



NAVY NEWS

SEPTEMBER 2019

Going Forth



Going Dutch

43 Cdo hone their skills



Going live

RFA welcomes final tanker

OFFSHORE patrol vessel HMS Forth powers through the Channel as she heads to monitor a Russian ship. The task came after Forth had made her first visit to Gibraltar.

(see pages 5 and 14)

Picture: LPhot Rory Arnold



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Delhi-cate action as navies unite for Konkan off UK

DESTROYER HMS Defender joined forces with the Indian Navy as she knuckled down to her Asia-Pacific deployment – in the English Channel.

The Portsmouth-based Type 45 destroyer met up with INS Tarkash in unseasonably bleak August weather off the South Coast for the two navies' annual workout: Exercise Konkan.

Konkan is a long-running exercise designed to test the ability of the two Commonwealth navies to operate side-by-side if it comes to the crunch.

It typically takes place off the namesake stretch of coastline in India – running for 450 miles along the Western Seaboard and encompassing Mumbai and Goa – as the Royal Navy maintains a regular presence in the Indian Ocean.

But when Delhi dispatches its ships on deployments to western Europe, Britain hosts the exercises on its home turf.

And so on the eve of the 72nd anniversary of Indian independence, Defender – which only left Portsmouth three days earlier, *pictured below*, to begin a mission to the Pacific Rim – linked up with 'stealth frigate' INS Tarkash in conditions more British, than Indian summer.

The pair conducted various combined training manoeuvres and serials, including anti-submarine warfare demonstrations and boarding operations.

The two ships' helicopters – a Wildcat from Defender, a Helix from the Tarkash – traded places on the respective flight decks, while Indian and British personnel were also encouraged to step into each other's shoes, with a select few spending several hours experiencing life in a different navy.

"It was interesting to see how culturally different the ship was, but also lots of similarities to our own ship," said communications specialist Engineering Technician Angus Lawrence.

Both vessels are regarded as 'stealth' ships – designed to make the minimum impact on a foe's radar display – with Defender specifically designed to shield a task group from air attack, while the Russian-built Tarkash is a general-purpose frigate bristling with anti-ship/anti-land/anti-air missiles.

"It is these regular engagements and opportunities to train with other navies that prove our capability to deliver on operations alongside our allies," said Defender's Commanding Officer Commander Richard Hewitt.



ROYAL Navy frigate HMS Montrose escorts a tanker through the Strait of Hormuz amid heightened tensions with Iran.

The Type 23, which is operating out of Bahrain, has been joined by Type 45 destroyer HMS Duncan in accompanying UK-flagged vessels through waterway, which is just 20 miles wide at its narrowest point.

The six-year-old Gaslog Santiago tanker is capable of carrying 155,000 cubic metres of liquid natural gas – a volume equal to the capacity of 2.8 million cars' fuel tanks.

Commanding Officer of Montrose, Commander William King said that during 27 days patrolling the entrance to the Gulf, his ship had had 85 interactions with Iranian forces, which had often led to an exchange of warnings over their radios.

"That gives you some idea of the intensity... (it) is perhaps more than we've seen of recent times," he said.

HMS Montrose covers an operating area of some 19,000 square miles. She has so far made 30 transits of the strait, travelling 6,200 nautical miles and accompanying more than five tonnes of cargo.

"I'm looking at whole myriad of different classes of merchant ships, from tankers to bulk carriers, all going about their business – and also smaller ships protecting small oil fields. It's a busy, congested, maritime space," said Cdr King.

He added: "The Iranians seem to be keen to test our resolve, test our reactions most of the time.

"They'll claim that perhaps our presence is illegitimate, even though we're completely lawful in international waters. They may also run boats in at speed towards us, to test what warning levels we get to."

However, amid the escalating tensions Cdr King said contact with Iran remained "professional" and "cordial" on the choppy waters of the Gulf.

"There's a healthy understanding, shall I say a respect between mariners, which now seems to be established," he added.

HMS Duncan has also joined Montrose to provide reassurance to the shipping industry.

Commander Tom Trent, the Commanding Officer of HMS Duncan, said: "HMS Duncan has arrived in the Strait of Hormuz to continue the outstanding work to protect British maritime interests conducted by HMS Montrose and the United Kingdom Maritime Component Commander's staff in Bahrain.

"HMS Duncan has shown the true flexibility of the Royal Navy by moving at pace to this area of

operations.

"We have relocated from an intense deployment in the Mediterranean and Black Sea, which included support to the French carrier strike group with live operations in Syria.

"The Royal Navy continues to deliver consistent, enduring and world-class capability in the region – HMS Duncan is proud to support this vital operation and ready to play her part."

Defence Secretary Ben Wallace said: "Freedom of navigation in the Strait of Hormuz is vital not just to the UK, but also our international partners and allies.

"Merchant ships must be free to travel lawfully and trade safely, anywhere in the world. I'm pleased that HMS Duncan will continue HMS Montrose's fine work in helping to secure this essential route.

"While we continue to push for a diplomatic resolution that will make this possible again without military accompaniment, the Royal Navy will continue to provide a safeguard for UK vessels until this is the reality."

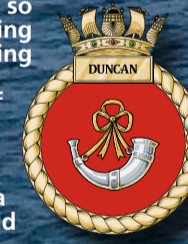
Later this year Type 23 frigate HMS Kent will relieve HMS Duncan of her duties in the Gulf and is scheduled to work alongside US partners as part of the newly-formed International Maritime Security Construct. She will be focused on providing regional maritime security, including counter-terrorism and anti-smuggling activities.

Commander Andy Brown, Commanding Officer of HMS Kent, said: "Our focus in the Gulf remains firmly one of de-escalating the current tensions. But we are committed to upholding freedom of navigation and reassuring international shipping, which this deployment on operations aims to do."

HMS Montrose will remain stationed in the Middle East until 2022 as part of the Royal Navy's permanent presence in the Middle East.

Operation Kipion, the operational name for UK forces in the region, is the UK's commitment to promoting peace and stability as well as ensuring the safe flow of trade, and countering narcotics and piracy.

The UK has a long-standing maritime presence in the Gulf and the Indian Ocean. For almost 40 years, units of both the Royal Navy and the Royal Fleet Auxiliary have maintained a constant presence in the Gulf.



KEEP UP WITH THE SHIPS

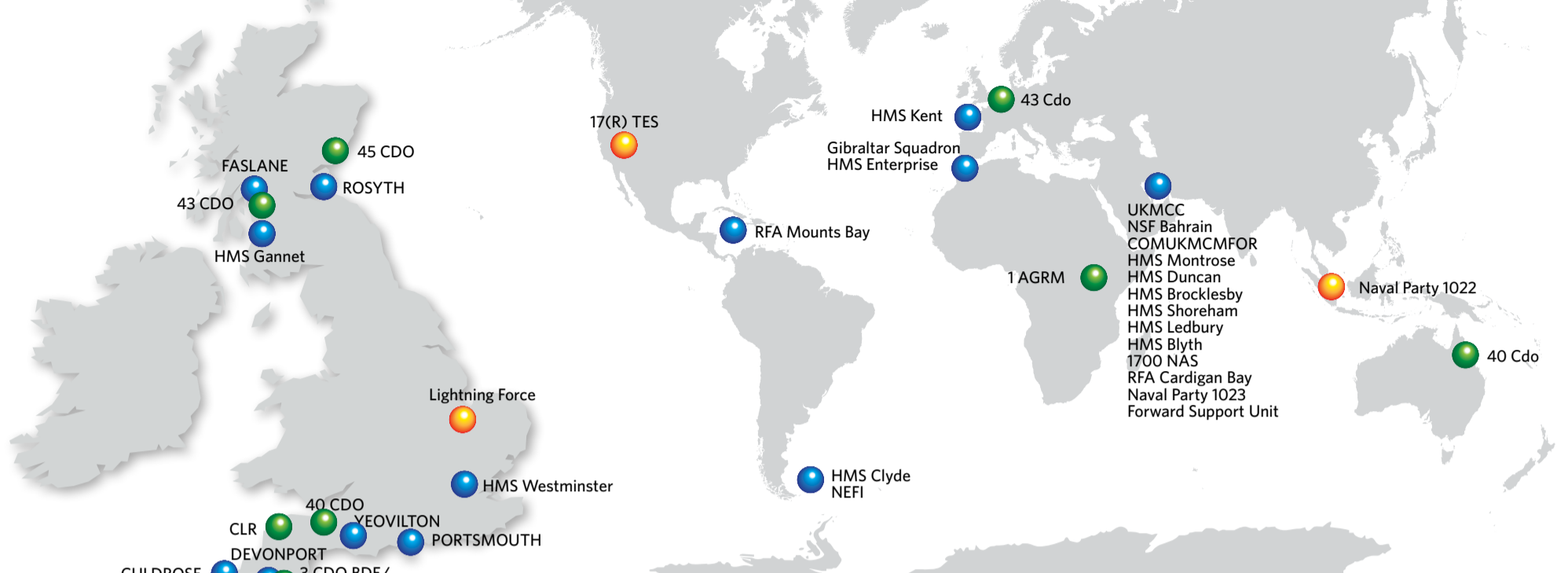
Follow @HMS_Montrose, @HMSDuncan, @HMS_Kent and @RoyalNavy on Twitter

Helping hands



Training or on patrol around the UK

HMS Sutherland	HMS Protector
HMS Argyll	RFA Tideforce
HMS Forth	RFA Tidesurge
HMS Medway	820 NAS
HMS Magpie	



On patrol somewhere beneath the Seven Seas is one Vanguard-class submarine and an undisclosed Trafalgar or Astute-class boat

FLEET FOCUS
Protecting our nation's interests

SEPTEMBER is back-to-school month but for the Royal Navy it's a case of continuing to work hard.

August has been as busy as any other month with warships and personnel deployed around the globe.

New offshore patrol vessel **HMS Forth** has had a hectic time with her first visit to Gibraltar (see page 14) and the Firth of Forth. In between she monitored a Russian patrol vessel through the English Channel (see page 5).

Her younger sister, **HMS Medway**, completed her first tasking since entering service as she also monitored a Russian warship (see page 5). Completing work in home waters was Type 23 frigate **HMS Westminster**, as she accompanied a Chinese ship (see page 5) before heading into London for a Freedom of the City parade (see page 33).

HMS Kent left Portsmouth bound for the Gulf, where Type 45 **HMS Duncan** and frigate **HMS Montrose** are currently accompanying UK-flagged tankers through the Strait of Hormuz (see pages 2-3).

Also heading east was **HMS Defender** (see page 2) as she left Portsmouth for her deployment to the Asia-Pacific region.

As *Navy News* went to press, **HMS Queen Elizabeth** was heading to the East Coast of the USA for her Westlant 19 deployment. Accompanying her was the RFA's newest tanker, **Tideforce**, which was welcomed into service (see page 15).

Back from a busy four-month NATO deployment was minehunter **HMS Ramsey** (see page 16), who worked with several nations in the Baltic and North Sea.

Staying with the minehunters and a diver serving in **HMS Shoreham** has been commended for saving the life of a fellow sailor (see page 16).

Royal Marines have continued their high tempo, with visits to Australia, the Netherlands and Uganda. Royal Marines from 40 **Commando** continued their Talisman Sabre exercise with Australian and US forces (see pages 18-19).

Marines from 43 **Commando** headed to Holland for Exercise Gelderland Strike (see centre pages), while Green Berets from 1 **Assault Group Royal Marines** headed to Africa (see page 11) to share their knowledge of amphibious assaults with the Uganda People's Defence Force.

We also preview a futuristic view of how the 21st Century Royal Marines may operate (see page 6) according to young engineering graduates from the UK Naval Engineering Science and Technology forum.

A senior Royal Navy officer joined three medics, including one from the RN, in the annual Pacific Partnership deployment (see page 13), helping communities devastated by storms.

A Royal Navy Sub Lieutenant spent three months on the Mexican Naval flagship (see page 17), working with guest officers from numerous south American countries.

Also enjoying sunnier climes is **RFA Mounts Bay**, where personnel carried out conservation and commemorative duties during a stopover in Curacao in the Caribbean (see page 7).

Fire, flood, breakdowns and helicopter crashes were all in a day's work for the crew of **HMS Protector** (see page 9) as the polar research vessel was put through her paces following an overhaul in Middlesbrough.

Keeping with the northern theme, the steel has been cut for the Royal Navy's second Type 26 frigate, **HMS Cardiff** (see page 16) at a ceremony on the Clyde.

The Royal Marines School of Music have welcomed their latest batch of successful musicians (see page 33) at their annual passing-out parade.

HMS Lancaster is coming back to life (see page 5) with 129 men and women rejoining the ship in Devonport.

Also in Devonport was **HMS Echo** (see page 6) as the survey ship returned home after 22 months on global operations.

Finally, flexibility was the name of the game for Naval Service gymnasts who came away from the British Adult Gymnastics Championships with a host of medals (see back page).

Navy blueprint

VIEW FROM THE BRIDGE

AS last month's *Navy News* went to press, the Senior Leadership of the Royal Navy – the First Sea Lord, Second Sea Lord and Fleet Commander – were out on the road together, visiting bases and headquarters around the country.

Throughout the three admirals' hectic five-day visit programme, they were greeted by packed auditoriums, giving them a great chance to speak directly to over 3,000 members of the Naval Service as they reflected on the good place the Navy is currently in and explained their vision for the future of the Naval Service, including the exciting transformation programme that the Service has embarked upon to make the Service even better.

At its heart, the transformation programme is built around five core outputs: further investment in the North Atlantic to maintain freedom of manoeuvre for the nuclear deterrent, realising our future as a carrier task group Navy and developing the future commando force, whilst also striving for greater forward presence around the globe and really embracing technology and innovation.

It will not have escaped your attention that all of these outputs are front-line focussed, and rightly so.

Nevertheless, if the Fleet is to become more lethal, more efficient and more productive, ready for the challenges of tomorrow, our transformation agenda must also address some of our enabling functions too.

Hence work has also begun to overhaul the way we manage and train our people, to modernise our acquisition processes, to establish a truly global support infrastructure and to address some of the long-running issues affecting our estate – both our workplaces and accommodation.

All of which will be coordinated from a more efficient, agile and effective headquarters, that is focussed on setting



● **Second Sea Lord Vice-Admiral Nick Hine addresses personnel at HMNB Portsmouth, watched by First Sea Lord, Admiral Tony Radakin, left, and Fleet Commander, Vice-Admiral Jerry Kyd**

medium-to-long term direction.

It's perhaps inevitable that to deliver a vision as ambitious as the one that has been set out for the Royal Navy, the associated transformation programme would be complex and challenging to deliver.

Crucially, our transformation work must be sequenced in such a way that our day-to-day outputs, especially our continued success on operations, are maintained, whilst also delivering change at the sort of pace that is required to keep up with today's evolving security climate.

So a comprehensive plan has been developed to coordinate the many strands of change activity and this will be issued this month in the form of the

Navy Transformation 'Blueprint'.

Structured around the five core outputs and the five enablers, the blueprint acts as the single reference point for all transformation initiatives, covering the period between now and 2030.

By consolidating the many change activities into one document, it acts as a vehicle to decide the scope, sequencing, pace and ownership of those activities, to make sure the benefits and impacts of change are fully understood, and to ensure that collectively those activities actually realise our vision for the future: a Royal Navy which is globally engaged, delivered by inspired people, super-efficient and delivering for defence and the nation.



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Milestone for the Queen's Frigate

LIFE pulses through the passageways and in the messes of the Queen's Frigate for the first time in about four years as HMS Lancaster comes back to life.

One hundred and twenty-nine men and women – roughly two thirds of the total ship's company – rejoined the Red Rose warship in Devonport in the latest stage of her regeneration.

The 4,500-ton warship – whose sponsor is The Queen in her role as Duke of Lancaster – has undergone extensive upgrades over the past two years, mirroring the major changes across the frigate flotilla: new Artisan 3D radar, improved navigational radar and new-generation Sea Ceptor missile system as the ship's shield against air attack.

The Type 23 is now gearing up for her next major milestone of her 'Ready For Sea Date' which will see the ship sail back into her home port of Portsmouth at the year's end.



● HMS Lancaster alongside in Devonport; The White Ensign is raised on the frigate

Come the new year, Lancaster will begin the trials phase where all of the systems onboard are tested to ensure they operate and function correctly, followed by extensive training for the sailors before the 29-year-old warship resumes front-line duties.

To mark the ship's company moving back on board, a

ceremony was held on the flight deck and the White Ensign formally raised again under the watchful eye of Lieutenant Commander Mike Bray, Lancaster's Weapon Engineer Officer – and Senior Naval Officer until her new Commanding Officer joins.

"I would like to personally

thank all of Lancaster ship's company who have worked tirelessly to achieve the move on board," he told the sailors lined up before him.

"Everyone standing here has made this achievable and without all the hard work and effort we would not be moving onboard which is a major



Pictures: LPhot Paul Hall

achievement and the effort required to make this happen should not be underestimated.

"We now look to the future and returning to sea in December – this again will throw up challenges as we recommission equipment that has been dormant for three to four years."

UK leads battle to beat the terrorists

AN Anglo-French team now leads the fight against terrorists trying to use the waters east of Suez to conduct their illegal activities.

Headed by British Commodore Edward Ahlgren, the two dozen Royal Navy and Marine Nationale personnel will choreograph the actions of up to six international warships, policing a vast area of ocean looking for suspicious vessels – usually smuggling drugs to fund terrorism – but also weapons, explosives and people.

The Britons and Frenchmen take the reins of Combined Task Force 150 from Pakistan, whose four-month tenure under Commodore Alveer Ahmed Noor saw more than 25 tonnes of illegal narcotics seized – and terrorist overlords deprived of \$19.5m (£16m) during 15 successful boarding operations, often carried out in tricky conditions during the monsoon season.

150 is one of three long-running international task forces run from Bahrain, dedicated to a specific security/safe seafaring mission, and comprising upwards of half a dozen ships drawn from more than 30 nations. Task Force 151 focuses on keeping piracy off the Horn of Africa in check; 152 concentrates on security within the Gulf.

This is the tenth time the RN has taken charge of the task group and despite the wealth of experience and knowledge British and French sailors have of the region (the French have commanded CTF 150 eight times), Cdre Ahlgren is under no illusions about the challenges facing his team and the warships under its direction as they patrol an area more than 30 times the size of the UK.

"Our area of operation includes some of the world's busiest shipping lanes and spans over 3.2 million square miles," he explained. "This area is a vital artery of world trade from the Far East to Europe and the United States and covers three of the world's strategic 'choke points'. Within the seas of the region all manner of activity is undertaken: be it piracy, drug smuggling, arms running, people trafficking, migration or legitimate activity like trade, fishing or leisure.

"In all of that, it is about finding the bad guy amongst a sea of people."



Debut for Medway

New ship joins sister in monitoring Russian vessels

THREE Royal Navy warships were called on to monitor Russian and Chinese warships as they sailed through the English Channel.

HMS Medway followed the progress of veteran cruiser Marshal Ustinov as she sailed from the North Sea, past Dover and into the Channel.

The brand-new patrol ship – on her first mission – was dispatched from Portsmouth to spend 36-hours monitoring the Ustinov before handing over to the Marine Nationale as the Russian warship continued south past France.

The Ustinov's journey is the latest activity prompted by Russia's annual navy days event in St Petersburg, after which participating warships have spread out across Europe.

Frigate HMS Westminster was activated to monitor the Chinese guided missile destroyer Xian as she returned from the Baltic, while Medway's sister ship HMS Forth sailed at speed from Gibraltar (see page 14) to shadow the patrol vessel Vasily Bykov.

"This has been Medway's first operational tasking – we picked up the Ustinov and handed over to the French," said Lieutenant Commander Ben Power, HMS Medway's Commanding Officer.

"It was a good opportunity to display the flexibility, speed and reach of the new offshore patrol vessels whilst conducting what for the Royal Navy are routine escort duties."



● Forth watches the Vasily Bykov

Medway, which only raised the White Ensign for the first time in March and whose crew have spent the spring training and readying the ship for patrol duties, is the second of five second-generation River-class ships being built for the Royal Navy to safeguard home waters but also deploy around the globe.

HMS Forth's Executive Officer, Lieutenant Samuel Fields, said: "It has been a particularly busy time for HMS Forth as we generate for deployed operations and continue to test our ship's capabilities.

"I am proud of the ship's company for rising to this additional challenge."

The Vasily Bykov was previously shadowed by HMS Forth through the UK's area of interest earlier in the summer.

Forth then visited the Firth of Forth to support the Royal Navy during this year's Royal Edinburgh Military Tattoo.

The Offshore Patrol Vessel was paying an inaugural visit to her namesake river for a nine-day stop-over.

The ship hosted Reservists from HMS Scotia, Sea Cadets from Edinburgh, visitors from Glasgow Science Centre, as well as guests of the Royal Navy attending the Tattoo at Edinburgh Castle.

The ship has strong Scottish connections: not only is she the first of five Batch 2 Offshore Patrol Vessels built on the Clyde by BAE Systems, but she is named after the River Forth and affiliated with the City of Stirling.

While alongside Leith, many of the crew had the chance to visit the Scottish capital

and enjoy the sights, including a tour of Edinburgh Castle courtesy of Governor General Alastair Bruce.

Forth now continues to prepare for her upcoming deployment to the Falkland Islands later this year where she will replace HMS Clyde as the Falkland Islands Patrol Vessel.

Until then, she remains one of the Royal Navy's high-readiness units able to conduct maritime security operations in UK waters to help keep Britain safe.

She may be called upon at any time to help prevent arms trafficking, people smuggling, conduct counter-terrorism operations, maritime search and rescue, or monitoring duties.

Fresh from a five-month patrol with NATO in the waters of northern Europe, Portsmouth-based HMS Westminster was activated to monitor the progress of the destroyer Xian.

Westminster met up with the guided-missile destroyer – one of the newest vessels in the People's Liberation Army (Navy) – near the Dover Strait and shadowed her through busy merchant shipping as she sailed south through the English Channel.

"The Royal Navy routinely escorts other country's warships through territorial waters as part of its ongoing mission in support of defence of the UK," said Commander Will Paston, HMS Westminster's Commanding Officer.

Westminster in London, see page 33



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We have the technology...

WELL actually we don't. Not just yet.

But imagine if we did: bionic 'invisible' commandos carried into battle on silent 'flying wings' while hologram decoys distract an enemy pounded by rail and laser guns. This is the futuristic vision of the Royal Marines dreamed up by Britain's best and brightest young engineers, told to harness present and future tech to imagine how the Royal Navy's elite troops might go into action in the future.

If you remember the submarines of 2050 dreamed up by graduates two years ago (manta-ray shaped mother ships, eel-like data-gatherers and torpedoes disguised as fish), this time engineers from the UK Naval Engineering Science and Technology forum – representing nearly a dozen leading defence, technology and engineering firms such as Airbus and Rolls-Royce – were asked to plan a mid-21st Century assault by Royal Marines on an enemy missile site perched on a cliff top.

The graduates spent a day at the Commando Training Centre at Lympstone near Exeter to understand what it takes to become a Royal Marine, some of the current equipment used and the challenges faced on real-life operations.

The engineers were then given a raid scenario and thrashed out ideas, looking at what troops would be equipped with, how to get them ashore from ships over the horizon, how the marines would neutralise a protected target, how they might protect themselves and distract the enemy.

DE&S graduate Chad Swaby came up with the idea of contact lenses with thermal imaging ability and artificial intelligence which can differentiate between civilians, enemy soldiers and hostages – from the way they move.

"We can use that information to let Royal Marines know who they need to target and who they need to save," he added.

"The whole event has been a great opportunity for us to see what commandos do, what they have to go through. It's helped me to understand what I need to give the marines to help them succeed on a mission."

