so grateful for. I wanted to quit but my children and wife were watching and the crowd was amazing, I just couldn't. "He helped me through each hill and turn right to the end and I'm glad I finished something I never thought possible when I was diagnosed with multiple sclerosis. It's not a life sentence, you make the most of it and keep going."

A quartet of former Royal Marines were also among those to come away with medals.

Peter Dunning claimed silver with Team UK's wheelchair rugby team, while Alan White took volleyball silver.

Meanwhile, Alex Moulder won bronze in the road cycling and David Watts, a former Colour Sergeant, was a silver medallist in the freestyle relay swimming.

Poppy Pawsey, formerly of the Royal Marines Band Service, took bronze in the team open recurve archery, while ex-Royal Navy Deborah Godfrey was also involved at the archery range, reaching the last eight of the women's novice recurve event.

Former leading hand Nick Martin also competed in the road cycling time trial, while serving Royal Navy Lieutenant Commander Emma McCormick won gold in shot put and discus.

### FIND OUT MORE

Follow Invictus Games on Facebook  
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# INVICTUS GAMES

Invictus Games pictures: LPhoto Louise George



# Records tumble in powerful display

ROYAL Navy **powerlifting** team captain Lieutenant Mike Hawkins, and Leading Physical Trainer Mel Haslam organised the UK Armed Forces Powerlifting Championships at HMS Heron.

The event saw up to 24 members from each service conduct three lifts to be able to hold the title as the UKAF Champions.

The full-power flight was well represented by all three services and saw the commencement of the first discipline – the squat.

All full-power lifters were conducting all three lifts throughout the day and their total lift of each event was calculated on a body weight to weight lifted ratio.

For the RN women, full power Leading Regulator Ria Mugglestone took to the platform and finished on a very impressive 135kg squat. For the RN men, Major Mike Carty won the squat discipline with a total of 252kg.

In the squat individual event, Petty Officer Emma Grant finished fourth overall in the female category and landed her final squat of 85kg at a body weight of 60kg.

For the males, Marine John Hall finished third overall, squatting 220kg on his second attempt – only just missing his final squat of 227.5kg.

Next saw the bench discipline and up first were LReg Mugglestone and Maj Carty. LReg Mugglestone benched more than her bodyweight and lifted 75kg on her second attempt, narrowly missing the 77.5kg on her third.

Maj Carty impressed the crowds with his bench press of 177.5kg at only 93kg bodyweight. Almost twice his own weight.

Next saw RN, Army and RAF lifters take to the platform for the same discipline.

For the RN women's team, LPT Suzie Woodhouse finished fifth benching 45kg at only 54kg bodyweight and AB Rich Hall, LT Mike Hawkins and Mne Kris Cee impressed fellow competitors lifting 172.5kg / 155kg and 162.5kg finishing fifth, sixth and seventh respectively.

For the final lift of the day, deadlift, points were close at the top of the board. Again,

LReg Mugglestone took to the platform and lifted a whopping 160kg in her second lift, just missing her third and final lift of 165kg. She finished third overall.

Maj Carty went into his final lifts knowing that he needed to lift 287.5kg to win the UKAF Championships. Warming into it, he lifted 260kg for his first lift, 272.5kg for his second lift and then came his final lift. He made a massive weight jump of 15kg and attempted to lift 287.5kg. Putting everything into it, he made the lift look nice and easy. Walking away smiling knowing that he had achieved what he had come here to do, knowing he was the UKAF Full Power-Champion.

In the individual deadlift discipline LPT Haslam, having not done powerlifting since her last meet in February 2017 at the British Championships, where she managed to get the WDFPF Deadlift World Record, knew she had a lot to prove to retain her title.

She looked surprised when all three lifts went up relatively smoothly and she retained the UKAF's Championship title, broke the UKAF Record and unofficially broke the WDFPF record lifting 190kg at only 68kg bodyweight.

In the male's category Mne David Simpson, weighing only 76kg lifted over three times his bodyweight in a great attempt to finish in one of the top three spots. His lifts were all given the white light and with ease, he lifted the following weights 230kg / 240kg / 247.5kg putting him in third place overall.

Overall, in the men's competition, the RAF won, with the Navy second and Army third. In the women's contest, the Army took the title, with the RAF second and RN third.

If you are interested in competing or even learning more about the sport, contact any of the following powerlifting committee members:

- Lt Mike Hawkins – [Michael.Hawkins102@mod.gov.uk](mailto:Michael.Hawkins102@mod.gov.uk)
- CPOMA Chris Martin – [Christopher.Martin254@mod.gov.uk](mailto:Christopher.Martin254@mod.gov.uk)
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- LPT Mel Haslam – [Melanie.Haslam221@mod.gov.uk](mailto:Melanie.Haslam221@mod.gov.uk)

# Double delight on the golf course

LIEUTENANT Commander Lauren Hulston celebrates with NA Tom Fox as both won their UKAF Individual Golf Championship titles.

The pair, who both serve at 824 NAS at RNAS Culdrose, saw success in the strokeplay championship at the Inter-Service Golf Championships in Abingdon.

The individuals contest was followed by the main play, with the RN men taking on the RAF, who won the match 8-7.

Next up for the RN was the Army, who sent out some of their strongest players, a tactic which payed off.

The women had a slightly different turn of events, the Army beat the RAF 11 – 1 on day one.

Next it was the turn of the RN to play the RAF; the RN women won 6½ – 5½, so were in high spirits ahead of their match against the Army.

The morning foursomes was a close affair with not much splitting them apart. In the afternoon singles the Army women showed their talent by winning the match 8½ – 3½, making them the worthy 2018 champions.



# Mapping out a fine victory

NAVY officer Olly Nokes is pictured on his way to taking the crown at the Royal Navy and Royal Marines **Orienteering Club Championships**.

The Lieutenant Commander, based at PJHQ, set the highest score, visiting 24 control points and covering around 82km of the Surrey countryside.

Second place was decided by a tie break with both Lt Cdr Megan Ashton (MOD Abbey Wood) and Colour Sergeant Alex Heath (CTCRM) visiting 21 controls. Lt Cdr Ashton claimed second place as she finished in 57:49, compared to C/Sgt Heath's 58:47.

Lt Cdr Nokes said: "Running cross country off paths through heather and woods, orienteering helps build excellent strength and speed. Physical fitness can only get you so far, the ability to read a map on the move and make critical decisions about route choices quickly is what makes orienteering a sport that is enjoyed by so many people."

The RNRMOC is looking for new members regardless of ability ahead of the Inter-Service Championships on January 13. There will be a skills weekend near Alton in Hampshire on December 8-9. Contact the Secretary, Olly Nokes, at [oliver.nokes466@mod.gov.uk](mailto:oliver.nokes466@mod.gov.uk)

KEEP UP WITH THE RNRMOC

Follow @NAVYfit on Twitter

# Seeing red over les bleus tactics

PETTY Officer Physical Trainer Danny Kerr had a right to feel aggrieved after his goal-bound 67th-minute volley seemed to strike an arm of a French Defence Forces player in the 0-0 international remembrance fixture in Fontainebleau.

Kerr, who had played a pivotal role during the game in central midfield, then dug deep as his side played out the closing five minutes of the game on a heavy pitch, after UKAFFC captain L/Cpl Rob Farkins was sent off.

Farkins was initially booked for a tackle, but after appeals from the French players, was red-carded.

Kerr said: "The pitch was shocking, the ball came in at speed, but stopped as you went to take it. They didn't really hurt us, Farkins had a good effort, they had a lot of possession, the handball not going our way."

"I think we deserve some credit for dealing with the red, it was a heavy pitch, but the lads emptied the tank to get it home."

Manager FS Nick DeLong said: "The first thing was the horrendous pitch, I believe that was part of their plan to stop us, but we were never clinical in the box to say we should have won. I cannot remember their keeper making an outstanding save."