Other ideas include:

- futuristic combat suits (see right)
- 'holographic marines' to decoy the enemy
- small intelligence drones which feed the latest information direct to commandos' hi-tech helmets
- larger 'grunt' drones armed with laser guns providing fire power or dropping ammunition, supplies and even small vehicles
- electro-magnetic rail guns on ships firing Marines in special pods to land covertly behind enemy lines
- portable 3D printers producing food in the field

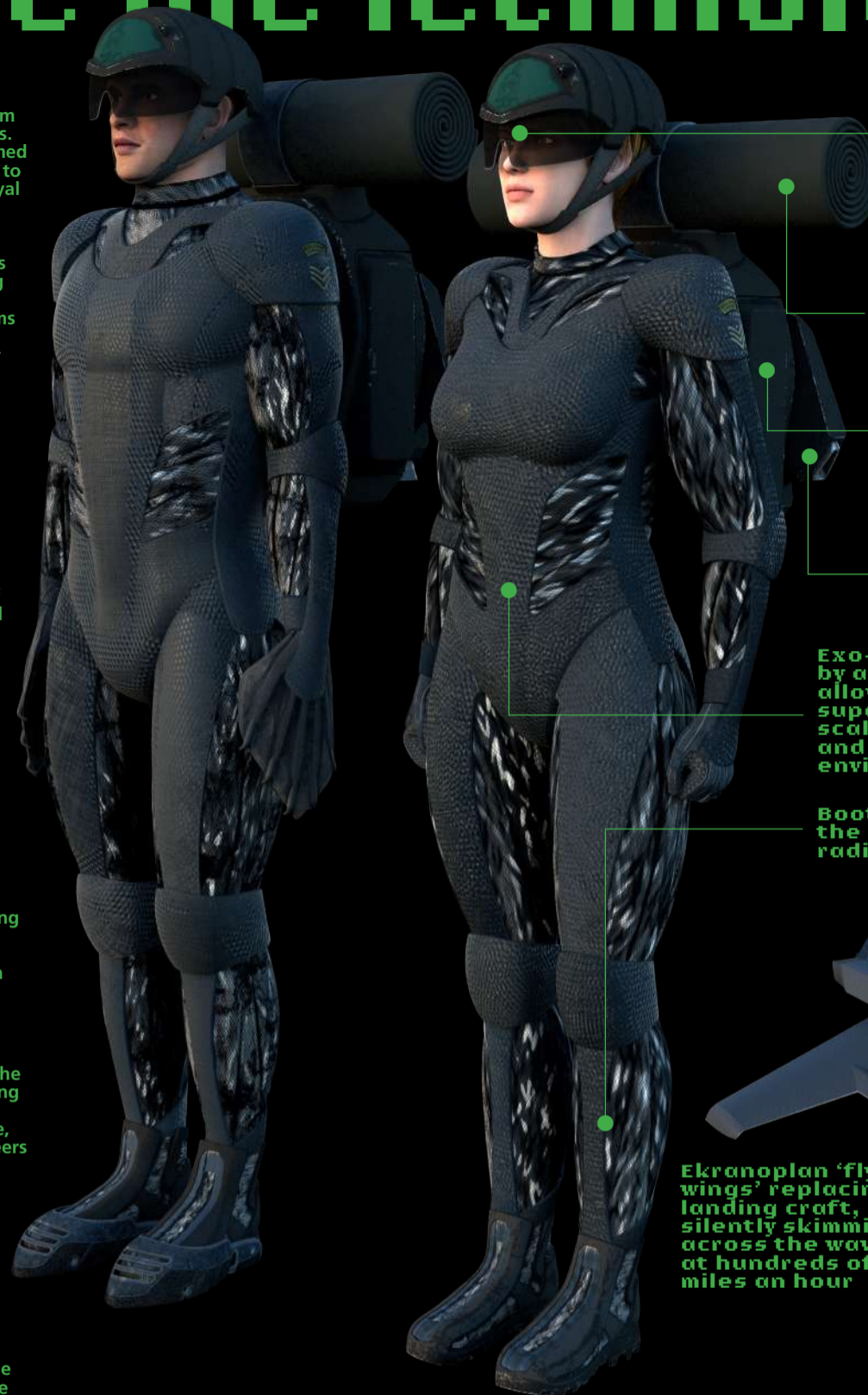
Major Matt Perks, the Royal Marine behind the brainstorming project, said: "This was one of those inspiring projects that captured peoples' imagination. The Royal Marines have always prided themselves on thinking differently, but we know we don't have all the answers when it comes to designing the Future Commando Force, so working with these incredibly talented young engineers was a chance to push the conceptual boundaries of amphibious warfare in ways we hadn't considered. The results have been spectacularly innovative."

They've impressed the man at the very top of the Corps, Commandant General RM Brigadier Matt Holmes. "We can't say how much or how quickly the reality of these visions will come to fruition," he said.

"But what we can say is that if only 20 per cent of these ideas come to reality then we will be at the cutting edge of tomorrow's technology."

The ideas and equipment the engineers came up with have been incorporated in a short film depicting how the raid on the missile battery might be carried out; it can be seen on the Royal Navy website.

And some of the present-day tech being tested by Royal Marines – as demonstrated in a series of Commando Warrior exercises held over the past 12 or so months – as well as other innovations will be on show at this month's DSEi defence and security show in London.



Helmets with displays providing Marines with the latest intelligence, battlefield info and details of a squad's health and fitness levels

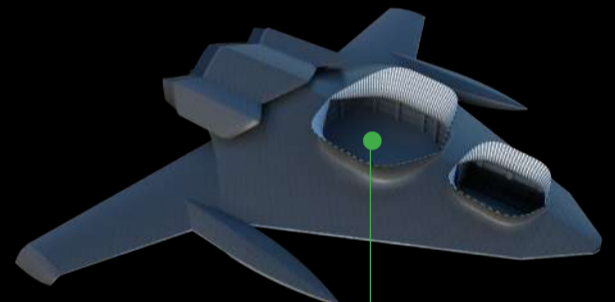
Multi-role roll mats which can double up as 80in tactical display screens or solar panels to power hi-tech kit

Bergen rucksacks attached using magnets and fitted with energy dampers to reduce the burden when marching

Detachable mini jet packs attached to Bergens to help carry marines over minefields or up cliff faces

Exo-skeleton suit covered by a chameleon-like skin allowing wearers to perform super-human feats, such as scaling cliffs effortlessly, and blend with the environment

Boots which harvest energy as the commandos move to power radios and other equipment



Ekranoplan 'flying wings' replacing landing craft, silently skimming across the waves at hundreds of miles an hour



Large 'grunt' drone armed with laser guns providing fire power or dropping ammunition, supplies and even small vehicles

FIND OUT MORE

See royalnavy.mod.uk/rm2050 for more details of the futuristic kit and the missile site raid

Echo's epic adventure ends

BACK in daddy's arms... Chief Petty Officer Nick Halpin lifts up his nine-year-old daughter Molly as HMS Echo completes a 22-month mission gathering data on waters from the Channel to the eastern shores of the Black Sea.

Six hundred and sixty-eight days since the survey vessel last caught sight of Plymouth's Smeaton's Tower thanks to an extremely varied – and rewarding – mission which began in the central Mediterranean and ended at the gateway to the Middle Sea.

Echo's 668-day tour of duty began supporting the international effort to prevent illegal migrant trafficking in the central Med, joined NATO's efforts to clamp down on terrorist activity in the same region (Operation Sea Guardian) and used her impressive array of sensors to gather key military data to support naval operations.

She was the first foreign warship to visit Ukraine in the wake of Russia's illegal seizure of her naval vessels and personnel last November.

Reassurance and freedom of navigation activity in the Black Sea also included visits to allies in Romania and Georgia as well as military data gathering operations off the Crimean peninsula.

The ship's company, who have swapped around every few weeks to sustain Echo on her lengthy deployment, have taken the opportunity to pay tribute to the UK's fallen in distant locations, visiting Commonwealth War Graves in Odessa and Batumi, Georgia, and joined Ukrainians at their liberation day celebrations in May.

All of which added 58,000 miles to the Echo 'odometer'. She visited one port for every 1,000 miles sailed... spread across 15 countries. And the rotation system used by crew has meant that her sailors have generally spent nine in every 12 months at sea.

The final month of her deployment was spent around Gibraltar, surveying territorial waters, taking tidal readings and giving sailors the chance to look behind the scenes on the Rock, notably the impressive cave and tunnel network.

"I am immensely proud of everything that my personnel have achieved during this deployment," said Commander Matthew Warren, Echo's Commanding Officer.

"Our team of around 80 sailors have consistently demonstrated their professionalism and flexibility in fulfilling a diverse range of challenging tasking."

Pictures: LPhotos Baz Wheeler and Alex Ceolin





• From left, personnel outside the turtle conservation centre; Cadet Samuel Marsh at the grave of Merchant Navy sailor Frank Lench; A memorial service at the cemetery

Showing some respect

CONSERVATION work was top of the agenda for the crew of RFA Mounts Bay as the ship spent three weeks in Curacao in the Dutch Antilles.

The maintenance period gave personnel the chance to visit key sites on the island, including Commonwealth War Graves.

The embarked Crisis Response Troop from 24 Commando Royal Engineers deployed to Sea Turtle Conservation Curacao HQ over the course of a week.

The troop helped renovate and improve the headquarters of the conservation group by stripping and constructing a small section of roof, constructing a concrete block wall including digging foundations, clearing over grown foliage from around the building and painting the entire of the exterior of the building, complete with

themed wall art, pictured below.

The will be where their new plastic recycling centre will be run from which will allow them to effectively recycle much of the plastic collected on the beaches of the Caribbean island.

Personnel from RFA Mounts Bay, led by Pte Guthrie RLC, visited Roodeweg Cemetery in Willemstad to tend to the Commonwealth War Graves.

There are six servicemen buried within the cemetery; four from the British Army, one from the Royal Navy and one from the Merchant Navy.

Each of these servicemen died in the Southern Caribbean during the Second World War. Representatives from each



service onboard RFA Mounts Bay assisted in the cleaning and tidying of the grave site, prior to taking part in a wreath-laying ceremony.

RFA Officer Cadet Samuel Marsh said: "It was a real honour to get involved in paying my respects to the Commonwealth War Graves in Curacao, alongside the RLC and Royal Navy."

"In particular was the grave of Frank Lench, a Seaman in the Merchant Navy who died at the age of 18.

"Being of the same age it was a particularly touching experience to remember the sacrifices made by that generation."

Lt Jamie Martin, OC RLC said: "The diversity of servicemen buried at

the Commonwealth War Graves in Willemstad rather well reflects the diversity of personnel currently serving onboard RFA Mounts Bay.

"This experience proved a great opportunity for personnel from across all services to come together and pay their respects."

Following the wreath laying, they then visited the memorial to British service personnel buried on Curacao and Aruba in the Military Cemetery in Willemstad.

Here they met the British Consul, Julie Tidey and the Chairman of the Dutch Military Cemetery to pay their respects and learn about some of the recent military history of Curacao.

RFA Mounts Bay has now departed Curacao and is continuing with her Atlantic Patrol Task (North) duties, remaining ready to respond to any and



all eventualities in the Caribbean area.

Captain Rob Anders RFA said: "The visit to Curacao was an excellent opportunity for the ship's company to help out the local communities and meet up with our Dutch Colleagues and discuss how we can operate together."

"The crew had some well-deserved downtime after a very busy programme, routine maintenance was completed and RFA Mounts Bay is well placed to support the Islands over the forthcoming season."

Pictures: LPhot Paul Halliwell

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Ready to shine



IT'S the height of summer, but crew of HMS Protector say "bring on the ice" as they're ready for a return to frozen seas.

The Royal Navy's sole polar research, survey and science ship has come through fire, flood, breakdowns and helicopter crashes – all scenarios testing her ship's company so their ship is safe to operate thousands of miles from the UK.

Since returning from an extended polar/South Atlantic/southern Africa research/environmental/mapping mission back in the spring, the icebreaker has undergone an extensive overhaul in Middlesbrough's Teesside Docks.

Extensive work has been carried out on the ship from maintenance, repairs and upgrades to engines, machinery and systems on board, and also a fresh lick of her signature red paint.

With the ship spending a few months in dry dock or berthed at a jetty, crew can become a little rusty.

So upon leaving Teesside commercial port, the ship's company started a short but thorough training session to shake off the cobwebs... because when the icebreaker appeared off her home port of Plymouth, 32 experts and assessors from the RN's FOST training organisation were waiting for her.

No ship can deploy or conduct operations without passing an

assessment by the FOST team.

The package they 'opened' for Protector's crew ranged from man overboard drills to navigational exercises, winching exercises, gunnery, fending off simulated surface attacks, coping with casualties, putting a stop to floods, and dowsing fires.

"Having not spent long in the Royal Navy this was definitely a learning and training experience – and a lot different and more challenging than when you undergo the basic sea survival course at HMS Raleigh and Excellent," said the youngest sailor aboard Protector, 17-year-old hydrographic and meteorological specialist Able Seaman Mitch Goldstone.

"Under constant scrutiny by the staff, you have to be on your game constantly – ready for any incident they throw at you!"

Satisfied with how Mitch and his shipmates coped, the FOST team deemed HMS Protector ready to resume operations – although there's a spot more training to come before she resumes her icy patrols.

"I am justifiably proud in what my team have achieved over the past month," said Commander Adam Ballard, Protector's second-in-command.

"There have been some extremely long days in getting the ship ready for sea, and then into a difficult training period with FOST. It's only been made possible with the ship working together as a close knit team."

KEEP UP WITH THE SHIP

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Report: Lt Cdr Claire Lees

Pictures: LPhot Dan Rosenbaum

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GIVING POINTERS

Royal Marines share specialist amphibious knowledge with forces in Uganda



ROYAL Marines and their Reservist counterparts have spent four weeks training the Uganda People's Defence Force in maritime operations.

1 Assault Group Royal Marines (1AGRM) travelled to Entebbe to pass on their specialist knowledge of amphibious assaults. Over the past few weeks, the Plymouth-based commandos and Royal Marines Reserves Merseyside worked as a Short-Term Training Team showing the Ugandan forces how to assault beaches and board and search vessels.

Their work was on behalf of the tri-service British Peace Support Team (Africa) which provides support at the request of different nations.

Reservist Sam Dwyer, of RMR Merseyside, said: "We have been training the 10th Marine Battalion of the Uganda's People Defence Force for mission-specific pre-deployment training before they go to Somalia.

"The training has been split between ground combat and working with their coxswains as their tasking in Mogadishu, Somalia, will see them patrol the fisheries and the sea.

"We trained them in boat skills, assaulting beaches and board-and-search techniques."

The Royal Marines took to the water with the Uganda's People Defence Force, using Lake Victoria to practise boarding.



“ ”

IT HAS SHOWCASED THE ROYAL MARINES TO THE REST OF THE WORLD



They also gave advice on handling the boats and how to conduct raids along the shoreline. Meanwhile, the Green Berets also showed them how to carry out patrols, man checkpoints and what to do in scenarios such as finding traffickers.

Marine Dwyer added: "This is one of the best opportunities I have had. It has showcased the Royal Marines to the rest of the world and shows what the reserves can do and how we can seamlessly fit in with the regulars."

The marines completing the training in humid and muggy conditions with forces who have English as their second language.

"The language barrier has been one of the biggest challenges as they mainly speak Swahili," Marine Dwyer said.

"Trying to convey our normal instructions, lectures and lessons in what is a second language to them can make it difficult."

As well as working with the Ugandan forces, the Royal Marines took time to organise a sports day for a primary school which included relay races and a full-school tug-of-war contest.

Pictures: LPhot Joe Cater



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*There is a new test used for fuel consumption and CO₂ figures. The CO₂ figures shown, however, are based on the outgoing test cycle and will be used to calculate vehicle tax on first registration.

WITH A STRING OF IDYLLS VISITED ON A PEACE MISSION COULD IT BE ANY MORE PACIFIC



Four British servicemen joined a US-led mercy mission around the Pacific Rim helping communities devastated by storms.

One senior Royal Navy officer and three medics – one each from the Army, Navy and Air Force – took part in the Pacific Partnership deployment, an annual mission of goodwill which sees US Navy vessels visit countries and islands across the great ocean delivering aid, offering medical assistance and fostering friendships.

PUT aside geo-politics and recent history clearly describes – in graphic detail – that the greatest threat in the Indo-Pacific region at present is a natural disaster.

Unlike war there tends to be little notice and communities can be decimated, or razed, in a matter of hours. Pacific

Partnership was borne out of the tragic events of Boxing Day 2004, when a magnitude 9.1 earthquake struck beneath the Indian Ocean near Indonesia, generating a massive tsunami that claimed more than 230,000 lives in 14 different countries. It was one of the deadliest natural disasters ever recorded.

Now in its 14th iteration, Pacific Partnership is the largest multi-national humanitarian assistance and disaster-relief preparedness mission carried out in the Indo-Pacific region. Each year since 2006, the mission team has worked collectively with host and partner nations to improve working together and their potential response to disasters, as well as increasing the stability and security in the region, fostering new and enduring friendships across the Indo-Pacific.

The UK has been partner for the past decade – and for the past two has been fortunate enough to have been offered the 'director of mission' role. This year Captain Paddy Allen – Captain of Surface Ships in the Devonport Flotilla – volunteered for the role: "It is a huge privilege to operate alongside partner nations from across the Indo-Pacific region to enhance wider humanitarian assistance and disaster relief (HADR) resilience.

"When a disaster strikes, there is always a delay before international assistance kicks in. The mission assists nations' preparation for, and ability to recover from, disaster in its first hours."

In its 2019 outing, Pacific Partnership visited seven nations: the Republic of the Marshall Islands, the Federated States of Micronesia, the Philippines, Malaysia, Timor Leste, Vietnam and Thailand.





Operating from US Military Sealift Command Expeditionary Fast Transport Ships – akin to military versions of large fast-cat ferries – USNS Fall River and USNS Brunswick the mission was split into two legs, with Captain Allen leading the team on the latter.

The UK contribution did not stop there: Lieutenant Andrew 'Les' Dennis

deployed as a medical planner, Captain Tom Magee from the Royal Army Medical Corps as a disaster relief planner joined Capt Allen on the Brunswick and deployed to the Republic of the Marshall Islands, Micronesia and Vietnam. Flt Lt John Carillion-Curry joined the Fall River as an aeromedical advisor and medical planner and deployed to the Philippines, Malaysia, Timor Leste and Thailand.

While maritime in nature the mission has a distinctly joint flavour with members of the US Navy, US Army and US Marine Corps taking part alongside personnel from many other countries, including Japan, Australia and Peru.

The key objectives of the mission in simple terms are to be better prepared for the unexpected by working side by side. The transporters spent two to three weeks at a time in each location as personnel focused on:

-  disaster-relief preparedness;
-  improving medical and community health care capacity;
-  engineering projects to improve facilities essential for disaster preparedness;
-  and community outreach.

One unexpected change to the mission occurred when the Brunswick was due to pull into Chuuk, Micronesia. While sailing between Guam and the Marshall Islands news broke that Super Typhoon Wutip – with wind speeds up to 120mph – had ripped through Micronesia, resulting in a disaster on one of the smaller outer islands. It was decided to send an advance team from USNS Brunswick to tie in with the US Embassy in Micronesia to see if the ship could offer any assistance.

Capt Magee deployed with four US Navy personnel to the capital island of Micronesia, Pohnpei, to meet US Embassy and US AID representatives. Micronesia is an independent republic associated with the United States, comprising more than 600 islands made up of four states: Pohnpei, Kosrae, Chuuk and Yap.

It quickly became apparent that Chuuk had been the worst affected by the Typhoon.

The majority of its people live in a small lagoon but there are many outlying islands which are difficult to reach, have limited communications and the population survive through subsistence living. These islands were said to be worst affected, so a plan was drawn up to allow USNS Brunswick to stop at these islands to give medical support and some engineering assistance.

Brunswick visited three of the worst-affected outer islands with about 200 people living on each. Lt Dennis led medical teams to the islands to offer both treatment and to help resupply the island's small dispensaries which are the only point of call for the island's population and which had been devastated by the super typhoon. Fortunately, there had been no fatalities on any of the islands.

More typically, however, the medical teams assigned to the mission acted as advisors, as Lieutenant Dennis explains:

"Rather than delivering large amounts of health care directly, the team's focus was on building the ability to recover by working with local providers and sustaining health in the community."

That meant outreach events, health fairs, discussions with local health care leaders, encouraging them to think in new ways and encourage and empower their staff.

The Brunswick moved on to the Northwest Islands of Houk, Pulwat, Tamatam and Pollap – again tiny atolls and once more assisted by sending small teams ashore to provide short-term aid and assistance.

"All told, the intervention had a tangible, positive effect to the islanders and was a fantastic opportunity under the Pacific Partnership banner to contribute to humanitarian disaster relief and assistance," said Captain Allen.

"Overall, the deployment was a success – a fantastic opportunity for the four UK personnel to work alongside partner nations and improve the ability of nations to work together, improve disaster-relief capabilities and foster new and enduring friendships."

Pictures: US Navy



Kids go to work with parents

THE Royal Navy Gibraltar Squadron opened its doors for the afternoon for a Summer open day for the families and friends of those serving.

After a busy few months, which included an annual maintenance period for HMS Scimitar, the Island Games and a week of Operational Sea Training, the day allowed the loved ones of those deployed to the squadron the chance to come and see what their nearest and dearest get up to on a day-to-day basis.

Squadron Commanding Officer, Lieutenant Commander Kyle Walkley said: "We ask a lot of our people here, often working long hours in demanding conditions, but it can be easy to forget the partners and loved ones at home, so it is nice to be able to host them and talk to



them about what we do."

The afternoon consisted of a gourmet BBQ and drinks alongside children's entertainment, a bouncy castle and rides in the adventurous training RHIBS.

The day was funded in part from the annual grant the Squadron receives from the Royal Navy and Royal Marines Charity, and a one-off grant from SSAFA – the Armed Forces Charity.

The event itself was organised by Sgt John "Ronnie" Corbett and Leading Seaman (Supply Chain) James "DJ" Anderson.

The Commanding Officer paid credit to them, saying: "I would like to extend a huge thanks to Sgt Corbett and LSC Anderson for the work they have put in to today and over the past few weeks. Without them this event simply would not have taken place."

While the fun and festivities were taking place the operations on the water did not stop.

With nine of the 26 members of RNGS on duty at any one time the pace of operations is high with squadron units on the water many times a day, every day of the year.

Pictures: Cpl Tim Hammond



Another first for Forth

WITH the unmistakable outline of The Rock behind her, the UK's newest operational warship debuts in the Mediterranean.

HMS Forth has paid her first visit to Gibraltar as the Portsmouth-based patrol vessel continues to write the 'operators' manual' for the five-strong class of warships.

The 2,000-tonne ship began operations this spring after an intensive period of training off western Scotland.

She's conducted her inaugural fishery protection patrol and inspected trawlers, and shadowed a Russian warship through the Channel as part of her role safeguarding home waters.

But the Navy was keen to see how the second-generation River-class ship fares in the open waters of the Atlantic – Forth is due to head to the Falklands later this year to replace HMS Clyde as the islands' permanent guardship – and the warmer climes of the



Mediterranean (it's in the high 20s/ low 30s in the western Med at present).

The reward for being thrashed around a bit was a five-day break in Britain's gateway to the Mediterranean and key naval base where she joined survey ship HMS Echo, pictured above, which was taking a break from gathering vital data about the waters of the Middle Sea.

The ship's company were treated to behind-the-scenes tours of The Rock – notably the World War 2

tunnels carved into the mountain – sampled its historic sights, met its famous ape population and sampled nightlife enjoyed by British sailors for more than 300 years.

For many onboard, this was their first visit to Gibraltar, such as 18-year-old weapon engineer Liam Kerr.

"I had a fantastic time in Gibraltar after hearing so many positive stories about it from the rest of the ship's company," he said.

"The local people were extremely friendly and made us

feel very welcome – I couldn't have wished for a better first foreign run ashore."

Gibraltar also proved a useful stop to test a crew changeover overseas for the first time; Forth will be deployed with one third of her ship's company either on leave or training back in the UK, while their shipmates conduct patrols, trading places every few weeks to allow the vessel to remain at sea more frequently.

"HMS Forth's inaugural visit to Gibraltar has been a delight and the welcome we have received from everyone on The Rock has been incredible," said Lieutenant Samuel Fields, the ship's Executive Officer.

"To sail HMS Forth out of HMNB Gibraltar is a huge honour and we look forward to returning in the near future."

The ship is now continuing her training, patrols and preparations to head to the South Atlantic later this year.

Picture: Cpl Tim Hammond

Rock-solid protection from Gib Squadron

THE Royal Navy's guardians of The Rock have received a glowing annual report – just as souped-up HMS Scimitar returns to the water.

The Royal Navy Gibraltar Squadron successfully completed its annual Operational Sea Training – a week designed to ensure it is ready for operations in and around the UK's overseas territory.

Across seven days, all 26 personnel from fast patrol boats Scimitar and Sabre and three Pacific 24 RHIBS, were put through intense training by expert assessors from the Flag Officer Sea Training organisation (FOST) inside territorial waters.