Picture: SAC Tom Cann

They were good for 15 minutes in the second half.

"We dealt with the red card, I enjoyed the competitive side to it, it was a challenge."

The remembrance match, which was being held instead of the annual Kentish Cup, started comfortably for the visitors, whose skill and composure belied the sodden pitch at the Stade Phillippe Mahut.

Cpl Alex Woodhouse, and Kerr controlled the midfield, but playing in straight lines were not really causing any issues for the hosts.

Cpl Mike Campbell and SLT Andrew Todd could not buy a decision off the referee upfront, but they continued to toil, and after the half-hour mark began to make inroads as DeLong finally got his team to utilise their wingers and upset the hosts.

Following the break UKAF really began to stamp their authority on the match, with some stunning runs and crosses from Danny Stoneman and AET Danny Earl.

Woodhouse began one attack in the 57th minute which then saw a stunning pick up and run

from Earl, which left the keeper in two minds, but sadly just as he was about the unleash a French defender clipped the ball away.

Woodhouse then found Campbell whose superb run and pass found Earl and having cut inside was once again about to shoot, when the ball was cleared.

A 62nd-minute cross from Stoneman just needed a touch for a certain goal, but it was just not there. Farkins then saw a header fly over when a goal looked on, and Kerr had his penalty appeal waved away.

Todd was inches from connecting with another stunning Stoneman cross in the 75th minute, before the visitors were reduced to ten men.

The reduced numbers made no major impact on the visitors with RAF man Sgt Carl Evans introduced to steady the ship.

Campbell went close late on, while L/Cpl Luke Cairney produced some last gasp heroics, running out to block French forward Paul Kevin, who had tagged on to a missed backward header from SAC Danny Dixon, as the heavy pitch nearly sprung a late surprise.

Report: Dan Abrahams

KEEP UP WITH THE UKAF squad

Follow @UKArmedforcesfa on Twitter

# West proved to be best on football pitch

THE annual Inter-Regional Football Tournament returned to HMS Temeraire in Portsmouth.

With entries from six teams, a two-league format was introduced.

The Royal Marines finished top of league one, winning both games convincingly and progressing to the semi-final where they defeated Eastern Region.

Similarly, Western Region, in league two, also gained six points in qualifying and beat the Fleet Air Arm in the semi-final.

A high-energy start to the final saw the RM secure a goal after 12 minutes, only for it to be ruled out for a foul on Western Region's goalkeeper.

Both teams continued to battle but on 34 minutes the RM had a player dismissed for serious foul play. The breakthrough came at the 75 minute mark when LPT Bricknell of Western Region placed a right footed shot into the top right hand corner of the net.

The advantage wasn't held for long, however, and at 83 minutes a penalty was

awarded to the RM. Mne McKecknie stepped up and powered the ball straight down the middle to score, the teams were back on equal terms.

Five minutes before the final whistle, another Royal Marine was red carded.

Extra time saw LPT Bell score a penalty for Western Region. LPT Bricknell made it 3-1 before Cpl Roberts scored for the Marines. The Royals scored a third but it was disallowed for offside, leaving Western Region the victors.



# Thrills and spills at Silverstone

THE RNRM Car Racing Team finished off the 2018 season at Silverstone GP Circuit for the historic Birkett Relay, which also hosted the Inter-Service Championships.

After a mixed season where reliability and service commitments hampered the team in the individual Armed Force Race Challenge (AFRC) standings the team were determined to finish on a strong footing.

Now in its 68th year, the Birkett Relay is a six-hour team endurance race where each team must field a minimum of three cars and a maximum of six.

It is run on a handicap system so it's not just the most powerful cars that can win.

This was the first time the RNRM fielded a full team at this event. The team had a fairly balanced mix of experience and exuberance and was made up of five drivers utilising four cars – Lt Cdr Keith Attwood in the Mini Cooper S, Mid Simon Vernon in the Mazda MX5, Lt Mike Wells in the Toyota MR2 and Cdr Richie Scott and POAET Jimmy Cantwell sharing the RNRMSA's Peugeot 206 GTi.