The men and women of the squadron were tested on firefighting, damage control, first aid provision, live weapon training simulations and responding to 'attacks' from small fast raiders.

The squadron's performance over the week earned in a 'very satisfactory' assessment from the FOST staff; most Royal Navy ships or units who pass receive a 'satisfactory' score.

The Operational Sea Training comes after HMS Scimitar underwent a full service, both inside and out, and a fresh lick of paint.

The maintenance period, which required the 24-tonne vessel to be craned out of the water, included emptying and cleaning her tanks, extensive deep cleaning and a full survey to ensure she is safe to go to sea.

Lieutenant Commander Kyle Walkley, who has just taken over from Lieutenant Commander Tom Loxton as head of the squadron, said he was pleased with how the training went – especially as it was carried out simultaneously with the sailors performing their 'day job'.

"As well as undertaking an intensive week of FOST training, my teams also continued their core mission – conducting sovereignty patrols through British Gibraltar Territorial Waters and protection for visiting units, which included RFA



Wave Knight," Lt Cdr Walkley added.

"All of that amounts to a very busy, but ultimately very professionally satisfying week for my sailors."

He continued: "Scimitar and her sister Sabre have been out here in Gibraltar for more than 15 years, having served in Northern Ireland for 10 years before that.

"Like all warships, they need lots of care and attention to keep them ready for operations at all times, so this annual period of deep maintenance is essential to keep them both ticking over."

Lt Cdr Walkley joined the Squadron in August last year. Before that, he served as the navigator of destroyer HMS Diamond.

He takes over from Lt Cdr Loxton who will return to the UK to complete the Principal Warfare Officer course at HMS Collingwood in Fareham. Replacing him on HMS Scimitar is Lt James Young.

Lt Cdr Loxton said: "I have hugely enjoyed my two years out here in Gibraltar, delivering on operations every single day. I have been without doubt the most professionally satisfying job in my career so far and I look forward to coming back to Gibraltar many times in my future career in the Royal Navy."

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● Commodore Duncan Lamb watches on as Tideforce's Lady Sponsor, Lady Sarah Messenger, receives flowers from Emily Noctor and Molly Richardson; Cdre Lamb addresses guests; Fleet Commander Vice-Admiral Jerry Kyd, right, attended the service; Tideforce's Commanding Officer, Captain Richard Davies; Lady Messenger cuts a cake with CR1 Jamie Houlden
Pictures: LPhoto Alex Ceolin

The force is with us

Final piece of the carrier strike jigsaw complete with arrival of fourth tanker



THE last of the Royal Fleet Auxiliary's new-generation tankers has been welcomed into the Fleet.

A service of dedication was held in Dorset for RFA Tideforce.

The tanker will now join her sister ships Tidespring, Tiderace and Tidesurge in providing fuel at sea to Royal Navy, NATO and allied warships, as well as other supplies and fresh water when required.

Built to support the Royal Navy's new carriers, Tideforce – which passed her Operational Sea Training ahead of the service – went straight into action, accompanying the HMS Queen Elizabeth task group across the Atlantic for the Westlant 19 deployment off the Eastern Seaboard of the USA.

Tideforce's Commanding Officer Captain Richard Davies, who headed up the first of the class, Tidespring for Westlant 18, said: "People often forget who and what the RFA is. We take the best of the merchant marine and turn it into a fantastic support force for the Navy. Without the RFA, the Navy could not operate."

The service at Portland was attended by the tanker's sponsor Lady Sarah Messenger and her Royal Marine husband, former Vice Chief of Defence Staff, General Sir Gordon Messenger.

Lady Messenger received flowers from Molly Richardson and Emily Noctor – the daughter and stepdaughter of naval diver Petty Officer Mark Richardson.

Other VIP guests included Fleet Commander Vice Admiral Jerry Kyd and Lord Lieutenant of Dorset Angus Campbell.

At the end of the service of dedication, held in the tanker's hangar which was decorated with flags signalling a welcome to RFA Tideforce, all eyes peered to the flight deck where the RFA Ensign was raised for the first time.

The service was a first for Apprentice CIS Molly Oakley, who arrived on the ship the evening before.

"As well as visitors asking me for directions, I have crew members asking who I am," said Molly, 19, who is in the final stages of her apprenticeship.

"The ship really stands out against the rest of

the fleet and it just looks huge."

After receiving military equipment – communications and IT systems, defensive weaponry – fitted in Falmouth to turn a tanker into a naval tanker and extensive trials, Tideforce arrived in Portland to be officially accepted into operational service.

Commodore Duncan Lamb, head of the RFA, said: "RFA Tideforce's arrival into the Royal Fleet Auxiliary represents the culmination of a major project to modernise and update the UK's Fleet Replenishment Tankers.

"I am indebted to all from the UK and abroad who have contributed to the success of the project and the ship's company who have provided the final piece of the jigsaw by bringing the ship alive through delivery, trials and training. "It's incredible to think it's taken only 13

months since delivery to today."

Fleet Commander Admiral Kyd hailed the advent of the fourth and final ship in the class.

"This is the next chapter in the regeneration of our Fleet," he stressed. "These ships will travel around the world with the Queen Elizabeth-class.

"The Royal Fleet Auxiliary are a critical part of our Fleet and I look forward to a new era of carrier power projection."

Each of the four Tides can deliver more than 1,500 cubic metres of fuel every hour – nearly 400,000 gallons, or 1½ million litres... enough to fill the tanks of more than 27,000 family runarounds.

Each ship is the length of two football pitches with a flight deck large enough to accommodate a Chinook helicopter and a hangar capable of shielding a Merlin or Wildcat from the elements.

As well as their supply duties in support of the Royal Navy, the vessels can also undertake a wide range of independent operations, such as patrols policing shipping lanes and humanitarian relief.

Vice Admiral Chris Gardner, Defence Equipment and Support Chief of Materiel (Ships), said: "This event marks one of the final milestones of this major shipbuilding programme and affords a moment to reflect on the vital importance of the work DE&S does to provide our Armed Forces with the equipment and support they need."

The 39,000-tonne ships are second only in size to the UK's two new aircraft carriers.



Tideforce, the fourth and final super-tanker completed her delivery voyage from South Korea last year ready to be converted from a tanker into a military tanker.

Several hundred Cornishmen swarmed over the tanker to fit bespoke Royal Navy/Royal Fleet Auxiliary equipment – comms kit, computer systems and defensive weapons/aid suite – just as Falmouth's A&P yard has done for her older sisters Tidespring, Tiderace and Tidesurge.

Prior to arriving in Portland, Tideforce treated MPS to an all-out war.

Dressed in combat fatigues better suited to running around with the Army or Royal Marines, MPs Derek Thomas (who represents St Ives in Cornwall) and Luke Pollard (Plymouth Sutton and Devonport) learned about the crucial work of the RFA off the Devon coast.

The politicians joined Tideforce in the midst of a Thursday War off Plymouth as the ship underwent her first ever spell of Operational Sea Training, a test which all ships must pass before deploying around the globe.

The MPs were treated to an action-packed day in sublime South Coast weather conditions including small boat operations, a replenishment at sea (with Dutch patrol ship Friesland), flying operations, anti-surface and anti-air warfare, fire-fighting and damage-control exercises, and casualty handling.

There was also time to tour the ship, meet the ship's company and enjoy action messing (a quick meal served to keep stomachs filled and energy levels up in the middle of battle).

The day of war was organised as part of the Armed Forces Parliamentary Scheme, which gives MPs an insight into the world of the armed forces so that they have a better understanding of service life, conditions and operations when they debate and vote on military issues.

Mr Pollard said: "The RFA are often overlooked but they do amazing work alongside the Royal Navy every day – without them we wouldn't have the successful Navy we have today."

KEEP UP WITH THE SHIP

Follow @RFATideforce, @RFAHeadquarters and @RoyalNavy on Twitter



● RFA Tideforce, front, linked up with sister ship Tidesurge for replenishment-at-sea trials

Picture: LPhoto Paul Hall

Diver commended for saving sailor's life

A ROYAL Navy diver has been recognised for saving the life of a fellow sailor who nearly drowned in a swimming pool.

AB (Diver) Euan Griffiths, serving in minehunter HMS Shoreham in Bahrain, was off-duty in the kingdom when the sailor from another navy was taken ill in the pool and lost consciousness.

Euan, from Exmouth in Devon, pulled the man from the water and started delivering CPR, continuing to provide first aid until emergency services arrived.

He has been presented with a certificate and commendation for his quick actions.

He said: "I was at the pool when I saw a struggle. Thankfully my training instinctively kicked in and I was able to help a fellow serviceman."

"It just shows the skillset we are equipped

with through our training is not only imperative for life on board but useful in everyday life also."



All Royal Navy divers are trained in Level 3 first aid – the ability to assess an incident, provide CPR, help people who are choking, suffering from a heart attack, have suffered a broken bone, or a severe allergic reaction.

Sandown-class HMS Shoreham – one of four Royal Navy minehunters based in Bahrain – has seven divers on board who help with locating, identifying and destroying dangers under the water.

Commander Simon Cox, Commander UK Mine Counter Measures Force, presented the junior rating with his commendation during a visit on board Shoreham.

"AB Griffiths is an incredibly humble

and effective individual who personifies the professionalism of the MCM Force," he said.

Lieutenant Commander Daniel Herridge, the minehunter's Commanding Officer, added: "It is quite right that we recognise our sailors when they do something out of the ordinary."

"Naval personnel are well trained to deal with the unexpected and that is exactly what AB Griffiths did. In doing so, he demonstrated all the attributes we look for in our sailors."

"That should be recognised and celebrated, especially given the positive outcome for which he played a significant part in."

The foreign sailor is recovering in hospital with his family at his side.

Pictured right: AB Griffiths receives his commendation from Cdr Simon Cox



Shooters on target in bid for honours

SHARP-SHOOTERS competed in the Royal Navy and Royal Marines Operational Shooting Competition.

Twenty-three personnel from the Fleet Air Arm, Royal Marines and Fleet Command competed on the Pirbright, Ash and Bisley range complex in Surrey.

The overall winner, Marine Barrie-Jon Wallace of 42 Cdo, was awarded the Queen's Medal for the Champion Shot of the Naval Service.

This medal was first awarded by Queen Victoria in 1869 and is the only medal for a military skill that may be worn in uniform.

The teams competed in matches designed to closely replicate operational combat scenarios.

The competition requires high levels of marksmanship skill, using SA80 A2 rifles and Glock pistols under physically and mentally stressful conditions.

This includes challenges such as firing out to 500m, positional changes, obstacles and sprinting in full combat gear.

The Royal Marines, fresh from RMOSC and the USMC Eastern Division Matches in the USA, were very successful across the board.

The Fleet Air Arm also performed well with several team members joining the RN Team for the National and International Matches which follow the main competition.

The RN competed against teams from the RAF and British Army as well as teams from America, Canada, Australia, New Zealand and Oman as part of the Defence OSC package.

Command teams are drawn from regional competitions held in May. Further details can be gained from your local Military Training Unit, or from Lt Cdr Lawrence, Secretary of the Royal Navy Royal Marines Rifle Association on 93832 5833.

Steel cut for HMS Cardiff

THE steel has been cut for the Royal Navy's second Type 26 frigate, HMS Cardiff.

The ceremony, held at BAE System's shipyard in Govan, on the River Clyde, marks a milestone in the programme for the Global Combat Ship programme.

Minister for Defence Procurement, Anne-Marie Trevelyan, pressed the button to start the plasma-cutting machine to work on a plate of steel which will form part of the unit which holds stores.

Cardiff is the second of the City class, following Glasgow, which is currently being built. The other six will be called Belfast, Birmingham, Sheffield, Newcastle, London and Edinburgh.

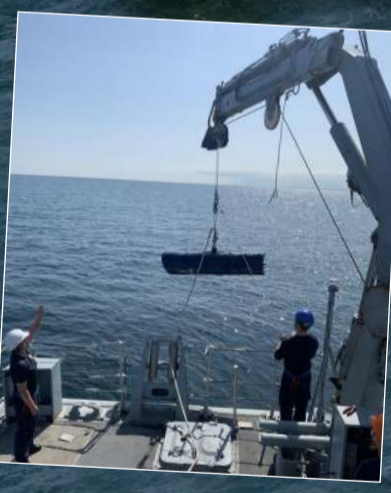
All eight Type 26s will replace the dedicated submarine-hunting Type 23 frigates, while the general duty 23s will be retired in favour of the Type 31 class, still being designed.

The 26s will carry Sea Ceptor missiles, a five-inch medium calibre gun and Artisan 997 medium-range radar.



● HMS Ramsey, far left, in Keil with warships from Norway, Germany, Denmark, Poland, France and Belgium

Ramsey makes new mates



● Clockwise from above, Lt Henry Kilby; The ship recovers a drill mine; Ramsey's clearance divers at work during BALTOPS; Greeting one of the ships



HMS Ramsey has returned home following a four-month NATO deployment.

The HMNB Clyde-based Sandown-class minehunter was working with Standing NATO Mine Countermeasures Group 1 (SNMCMG1) in the Baltic and North Sea.

Throughout the deployment, HMS Ramsey and her 40-strong crew have conducted maritime security, historical ordnance disposal and multinational exercises alongside the UK's NATO maritime partners and allies. NATO is this year marking its 70th anniversary.

Deploying after a period of training with Flag Officer Sea Training, HMS Ramsey joined the task group in Gothenburg, Sweden before moving into the Baltic Sea.

The task group was made up of MCMVs from the Netherlands, Norway, Germany, Belgium and Denmark and UK with the Danish vessel HDMS Thetis as the group flagship.

Primarily deployed to the Baltic and North Atlantic region, SNMCMG1 is a permanent and high readiness task group which provides NATO with an immediate operational response capability both in peacetime and in crisis.

AB(MW) Jack Rzepecki, 23, said: "Deploying alongside NATO has been challenging but rewarding. We arrived as partners but departed as friends."

Ramsey's first major test was Exercise Open Spirit – a period of historical ordnance disposal off the coast of Lithuania. During this two-week operation, the crew helped to clear nine WW1 and WW2 mines.

HMS Ramsey is fitted with a variable depth sonar which she uses to search for underwater dangers and ensure that sea routes remain safe for all mariners. Coupled with her sonar, HMS Ramsey uses

the Seafox Mine Disposal System to detect, classify and then counter mines and historic ordnance.

HMS Ramsey's Navigating Officer, Lieutenant Henry Kilby, 24, said: "Being part of the NATO Task Group has proven that HMS Ramsey and the wider Royal Navy is capable, versatile and ready to work as part a multinational NATO force."

HMS Ramsey had further opportunities to prove her MCM capability both off the coast of the Netherlands and then again during her final days off the coast of Denmark. Each time the task group successfully detected and countermined numerous pieces of historic ordnance from both world wars.

Prior to a short mid-deployment break, HMS Ramsey's crew took part in the annual NATO exercise BALTOPS.

Prior to returning alongside her home port, the Crew of HMS Ramsey had the opportunity to welcome friends and families on board for the final sail up the Clyde.

More than 50 friends and family members joined the ship in Ardrassan for the final hours of the deployment.

HMS Ramsey's Commanding Officer, Lieutenant Commander Peter Ellison, said: "This has been a valuable and successful deployment demonstrating the UK's commitment to NATO and helping to keep maritime trade routes open."

"My team have delivered on operations and now look forward to a period of well-deserved leave."

"The opportunity to welcome family and friends on board is something we all look forward to and I am delighted to be able to show them my appreciation for their outstanding support throughout our deployment."

Report: Lt Henry Kilby



Navy barque

A ROYAL Navy officer climbing the rigging. Not a sight you see every day.

But it was business as usual for Sub Lieutenant Ali Glenning during an exchange visit with the Mexican Navy.

Fresh from an initial warfare officers' navigation course at HMS Collingwood, the SLT was selected to spend three months on the flagship Arm Cuauhtémoc.

Named after the last Aztec Emperor, the name Cuauhtémoc means 'one who has descended like an eagle' - the country's national bird is the Golden Eagle.

During his time on board the sail training ship covered nearly 7,000 nautical miles and visited Veracruz, Halifax (Canada, not Yorkshire), Belfast, Rouen in France, Scheveningen in the Netherlands, and London and took part in the Tall Ships Race.

SLT Glenning, who worked with officers from Peru, Brazil, Honduras, Ecuador, Guatemala and Chile, said: "It was interesting to learn about their naval institutions, training, cultures and values as well as making life-long friends."

The 90.5 metre three-masted barque, which was launched in 1982, has a crew of 186 officers and 90 trainees.

SLT Glenning conducted a course in sail navigation and manoeuvring as well as spending time on the bridge; keeping watches to gain him additional hours outside of the 600 hours required for his next stage of training.



Duties on the bridge included collision avoidance using the radars and relative velocity wind calculations for sail manoeuvring.

In addition, SLT Glenning helped assist in the physical sail manoeuvring and other general duties, such as climbing the 48m high rigging.

"Being onboard has given me additional sea time outside my training pipeline and I have had the opportunity to fully integrate with the Mexican Cadet training programme."

He has now handed over to SLT Daniel May as the Arm Cuauhtémoc heads to Scandinavia, before crossing the Atlantic and going to her home port in Acapulco.

SLT Glenning's next stop is the Falkland Islands.



Straight down on Sutherland

THE jetty is Invergordon. The ship is the Fighting Clan. And this is the view of her courtesy of HMS Sutherland's unofficial drone pilot, AB(Sea) Lewis Goodlad.

The junior rate is a keen amateur photographer and tech buff, and brought his small radio-controlled aircraft aboard to help the Fighting Clan's Weapon Engineer/Public Relations Officer Lt Cdr George Blakeman gather some nice publicity stills and video... at considerably cheaper cost than launching the Type 23's Merlin 'Highlander' for a photo op.

Sutherland has spent the summer monitoring the activities of foreign warships in and around the UK, putting into Invergordon for refuelling/resupply. The jetty is about as close as the ship can get to berthing in her namesake historic county (Invergordon lies within the boundaries of Ross and Cromarty).

The few days in the huge natural harbour and fine summer weather allowed Lewis to

launch his drone.

"I've always had a passion for photography and the improvement in drone technology, particularly lens quality and battery life over the past few years has meant that commercial drones now allow me to take some fantastic footage and photos," said AB Goodlad.

There are practical uses for small drones - chiefly inspections of a ship's superstructure, rather than laboriously erecting scaffolding to check the masts, for example, saving time and money - but that requires accredited/authorised pilots.

So for now Liam's work adds a "a very different dimension" to the imagery and video images Lt Cdr Blakeman publishes (see @HMS_Sutherland on Twitter).

"It makes my job so much easier when you have someone who willingly gives up their spare time when the ship is alongside to get these images," he said gratefully.

Shaw-fire hit as new vessel calls in

NEW Irish patrol vessel George Bernard Shaw visited Liverpool for a three-day break from patrols.

Sailors from HMS Eaglet, home to the Royal Navy in north-west England, welcomed LE (Long Eireannach) George Bernard Shaw to the city.

The P60 Samuel Beckett-class offshore patrol vessel berthed at Huskisson Dock in Bootle to give her 44 crew a few days ashore.

During their visit some personnel watched Everton at Goodison Park.

Since her entry into service in April this year, the 2,226-tonne ship has been carrying out operations in the Irish Exclusive Economic Zone - including fishery protection patrols and search-and-rescue

duties.

Measuring 90m in length, the Bernard Shaw is the fourth ship in her class, built at the Appledore Shipyard in North Devon and commissioned in Waterford.

WO1 Rob Lockyer, engagement team leader for Naval Regional Command Northern England based at Eaglet, was given a tour of the ship - and, as a former chief stoker, was impressed with the engine room and machinery.

"Things have clearly moved on a great deal in the world of marine engineering since my day. The standard of living really is something else on this ship."



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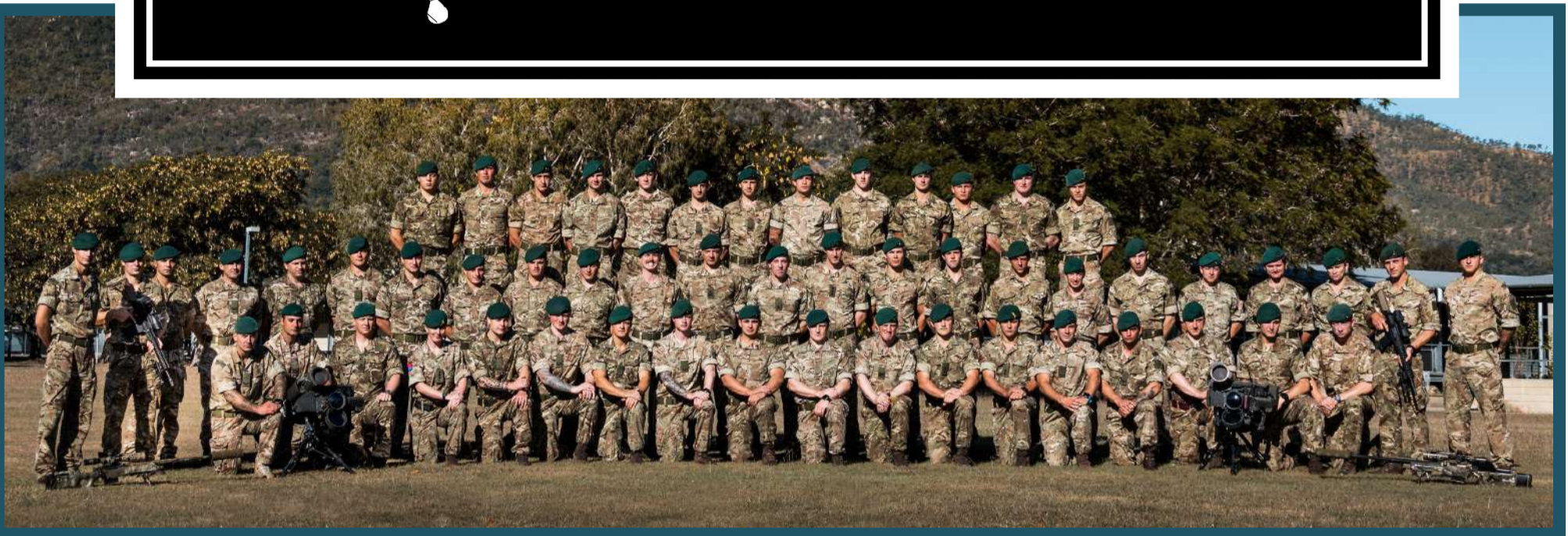
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TIP OF THE SPEAR SABRE



ROYAL Marines headed deep behind 'enemy' lines to wreak havoc in the rugged rural areas of Australia's eastern coast before more than 34,000 troops crashed ashore on the largest Australian-led amphibious landing since World War Two.

The marines from Taunton-based 40 Commando were nearly 10,000 miles from home – down under for Exercise Talisman Sabre, a large-scale biennial war games between Australian and United States forces.

This time around, Canada, Japan, New Zealand and the UK joined in as the taskforce assaulted around 1,500 kilometres of Queensland and North South Wales coastline.

The Royal Marines training with the Australian Army is nothing new but it was the first time a whole marines company joined Talisman Sabre.

The Royal Marines job was as a 'pre-landing force'. That is to say, the marines were doing what commandos do best; taking out forward enemy positions and infrastructure, clearing the path for the larger amphibious assault.

They spent three days conducting raids alongside reconnaissance specialists from the Australian Defence Force, 2nd Royal Australian Regiment, after making for land on boats from HMAS Canberra, the Royal Australian Navy's largest ship.

As well as working with the Australian Navy's clearance diving team, they gave the 'pre-landing force' ground reconnaissance, engineering, anti-armour and joint tactical air-control capabilities. That means they were able to call upon American F-18 fast jets and Australian Tiger helicopters for support.

The small teams the Royal Marines were working in are part of the Future Commando Force concept, with each Green Beret foremost a commando, and then handpicked for the various skillset required for the task.

Officer Commanding of Command Company,



The environment and landscape are quite different and we have had to factor this into our pre-landing planning operations.



MARINE WILLIAM CORKE



40 Commando, Major Chris Hurt, said: "We have been providing reconnaissance, battlefield shaping and the ability to strike enemy positions in specialist multi-role teams; to enable the larger amphibious forces to assault the coastlines and access contested land.

"Exercising in Australia as part of a large amphibious force has provided 40 Commando ranks the unique opportunity to travel the world, train in a demanding warm weather environment and demonstrate a commando's utility for employment operating deep behind enemy lines."

The main amphibious assault took place around Langham Beach in Stanage Bay, Queensland.

The exercise scenario saw the taskforce sail for the fictional island of Legais, which has been invaded by fictional Pacific nation Kamaria.

It was the allies' responsibility to retake and secure the island, liberating the people.

Around 30 ships and 200 aircraft were involved in the training and once the forces had landed, they headed into an extended operational area across the region.

"The environment and landscape are quite

KEEP UP WITH 40 COMMANDO

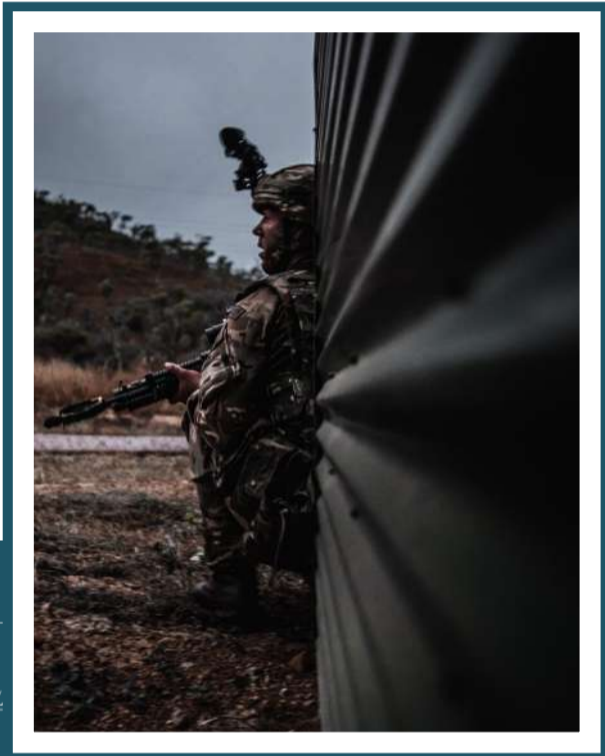


Follow @40commando and @RoyalMarines on Twitter

different and we have had to factor this into our pre-landing planning operations," Marine William Corke, a Mountain Leader who is far more familiar with the Arctic deep freeze than the bushland of Australia.

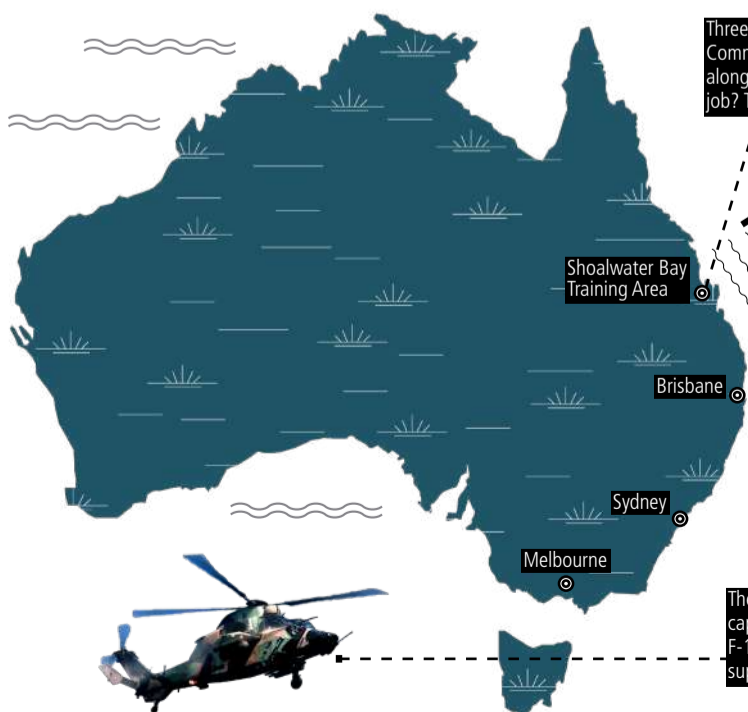
Of course, there was also a chance to sample life Down Under. The commandos visited the Great Barrier Reef, met the local wildlife (simmer down they got to hug koalas) and see an Aussie rules football match.

Before heading on Talisman Sabre, Command Company were conducting experimental training sorties, preparing for their main mission and making sure they were fine-tuned for the tasks ahead alongside the 2nd Royal Australian Regiment.



In the bushland of Australia, Royal Marines wreak havoc as the tip of the spear on Exercise Talisman Sabre.

40 COMMANDO'S MISSION DOWN UNDER



Three days before the main assault, 40 Commando arrived ashore from HMAS Canberra alongside 2nd Royal Australian Regiment. Their job? To disrupt the enemy's infrastructure.


Royal Marines were based in HMAS Canberra, the Royal Australian Navy's largest ship, and were inserted from the helicopter dock on landing craft alongside the 2nd Royal Australian Regiment.



It was the first time a whole company of Royal Marines joined Exercise Talisman Sabre. It was also a debut for the Japanese forces involved in the biennial war games.

The commandos had tactical air control capabilities and were able to call upon American F-18 fast jets and Australian Tiger helicopters for support during their mission.





DOUBLE DUTCH



THIS is warfare in the tightest of spots, which specialist Royal Marines must be prepared for 24/7, 365 days of the year.

During two jam-packed weeks, 43 Commando marines charged with the protection of Britain's ultimate weapon, tested their ability to fight it out in close quarters.

The green berets of 43 Commando Fleet Protection Group left the lochs and glens of western Scotland behind them, swapping them for the lowlands of the Netherlands.

They were not, however, out there to prance through the tulips, sample the local cheese, nor were they there to barge up any canals.

No, they were there for a serious reason. That reason was close-quarters battle and marksmanship. The key skills for marines of 43 Commando.

Day and night, the commandos worked on the training areas of the Dutch Army's infantry school at Harskamp, near Arnhem, for the fortnight-long Exercise Gelderland Strike – named after the region of the Netherlands.

In the Netherlands, they were joined by their comrades in their work to protect the UK's nuclear deterrent, the Ministry of Defence Police.

Together their mission is to secure and defend the Royal Navy's Vanguard-class submarines when they are in base or sailing from or returning to Faslane, as well as the nearby ammunition facility at Coulport.

On land, that crucial mission means both commandos and police must work together seamlessly and above all master operating in a busy, complex and dangerous urban environment by day or night.

One of the highlights of the two-week training package was an attack on a mock village.

The replica European settlement of Oostdorp (literally 'East Village') comprises a cluster of houses, buildings, roads – named after streets in the nearby village of Oosterbeek, scene of heavy fighting during the Battle of Arnhem in 1944 – and even cars, which the marines had to capture from an 'enemy'.

The facility was built specifically to train troops in the



PICTURES: L:PhotStevieBurke,REPORTING:SLtNicholaCopeland,WORDS:PeterHoward



As well as achieving individual training objectives, the police and Royal Marines were able to demonstrate and observe their respective methods.

Superintendent Sandy Stewart



art of urban warfare – 43 Commando are specialists in fighting through complex urban environments, so the Dutch facility is the ideal place to train.

In addition, this year the commandos and police made use of the 'live shoot house' – a training facility which isn't available in the UK.

After numerous 'dry' runs – where no ammunition is used – 43 Commando became the first foreign troops to clear the house of 'foes' using live ammunition.

On top of close-quarter warfare, they worked on ways of entering buildings to catch the enemy out.

Ministry of Defence Police Superintendent Sandy Stewart, senior officer at Faslane, said his men and women returned from the fortnight in the Netherlands as a well-oiled machine.

"Gelderland Strike gave our officers a great opportunity to enhance and develop their skills and tactics," he added.

"As well as achieving individual training objectives, the police and Royal Marines were able to demonstrate and observe their respective methods.

"That creates greater understanding and supports a strong team ethos when they are working together to protect the Continuous At-Sea Deterrent back on the Clyde."

With relationships strengthened and skills honed, the police and commandos have now returned home to resume their guardian duties.

43 COMMANDO ON EXERCISE GELDERLAND STRIKE

O and P Squadrons of 43 Commando were given free range of the Dutch Army's training areas at their infantry school in Harskamp. While there, they attacked a mock village, which has been specifically designed to train troops in urban combat.



Royal Marines were joined by Ministry of Defence police during their Dutch trip. The two forces work together on nuclear deterrent operations.

43 Commando used the C8 assault rifle during their live-firing exercises at Harskamp. The rifle is used by 43 in their specialist role as guardians of the UK's nuclear deterrent because it is easier to use in close-quarters battle.





Apprentices provide new playground

A PRIMARY school's playground in Plymouth has been transformed by the work of apprentices from HMNB Devonport.

Keyham Barton Catholic Primary School was chosen as a community project for the Phase 1 DE&S Advanced Management Engineer apprentices, and working together with head teacher Shelley England turned, what was a concrete area into a brightly-coloured playground.

"What the apprentices have provided for us at Keyham Barton is a beautiful space to support our community's emotional wellbeing; it is well documented that being outside and in nature can help, and as a school, we ensure that as much learning as possible takes place outside of the classroom," said Shelley.

"However, as an inner-city school, we are challenged with a distinct lack of access to quiet, green spaces as well as appropriate playground space. We had been toying with vertical planting as an efficient way to bring nature into our playground, but sourcing people to install it as well as finance it meant we were unable to move forward. Thanks to the expertise and creativity

of these young engineers, and a generous grant from The North Yard Trust, our school now has a place where children can learn and play, as well as 'be'."

There to officially open the new play area in the school was Captain Andy Price, the new Captain of the Base at HMNB Devonport.

The apprentices carried out several jobs to spruce up the school's play area. Firstly they helped lay an Astro-turf surface to create green space for playing and learning.

They also created a living wall consisting of fabric pocket holders for each year group or child to grow their own plants.

In addition they set up tractor tyres to create a seating area, made a sand pit and a colourful interactive glockenspiel-type instrument made from waste pipes.

The final piece to the transformation was a wall mural to disguise a large metal container, which was run as a school competition and won by year two students.

The apprentices were also responsible for all aspects of the project: design, ordering, construction, financial control and health and safety.



Engineers in the hot seat for racing-car challenge

ROYAL Navy engineers shared their know-how with hundreds of young people taking part in an annual project to design, build and race electric cars.

The event was run by the Greenpower Education Trust, a national charity prompting science, technology, engineering and maths (STEM), for teams of students aged between nine and 25.

Around 1,000 students, parents and staff from schools across the south west pitted their skills against each other during two days of racing at the navy's Predannack Airfield, on the Lizard Peninsula in Cornwall, assisted by engineers from nearby RNAS Culdrose.

For participating schools, the race was the result of months of work designing, adjusting and perfecting their car designs. In many cases, schools had been assisted by STEM ambassadors from Culdrose who had been working with the students throughout the year.

Culdrose's engineering training officer Lieutenant Helen Dobbs said: "The standard of creativity, innovation and engineering ability from the students was very impressive, from interesting and thought-provoking designs – some using recycled materials for example to promote a 'save our planet' message – to coping with engineering malfunctions and adjustments that needed to be made on the day.

"There were also some very slick pit stops and driver changes that would put F1 teams to shame. The event was a great success, both promoting STEM to students in the south west, and showing the many careers that such subjects can lead to, both in civilian engineering and in the Royal Navy."



● The parade ground at RNAS Culdrose in 1967; PO Goodrum, kneeling left, secures a Wasp helicopter on HMS Argonaut

End of era for dedicated Dave

A FORMER sailor and radar expert has spoken of the huge changes in the navy after working for more than 50 years at Royal Naval Air Station Culdrose in Cornwall.

Dave Goodrum, 72 and from Falmouth, has now retired after 34 years in the Royal Navy and 22 years with company Lockheed Martin – spending almost his entire career at the air station at Helston.

"I've only ever had two jobs in my life, the navy and Lockheed Martin, and I've thoroughly enjoyed both of them," he said.

Mr Goodrum, pictured right, was born the same year Culdrose was commissioned, 1947.

As a ten-year-old boy in 1957, he was thrilled to visit Culdrose's Air Day and sit in the cockpit of an aeroplane, pictured below. His parents moved to Helston a couple of years later and then, at the age of 16, he made up his mind to join the navy.

"My brother-in-law was a petty officer in the navy and I just always wanted to join too," he said. "He said that if I was going to join, I should become an artificer apprentice on a five-year apprenticeship to learn all the skills. So that's what I did."

Soon Mr Goodrum found himself selected for the Fleet Air Arm and was learning basic engineering at HMS Fisguard, near Torpoint.

"I remember they picked us up from Plymouth station and took us across the Torpoint ferry to the base.

"The first thing they did was pay us – ten shillings I think – which was a momentous amount of money in those days. It was equivalent to taking the Queen's shilling, a tradition which goes back to Napoleonic times. They paid us £5 a fortnight at HMS Fisguard, although they deducted the cost of a haircut every two weeks."

In 1967, Mr Goodrum was posted back to his hometown, to Culdrose. Although his family lived in Helston, he had to live 'aboard' the air station rather than visit them 'ashore', as they say in the navy.

He was allowed to visit the town only if he was wearing his full naval uniform.

By now a radio electrical artificer, specialising in repairing radios and radar equipment, Mr Goodrum was assigned to 706 Naval Air Squadron – a giant by today's standards with up to 20 Wessex and Wasp helicopters.

After a spell away at HMS Daedalus, near Portsmouth, to complete his training, the now promoted Petty Officer Goodrum was back in Culdrose when he saw the first Sea King helicopters delivered



in 1964.

Culdrose was to play an even more significant role for Mr Goodrum when he met his future wife, Melva, at a dance at the former Seahawk Club.

The couple now have four children. The old club has however long since gone, it was demolished to make way for the station's gym and sports centre.

In 1969, Mr Goodrum took part in a memorable 13-month tour to the Far East, when he joined the frigate HMS Argonaut, with the support crew for its Wasp helicopter.

"We spent three weeks blockading oil supplies into Rhodesia," he said.

"That was called the Beira Patrol, where the UN had imposed sanctions on Rhodesia.

"The only mail from home was dropped by a Shackleton [aeroplane]. They would drop a canister into the sea about a quarter of a mile away and the ship's boat would go and fish it out. We didn't lose any mail, although we came close.

"We then went on to Singapore and Hong Kong. The Vietnam War was still on at that time and we actually got quite close and I remember seeing the American aircraft carriers operating off the coast."

He also saw Australia and Japan before his return to Culdrose in 1972 where he was promoted to chief petty officer.

Mr Goodrum served on the

aircraft carriers HMS Hermes, Illustrious, Invincible and Bulwark.

In 1997, Mr Goodrum left the navy and joined the aerospace company Lockheed Martin, as a quality assurance manager working on the long-term maintenance of helicopter systems at Culdrose.

A year later, he saw the first Merlin helicopter come to Culdrose for trials, which would ultimately replace the Sea Kings entirely by 2018.

Looking back at his time, he said: "One really big difference was from the late 1970s and through to the 1990s, you went from a service where 70 per cent of the sailors lived onboard, in messes in the camp, to them instead having their own houses and living ashore.

"There were only married people living ashore in the married quarters and very few owned their own homes.

"I used to be in a large mess called Albermarle, built from buildings they had in the Second World War. There were probably 30 of us at mess [sleeping quarters] – now you have one person in their own room.

"The Wrens had a separate area. They used to have their own compound, surrounded by barbed wire and a guard, that no-one was allowed there. It used to be where the wardroom is now.

"Another big change is that, for donkey's years, the main defence perimeter wire was just three single strands of wire, and we didn't have a security problem.

"We occasionally used to have the odd visitor let his dog run onto the airfield, but that was never a problem as the naval police patrol had bigger dogs.

"I suppose, when I joined, the navy was more disciplined. Today, there isn't the tremendous gulf that used to exist between rates, senior rates and officers.

"For the first five or six years of my naval career, you could only go ashore in your naval uniform.

"The other big change was we used to have a big parade called Divisions, every couple of weeks or once a month at least. You don't see that anymore.

"I think Culdrose has always been a good ship. This has always been a happy airfield without a doubt."

Report: Graeme Wilkinson



US honour for RN pair on destroyer

EXTENSIVE knowledge of a US warship earned two Royal Navy sailors a pin usually reserved for American personnel.

AB Nicholai Higginbotham and AB Lawrence Hepworth are on temporary duty on USS Carney, serving off the Spanish coast.

The pair spent four months learning the systems of the Arleigh Burke-class guided-missile destroyer to earn their Enlisted Surface Warfare Specialist (ESWS) pin.

Typically, a US sailor has 30 months to complete their ESWS but the duo knocked that down to just four, showing they had an in-depth understanding of Carney's deck, sonar, combat systems, damage control, supply and engineering. They also had to show they knew about US naval heritage.

"It made for long days and it was a lot of hard work. There was a lot to learn given the short amount of time we had aboard the Carney," Nicholai said.

"The best part was being able to go through all the spaces and meet everyone on the ship. It increased my appreciation for the crew and the work they do."

While on board, the two Brits, normally based at HMS Collingwood in Fareham, were integrated into the US ship's watch rotations and stood 12-hour watches – held to the same standard as their US counterparts.

"The ESWS was difficult at first," said Lawrence.

"The main part was learning the basics and the acronyms. After that it was easier, we were able to adapt and revise. It was a great opportunity and the whole process provided us with a sense of inclusion."

Both Royal Navy sailors echoed the same sentiment when they completed the final Chief's board.

Lawrence added: "After I found out I passed it was a massive relief. The Carney sailors aboard really went out their way to help us out."

"There is no way we could have finished in the amount of time without their support."

The opportunity to earn the ESWS was suggested by the Carney's Command Master Chief David Marcus, who was impressed by the Brits' hard work and dedication.

He added: "Since they are here in support of our



● ABs Lawrence Hepworth and Nicholai Higginbotham with their awards on the USS Carney, pictured below right

mission and as long as they were willing to put in the work, I was more than willing to allow them this chance.

"The fact these two sailors were able to come aboard as allied representatives, perform their duties and responsibilities, and earn our ESWS pin is no easy feat."

USS Carney, operating out of Naval Station Rota, in Spain, is conducting operations as part of the US Sixth Fleet – supporting US security interests in Europe.



Photographer inspires clean-up campaign

EXTENDING the war on plastic to land is Plymouth-based RN photographer Baz Wheeler and his wife Cathy.

Walking their dog Izzy along the paths and coastal tracks around the city, the couple have noticed more and more rubbish being dumped in hedgerows and bushes over the past three or four years.

When Baz was asked to photograph crew from HMS Richmond helping to clear a stretch of beach in Cornwall as part of a national environmental campaign, he had a eureka moment.

"They cleaned the whole beach, filling many, many bags of rubbish and heavy plastic as they could see, which was then taken away by the local council," said the 37-year-old. "It was very inspirational. It was just one beach but their efforts made a great difference to that corner of Cornwall."

As soon as he got home, he set up a Facebook page – DogWalker Initiative – encouraging people from across the country to put up pictures of their efforts to clean up their dog walking trails.

"Many of the paths where I go for a walk with Izzy are littered with rubbish and plastic," said Baz.

"Hedgerows and bushes are covered with domestic and take-away waste, which is a general blight on the landscape. So, I was thinking if everyone could just pick up a bag full of litter every time they went out, we could all help get rid of this problem."

After one walk, he decided to clear up a section of the woodlands he had just walked through. He and Cathy filled four bin bags full and cleared an area 10 metres either side of the path.

"There are hundreds of dog walkers and pathways in Plymouth alone, if it was repeated across the country by thousands we can get on top of the problem and the paths and parks would improve, be cleaner and whole lot more pleasant to walk through," Baz added.

You can get involved at [facebook.com/groups/34237686690180/](https://www.facebook.com/groups/34237686690180/)



Sailors share skills at community day

AB Will Hargreaves supervises pupils from Brune Park school in Gosport as they undertake a leadership task.

The sailor joined colleagues from HMS Sultan and Collingwood to assist the Gosport & Fareham Multi-Academy Trust (GFMAT) with their Community Curriculum Pilot Day.

Around 120 year seven students from Brune Park and Bay House school visited the Royal Navy establishments, as part of the GFMAT programme to engage youngsters in careers-related activities outside of the classroom.

At HMS Sultan, the youngsters were given a basic introduction to science, technology, engineering and mathematics activities, including looking at the mechanics of rotary-wing aircraft and ejector-seat technology, and demonstrations of diesel engines.

Meanwhile at HMS Collingwood, youngsters were given practical leadership tasks designed to encourage them to communicate effectively and work as a team by staff from the Royal Navy Acquaint Centre.

The visits were part of a programme of events organised by the GFMAT, which also included an Aspirational Pathways Conference for students from years three to nine.

The conference included talks and interactive displays from local businesses and industry.

HMS Sultan STEM Ambassador WO2 Alexander 'Midge' Ure, who represented the Royal Navy at both events, said: "These activities have provided our ambassadors with a fantastic opportunity to share our knowledge and enthusiasm for STEM with the next generation."

"The children have asked lots of questions, especially the girls, so hopefully the visit will help their development and make a real difference to their future perception of STEM subjects and careers."

GFMAT is made up of Bay House Academy, Brune Park School, Gomer Junior School, LWS Academy and Rowner Junior School. The Trust also operates the Gosport STEM Centre at Bay House School, for STEM-related teaching within schools and the local community.

Charities benefit from base open day

REPRESENTATIVES from local and naval charities and the Mayor of Fareham, Councillor Susan Bayford, paid a visit to HMS Collingwood to attend a special reception.

During the event each charity was presented with a donation from monies raised during the establishment's open day.

Donations were made to: The Royal Navy and Royal Marines Charity; The Mayor of Fareham's Charities: Fareport Talking News, 1350 (Fareham & District) Squadron Air Training Corps; The Rowans Hospice; The Rainbow Centre; Warsash Sea Cadets; 5th Gosport Sea Cadets; HMS Collingwood Volunteer Cadet Corps; 9th Platoon Army Cadet Force and Charlie's Beach Hut

Also in attendance at the event were representatives from some of the open day's commercial sponsors, Babcock International, Cobham Aviation Services, Centerprise International, Lockheed Martin UK and Saab Seaye. Other sponsors unable to attend on the day were MBDA and Hendy Ford.

Commander Mark Walker, Commanding Officer, HMS Collingwood, welcomed the visitors and presented the cheques to the charities.

He said: "Our open day is our opportunity to open the gates to friends, families and the local community, to show what we do here. It's also a privilege for us to host the Royal Navy and Royal Marines Charity Field Gun Competition, which is an excellent spectacle."

The Mayor of Fareham received the donations on behalf of her nominated charities. On receiving the cheques she said: "Thank you to everyone concerned, this is mammoth to our charities."

Receiving the donation on behalf of the Rainbow Centre, Mrs Helen Somerset How thanked HMS Collingwood saying: "These are difficult times for many charities and having this donation will make such a difference."

The Open Day is an annual event regularly attracting over 7,000 people, which is packed full of attractions including the Field Gun Competition.

The Royal Navy & Royal Marines Children's Fund

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

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

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Pilot marks 7,000 hours in the air

FROM hunting real-life pirates in the Arabian Sea to patrolling frigid ice-capped islands of the south Atlantic, one Royal Navy pilot has done more than most.

Over a 35-year career in the navy, Lieutenant Commander Richard Boyes – known as Rick – has also flown operations as far afield as Iraq, Sierra Leone, Falkland Islands and the Gulf.

He is currently serving his third tour with The Flying Tigers, 814 Naval Air Squadron, flying Merlin helicopters at RNAS Culdrose at Helston, Cornwall.

And the seasoned pilot, who lives near Falmouth, has now reached a prestigious milestone – having recently clocked 7,000 hours in the air.

“As a pilot, you typically do around 200 hours a year. Sometimes on busy years you can do up to 300 hours, so that’s quite a few years’ worth of flying. I think that puts it into perspective.”

Lt Cdr Boyes, 53, joined the navy in 1984, straight from secondary school in Manchester. Four thousand of his flying hours were completed in Sea King helicopters, with some time at first on Gazelle aircraft and the rest in the more modern Merlins.

Serving on the frontline, Lt Cdr Boyes and his crew played an important role in chasing down a flotilla of pirates off the coast of Somalia in 2010.

His Merlin helicopter was deployed to the frigate HMS St Albans, part of an international taskforce on the lookout for armed men in speedboats preying on passing merchant ships.

“We were on a routine patrol when we found a group of pirates,” he said. “We kept our eyes on them and were able to coordinate the marines to move in and take the group down. That was really satisfying to know they would not be taking any more ships.”