With 66 teams competing at the event the start is a manic affair and chosen to lead off the line was the 2018 RN Champion Lt Cdr Attwood.

With the lights going out some 30,000hp of cars set off. Navigating the first few laps as cars jostled for position is a treacherous affair, but a cool head and some excellent consistency saw Lt Cdr Attwood pass ten cars within the first few laps.

Handing over to Cdr Scott to conduct the first of the double drive duties in the Peugeot, all was looking good for the team.

However, at just past the one hour point, the Peugeot pulled off the track and onto an escape road with an apparent clutch issue.

With no pit to car radios the team had to wait for confirmation via the timing screens of the retirement from the stint however luckily Cdr Scott managed to get a gear and return to the pits.

The team had planned for this type of scenario though and the next driver, Lt Wells, was already strapped into his car waiting.

Lt Wells got on the pace instantly and set the team's fastest lap in short order.

By the close of the second hour the team were leading the Inter-Services and were in the top ten.

Work was ongoing by the support team to try and repair the Peugeot, but the team had to withdraw the car from the race.

The increasingly wet track became perilous in a very short space of time and Mid Vernon, in only his second outing as part of the team, performed well adapting, to ever changing levels of grip on the circuit.

At the half-way point the RN were a lap down on the RAF.

Lt Cdr Attwood put in some incredible wet laps and within his short stint managed to recover back within a lap to the RAF and had moved the team back up into 27th place.

Mid Vernon's car was sent back out again to take over. He had to come in to refuel and Lt Wells went out for a planned short period of 12 laps but after nine laps disaster struck.

Braking in to Copse Corner the back end snapped round and Lt Wells could only hold on as his car impacted into the Armco.

The cause of the accident was later traced to a brake disc that failed.

After 6hrs, 111 laps, 406 miles, the chequered flag fell and Mid Vernon brought the team home.

Overall the team finished 31st with the RAF in 15th and the Army in 56th.



## Navy riders secure top title in last races of the season

THE Acerbis Amateur Nationals final round at Pontrilas, Hertfordshire, was the final outing of the year for the Royal Navy and Royal Marines Motorcross Team, writes Nick Carbury, pictured above.

For the weekend I was joined by teammate Adam Figgins. Adam had missed most of the year through various injuries and so was chasing points, whereas I had competed throughout most of the year and was the leading Royal Navy rider.

The first race began with both of us getting top 20 starts, however Adam dropped to 22nd early on and had to battle back to 20th in the closing stages, directly behind me.

I attempted a double pass on the two riders in front early on the last lap, however the attempt saw me run wide in a corner and lose two positions. Adam and I finished 21st and 22nd respectively.

A very similar start in race two once again saw both of us inside the top 20. I finished in 17th place and Adam in 31st.

The dry conditions proved too dangerous by this point in the day, with the bikes kicking up plumes of dust. So we were all subjected to a delay in racing while the track crew watered the track.

Adam nearly pulled off a holeshot in the third and final race of Saturday. Unfortunately another rider swept across his line from the outside in the first corner costing him time. He remained inside the top five in the first lap, gradually dropping back throughout the race to

finish eighth.

I got a top-20 start, however I tried to force a pass on the first lap and washed out on the now slick track leaving me near the back of the field. A charge saw me push back to 25th by the end of the race.

With the points fairly close from the day, Adam had closed the gap in the Inter-Service Championship meaning I would need to score some of the best races of my year on Sunday to hold off my teammate for second.

I had scored enough points to secure the Royal Navy and the Royal Marines Championships.

The next day I got my best start of the weekend in the first race of the day, rounding the first corner in the top five. Adam had his worst after his bike swapped from one side to the other along the start straight leading to a crash.

I narrowly managed to hold off my teammate for 14th by a few tenths of a second, Adam finishing in 15th.

Good starts would close out the year as both Adam and I started well inside the top 20. Misfortune struck me near the end of the first lap but I managed to finish in 22nd place. Adam finished 13th.

Adam secured second place in the Inter-Service Championship. Our efforts were enough to secure the Inter-Service victory for the Royal Navy.

Royal Navy Championship: First, Nick Carbury, second, Adam Figgins, third, Pier Stanley.

## Laying the foundations for cross-country runners

A HIGHLY successful Western Area cross country grassroots and recruiting weekend took place at HMS Raleigh.

Organised by Lt Cdr Tony Dunn, the event was aimed at encouraging new athletes to rub shoulders with more established Royal Navy runners during a packed weekend of fitness and running serials.

Under the supervision of Lt Cdr (Rtd), Dr Graeme Riley, an England athletics coach, a group of aspiring Inter-Service runners were put through their paces.

International marathon runners Dave Buzza,

Emma Stepto and England middle distance athlete, former Royal Marine Mike Wilshire, delivered informative and educational presentations ranging from nutrition, training, recovery and alternative injury prevention techniques.

The next grassroots event is currently being planned and likely to take place in the Plymouth area in March.

Any aspiring or established endurance athletes wishing to attend should contact Lt Cdr Tony Dunn (9375 67976 / [anthony.dunn993@mod.gov.uk](mailto:anthony.dunn993@mod.gov.uk)).



• From left, Capt Martin, AB Gumbley, AB Teale, Mne Stephenson, LPT Kirby, Mne Chapman, AB Chapman and Mne Davidson

## Fighters downed in Bristol bouts

ROYAL Navy boxers were in action again, this time against the Western Counties for an eight-bout contest in Bristol.

First up was Able Seaman Ryan 'Stingray' Gumbley at lightweight.

AB Gumbley settled and established his jab, using it to set up good straight left hands to the body. The second round saw AB Gumbley utilise his footwork and the tricky southpaw was clinical with his shot selection.

The third round saw AB Gumbley again try to establish his jab and he landed some beautiful counter shots. Unfortunately, the decision went against him.

Next was welterweight fighter Mne Kieran 'Special K' Chapman. The first round saw Mne Chapman come out fast, landing some cracking combinations finishing to the body of his opponent.

The second round saw both boxers' trading combinations however, Mne Chapman's head movement seemed to be the difference as he slipped the shots and retaliated.

The third round would follow suit and Mne Chapman won the bout by a unanimous decision.

Next was the Royal Navy Boxing Team's Captain, Diver Bradley 'the bulldog' Chapman at welterweight.

The first round was a close affair with both boxers landing straight punches but Diver Chapman uncorked some beautiful right hands to keep his opponent guessing.

The bout exploded in to life halfway through the round with both boxers landing some clean shots.

The second round saw Diver

Chapman come out on the front foot utilising his jab well. The Navy man was the deserved winner by unanimous decision.

Next in to the ring saw Able Seaman Rhyden 'the Rhino' Teale at light heavyweight. Unfortunately, on this occasion the decision went to the Western Counties boxer on a split decision, despite many of the crowd believing the Navy man had earned the win.

Next up for the Royal Navy was Mne 'Harry The Hatchet' Davidson at light welterweight.

The first round saw a frantic pace set, with Mne Davidson controlling the centre of the ring.

The second round saw Mne Davidson again establishing the jab and utilising good head movement to evade his opponents punches.

The third round saw both boxers trading leather at the start. Mne Davidson then settled and got to work behind his jab and continued to dig hooks in to the body. The split decision went the other way.

Next up was Captain Dale 'the destroyer' Martin at middleweight. On this occasion the decision went against Capt Martin.

Next in to the ring was LPT Joel 'King' Kirby at super heavyweight. He fought well but the decision went against him.

The last bout of the evening saw Mne Dom Stephenson take to the ring at middleweight. He took the bout on a unanimous decision.