He said another memorable mission was scouting around the mountainous island of South Georgia, deep in the south Atlantic. “We flew around and checked on the old whaling stations,” Lt Cdr Boyes added. “It was one of the most spectacular places I’ve ever seen.”

His Sea King experience also included two two-year stretches with the much-loved red and grey search-and-rescue helicopters of 771 Naval Air Squadron.

“That was a very rewarding job,” he said. “Every time you were out, you’d know you were making difference in saving someone’s life. You work as part of a close team and as a pilot, it’s your job to make it possible for the other aircrew to do their work safely.”

“Sometimes you also have to make difficult decisions and say ‘no’ if it’s not safe.”

“I remember there was one rescue that stands out for me, it must have been in ‘94 or ‘95. It involved landing at Cheesewring Quarry on Bodmin Moor in a blanket of fog one Saturday morning.

“We’d had a report that a guy had fallen about 80 feet into the quarry. The ambulance crew at the scene weren’t going to be able to get him out. It was a real challenge to get in the aircraft into the quarry – and getting it out again. We took him off to Derriford Hospital.

“Another time, there was an Isles of Scilly job for a lady who had fallen on the cliffs. She came back to visit the squadron to say thanks. That was really good.”



Sailors step up for sedan climb

A PAIR of sailors from RNAS Culdrose lent their support to carry a Cornishman to the top of Britain’s highest mountain.

They joined the huge 12-hour effort to carry Sam Harper-Miller, from St Ives, Cornwall, in a specially-constructed sedan chair up and back down Ben Nevis.

Sam has quadriplegic cerebral palsy, which means he has to spend much of his time in a chair to live his daily life. The sponsored hike also raised money for physically disabled adults and children.

The volunteers were William Nankervis, Samuel Wilkes,

Morveth Ward and James Daniel with Becci Young, who works as a writer with 1700 NAS and Acting Leading Aircrewman Tom Goldsmith from 824 NAS. In support was Sam’s brother Billy, Morwena Stevens, Liam Edwards, Tobi Carver and Caroline Turnbull.

The climb was no mean feat, as the makeshift sedan chair and Sam came in at about 100kg, shared between two ‘carriers’ per shift. The path to the summit was precarious with loose stones under foot and numerous obstacles, including the odd waterfall, adding to the challenge.



Field of dreams

Commando spirit shines at Aintree challenge



● Above, 2012 Grand National winner Neptune Collonges was introduced to students; below, former Royal Marine Andy Grant and Olympian Sam Quek talk to the visitors



ROYAL Marines taught schoolchildren the commando spirit at community event Challenge Merseyside.

More than 70 students were invited to Aintree Racecourse by Royal Marines Reserve Merseyside to learn about the consequences of gang culture and to be inspired to achieve their dreams.

Royal Marine close-combat instructors spoke to the teenagers about what it takes to be a commando and showed how to defend themselves. Meanwhile, the students also played football with the Liverpool FC Foundation, learnt rugby skills with Sale Sharks Rugby Community Trust and did circuits with Be Military Fit.

They also got a talk from former Royal Marine Andy Grant, a motivational speaker who lost his leg after a tour in Afghanistan, as well as talks from jockey Katie Walsh and Team GB Olympic hockey gold medallist Sam Quek on what it takes to succeed. Merseyside Police also spoke to them about the consequences of knife crime and how to deal with potentially volatile situations.

Joel Wade, 13, was one of the pupils taking part. The Archbishop Beck Catholic School student said: “It has been a really good day, I particularly enjoyed the football. It is a great event to be a part of because most schools don’t get to do these sort of things so it is a privilege to be invited along.”

“It has made me realise what opportunities there could be in the future for me and my friends. Most of us might not have considered the Royal Marines as a career but I have come here, listened to them and to Andy Grant and it gives you a different perspective.”

“I also felt a sense of pride for the city when you listen to Andy and what he’s managed to achieve.”

Challenge Merseyside was organised following the success of Challenge Wandsworth – a similar event held earlier this year.

The idea of the community partnership day was to show the students what is available to them outside of education and for them to socialise with different schools.

Lieutenant Colonel Matt Churchward, Commanding Officer at RMR Merseyside, said: “The event was fantastic and it was great to see all the different organisations

coming together to make it happen.

“It was about broadening these teenagers’ horizons and showing them what opportunities there are.”

Royal Marine Captain Ryan Taylor, officer commanding the Commando Recruitment Team, added: “Today was about giving the children the chance to work with ourselves but also other groups in the community and to inspire them.”

“We had two of our close-combat instructors teach them self-defence techniques and tactics and also answer questions about being a marine.”

As well as the physical activities, the day was about showing the pupils what can be achieved if they work hard.

Veteran Andy Grant briefed the youngsters about the challenges he had to overcome when his leg was amputated and the importance of working as a team. Meanwhile Sam Quek spoke about her own challenges and setbacks that led to her being an Olympic gold medallist.

Both are from Merseyside and said it was great to show the pupils that anyone, of any background, can achieve what they have.

Speaking to them, Andy said: “This is a great day for you to see what opportunities are out there for you. Everyone here is helping you and today is about showing the importance of working together.”

Sam added: “Being from the same area as these kids means our message has a hidden meaning, I travel around the country speaking to schools about the knock-backs and injuries I have faced but doing Challenge Merseyside and speaking to pupils in the local area has been great.”

Sam is an ambassador for the Jockey Club North West, who were keen to see the event take part at Aintree Racecourse.

John Baker, the venue’s managing director, said: “We’re overwhelmed with the success of the event, it has been a pleasure to host the first of what we hope will be a number of Challenge Merseyside events at Aintree Racecourse.”

“It has been fantastic to be able to collaborate with the Royal Marines, Be Military Fit, Sale Sharks, LFC Foundation and Merseyside Police to put on such a unique and hopefully inspiring day for children in the community.”

Report: Elisha Quade
Pictures: LPhoto Will Haigh



Lots of cake on Jane's last leg

COMMANDER Jane Allen, the Victory Walker set off from HMS Victory on October 21 2017, to walk anticlockwise round the coast of mainland UK raising money for two naval charities, the WRNS BT and RNRMC. In her last update Jane had rounded Land's End and had made good progress along the south Cornish coast towards Torpoint.

Walking has continued at a pace and has been interspersed with many commitments. My first was away from the coast at HMS Raleigh, where bandmen of the resident RM Band played a stirring fanfare of welcome and in return formed an unusual guard of honour as I left. In between I'd the chance to meet Phase 1 trainees, *main image*, who were preparing for their passing-out parade later that week. Their pride and enthusiasm were infectious. Once across the Tamar into Plymouth I made my way to HMS Vivid, my former RNR Unit. It was great to catch up with familiar faces and in return for an informal Victory Walk chat, I came away with more donations, a jar of organic jam and bottle of organic cordial – all good stuff for life on the road! Next morning our visit to HMS Drake began when we headed up the former 'frigate alley', now known as RM Tamar, to meet members of 1 Assault Group RM who have a fantastic purpose-built facility for small boat and amphibious operations. They were a keen bunch whose enthusiasm was only surpassed when we visited Commando Training Centre the following week. After 'booties' we moved across to the Submarine Flotilla for a stand-easy with submariners. The chef's cake had sadly sunk in the middle, but we had ice creams instead!

That afternoon we visited the Devonport Naval Heritage Centre where a mix of veterans came out to support me and meet Commodore Coulson, the Naval Base Commander. Members of the local Association of Wrens, Royal Naval Association and former HMS Vivid personnel all enjoyed tea and cakes. My Support Team (of one) sat and relaxed while I 'sang for my tea'. As with our other visits, more donations were gratefully received. Turning my back on Plymouth, I knew I'd a timetable to keep if I was to reach Dartmouth in time for BRNC's Open Day. With the city's long breakwater behind me I walked out beyond Wembury Point where the former HMS Cambridge Gunnery School once stood. Since its closure in 2001 the National Trust acquired the land and has worked hard to return the landscape to its natural state. Peace now reigns where once 4.5-inch guns boomed. Before reaching the river Dart there were a number estuaries to cross, but an assortment of ferries helped me on my way. With the Yealm, Erme, Avon and Salcombe estuary safely crossed, I bounded along towards Prawle Point and Start Point lighthouse beyond. My childhood was spent in this area, so I knew almost every rock, blade of grass and tree as I closed on my next target at Dartmouth. Reaching Torcross and Slapton Sands, I paused to look at the monument which commemorates the villages and inhabitants that were evacuated from their homes at six weeks' notice in 1944. The purpose of that evacuation was to allow US Servicemen to practise live-firing landings and assaults before D-Day the following June.



My father, a farmer, was one of those affected by this major upheaval. Close to Torcross is Stokenham village and this too was evacuated; it's also where my parents are buried. As I'd not visited them for almost two years, I took some time to visit their grave and wondered if they'd question my sanity about undertaking such a long-distance walk! Amazingly my BRNC timings worked and seven cadets from the College met me out at Dartmouth Castle, before escorting me through Dartmouth town and onto that hallowed parade ground. We enjoyed a busy afternoon with a regular stream of visitors to the Victory Van, including a group of Wrens known as the Devon 300 Group. Our day ended later that evening after I'd chatted to a group of cadets. Next morning, I was back on the trail, taking the lower ferry across the Dart. My next visit to CTCRM Lympstone was firmly on my mind. From a credibility point of view, we both knew we couldn't be late for this one! Thankfully, my legs worked like oiled pistons as I walked onwards to Berry Head from where I saw the coastline stretching to Portland Bill. From Berry Head I walked the wide sweep of Torbay, crossed the river Teign, survived Dawlish's sea wall and reached Starcross where a ferry runs across the Exe. At Exmouth the local branch of the Association of Wrens met us at a cafe with another generous cheque, and my Support Team carried off some homemade chocolate brownies! A similar warm-hearted greeting from the south Dorset AOW branch awaited us at distant Portland. Our busy day at CTCRM begun with my meeting some injured recruits from Hunter

Company at Exmouth. Together we walked up the Exe Estuary Trail, through Lympstone village, entering the Camp via its railway station gate. From here a bugler 'drummed' me into the Camp, an honour normally reserved for recruit troops or commando squads when completing a nine-mile speed march. I felt incredibly proud to receive such treatment. Throughout, the Corps looked after us incredibly well, with Victory Walk donations received from all three Messes. In addition, a bucket collection was organised at the end of term RM Band Concert held that evening. Undoubtedly, for me, the most valuable coin I received that day was the Commandant's Medal for Excellence. It was proud moment for me to receive this from the Commandant, Colonel Simon Chapman. With renewed vigour I set off for the long hike along the Jurassic coast of East Devon and into Dorset, bound for Portland Bill. Hilly rust-coloured cliffs were followed by equally hilly white cliffs. I spent a lot of time going up, then down, or sideways on the days when severe cross-winds made me walk like a crab. Finally, near Bridport, the cliffs were replaced by Chesil Bank, an 18-mile pebble bank reaching all the way to Portland where I then rounded 'The Bill'. This is my last prominent headland and I feel my long deployment will soon be ending back in Portsmouth. I'm getting excited! The Victory Walk is raising money for, WRNS BT and RNRMC. To donate go to virginmoneygiving.com/victorywalk17-18. To find out more about Jane's Victory Walk go to www.victorywalk.uk



Fun for families as base opens its doors

THE RNRMC and Military Mutual attended and supported the annual HMNB Portsmouth Families Day.

Friends and families of all Naval Base personnel, military and civilian, and HM Ships' Companies had an opportunity to experience life within the Naval Base and on board warships.

All visitors were entertained by live music, funfair attractions, sideshows, harbour tours and the many stands and stalls set up around the venue.

This included the RNRMC stand featuring its popular mascot, Nelson the Cat and 'spin the wheel' game, with Military Mutual, a financial services provider committed to doing what is right for our Armed Forces community, next door.

The weekend was also an opportunity to announce Military Mutual as Silver Corporate Partners of the RNRMC, a new partnership for the charity.

Mandy Lindley, Director of Relationships and Funding at the Royal Navy & Royal Marines Charity, said: "Families days are really important to the wider naval community as it brings



everyone together and makes them feel valued.

"The charity is proud to support this event as it helps combat the isolation experienced by some families who are separated and aids morale."

Major General Sir Sebastian Roberts, Chairman of The Military Mutual, said: "We are proud to be partnering with the RNRMC and the wider naval community at the annual HMNB Portsmouth Families Day."

"Military Mutual is fully committed to delivering our promise 'Together We Are Stronger' by collaborating with such a great charity in supporting our armed forces, veterans and their families."



Fliers keep pedalling to bring in the cash

HOW would you fancy cycling from sunrise to sunset on the longest day of the year?

Well a team of Fleet Air Arm personnel from both RNAS Yeovilton and Portsmouth did just that.

Departing at sunrise (04.56) from Yeovilton they cycled to HMS Excellent for lunch, turned round and cycled back to Yeovilton arriving at sunset (21.32).

They covered an impressive 186 miles on a route that included 7400ft of hill climbing and burned around 11,500 calories in the process.

All of this was to raise funds for the RNRMC and Juvenile Diabetes Research Foundation (JDRE).

Team leader, Cdr Ant Laycock, based at RNAS Yeovilton, said: "This was a very tough day in the saddle and was about 80 miles further than any of us had cycled before but somehow we just kept pushing on."

So far they have raised £2,800 for the two charities.

If you would like to sponsor the team then visit <https://uk.virginmoneygiving.com/Team/TeamLDITS/>



Norway honours ex-Tiffy George

GEORGE Hockney endured dive-bombers and the fire and fury of Hitler's war machine in full blitzkrieg mode.

Nearly 80 years after he and his shipmates tried – but ultimately failed – to stop the Nazis overrunning Norway, he has been recognised for his service.

Like the French with their *Legion d'Honneur* medals for those involved with their country's liberation in 1944, the Norwegians have produced a Commemorative Medal for those who tried to stem the Nazi tide in the spring of 1940.

Thanks to the efforts of Tim Kundu, a historian and lecturer from Hornchurch, who has been campaigning for greater recognition of the role of the British Armed Forces in the 1940 campaign (as we featured in last month's paper), 100-year-old George became the latest recipient of the decoration – joining an impressive collection of medals from his RN days (1939-45 Star, Africa Star, Burma Star, Palestine Medal, Malta Medal, War Medal and Defence Medal, plus the British Empire Medal).

Shipmates from the Peterborough branch of the RNA, friends and staff of Park House Nursing Home where the former sailor now resides were present to see Defence Attaché Colonel John Andreas Olsen from the Norwegian Embassy in London formally recognise George nearly 80 years later (pictured, above, with George).

In mid-April 1940 George left Invergordon and sailed to Norway with sloop HMS Auckland to reinforce Allied troops trying to re-take Trondheim. Auckland transported Royal Marines to Ålesund and then took French troops to Namsos, further north,

where George left the engine room and went ashore where he saw the devastation caused by German air raids.

A few days later, Auckland was dispatched to Andalsnes to provide anti-aircraft cover for now-withdrawing British troops.

Once again the port was subjected to ferocious attacks from Stuka dive-bombers and conventional Heinkel bombers.

Auckland was the last ship to leave the small port, having embarked 240 British troops in just seven minutes.

"I vividly remember my days in the Royal Navy and was very surprised to hear that the Norwegian Embassy wanted to meet me," a very humble George said.

"I feel very proud to receive the medal on behalf of all my comrades; it's an honour and a privilege."

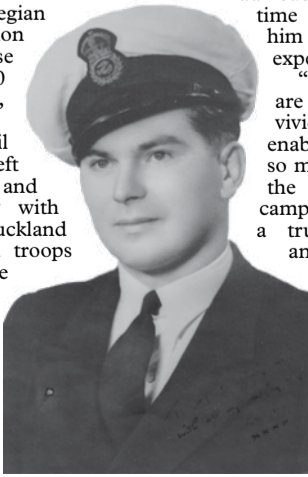
For Tim, the medal for George is just the beginning of a long road to giving the Norwegian campaign its due recognition.

While other events of 1940 – Dunkirk, the Battle of Britain, the Blitz – are seared into the national consciousness, the fighting in Scandinavia is usually brushed aside as a sideshow.

"I felt that the servicemen should be honoured, so took it upon myself to find veterans who had been involved," Tim added.

"I feel privileged to have traced and met George – I have had such a wonderful time interviewing him about his experiences.

"His recollections are so fresh and vivid and he enabled me to learn so much more about the Norwegian campaign. George is a truly outstanding and remarkable person; his wonderful nature, inner strength and fine sense of humour have made a profound impression on me."



43 honour heroes of Frankton

MORE than 20 Royal Marines made the pilgrimage to France to remember the legendary Cockleshell Heroes.

Personnel from 43 Commando Fleet Protection Group – the men who safeguard the UK's nuclear deterrent – headed to Le-Verdon-Sur-Mer in southwest France where a monument stands to the commando rowers who paddled up the Gironde in December 1942 to destroy German shipping.

Only two men survived the raid – officially Operation Frankton; the popular name comes from the book and film of the 1950s – which knocked out five enemy ships in the heavily-defended harbour of Bordeaux.

Lord Mountbatten hailed it as a "brilliant little operation carried through with great determination and courage" and Churchill said it helped to shorten the war by six months.

Twenty-one men from Faslane joined French veterans, former commandos and the Association Frankton Souvenir – a group of French enthusiasts determined to remind their fellow countrymen of the sacrifices made by ten Britons 77 years ago.

Ten Royal Marines were launched at the mouth of the Gironde from submarine HMS Tuna – close to the site of the present-day memorial – in two-man canoes (codenamed cockles).

Two men died of hypothermia even before reaching the river and only two canoes actually reached Bordeaux; using the long winter nights, their crews paddled in darkness and slept by day.

After placing limpet mines on shipping, the men made for neutral Spain. Only Major Herbert 'Blondie' Hasler and Corporal Bill Sparks reached it with the help of the French

resistance. Their comrades were either caught or betrayed – and every man who fell into German hands was executed under Hitler's infamous 'commando order'.

Eric Poineau, president of the Association Frankton Souvenir, told those gathered for the memorial service that "since its beginning, the association has strived to perpetuate the memory of Op Frankton through events that draw attention to the courage and dedication of British Marines, past and present".

Prayers were read by 43 Commando's chaplain the Reverend Mark Allsop. After both British and French national anthems were sung, an address was given – in French – by Colonel Andy Muddiman, Commanding Officer of 43 Commando.

The service was well-attended by members of the veterans' organisation, the Amicale Nationale de Fusiliers Marins et Commandos. The service also included the presentation of two medals to one of its members, Sergeant Fusco Lupart, who was awarded the Combatant's Cross and the Medal of the French Nation's Gratitude.

Afterwards, ten commandos set off on a three-week expedition to follow in the footsteps of the Cockleshell Heroes.

The tribute to Hasler's team involved a 100km kayak from the monument to Bordeaux, followed by a 271km hike overland into the Pyrenees and over the Spanish border.

The challenge was aimed at keeping the memory of the Cockleshell Heroes alive, testing the ten men's commando qualities and raise funds for The Royal Marines Charity.

As of mid-August, the team were two thirds of the way towards their £5,000 fundraising target.

Wrens WOW on trek in capital

SERVING women and former Wrens united for a walk through London to mark the centenary of the Association of Wrens and raise awareness of the charity.

Commandant Anthea Larkin – former Director WRNS and former president of the association – waved off the 19-strong contingent from the Old Royal Naval College Greenwich.

Ahead on the 'Wrens Out Walking' trek: a 10.8-mile route past key sites associated with the RN and the women who have served in it: HMS Belfast, the Imperial War Museum, the Women of WW2 Memorial in Whitehall, and St Mary le Strand church.

The walk ended at the Tower of London where participants were given a quick tour of the grounds by Beefeater and former Royal Navy Chief Petty Officer Gary Burridge, before being invited into the Yeoman Warders Bar.

"It was a brilliant day!" said Lady Elizabeth Jones, whose husband was head of the Royal Navy until earlier this year. "We had a lovely time getting to know a great bunch of ladies who made us feel very welcome."

The association, which represents present-day serving female RN personnel and former Wrens, is gearing up for its 100th anniversary in 2020.

Falmouth donate plate for posterity

AREA 4 President, Shipmate David White, accompanied by his wife, attended a presentation to the Mayor of Falmouth in the Falmouth Town Council chambers.

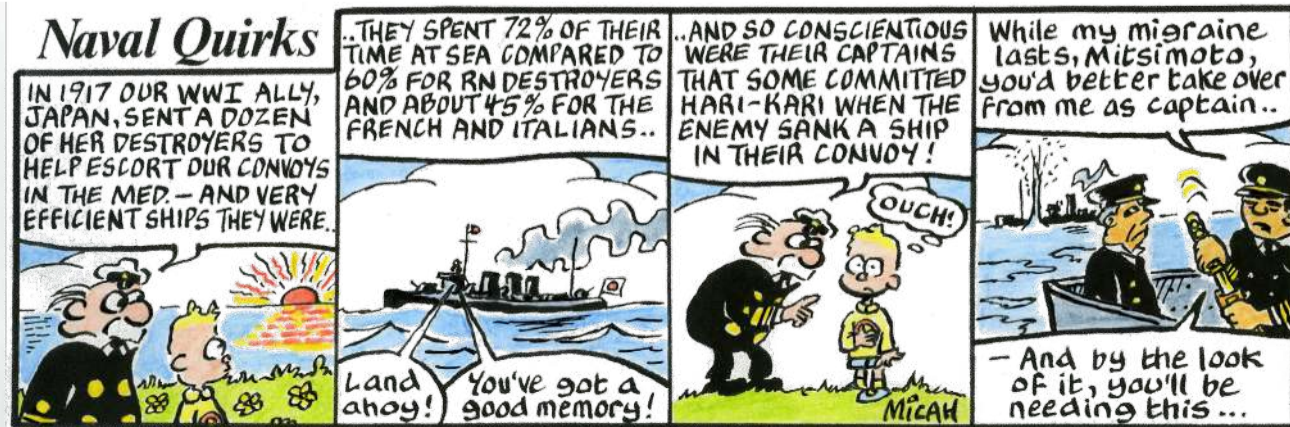
In front of shipmates from the Falmouth, St Austell and Helston branches the Area President gave a history of the Netherlands Plate from its presentation by the Dutch Government in 1994 up to the present.

The plate was accepted on behalf of the town by the mayo, s/m Steve Eva (a former submariner and a member of the Falmouth branch).

During his acceptance speech Steve confirmed that the plate would be displayed in the council chambers and therefore be available for members of the public to view.

Visiting RNA shipmates are also welcome to view it and the collection of RN/RFA memorabilia held by the town council.

Following the presentation the mayor offered all those present a tot and the opportunity to view the council's collection of maritime presentations and artefacts.



River Plate anniversary memorial

DESCENDANTS of the men who fought the RN's first great battle of WW2 will travel to South America in December to mark victory at the River Plate. Around 40 people make the pilgrimage to Chile, Uruguay and Argentina to pay their respects to the men of HMS Ajax, Achilles and Exeter, plus Germany's Graf Spee, whose fates met on December 13 1939.

The British ships, under Commodore Henry Harwood, took on the more powerful German raider off the mouth of the River Plate in a bid to end her three-month spree sinking Allied shipping in the Atlantic. They damaged their enemy sufficiently to force Graf Spee to seek repairs in Montevideo and, when she emerged 72 hours later, observed as the warship was scuttled rather than fight to the death with the British vessels.

The 80th anniversary pilgrimage will take descendants to Concepción in Chile, where Harwood and his men are also remembered for the help they provided after the city was hit by an earthquake in January 1939.

Various events and tours will take place in and around Montevideo, including a memorial service on December 13 at the Cathedral of the Most Holy Trinity and the unveiling of commemorative plaque, followed by an act of remembrance at the joint grave for three of Achilles' crew in the British Cemetery.

Proceedings in Montevideo close with a voyage out to the wreck site of the Graf Spee with the Uruguayan Navy. Commemorations conclude in Buenos Aires on December 15 at the German Cemetery where Graf Spee's captain Hans Langsdorff is buried (he took his own life after the scuttling) and finally respects will be paid in the British Cemetery at the grave of JT Frederick from HMS Exeter.

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Bude marks 30 years NO

BUDE branch members invited honoraria and guests to their 30th anniversary dinner in the Falcon Hotel.

Locals were joined by shipmates from Chard, Bridgwater and one lady representing Plymouth (she'd come up by bus!) enjoyed a thoroughly enjoyable evening in the presence of Bude's mayor Bob Willingham.

Local sea-shanty group Friggin Riggan provided the musical entertainment before a raffle and auction closed proceedings.

The next day shipmates were out in force early at the town's Morrison's superstore for a 'meet/greet/recruit' and collection, raising £400.



A send-off for Sydney

SYDNEY Walsh's family feared the 97-year-old D-Day veteran's passing might go almost unnoticed.

Instead Service personnel from RNAS Yeovilton helped to ensure the funeral of 'one of their own' was an occasion to remember as the former able seaman received a hero's send-off in Yeovil.

They – plus veterans' groups, 60 Royal British Legion bikers and members of the public – responded to an appeal by funeral director Mr Stuart Foster to make the Welshman's funeral an occasion to remember.

Originally from Port Talbot in South Wales, Mr Walsh (pictured inset in later life) served through all but four months of World War 2, initially supporting the Fleet Air Arm at sea and on land – including surviving the sinking of carrier HMS Eagle on the Malta convoy run – later in the war helping the liberation of Europe, crewing Landing Ship Tank 162 during the invasions of Sicily, mainland Italy and then Juno Beach in Normandy on D-Day.

He served in the Arctic (the ill-fated campaign in Norway with HMS Furious and 801 Naval Air Squadron), Atlantic and Far East during an eventful seven-



year career – recognised by an impressive collection of medals (pictured below).

With RNAS Yeovilton just half a dozen miles away and given Mr Walsh's Fleet Air Arm connections, 40 men and women from the Air Station volunteered to attend the funeral at Yeovil Crematorium.

Inside, those attending were offered a moment of reflection in tribute to Sydney's Welsh roots via one of his favourite songs, Delilah, by Tom Jones – and a former Tank Regiment Regimental Sergeant Major stood up and spurred everyone else to sing with a rousing:

"Come on, it's for Sydney!" The congregation obliged, signing in unison.

And over the chapel of rest, a Merlin helicopter of 846 Squadron flew over in tribute as the veteran made his final journey.

"I didn't know Sydney personally, but I think that in this day and age it's more important than ever to remember the sacrifice of our previous generations," said Air Engineering Technician Sam Ward of 825 Squadron. "I'd like to think that if I was in Sydney's place, this many people would show up for my funeral."

Warrant Officer 1st Class Baz Firth, Yeovilton's Base Warrant Officer, said he was moved by the huge response from his colleagues, veterans and the public.

"When it's my time to leave this mortal coil it will be with a full heart and in the hope that my send-off is half of what we witnessed – it was amazing," he added.

"It makes me feel immensely proud – if you look around you can see all ranks and rates here because if you've served in the military, you are always part of the family."



Lincoln rededicate Maenad memorial corner to Jutland



ENJOYING a position in a memorial corner at Lincoln Branch is the Battle Ensign flown by destroyer HMS Maenad at the Royal Navy's greatest 20th Century battle.

Shipmates conserved, remounted and rededicated the flag, half a century after it was first donated to the branch by a veteran of the titanic North Sea battle between the British and German fleets.

The ensign ended up in the hands of S/M Henry Clarke Rylatt, an Ordinary Telegraphist aboard the M-class destroyer. Late in life, he wanted the flag preserved for future generations – and donated it to his local RNA branch, who framed it and put it on display, pictured left.

Half a century later, branch members decided the ensign was looking somewhat forlorn and should be displayed properly. They turned to

local gallery owner/conservator Richard Sivill to help preserve the flag... which spent seven days in a dehumidifier, before it was re-mounted unfolded in a new specially-designed display case which will shield it from the elements (dampness, sunlight, changes in temperature) for 100 years.

The result is a 'Jutland corner' dedicated to the standard, Maenad, Henry Rylatt (whose medals are on display with the flag) all rededicated in the presence of National Chairman S/M Keith Ridley, representatives from branches across No.9 Area, RN officers and senior rates from the Joint EW Operational Support Centre based at RAF Waddington, Lincoln Submariners Association, City of Lincoln RBL, RVS Camaraderie Club, Royal Signals Association, RAFA and officers and cadets from TSWrangler.

Branch chaplain the Rev John Moore read out

the *Naval Prayer* as a form of blessing for the new installation after the unveiling by S/M Keith.

The Chairman of No.9 Area, S/M Keith Crawford, also used the event to present the Area Shipmate of the Year Award to S/M Peter Corby of Sleaford Branch.

Peter was being recognized for his unstinting efforts to keep his Branch going when it looked as though it may slip beneath the waves. It is now in a stronger place than it has been for many years.

On completion, the tot was issued (not to the cadets) and glasses raised to the memory of HMS Maenad – which lived a charmed life at Jutland (no casualties, despite a night-time encounter with a German battleship) – as well as S/M Henry and the five men from Lincoln who were killed in the 1916 battle.



The taste of tots

ONE hundred naval veterans toasted the Queen, God bless her, aboard WW2 cruiser HMS Belfast in London as they marked a milestone in RN history: the end of the rum ration.

July 31 1970 has passed into naval annals as 'black tot day', when sailors received their daily issue of rum – ending a tradition going back to the 1650s.

The end of 'up spirits' at 11am every day is still mourned by many former matelots who fondly remember their tot – dished out from a giant barrel bearing the words: The King/Queen, God Bless Him/Her depending upon the monarch of the day.

But in an age of nuclear missiles and propulsion, fast jets, computers – Harold Wilson's famous 'white heat of technology' – the Admiralty

decided it was potentially dangerous for unsteady sailors to operate complex equipment and machinery.

The anniversary of the end of the ration is marked by most naval veterans' groups – notably the Royal Naval Association.

For the 49th anniversary of the tot's end it linked up with the Royal Navy and Royal Marines Charity and Pusser's Rum to invite old salts and retired marines aboard the museum ship for a get-together, tot and a good deal of dit-spinning as they recalled tales of yesteryear.

The gathering on Belfast also allowed the RNA and RNRMC to offer advice on any pastoral or other support veterans might need, particularly those experiencing loneliness or isolation.

Ruins of WW1 ammo site saved

A CENTURY after it was abandoned, a derelict naval ammunition works in Cornwall will be protected for future generations.

The government has decided the former National Explosive Works outside Hayle is a site of historic importance and should be preserved given its role in World War 1, both feeding the Grand Fleet with cordite to propel its shells towards their targets and its role in the women's rights movement.

The huge site, located on the northeastern edge of the Cornish town, is today part of a wildlife reserve with nature reclaiming much of the area, including the blast pits.

Many of the buildings were torn down or partially dismantled, but the outlines of some of the world's first mass-concrete structures survive.

Hayle was chosen because the sandy dunes were able to absorb any potential blast should accidents occur during manufacture first of dynamite for the county's then-booming tin mining industry, later cordite for the Royal Navy.

At the peak of production 1,800 people – mostly women, drawn from the local communities were employed in the works, receiving good pay and enjoying good working conditions by the standards of the time.

Today the derelict site is enjoyed by walkers using the South West Coastal Path... and is now on the National Heritage List – alongside memorials, parks, garden, historic buildings and even a handful of other explosive factories.

"The National Explosives factory has many compelling stories to tell, as a state-of-the-art site supplying the Cornish mining industry, and as a vital supplier of explosives – made by women – to the Royal Navy," said Becky Barrett, Regional Director for Historic England in the South West.

"Protecting this site acknowledges its outstanding historic interest and ensures we can continue to learn from it for generations to come."



Capital day out

SIX sea cadets from Whitehaven took up an invitation to spend a day in London visiting the Ministry of Defence, Sea Cadet Headquarters and the Houses of Parliament, where they had a private tour of both the House of Commons and House of Lords.

Copeland MP Trudy Harrison extended the invitation to visit some months ago, shortly after she visited the cadet unit, but it had not been possible to take it up until now.

"It was brilliant to welcome the Whitehaven Sea Cadets to Parliament and to organise for them to visit the Ministry of Defence to speak to Commander Jim Morley," said Trudy.

"Sea Cadets across our great nation are simply brilliant, often providing an early introduction to the Armed Forces but also getting involved with a raft of community action."

Speaking after the visit, the Whitehaven unit's Commanding Officer, Petty Officer (SCC) Stuart McCourt said that it had been a genuine once in a lifetime experience for the cadets.

"We would like to say a huge thank you to the MoD and Sea Cadet HQ staff who gave up their time to see us and make us feel so welcome, and especially to Trudy for inviting us and taking time out of her busy schedule to meet us."

For further information about Whitehaven Sea Cadets, please contact David Abbott on 07890 291213 or 019467 27350 (home), or email chair@tsbee.org.uk.

You can also visit [Facebook.com/WhitehavenSCC](https://www.facebook.com/WhitehavenSCC)



Teamwork rewarded

ORDINARY Cadet Jack Fleming is pictured receiving his BTEC Level 1 certificate from Gary McKeating, head of community and development at Sellfield Ltd.

Jack was one of two Whitehaven Sea Cadets to receive certificates.

The certificates, for teamwork and personal skills, were awarded to Jack Fleming, 15, and Ordinary Cadet James McAvooy, 17, who completed the various modules needed to achieve the award as part of their normal Sea Cadet training.

Gary also spent time inspecting the cadets and chatting to them about their interests.

"It is really important to have organisations like Whitehaven Sea Cadets available to young people in our communities," said Gary.

"It was obvious from speaking to the cadets that being here really helps to build their self-confidence and develop skills in areas such as teamwork and leadership."

Hardy RFA Cadets raise hundreds for youth organisation

A TEAM of Royal Fleet Auxiliary Officer Cadets took part in a Ten Tors trek on Dartmoor to raise money for an organisation which supports young people.

The group of 11 took six-and-a-half hours to walk the 22.7 miles and have so far raised over £800 for Dart Trekkers.

This will enable the organisation to enter and equip a third team of young people into the 2020 Ten Tors Challenge.

The Officer Cadets, who make up Shackleton Division, are currently under training at Britannia Royal Naval College (BRNC) in Dartmouth.

Starting in Princetown the team's route across the moors was ably planned and navigated by Shackleton Division's former Royal Marine, Cadet Ben McEwen.

Overcast skies and a slight breeze provided ideal walking conditions and the team managed to cover the distance with smiles and camaraderie from start to finish assisted by the 'marching tunes' provided throughout the walk by Cadet Josh Cunningham. Heading to Hart Tor on a southerly circuit, the team

quickly reached the half-way point at Gutter Tor.

Third Officer (3/O) David Collison said: "Despite a minor setback caused by an encounter between 3/O Jeremy Hurst and a spikey bush in the middle of some head high ferns, there were no major injuries, and the second half of the walk went smoothly. We even found time to assist some lost but extremely grateful tourists."

The team completed the distance and arrived back at Princetown by 5 pm to take on some much-needed liquid refreshment, before returning to BRNC.

Cdre Duncan Lamb, the Head of the Royal Fleet Auxiliary, said: "Well done, a great cause and brilliant team work."

Dart Trekkers is a youth organisation, entirely funded by donations and volunteers, which trains, equips and pays for young people of various ages to take part in the annual two-day Ten Tor challenges over distances of 35, 45 and 55km.

To make a donation go to: [justgiving.com](https://www.justgiving.com) and search for Dart Trekkers



Picture perfect

DURING World War One, 3rd Margate Scouts, like many other scouts around the country, answered their country's call for volunteers.

They became runners, first aiders, fire watchers / fighters – any job that they could do they did.

As a reward Admiral Jellicoe took HMS Ramillies around the country. In 1919 the Scouts of 3rd Margate visited Ramillies and had their photograph taken sitting on the barrels of the guns, *pictured right*.

Over the years 3rd Margate became Holy Trinity Sea Scouts then in 1963 they attained RN recognition.

A group from the Holy Trinity (Sea Scouts & Sea Explorers) went to the Imperial War Museum in London to recreate the photograph as near as they could as one of Ramillies Guns proudly sits at the entrance to the museum.

The young people and leaders positioned themselves around the guns and took photographs. They even had time to enrol a young person to Phoenix Sea Explorers, including some and enrolled by Skip besides the Jack Cornwall VC exhibit.

After the event they returned to their annual camp for an impending Royal Naval Inspection.

Inspecting Officer, Lt Kevin Atkinson was impressed with the level of activity and standard achieved by the Leadership Team and the Sea Scouts and Sea Explorer Scouts who were on parade and they passed with flying colours.

Group Scout Leader Terry Pankhurst said: "I am so proud of all of young people and what they achieve in scouting and I have to say that none of this would be possible without the leadership team who all do an amazing job."



We're going to need a bigger trophy cabinet...

PORTSMOUTH Sea Cadets hosted a fun evening for the presentation of the Sea Cadet Corps National Award.

The Thomas Gray Memorial Trophy was presented by MSSC trustee and former Second Sea Lord Vice Admiral Sir Jonathan Woodcock.

As the current holders of the Stephenson Trophy for the top unit in the South of England, Portsmouth unit won the second cup for 2018.

During the evening Vice Admiral Woodcock met the cadets and staff, along with the Area Officer Southern,

Commander Trevor Price and Senior Staff Officer Commander (SCC) Karen Kristiansen RNR.

They were entertained by several classes during the evening and even participated a little napkin folding.

The unit have had a busy 12 months. From community engagements to winning many competitions, cadets have taken every opportunity in achieving their training goals and even marched past the Cenotaph in London for Remembrance Sunday.

Commanding Officer Sub Lieutenant (SCC) Lisa

Grinter RNR said: "Each year the cadets go from strength to strength, it has been a pleasure to watch the unit grow to the powerhouse that it is now."

"The ethos within the unit is team – every cadet, adult, and our families have contributed so much in making this such a successful year."

"I feel immensely proud of our unit and delighted to be the CO of such a fantastic team who all go above and beyond so that our young people get to experience as much as possible."



Engineering in spotlight

SEA Cadets from across the UK engaged in an exciting week of science, technology, engineering, mathematics and leadership-based activities at the Royal Navy's Sea Cadet Engineering Summer Camp.

Hosted at HMS Sultan, the 19 cadets aged between 14 and 18 were given hands-on experience of air and marine engineering.

The week also offered the cadets an opportunity to visit QinetiQ, the Royal Navy's research agency, go onboard HMS Diamond and undertake a series of practical leadership tasks, including meeting Rear Admiral Paul Marshall, the Senior Responsible Owner for delivery of the T26 and T31e Frigate Programmes and Fleet Solid Support Programme.

The cadets were accommodated throughout the week within the HMS Sultan Royal Naval Cadets' Unit with the cadets having to ensure that "Fort Grange Keep" was kept fit for a rounds inspection throughout.

On the Friday morning before heading home, the cadets ensured that their boots were sparkling as they attended a special passing out parade. Certificates were presented to each cadet by Captain Matt Bolton Royal Navy, assistant chief of staff (Engineering Support), pictured top.

Having started in 2018 as part of the Year of Engineering, the course has now developed, and students can achieve an Open Award in Maritime Skills.

Leading Cadet Holly, 17, from TS Exeter said: "I've always had a passion for engineering and I did the dry run of the course last year. I jumped at the chance to come back as it was just such a phenomenal experience."

"It's given me an insight into both engineering and the Royal Navy as well as the Merchant Navy. This year we also managed to get a qualification, which will help widen my CV and add another dimension to me, as I will have my A levels, but this will also show that I can do practical things as well."

Able Cadet Liam, 16, from TS Duke of Lancaster said: "I wanted to see what it would be like to work on engines in the Royal Navy and I thought the course would give me a greater insight into what they do. It's given me the chance to look at the different roles that are involved in maintaining them."

"I've loved coming on the course and I'm now thinking about becoming a marine engineer once I've finished at college."

Capt Bolton said: "The camp offers an exceptional opportunity to showcase Royal Navy Engineering. As an ex-sea cadet and chairman of a local unit, I have been delighted to see such enthusiastic young people achieving their Open Award and hope this might set them on course for an exhilarating future in naval engineering."

Let's hear it for the cadet bands

THE Massed Bands of the Southern Area took the honours as the Sea Cadets' bi-annual National Band Competition saw high standards within the historic setting of the Tower of London.

With cadets based in the Folkestone & Hythe, Sheppey, New Romney and Herne Bay area, and led by bandmaster Sub Lieutenant (SCC) Adam Smith RNR, the Massed Bands of the Southern Area took the major prizes including the Eason Bassett Goblet for Best Band.

In addition, 16 year-old Able Cadet Callum Budden from Folkestone took the honours as he was crowned Best Solo Bugler and Best Solo Drummer in the morning's soloist categories.

The Massed Bands of the South West Area won silver as best runner-up, while Weston-Super-Mare took bronze.

Southern Area were also named Best Dressed Band, Best Corps of Drums, Best Bugle Section and received trophies for Best Musical Display and Best Marching Display.

There was success too for Portland's Able Cadet William who won Best Original Composition for *Une Source D'Inspiration* which was performed by the Massed Bands of the South West Area.

Able Cadet Wallis was named Best Drum Major for her work at the head of Ellesmere Port Sea Cadets.

Ten prize categories were awarded as some of the most talented cadets and volunteers, performed in front of friends, family and the watching public.

Proceedings were watched over by a judging panel made up of senior members of the Royal Marines Bands Service led by Lt Cdr (SCC) Ali Bowen-Davies

Those taking part were just some of the nearly 15,000 cadets and 9,000 volunteers who are part of the charity which seeks to give focus and add new adventures to young lives in the UK.

Captain Philip Russell, RN, Captain, Sea Cadets who took the salute at the traditional end of competition march-past, said: "It was a terrific day and credit goes to the cadets in the bands from up and down the country who made it to London, particularly those who travelled large distances."

"Congratulations go to the Massed Bands of the Southern Area who have done very well for the second band competition in a row. They deserve

Roll of honour

Best solo bugler for The Silver Bugle Trophy: Able Cadet Callum Budden (Folkestone & Hythe, Massed Bands of the Southern Area)

Best solo drummer for The Alan Wain Brass Drum Trophy: Able Cadet Callum Budden (Folkestone & Hythe, Massed Bands of the Southern Area)

Best dressed band for The City of Plymouth Cup: Massed Bands of the Southern Area

Best original composition for the Seaman's Cutter Cup: Leader Cadet William (Portland Sea Cadets, Massed Bands of South West Area) for *Une Source D'Inspiration*

Best cadet drum major for the Directors' Award: Able Cadet Wallis (Ellesmere Port Sea Cadets); Joint second place: Able Cadet Owen (Southport Sea Cadets) &

Leading Cadet Elise (Sheppey Sea Cadets, Massed Band of Southern Area)

Best corps of drums for the Haynes Shield: Massed Bands of the Southern Area

Best marching display for the Display Trophy: Massed Bands of the Southern Area

Best musical display for the Sumner Shield: Massed Bands of the Southern Area

Best bugle section for the Bugle Section: Massed Bands of the Southern Area

Best all-round band for the Eason Bassett Goblet: Massed Bands of the Southern Area; Second, Massed Bands of the South West area; Third, Weston-Super-Mare Sea Cadets



every success. It takes hours of practice and above all, nerve to perform at such a venue as the Tower of London and everyone who took part should be thoroughly proud of themselves."

Martin Coles, CEO, Sea Cadets said: "Of course the stars were the cadets and volunteers who were as amazing as ever, both in the standard of music and indeed backstage. Thank you to the volunteers who entered bands and ensured such a good day."

"It was a first-class event which I hope entertained the watching crowds as much as those connected to the Sea Cadets."

Carrier visit the week's highlight

STUDENTS from the Royal Navy's University Technical Colleges Team organised a Meet The Navy week.

Year ten students took part in a series of practical engineering tasks, leadership/team-building roles and were given an insight into medical and firefighting roles.

The students also spent an evening onboard HMS Bristol, learning the basics of marching and participated in some sports.

The highlight of the week was a visit to HMS Queen Elizabeth, where students got to see the aircraft hangar, flight deck, bridge and flight control, as well as look behind the scenes at some of the engineering systems.

WO1 Stuart Clayton said: "The students had completed practical engineering tasks at HMS Sultan and HMS Collingwood earlier in the week and visiting the ship allowed them to see all of that engineering first-hand."

RFA nominated for new awards

THE Royal Fleet Auxiliary will learn this month if it's a winner at the inaugural Maritime UK Awards.

The crucial supporting arm of the Naval Service has been singled out for its efforts to promote and support diversity in the workplace.

The new awards – part of a government-led drive to raise awareness of the importance of the sea and seafaring to the UK's prosperity – will recognise individuals, businesses, charities, colleges and universities all working or involved in the maritime sector and industry across a wide range of subject areas from innovation and economic growth to environmental work.

The RFA is up against defence giant BAE Systems and world-leading shipping recruitment service Spinnaker Global in the diversity category.

It stakes its case on a 23-year record of sending women to sea – they now account for seven per cent of the auxiliary's total strength, a figure which is on the rise. It has a dedicated 'champion' for women, female network, a new forum for LGBT+ personnel, and the RFA family is helping a few transgender sailors who've recently come forward to complete their transitions.

Transforming RN Welfare

IFYOU are in need of or already benefit from the services provided by Royal Navy Royal Marines Welfare... you'll find they've renamed after 42 years: Naval Service Family and People Support.

The team of military and civilian personnel have been looking after the wellbeing of serving personnel and their families at home and abroad since 1977.

The name change – which comes into effect at the end of September – is part of the broader transformation programme sweeping through the RN and RM at present.

Comms Shack

WE HAVE 213 days to go to deliver the redesign of ET, LET and POET qualifying courses under Project Mountbatten for our CIS Spec GS personnel.

We have established the Mountbatten War Room, where a group of individuals work to hit our deadline, writes WO1 Daniel Castle.

The team comprises uniformed staff (WE Personnel and TM Officers) and contractors from BMT and industry and is managed by Sub Lieutenant Neal Carmon. It will be blogging to keep the community updated.

It is always great to hear about an individual or team working above and beyond, delivering the magic. I am pleased to recognise MCM 2 Crew 7 (HMS Hurworth and now HMS Ledbury) in this article.

The team onboard have successfully navigated their generation period including a great OST programme, embracing their CDJs and whilst on patrol in sunnier climates they have not only battled the heat, they have also focused on training and ensured they are ready to provide the very best CIS capability to their command while developing all members of the team for their next steps.

This great training approach by this team paid off during a period when the LET(CIS) was absent. The two ETs who held the fort had to work above and beyond to ensure their command had the correct CIS networks to continue to meet the mission – all achieved through the dedication of the team onboard.

Over the past 12 months we've had several people struggle through qualifying courses. It is so simple to blame the training or the speed at which we are promoting – but what are you doing to support?

I challenge you all to look at your training – ashore or afloat as training doesn't stop once you leave the gangway – and ask: what more can you do?

When was the last time you took someone through COMPLAN breakdown or OT Comms creation? When was the last time you spoke about IERs? Or backup networks/gateways? When was the last time you asked your LET/PO/CPO or WO1 to teach you something to continue your development? As a manager, when was the last time you allowed a future LET/POET to complete a task that was at the next level?

I need you all to take on this challenge and do all you can to make training a priority regardless if you are on a ship or shoreside – this is a whole ship requirement, not just for qualifying course.

Any questions contact me daniel.castle304@mod.gov.uk or 93832 8811.



Looking much more Anson

Crew of new A-boat HMS Anson volunteered for a 12-week healthy lifestyle challenge – and shed as much as ten per cent of their body weight in that short spell.

The submariners were struck by a report in the local newspaper in Barrow, where the fifth of the RN's seven Astute-class hunter killers is taking shape, which suggested nearly two-thirds of adults in the North West are overweight or obese.

That prompted a general fitness drive by the Ansons, who set themselves individual goals: some wanted to lose weight and reduce their BMI, others wanted to give up smoking and reduce drinking.

HMS Anson's CO Captain 'Scott' Bower adjudicated, picking the winner: Chief Petty Officer 'Kenny' Wilson who gave up smoking and lost nearly 10 per cent of his original body weight. He beat shipmates Petty Officer 'Lee' Burke and CPO 'Willie' Thorne into second and third place respectively.

The 12-week health and wellbeing challenge included lectures on fitness, diet, cooking and preparation tips, mental



and sexual health and alcohol consumption.

"Most crew spend approximately half of their waking hours at work; therefore the workplace provides and ideal opportunity for educational and behavioural change, encouraging staff to look at their diet and health whilst being inspired and empowered by a network of friends and colleagues," said Petty Officer (Medical Assistant) 'Dave' Murray, who spearheaded the challenge.

Petty Officer (Physical Training) 'Dizzy' Dawson said although the challenge was over, the health kick wasn't.

"Everyone who took part in the programme intends to continue the diet and lifestyle changes they made and all would recommend changes to their family and colleagues. Congratulations and well done to all who took part!"