The hosts narrowly clinched the team result by five results to three, with two split decisions.

Report: Cpl Shaun Price

## Navy surgeon takes national Taekwondo title

FOUR members of the UKAF team competed successfully at the British National Taekwondo Championship held in Sheffield.

Although a small team, the fighters were hand-picked from the Inter-Services Martial Arts Championships in July.

First up was LH Jason Montgomery in the Senior B class -87kg category. He fought hard and won his first fight 19-17. Unfortunately he carried injuries into the semi-final which made his fight difficult, nevertheless he fought the best that he could, losing 4-8 to a more experienced player. He won a bronze medal.

Day two saw the A Class categories for the advanced players. Sgt Yami Guba, won two matches before facing a much bigger opponent in the heavy weight section. He fought well before losing the finals due to height and size disadvantages. Yami won silver at the Male Vets +87 kg A Class category.



Surgeon Lieutenant Deona Chan, pictured above, delivered a sterling performance against her opponent at her semi-final, winning 20-0 in round three, at which point the fight was stopped.

At her final match she was against a taller opponent at the next category up. Despite the challenge she managed to hold her own and won 5-2 to become the British Champion of the Female Vets A -57kg category.

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# In a league of their own



## Brothers overwhelm touring Australian squad

**MARINE** Gavin Duffy flies over the line to score a try and ensure an historic victory for Royal Navy Rugby League.

The Senior Service inflicted an unprecedented whitewash in a three-match series against visiting Royal Australian Navy rugby league side the Tridents.

The Armistice Challenge Cup, set during commemorations marking the centenary of the end of World War One, saw the visitors arrive in the UK with less than a week to acclimatise.

The first match, which took place at the home of Super League club Wakefield Trinity in Yorkshire, was a cracking affair.

The big powerful RAN team tried

their best to outmuscle the RN through midfield, however despite conceding an early score, the RN dug deep and got back into the game to lead 14-6 at the break.

The second half showed a confident RN side extend their lead thanks to Royal Marine Sean Casey's try in the last few minutes converted by LS(W/S) Darren Bamford, and run out 36-20 victors.

The second match played under floodlights at Burnaby Road in Portsmouth, followed in a similar path.

The Brothers had to defend well as the Aussies attempted to square the series.

But it was not to be and another great performance saw the RN secure

the series with an emphatic 36-4 victory.

The final match played at Burnaby Road on the eve of Remembrance Sunday was played in the most horrendous of conditions with torrential rain hammering down on the players throughout most of the match.

This did not deter the 34 players selected and another entertaining game proved a great watch for the hardy spectators who had turned out to watch.

As in the first match the Tridents took an early lead but the home side was back on terms soon enough and played a much more expansive style of rugby which opened up the Tridents wide defence time after time

to go in at halftime 16-6 to the good.

Another battle against each other and the elements continued to entertain the crowd but the RN sensed they were on the verge of a historic series win by a single service Rugby League side and were in no mood to relinquish their lead.

Scoring quality try's at regular intervals throughout the half, the RN secured a 32-6 win with a final try for Royal Marine Lennox Green.

The conversion was taken by Logs Silivenuisi Buinimasi, who was playing his last game for RNRL before retiring after a 13-year career, winning four Inter-Service titles along the way.

Needless to say 'B' made the conversion and that was it, 32-6.

The Tridents were based at Fort Blockhouse in Gosport during their visit and attended the town's Remembrance Sunday service at the war memorial.

Head Coach Chief Petty Officer Physical Trainer Steve Locton and team manager Lieutenant Commander Jason Steele masterminded the series.

They used 23 players over the three matches, including 14 from the Royal Navy and nine Royal Marines.

Leading Physical Trainer Jack Basher was named the Man of Steel and picked up the SeaSceptor Trophy.

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● Left, Silivenuisi Buinimasi on the charge; Right, LPT Jack Basher won the Man of Steel award; Below, the two squads  
Pictures: SBS Photography