For those Ansons who didn't take part – plus new joiners – the challenge will return in the new year.

Big changes in housing

THE Future Accommodation Model (aka FAM) is being piloted in the HMNB Clyde area beginning this month, ringing in one of the biggest changes in the way accommodation for personnel and families is provided/paid for in changes.

The existing system was designed and implemented in an age when the way people live and work was vastly different. To reflect this, MOD is testing a new approach to accommodation.

FAM is intended to give more personnel more choice when it comes to where, how and with whom you live.

At the pilot site you can still select Single Living Accommodation (SLA) or Service Family Accommodation (SFA) – but you can also choose to live in private rented accommodation, or buy your own

home as the MOD modernises the way it helps to put a roof over your head(s) making it fairer and more flexible, while keeping it affordable.

FAM applies equally to everyone – single, married, in a civil partnership, or in a long-term relationship.

If you choose to rent or buy a property you'll get financial as well as practical support through either process from MOD, offering you a helping hand. Through FAM you will pay roughly the same amount for the accommodation that's right for you and your loved ones, whether you chose to rent privately or use SFA. You'll also pay the same wherever you're based in the country – that's because, to shield you from highly-priced areas; the MOD will pick up the difference. SLA and SFA will not be sold off

because of the pilot. The trial has been designed with each of the Services to test the policy and see how personnel respond.

If it proves popular/successful, it will be rolled out across the rest of the UK in the next ten years.

If you are stationed at HMNB Clyde, receive an assignment order to the pilot site, or are just interested in learning more, search Future Accommodation Model on gov.uk for the latest information.

You can also use Discover My Benefits (discovermybenefits.mod.gov.uk) to find out what FAM benefits, allowances and support apply to your situation.

If you – or your loved ones – have questions about what to do, you can also talk to your chain of command, or RNRMW Info Support.

Fast-tracker leads way for warfare

THE Royal Navy has welcomed its first warfare fast-track senior rate.

Petty Officer Underwater Warfare Ash Bayliss, 26, who three years ago was an able seaman, has joined the Warfare Training Group at HMS Collingwood, where he will be part of the Maritime Warfare School.

The fast-track scheme was introduced in May 2016 and was designed to advance suitably motivated ratings, with the necessary standards of leadership, warfare aptitude and ability through their career pipeline.

The scheme has two entry points AB-LH and LH-PO and is open to all Warfare Junior Rates including divers.

PO Bayliss, from Staffordshire, was identified as a candidate for the new scheme while on his Leading Hand Underwater Warfare professional qualifying course in November 2016 and,



● CPO Alan Peberdy, the fast-track through-life manager, congratulates PO Bayliss

following selection, was assigned to HMS St Albans.

In less than two years he completed the scheme and was awarded the CO's recommendation for promotion.

Returning to HMS Collingwood he successfully completed an intense period of training which included his PO(UW) Promotion course and Senior Rates Leadership Course.

Ash has now joined the Underwater Training Element in a Defence Trainer role which will see him teaching S2087 to Phase 2 ratings before joining HMS

Westminster at the end of the year. "I'm extremely proud to be the first Warfare Fast Track Senior Rate, and I'm looking forward to teaching the next generation of UW ratings," said Ash.

Action-packed week for blind veterans

BLIND Veterans from across the UK took part in a sports day as part of a programme of activities on offer at their annual HMS Sultan summer camp.

Hoopla, basketball, deck hockey and shuttle runs were just some of the challenges undertaken by the group of 17 veterans, who were aided by volunteer guides.

Blind veteran and first-time camper Richard

Cruise, who served with the 1st Battalion Grenadier Guards, said: "Luckily a young chap who came along last year told me about the camp and all the different activities and bonding and camaraderie that's going on, so I thought I would give it a try and so far, all my expectations have been met."

"I'm with a great set of people who are really supporting everybody, they're all hard working."

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 WO's, 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.anneda513@mod.gov.uk



Royal assent for Navy's apprenticeship and development programme

THE Royal Navy's training and development regime will be formally recognised by Princess Anne next month.

The Learning and Development Organisation and the Naval Service Apprenticeship programme have earned the Senior Service a 'badge of honour' issued in the royal's name.

The Princess Royal Training

Awards, presented for the past three years, recognise businesses and organisations large and small which make the utmost effort to educate, nurture and support their staff, improving personal skills and knowledge, for the good of the individual, organisation and society in general.

To join previous winners – including household names such as Halfords, Lloyds Bank, brewers

Greene King and insurance giant Legal and General – the Royal Navy had to demonstrate (1) that training and development was integral to the work and success of the organisation; (2) they deliver that training and nurture their staff efficiently and effectively; and (3) that training and personal development have an impact both on the individual and the organisation.

Princess Anne was one of eight people casting their eyes over 2019's applicants; judges are drawn from across the business/training/human resources world.

Patricia Stringfellow, chairwoman of the awards commission, said the Senior Service was "truly an exemplar of training and learning best practice".

Which is music to the ears to

Rear Admiral Will Warrender, Flag Officer Sea Training, who regards the awards as "the benchmark of excellence".

He added: "This prestigious award highlights the outstanding training, learning and development opportunities we offer our people – particularly our apprentices – who directly contribute to our capability as a modern, high-tech and

innovative navy."

The RN is one of 48 groups, firms and organisations which will be honoured by Princess Anne in person when she presents the awards at St James Palace in London on October 30.

You can find out more about educational and developmental courses and opportunities in the Royal Navy at www.royalnavy.co.uk/navylearn.

Recognition for sub search team

BRITISH submariners have been recognised for their efforts to help Argentina find missing sub San Juan.

An eight-strong military team and one civilian, who were flown to South America and the South Atlantic as part of the massive search effort sparked when the submarine vanished in November 2017, have earned a commendation from Fleet Commander Vice Admiral Jerry Kyd.

Their efforts not only helped to narrow down the search – and assist with the eventual location of the submarine, providing closure for the distraught families – but also built huge bridges with the Argentine people and navy.

Britain maintains a rescue team on standby to respond to any submarine accident or disaster around the globe – such as the loss of the Kursk back in 2000 or the successful rescue of the Russian midjet-submarine AS-28 when it became trapped in the Far East in 2005.

The Submarine Escape Rescue Advisory Team, based in Gosport but due to move to Faslane as part of the concentration of all British submarines and supporting services/facilities on the Clyde, was alerted after the ARA San Juan disappeared about 400 miles north of the Falkland Islands en route from Ushuaia at the tip of South America to Mar del Plata, south of Buenos Aires.

The British advisors were split between the Falkland Islands, Antarctic patrol ship HMS Protector and embedded within the search effort in Argentina – which is equipped with a state-of-the-art sea-bed-scanning multi-beam sonar – and Comodoro Rivadavia, from where the search was being directed.

Using their vast knowledge of underwater operations, weather conditions – the search was being badly hampered by very rough seas when the Brits arrived – and how long the crew might survive to narrow down and guide the search effort.

The disappearance of the submarine prompted a massive international rescue effort involving more than two dozen



ships, 11 aircraft and 4,000 military personnel who searched 1,044 square miles of ocean – about twice the size of Leeds – dropping 640 sonobuoy listening devices into the Atlantic during the fortnight-long search.

"The United Kingdom response to the ARA San Juan incident was rapidly conceived and delivered by an exceptional team of joint service subject matter experts," said Lieutenant Commander Gareth 'Griff' Griffiths, who heads the RN submarine rescue team and planned and led their involvement in the San Juan effort.

"I am immensely grateful to the many individuals involved, at every stage of the deployment, who collectively provided closure to the families and friends of the 44."

It all proved to be in vain. Acoustic data picked up by scientists who normally monitored possible nuclear detonations suggested a tremendous explosion had occurred a couple of hours after the San Juan's final transmission – and before the rescue mission got under way.

The boat was eventually discovered by deep-sea exploration firm Ocean Infinity, resting in a canyon nearly one kilometre down. The San Juan had imploded when she exceeded her pressure depth about 400 metres beneath the surface,



● The remains of San Juan's inner hull with the torpedo tubes protruding and (top) Admiral Kyd rewards the SERA team outside their Gosport HQ

killing all 44 souls on board immediately.

Despite the tragic ending to the rescue mission, the British team's input proved of great assistance to the hosts. The head of the Argentine Submarine Service, Francisco Oleiro, said that "since the start of the search, we never felt alone."

He continued: "From the depths of our hearts and from the families of the crew of the San Juan, we want to thank all the support and solidarity we received in these hard days from all the nations that are part of this community."

"On behalf of the Argentine submarine branch, thank you very much and God bless you."

Admiral Kyd said the RN team's involvement in the search had proved essential in eventually locating the lost submarine and provided "closure to the Argentine government and the families of those tragically lost".

The British mission also provided some useful firsts: the first British military aircraft to land in Argentina since before the 1982 Falklands conflict at Bahia Blanca airport and the longest flight by an RAF Voyager transporter, which flew special rescue 'pods' out to Comodoro Rivadavia South America to assist with the effort. It covered 7,795 miles from RAF Brize Norton without refuelling during a 16-hour flight.



Crete AT is very NSATTisfying

BEFORE heading off to the Gulf, HMS Duncan spent a few days in Souda Bay in Crete where around 40 members of the ship's company enjoyed the rigours and challenges of activities organised by the Naval Service Adventure Training Team (NSATT).

Activities included stand-up paddle boarding, sea kayaking and mountain biking around the north-west of the island – all in perfect Mediterranean weather.

A challenging 27-mile mountain bike ride in the hills above Souda Bay was described by Duncan's Weapons Engineering Officer Lee Packer as "a brilliant day out".

He continued: "It's been really good getting the team working together in order to bond and develop a bit of mental robustness."

The Crete package is the second the Portsmouth-based Type 45 has enjoyed since leaving home in March.

Warfare specialist Leading Seaman Harrison Leach said: "I've really enjoyed myself and this is the sort of thing that keeps me in the navy."

Chef Ajay 'Nigel' Mansell added: "This package has made the deployment for me and if you have the opportunity get out and enjoy it."

The AT package is delivered by Major Paul Gellender and his team, based in Portsmouth and is booked in advance by ship's companies.

"These kinds of challenging and adventurous pursuits inherently involve exposure to risk in order to develop leadership and physical fitness, vital to enhancing operational capability," he explained.

"Adventurous training in the modern Naval Service is a vital component to improve morale and retention as well as developing teamwork."

"We have the ability to provide cost-effective and, above all, enjoyable training to the navy's front line at home or abroad."

FANCY SOME AT?

Contact paul.gellender267@mod.gov.uk or 9380 28075



Son promotes his father

A JUNIOR officer 'promoted' his father during a ceremony at HMS Collingwood.

Sub Lieutenant Brendon Antenbring, 23, was given the honour of promoting his father, also called Brendon Antenbring, to the rank of Petty Officer.

PO Antenbring, 47, is currently undergoing the PO Engineering Technician (POET) Career Course at the Fareham site, gaining promotion from Leading Hand.

Commander Jonathan Pearce, the Officer Commanding the Weapon Engineering Training Group, identified that SLt Antenbring was also serving in the training group and had just successfully completed the System

Engineering Management Course.

Brendon senior joined the RN in 2009 as a Weapon Engineer Submariner and has served on HMS Victorious, Vengeance and in Afghanistan.

"I was immensely proud to be presented my promotion by my son, who is starting his life from a good position. It gives me confidence that his mum and I did something right," said PO Antenbring, who is now heading to HMS Raleigh.

Joining the Navy as a Submariner in 2018, son Brendon is now looking forward to moving on to the next phase of his career as having completed his training at HMS Collingwood, he too will move on to HMS Raleigh.

Deaths

Herbert, Admiral Sir Peter Herbert. A memorial service will be held at The Chapel of Saint Peter and Saint Paul, Old Royal Naval College, London on Friday October 11 2019 at 11am. Those wishing to attend are invited to apply for tickets no later than September 11 either by email to nicky.lee855@mod.gov.uk or by letter to Mrs Nicky Lee, NAVY NPS People Support, HMS Temeraire, Portsmouth, PO1 2HB. Applications should include full names and addresses. Tickets will be dispatched by post no later than September 25.

Alan Waite. Served in HMS Newfoundland. Died July 16, aged 82.

Brian Anthony Hyne, NA. Joined 1952 and left in 1963. Served in HMS Gamecock, Unicorn, Albion, Seahawk, Fulmer, Victorious, Daedalus, Centaur, Ariel and Bulwark. Died in Spain on July 4, aged 84.

James 'Jim' Oliver. Served from 1941-45. Rating pilot with Fleet Air Arm squadrons 889 and 769/ Served in HMS Royal Arthur, Victory, Stag (Port Said), Grebe, RAF Hurghada, HMS Bull, Daedalus, St Vincent,

RCAF Kingston, RAF Fern Hill, NAIFS Peplow and HMS Merganser. Died June 29, aged 97.

Kenneth Faulker, submariner. Served in HMS Porlock Bay. Member of Trafford Branch of RNA. Died aged 91.

Michael Turner, PO Radar Mech and diver. Served in HMS Ajax, 1946-47. Died June 26, aged 93.

A/Capt Joe R Blake. HMS Vernon, Daedalus, Victory RNB, Implacable, Formidable. Weapons Dept (Naval). USWD. NATO. Died July 28, aged 99.

Rear Adm Robert M Burgoyne CB. DNTC(N), HMS Antrim, Dryad, Kent, Undaunted, Cleopatra, Chichester, Centaur, Sea Eagle, Eagle, Loch Tralaig, Resource, Torquay, Blencathra. RCDS. BNSWashington. Malaysian Govt. Died July 1, aged 92.

Cdr Richard S C Lowick. HMS Seahawk, Victorious, Daedalus. DGA(N). RNAY Belfast. NATO. Died June 18, aged 86.

Capt RM John P McNulty. RM Deal. 41 Cdo RM, 45 Cdo RM, RM Deal. HMS Victory RNB. Died July 13, aged 94.

Lt Cdr David W Turner. HMS Drake, Hermes, Raleigh, Endurance, Excellent, Bellerophon, Reclaim, Layburn. Capt of Port, Devonport. Died July 17, aged 84.

Albert Ryder, AB. Served from May 1947 to May 1959 in HMS Nelson, Vernon, Forth and Lochinvar. Mmember of Lydd and Dungeness RNA. Died Aged 90.

John 'Doc' Hilton, LSBA/POSBA. Served in HMS Loch Fada (1956-66), Hermes, Ocean, Mounts Bay, Raleigh, two Commando units, RNH Stonehouse and RNH Chatham. After RN service, joined RAMC and achieved the rank of Lt Col. Member of HMS Loch Fada Association. Died July 3.

Submariners' Association

Roger Hallett Sto Mech 1. Served Feb 1952 to Jan 1956 in HM Submarines Triumph, Talent Token, Alliance, Seraph and Artful (54-56). Member of Medway Town branch. Died July 14, aged 88.

Stephen Norval LSGC LMEM (M). Served Jul 1975 to Nov 1994 in HM Submarines Revenge (p) 78 - 86 and

Courageous 94. Member of West Of Scotland branch. Died July 17, aged 60.

Association of Royal Navy Officers and RNO

Lt Cdr Anthony Banham. HMS Dryad, Mercury, Chichester, Glamorgan, Eagle, Ausonia, Teazer, Newfoundland, RNC Greenwich. Died Aug 1, aged 83.

Chief Nursing Officer Gillian M Comrie RRC QARNNC. 2SL C-in-C Nav Home Comm, RNH Plymouth, Haslar, Gibraltar. HMS Tamar, Neptune, Drake, Raleigh, St Angelo. CTCRM Lymptstone. Died July 16, aged 72.

Lt Cdr Arthur J D Coxon. HMS Drake, President, Centaur, Ganges, Dartington, Brocklesby, Brigham, Gabbard, Chameleon. Kenya Navy Ship Simba. Died July 11, aged 92.

Lt Alfred J Beeching. HMS Penelope, Collingwood, Vernon. Died Jul 8.

Sub Lt Peter I Griffiths. HMS Fulmar, Victorious, Pembroke, Heron. Died July 2, aged 90.

£50 PRIZE PUZZLE



THE mystery ship in the June edition of Navy News (right) was the Ham-class minesweeper HMS Glenthams which served with the 120th Minesweeper Squadron in the Far East.



Mr GA Hall, of Leeds, wins £50 for sending us the correct answers.

This month's mystery boat (above) is a Swiftsure-class submarine launched in 1976 and decommissioned in December 2010.

1) What was her name? and 2) where did she travel to for her last deployment?

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 October 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 November edition. The competition is not open to Navy News employees or their families.

Reunions

HMS Orion: The annual dinner takes place at HMS Drake, Devonport, on Saturday September 28. Email kay.west28@btinternet.com

Royal Marines Band Service Reunion: The reunion takes place at the Royal Marines School of Music, HMS Nelson, on October 5. For information and tickets (£20pp) contact the Blue Band Office: 023 9254 7563 or email: sec@royalmarinesbands.co.uk

The annual RMBS Memorial Service will take place at 1100 the following day in St Thomas of Canterbury (Portsmouth Cathedral), Old Portsmouth.

Royal Navy Photographers Association 100th Year Reunion: The Maritime Club, Portsmouth from October 11 to 14. All members

wives/partners and photographers past and present are welcome to help celebrate 100 years since the Photographic Branch was formed. As well as the visits & tours, the anniversary dinner will be held in the Nelson Room at the Maritime Club. On the Sunday there will be a '100 years of Photography Exhibition' followed by lunch. For details contact the Social Secretary, Ray Whitehouse at ray@chilston.com or phone 01403 230848.

HMS Glory Association: Reunion at the Aston Court, Midland Road, Derby, takes place on October 18-19. For details contact Bernie Cohen at b.cohen2@ntlworld.com or call 0780678720.

HMS Troubridge Final Commission Association: Annual reunion

takes place at the Adelphi Hotel in Liverpool from October 4 to 7. Contact Bryan Pace at Romft1@gmail.com or via hmstroubridge.com

Weapon Mechanicians Association: The 2019 annual reunion takes place at the Bear Hotel in Havant, from October 11 to 13. For further details contact Peter Andrews at weaponmechs50@btinternet.com or phone 07411 807552.

HMS Glory Association: Reunion **The Survey Ships Association:** The 25th reunion takes place at the Mercure Chester North Woodhey House Hotel, from Friday October 25 to Monday, October 28. For information on membership and reunions send a SAE to: The Secretary, SSA, 16 Quay Ostend Cliff Park Great Yarmouth Norfolk NR31

6TP. Or phone 07974156996

HMS Ajax and River Plate Veterans' Association. The 2019 reunion takes place at the Coniston Hotel in Sittingbourne, from October 4 to 7. For details please contact enquiries@iowtours.com.

HMS Superb (Cruiser) Association. The annual reunion and AGM takes place at the King Charles Hotel, Gillingham, Kent, on October 4 to 6. For details contact Robin Smith at 173 London Road, Rainham, Kent, phone 01634 362379 or email robinsmith173@yahoo.co.uk

HMS Undaunted, Eagle and Yarmouth Association. Reunion takes place at the Royal Maritime Club, Portsmouth, from October 18 to 21. Contact Alan 'Whiskey' Walker on 01268 548041 or email whiskey666@outlook.com.

HMS Lowestoft Association. Reunion takes place at the Royal Beach Hotel, Southsea, from October 4 to 7. For details call IOW Tours on 01983 405116 or contact: ian@hmslowestoft.co.uk. Tel: 07778 546861

HMS Mohawk Association. Reunion takes place at the Kegworth Hotel, Packington Hill, Kegworth, from November 1 to 4. For details call IOW Tours on 01983 405116 or email Bob Proud rob.proud@mypostoffice.co.uk

HMS Relentless Association: The 2019 reunion takes place over the weekend of November 22-25 at the Hotel Royale, Bournemouth. All ex-'Rusty R' members 1942-1968 welcome. Contact Secretary@hmsrelentless.co.uk (Tel: 02392 599640), or to book direct with SFEVENTS email hmsrelentlessreunion@sarahfletcher-events.co.uk (Tel: 01452 813173)

HMS Ganges Association: Our annual reunion will be held April 17-20 2020 at the Warners Gunton Hall Holiday Village near Lowestoft. Open to all those who served at HMS Ganges, wives & partners also welcome. For booking details contact tony.willders@btinternet.com tel:07787106202 Or Isle of Wight Tours on (01983) 405116.

HMS Broadsword Association: Biannual reunion and AGM takes place at the Best Western Royal Beach Hotel, Southsea, on Saturday May 23, 2020. The reunion is open to anyone who has served on Broadsword. For details visit hmsbroadswordassociation.co.uk or contact Bill Skilliter wistheplumber@yahoo.co.uk

1710 Naval Air Squadron 10th Anniversary Dinner. For all serving/ex serving squadron members takes place at the WO, SRs & SNCOs mess in HMS Sultan on Friday June 5 2020.

For information please contact Elaine Rogers at Elaine.Rogers683@mod.gov.uk or phone on 02392 722758.

HMS Isis. D-87 'That which Remains' 1936 to 1944. My father was an Army Officer attached to HMS Isis as BLO and was a survivor of her sinking on July 20 1944. I am seeking contact with former crew, survivors, families and or descendants. My hope is to join for acts of remembrance in coming years. Please contact: Angus Beaton 07966166981 or angusbeaton@me.com

MYSTERY PICTURE 295

Name

Address

My answers: (1)

(2)

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Submissions for the Deaths, Reunions and Swap Draft columns in September's Noticeboard must be received by

SEPTEMBER 15, 2019



Pictures: Sgt Paul Meacham



Crowds salute the crew of Westminster

SAILORS from HMS Westminster marched proudly through London.

The Type 23 frigate sailed into her affiliated city and paraded through the streets, exercising their Freedom of the City.

With drums beating and flags flying, the ship's company started at Horse Guards before marching through Westminster.

Lieutenant Commander Ian Wheatcroft, the ship's logistics officer, said: "The public were fantastic with their support during the Freedom of the City which very few people get to experience in their careers."

"The entire London port visit was a success. The hard work and effort involved in the planning from the ship's company of HMS Westminster and external agencies meant a lot to everyone."

HMS Westminster stopped in the capital on its way home to Portsmouth. It recently spent time shadowing a Chinese warship through the English Channel.

Deputy weapons engineer officer Lieutenant Tristan Trehan said the visit to London was a fantastic experience.

"This visit to conduct Freedom of the City meant a lot of our friends and families were able to attend and line the streets," he said.

"To see the public greet us as we marched through London was an unforgettable experience."

During the march the sailors saluted Lord Mayor Councillor Ruth Bush while crowds cheered them on.



She said: "The latest incarnation of HMS Westminster has proudly borne the name of our city since 1992 serving in locations from the Baltic to the Mediterranean."

"Its men and women have given service to protect our nation and our freedoms, so it is an honour for us to see them exercise their Freedom of the City of Westminster."

Commander Will Paston, Westminster's commanding officer, praised his ship's company for their efforts during a five-month deployment which included Baltic Protector.

He said: "It was a real privilege as the CO of HMS Westminster to exercise the Freedom of the City and something that my ship's company will remember for the rest of their time in the Service."

The 'Freedom of the City' was first conferred upon HMS Westminster on November 9 2005 and was last exercised in September 2014.

Pictures: LPhot Belinda Alker

Newbies strike the right notes

THE Royal Marines School of Music have welcomed their latest batch of successful musicians.

Troop 1/16, consisting of 24 ranks, including 12 musicians and buglers, passed out in front of loved ones at the annual celebration, which included a tour of the school to offer a flavour of life as a 'bandie'.

The parade was inspected by Deputy Commandant General Royal Marines, Brigadier Haydn White, pictured right.

The celebrations continued the following day with a concert and Beating Retreat in Portsmouth Guildhall.

The concert opened in traditional style, with an overture and march sequence under the direction of Assistant Director of Music Training, Captain P Trudgeon RM.

This included *Rocky Point Holiday*, an exciting and challenging overture, as well as a Corps of Drums display and an electric violin feature from Musn Cameron Reader.

Musn Reader learnt the violin from scratch when joining in 2016 and since then has shown phenomenal progress throughout training while also studying cornet.

Next to be featured were soloists, under the direction of Bandmaster Training, WO1 Bdmr D Prentice RM. The first piece was Rimsky-Korsakov's *Flight of the Bumblebee*, a bassoon solo given by Musn Phillip Powell. He joined the service in 2017 and was runner-up in this year's Cassel Prize final.

Next up was Musn Hollie Branson, who has played the violin since she was six years old. She performed Nigel Hess' *Fantasy for violin*, from the film *Ladies in Lavender*.

The last of the soloists was Musn Matthew Fletcher who performed Phillip Sparke's *Pantomime*; a famous euphonium solo which highlights both delicate, soft passages as well as fast flourishing moments.

Since Major Huw Williams RM became Director of Music Training, choir has become a key aspect in the timetable at the School of Music.

All trainees participate in weekly rehearsals led by the vocal Professor Rebekah Abbott, many of which prior to these choir sessions had never properly sung before.

Under the direction of Professor Abbott, the choir performed four contrasting pieces; *What a Wonderful World*, *Ubi Caritas*, *Scarborough*



Fair/Sound of Silence and a *West Side Story* Medley. The choir performance also featured three solos from Musicians Katrina Nimmo, Haydn Cox and Isabella Newbery.

After the interval the Royal Marines School of Music Big Band, under the direction of Bd Sgt Matt Bowditch performed three pieces. The first of which was *Love for Sale* by Cole Porter, as played by the Buddy Rich Orchestra; featuring Musn James Mckenzie-Smith on drum kit.

The second piece was a vocal solo performed by Musn Hannah Smither called *Louisiana Sunday Afternoon*, originally performed by Spice Fusion.

To end the concert, Major Huw Williams took to the stage to conduct the concert band. This began with Billy Joel's *Root Beer Rag* arranged as a xylophone duet by Michael McDermott and performed by Musicians Harry Page and Corin Dennehey.

The final piece performed was *Windows of*



the World by Peter Graham, originally written for brass band it was later rearranged for wind band.

This was another chance for the School of Music to show off more of its musical talents featuring solos from Musicians Sam Firth and Michael Sylvester, Kirsty Haines, Florence Cowley and Naomi Hewin and finally the clarinet section. The concert came to a close in the traditional manner with the regimental marches and the audience then made their way outside for the start of the Beating Retreat.

In traditional style the band stepped off to Sarie Marais, led by Drum Major Training, N Crossley, and began their spectacular display in front of the Guildhall. This year's routine featured some new movements for the band, including a cross leading into an inverted chevron and finally a triangle formation for the finale.

Report: Musns Kirsty Haines and Hollie Branson

Volunteer musicians keeping up the high tempo

THE Royal Navy Volunteer Band Association have performed at their first events since a revamp.

Following a review, each band now comprises uniformed, MOD civil servants, contractors, dependants, civilians and students.

The nine volunteer bands – HMS Seahawk, Drake, BRNC, Heron, Sultan, Collingwood, Nelson, Neptune and Northwood HQ – were inspected by the Corps Bugle Major at a massed bands event in Portsmouth.

The sun-soaked audience on the Guildhall steps were entertained with a spectacular display including a finale of *The Captain General*, John Williams' *Symphonic Marches* and *Hearts of Oak*.

The afternoon saw a move inside the Guildhall for audiences to appreciate 15 minutes concert

programme performances by each band.

Some bands included soloists; others included their Corps of Drums. All bands achieved the exacting standards required to continue to represent the Principal Director of Music and the wider Royal Navy for the forthcoming year.

Each year the bands undertake in the region of 200 engagements. Some are on behalf of individual Chains of Command whilst other engagements are undertaken on behalf of the RMBS.

If you would like more information about the RNVBA please contact the individual unit VBI; the standing subject matter expert of the RNVBA working group on bandy.northwood@gmail.com or the current Chair susan.schofield684@mod.gov.uk



Jutland to Scapa – the end of the German High Seas fleet

THE GROVE REVIEW

NICHOLAS Jellicoe, Admiral Lord Jellicoe's grandson, has truly thrown himself with great and laudable enthusiasm into the naval history of the First World War, writes Prof Eric Grove.

I will remember meeting him in Blackpool eight years ago to give him advice on launching his career as a writer of naval history, something he has done with great success.

His first effort, *Jutland, The Unfinished Battle* came out to commemorate the centenary of the battle in 2016 and was generally well received.

Although I had problems with some of it I stand by my assessment that it is "the best narrative account of the battle currently available".

Nick has just produced a revised new paperback edition. Published, like the original by Seaforth of Barnsley (ISBN 978 1 5267 3728 1) is available for a very reasonable £16.99.

Given the revisions it is probably worth buying even if you have the original.

There is still the odd glitch but the book, together with the associated website [Jutland 1916.com](http://Jutland1916.com) is an even more important source on the battle than its predecessor; highly recommended.

To mark the next centenary, the 1919

scuttling of the major units of the High Sea Fleet (as more direct translation of the German than 'High Seas') at Scapa Nick has produced a new book *The Last Days of the High Seas Fleet; From Mutiny to Scapa Flow* (Seaforth, ISBN 978 15267 5458 5, 351 pages, £25).

After a short introduction the book covers the mutiny that marked the end not just of the naval war but, together with defeat in the field, the whole German war effort.

As usual Jellicoe is fair and empathetic to his subjects and writes an accessible account of a complex situation, again perhaps the best available.

The author has studied all the available sources and presents a fair compilation of their findings.

I would not have put quite so much stress on all of those quoted but, in general the result is clear and balanced.

The confused events of the scuttling and its background are well covered together with the British over-reaction which led to nine German deaths.

A small but interesting point is that the British personnel were armed with Japanese manufactured weapons.

Happily, most showed more self control. Finally the book covers 'the greatest salvage ever known' when most of the ships were raised and scrapped.

There are, however, one or two niggles. One

gets the impression that production was a bit rushed to meet the 2019 deadline.

The editing of the text is uneven with slightly irritating repetitions in places.

There is also an annoying tendency to confuse battleships with battlecruisers and to inflate ships' armament; Hindenburg did not have 15-in guns.

Also Nick goes along with some of the original internment plans that the armed boarding steamer King Orry led in the German torpedo craft.

The painting in Douglas, Isle of Man, clearly shows it leading the German light cruisers, which I suspect is correct.

There are other small confusions/misprints over ship names. I look forward to the revised paperback edition.

A good and highly complementary companion to the Jellicoe book is a masterful and impressively researched study by Dr Innes McCartney, our leading archeologist of modern naval history.

Scapa 1919; The Archaeology of A Scuttled Fleet is published by Osprey of Oxford (ISBN 978 1 4728 2890 3) at £30, a very reasonable price for a beautifully produced and well-illustrated 336-page volume.

The book covers, more briefly than the other book, the German naval mutiny and the internment of the fleet.

Its author openly borrows the late Dan Van Der Vat's term 'The Grand Scuttle' to cover the self immolation of the ships.

He then moves on to the various salvage effort, first by the Royal Navy, then by Cox and Danks and Metal Industries.

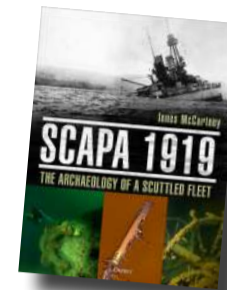
Dr McCartney then moves on to a detailed examination of the surviving wrecks the battleships Koenig, Markgraf and Kronprinz Wilhelm, the cruisers Brummer, Karlsruhe, Coeln (not as often misspelled Koeln) and Dresden and the torpedo boats S54 and V83.

These are exceptionally informative. Perhaps most interesting is the often unrecognised fact that Dresden had already been scuttled at Swinemuende to protect her from the mutineers.

This and the consequent repair work was the reason that that she was not available for the internment off Rosyth.

She finally arrived in early December to be scuttled again, this time permanently, seven months later.

The author takes a broad conception of the Scapa site and concludes that "The wreck sites at Scapa Flow comprise a globally significant historical and cultural artefact, an underwater industrial landscape of unique character to be enjoyed, studied and revered for many decades to come."



From humiliation to adulation

THERE'S something fascinating about the wheel of history.

The first major battle of the American Civil War took place around Wilmer McLean's farmhouse at Manassas. He moved house afterwards to escape the conflict.

Four years later Robert E Lee surrendered his armies to the Union in McLean's new home in Appomattox 140 miles away.

In September 1939, Germany's 1st Mountain Division captured the city of Lvov, only to hand over their prize to the Red Army under the Nazi-Soviet Pact. In June 1941, the mountain men returned to take the city a second time.

And in April 1982, the Royal Marines of Naval Party 8901 were forced to watch as the red, white and blue of the Falkland Islands standard was lowered at Government House in Stanley and the Argentine flag raised in its place.

Two months later, having been deported from the South Atlantic islands, they were present as the fouled light blue and white flag was hauled down and lawful rule returned.

It is a story told in considerable detail in *The Falklands War – There and Back Again: The Story of Naval Party 8901* (Pen and Sword, £25 ISBN 978-1526710772), very much more than a memoir.

With the assistance of military historian/author Michael Jones, 8901's then CO Major Mike Norman pieces together a comprehensive picture of



● Full circle... Naval Party 8901 is invited to restore the Falkland Islands flag to its rightful place on the pole at Government House in Stanley following the Argentine surrender

life in the islands for the small marine detachment, the background to the war, the brief, unequal defence of the Falklands in April 1982... and its triumphant return with the British task force in May.

The UK military presence in the Falklands 37 years ago was very different from today. No Mount Pleasant complex, no East Cove port, no permanent

guardship even.

Defence rested upon the shoulders of 40-odd commandos of NP8901, based at Moody Brook Barracks on the outskirts of Stanley, and the presence of HMS Endurance – when the Antarctic patrol ship was in the area.

Plans for her withdrawal under the Nott defence review was one of the principal catalysts for the *junta* in Buenos

Aires to act.

Mike Norman took charge of the small Falklands detachment on April 1 1982, fully aware of deteriorating relations between the UK and Argentina.

He found the islands akin to the besieged Soviet Union in mid-June 1941: the Argentinians flagrantly riding roughshod over international law, conducting illegal reconnaissance flights, a nervous population – all of which was dutifully reported to London, which didn't seem to want to listen.

Whitehall only sat up and took notice when the invasion force. It gave Norman and his men just hours to prepare.

While crypto equipment was smashed, the marines considered how to stall the invasion... knowing nothing about their foe, where he might land, and what equipment he had.

Norman chose to defend key points – the beach at Yorke Bay, Stanley's small airfield – and for around three hours on April 2 1982, his men put fierce resistance.

The sight of Argentine armour rolling down the streets of the capital left the commandos feeling impotent. The detachment quartermaster sergeant Bill Aspinall put it simply: "We were stuffed!"

Yet the order from Governor Rex Hunt for the marines to lay down their arms at 9.25am was not a popular one;

almost all were prepared to keep on fighting "to the end".

And perhaps they were right. *The Daily Mail* and *The Sun* both plunged the knife in back home, talking of national humiliation.

Not so Margaret Thatcher. Though her defence cuts had encouraged Buenos Aires to act, now she came across as "commanding" to Mike Norman as she praised him and his predecessor Major Gary Nott as "two of the bravest men in Britain" when the Naval Party was repatriated (via Montevideo) a few days later.

A few weeks later, Norman and his men, would be back in the Falklands largely serving with Juliet Company, 42 Commando.

On June 16, two days after the Argentine surrender, and having fought in one of the final battles for the capital at Mount Harriet, Norman's men were invited to raise the islands' flag again.

It was a staged affair – played out for *News at Ten*'s Michael Nicholson – without much fanfare, "just quiet pride" in the words of Bill Muir, NP8901's sergeant major.

This is a first-rate account and a very welcome addition to the still relatively-small body of literature about the 1982 conflict – especially when it comes to the background and beginning of the Argentine occupation.





To book a place or arrange a visit contact Kate Evers **01473 326136**
admissions@royalhospitalschool.org



ROYAL HOSPITAL SCHOOL

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● **Cdre Paul Carroll presents the inaugural Womens Origin Plate to PO(Sea) Sam Alderson**
Picture: Alex Knott Photography

Women make Origins' debut

The last two months has seen Royal Navy Rugby League in action across all teams ahead of the the annual Inter-Service this month.

The annual Origin fixture this year was staged on the lawns at HMS Excellent and for the first time featured a women's competition.

The format was the same, East v West, and provided the ideal curtain raiser for the men's game.

The Maroons of Western Commands led by PO(Sea) Sam Alderson took the inaugural title by 42-22.

Then it was on to the men's game, the Maroons of the West were looking for a third title on the trot but despite leading early on the Blues from the East came back strongly to regain the QinetiQ Origin Cup by 32-22 after another cracking battle royal.

The fixtures have come thick and fast of late with the RN Academy quelling another attempt by the Cornish Rebels to lift the Camborne plate, whilst the RMRL side travelled to Warrington to take part in the annual Armed Forces Day extravaganza and celebrated a hat-trick of wins over the Army Academy retaining the Birdsall Bowl, 32-12.

Across the Pennines next to West Yorkshire where Super League Club Wakefield Trinity hosted the third Ian Molyneux Memorial Shield fixture between the Brothers and the GB Teachers.

Once again RNRL brought the trophy home in a much closer game that saw second Matt Holland force his way over late on the win the match for his team 28-24.

To round off the latest fixtures both men's and women's teams were in action.

The Wrenegades travelled to the East Midlands to take on the Nottingham Outlaws and in a tight game lost out by 38-36.

The men's team had a relatively short trip up the A3 to New Malden to take on the London Chargers and came home with a 24-12 victory over the current Southern Conference Leaders.

This year the RN host the Army at the Inter-Service with all three teams in action from 3pm on September 6.

The final matches of the Series sees the RN travel to Featherstone in West Yorkshire to face the RAF on September 20.

Details of all RNRL fixtures and match reports can be found via royalnavyrugbyleague.com and via Facebook or twitter [@RoyalNavyRL](https://twitter.com/RoyalNavyRL)



Reined in

THE Hackett Rundle cup was heated from the throw in with both the Army and the Navy meaning business.

This resulted in an early dismount from a Navy player however, his flight was not as far as team-mate Captain Al Wilson, who was on his UK polo tour and had flown in from Virginia Beach to play the Hackett Rundle Cup as well as the Inter regimental final at Guards.

The Navy started with two goals on handicap, but by the end of chukka one the Army had matched that advantage.

The Navy kept steaming ahead but alas the Army defence kept punching back leaving them just not able to finish.

Capt Selfe in defence was punching massive lofting shots to his running forwards, who were all working as a well-drilled team. Second Lt Freddie Benyon just kept finding goal.

Going into chukka four it really was sink or swim for the Navy as the Army powered ahead with seven goals to the Navy's three.

Just when the Navy thought there was nothing they could do, the ballast of the Navy team, Steve Spiller torpedoed the ball through the goal for a burst of glory in the dying seconds of the match.

The game ended Army 9 Navy 4.

Capt Wilson said: "It was fabulous to play here today in front of bumper crowds on such a manicured pitch.

"It was a hard job. We knew they were a better team, very well mounted and as a result that showed."

His Army counterpart Capt Paddy Selfe said: "We had never all played together but we had a game plan and we stuck to it"

The Forensic Risk Alliance most valuable player was awarded to 2 Lt Benyon.

The WL Gore Best Playing Pony was awarded to Kandi, owned by Jessica Andrews and ridden by Capt Selfe.



The Rundle Cup was played in glorious sunshine at Tidworth Park Polo Cup.

The crowds flocked in by the thousands to line the grounds, enjoy the picnics or VIP hospitality and peruse the stands in the shopping village.

Starting the day's polo exploits was the Inspire Foundation Charity match.

Jockeys and event riders who are masters in their own disciplines picking up polo sticks and becoming polo players! What could possibly go wrong?

Well nothing it seems under the watchful team leadership of leading QC Elspeth Talbot-Rice and her husband General Robert Talbot-Rice who put on a magnificent display.

The Baylis and Harding team steamed off on a mission from the start and showed they meant business against Quilter Cheviot.

Both teams showed great skills before Baylis and Harding took victory in literally the final few seconds.

We saw the Henchman two-furlong dash won by Ben Hicks riding Brunswick Vale raising money for the Inspire Foundation, a wheelchair race and

that was all the action before the REME parachute team fell out of the sky to say hello and excite the spectators.

The Pony Club Jorrocks teams lined up with all their pride and glory to play in front of such large crowds.

The fluffy's came out to show that polo is played by all ages and with the display we witnessed we sure are picking players for our future teams.

To warm up more action before the big game the teams came on for the Indian Cavalry Officers Association Trophy.

This year USA Dawn Jones was playing solo without her four academy award winning stick chick of her husband Tommy Lee-Jones, who was busy making his next hit movie.

Both teams showed great team play but the USA side were sharp and finding goal with four of the goals scored by Dawn Jones.

A gripping fourth chukka ended with the final score of USA 6 to UKAFPA 2 1/2.

Report: Charlie Fraser
Pictures: LPhot Barry Swainsbury

Athletic duo fly the flag for the Senior Service in UKAF squad

TWO members of the Royal Navy Track & Field team represented the UK Armed Forces (UKAF) at the combined Inter Counties and England National Championships in Manchester.

AB Andrejs Safars (HMS President) has long been a multi-talented and committed athlete who competes regularly in a wide range of events including pole vault, hammer, 400m hurdles, 110m hurdles and high jump.

His best event is the 800m, for which he won a bronze medal at the 2019 Inter Services Track and Field Championships (just missing out in 2018), leading to his selection to represent UKAF.

Lining up with two other UKAF athletes, all three evenly matched, Safars went close to a season's best time in his heat with 2mins 0.8secs, against international-standard opposition.

MA Rowan Wallace (HMS Talent) was

the youngest member of the UKAF team.

Benefitting from sprint and long jump coaching and competition through his youth, he just missed out on medals at the Inter-Services Championships.

Selected to compete for UKAF in the long jump, his 6.16m performance landed him sixth place in the Inter-Counties results, enabling the UKAF Men's team to finish mid table in Division 2 (of 5) in the Inter Counties League.

The UKAF Women's team won Division 4 and consequent promotion.

The tough entry standards set to compete in every event of the Inter-Counties/England National Championships present significant, but achievable challenges for many Royal Navy athletes.

The aim is to increase Royal Navy numbers in both Men's and Women's UKAF teams in 2020.



Great Scott, our new man in the middle

THE Royal Navy has a presence in the EFL Championship after a long absence as Petty Officer Scott Jackson officiated at Swansea City on the opening day of the 2019/20 football season.

The 32-year-old was among the Professional Game Match Officials appointed to take charge of the first set of matches, after his promotion to the Panel Select Referee list this summer.

Scott completed the FA Basic Referee Course while on Leading Physical Trainer's Course back in 2008.

He endured the highs and lows of

refereeing through the non-league pyramid in order to achieve his status as a Level 2A Referee.

Starting out in the Plymouth Saturday League, through the South West Peninsula League, Western League, Southern League and National League North and South. This now positions him to kick on in the first rung of professional football.

Scott said: "When I was notified I could not believe it, I thought it was an U23 appointment. To be out on the Championship is something I could only dream of. However, to be out on the first day was fantastic."

Not to stop there, it almost got a whole lot better for the Blackburn-born man. As ten minutes into the game one of the assistant referees appeared to be injured and Scott almost got his debut. However, it wasn't to be and the warm up came to nothing and then the tracksuit top was quickly put back on and fourth official duties were resumed.

Scott works as a Social Worker for Naval Service Family and People Support and volunteers his time as the Referee Development Officer for the RN.

If you are interested in becoming a referee email him on scott.jackson@navyfa.com



Triathlon marks milestone

ROYAL Marines have completed a challenging triathlon through the Scottish Highlands to mark their role in 50 years of the Continuous At Sea Deterrent (CASD).

The team of six commandos are based at 43 Commando Fleet Protection Group Royal Marines; the unit trusted with the important mission of safeguarding the security of the nuclear deterrent at Her Majesty's Naval Base Clyde.

The challenge – comprising of a swim, cycle and run – took the team nine hours to complete.

The triathlon challenge was planned as a way of highlighting 43 Commando's role in CASD, as well as giving a nod to the Royal Marines' historic roots in Scotland.

The route started in Loch Lochy, near Achnacarry – home of the Commando Basic Training Centre during World War Two.

Known as Operation Relentless, at least one Royal Navy ballistic submarine has been patrolling the world's oceans, unseen and undetected since 1969. CASD is therefore the longest sustained military operation ever undertaken by the UK.

43 Commando FPGRM support the mission by preventing unauthorised access to the nuclear deterrent, a role which they have done since May 1 1980, when the unit was originally known as Comacchio Company Royal Marines.

The long-distances covered during the triathlon event, marking the historic anniversary, meant an early start was needed. The marines therefore kicked off the 1.5-mile swim in Loch Lochy. The bike phase then saw them cycle 80 miles from Gairloch to Arrochar on Loch Long.

The cycle took them past the Commando Memorial at Spean Bridge – the poignant monument dedicated to the original Commando forces, overlooking the Achnacarry training area. The route then followed the A82 south through Fort William, Glencoe and along Loch Lomond, before reaching the second transition point on Loch Long.

The final phase was a nine-mile run back to the commandos' base at HMNB Clyde in Faslane.

Inspiration for the event came from the former Commanding Officer, Colonel Tony de Reya, who is a keen triathlete himself.

The team were awarded for their efforts at the finish line with a prize presentation before recuperating and getting back to their day jobs protecting the nuclear deterrent.



More spills than thrills in Anglesey

ROYAL Navy and Royal Marines racing car drivers visited the fast Anglesey circuit for the third and fourth rounds of the Armed Forces Race Challenge.

The Royal Navy Royal Marines Car Racing Team arrived at the circuit with six of the established cars and drivers.

The striking blue, green and red gazebos situated en-masse in the centre of the paddock could be seen from most points of the circuit, giving a real impression of purpose and team cohesion.

The weekend began with the practice and qualifying session. For many, this was the first time behind the wheel on the Welsh circuit.

After just a couple of laps, disaster quite literally struck the Ford Fiesta of Lt Rich Beaumont (RNAS Culdrose). On the back-straight, the fastest stretch of the coastal circuit, the lightweight bonnet ripped away from the car at 100mph, shattering the windscreen and damaging the roof.

Once the car had arrived back in the paddock it was fairly obvious that it was out for the day. The bonnet could be reused with some repairs, but the screen would need replacing; being a remote location, a long drive for a replacement filled the remaining hours of the day for Rich.

Elsewhere in qualifying, CPO Steve "Hutch" Hutchings (Devonport) was disqualified for passing a car yellow flags but was permitted to start the first race at the back of the grid.

Every other RNRM car completed qualifying without incident.

Mne Adam Dewis qualified in ninth, followed by CPO Gareth "Stirling" Moss in 14th, Lt Cdr Keith Attwood (NCHQ) 15th and Hutch in 27th. AET Lewis Pemble (846 NAS) Mini's timings were not recorded due to a transponder issue, but he did qualify for Race 1.

Race 1 would soon prove to be one to forget

KEEN riders have the chance of winning a superbike in raffle to raise funds for Naval charities.

The winner of the Raffle for a Racer will receive a custom editio R NineT racer. The raffle, which is capped at 15,000 tickets, is being organised by Navy Wings. The draw closes on September 20. For details visit navywings.org.uk/winasuperbike

for a lot of the team. Adam's Vauxhall Astra sheared a driveshaft at the start, similarly to an issue at he had at Brands Hatch – presumably an underlying problem behind both failures. This meant a quick retirement for him. In addition to that, Stirling's Astra began leaking oil onto hot engine parts halfway through the race, resulting in a large plume of smoke temporarily engulfing Parc Ferme after he pulled off the circuit to retire.

Lewis' Mini had to retire with a throttle issue, which was later diagnosed as a seized EGR and broken vacuum hoses. The scale of the issues with the Mini sadly meant that rest of the weekend's racing would be missed entirely for Lewis.

Keith thankfully finished the race in 11th but not without contact with an Army Motorsport car, which affected the Mini R53's wheel alignment.

Hutch, in the Peugeot 106 had a fuelling issue that saw him have to reduce speed towards the end of the race, but he still came a respectable 16th.

A disappointing race for the team with only two official RNRM cars making it to the chequered flag.

The following day saw all remaining five cars

repaired in time.

Race 2 was the last of the weekend's races that counted towards championship standings, so a good result for all drivers was essential.

However, there was an almost immediate retirement a lap or so after the start. With more smoke pouring from under the Astra's bonnet, Stirling drove into the pits and out of the race. Fortunately no damage had been done; residual oil stuck in some lagging had been burning off.

However, the team had reason to be happier with the results of this race, with twice as many RNRM cars finishing.

Adam crossed the line in eighth, followed by Keith in tenth, Hutch was in 12th and Rich finished in 21st, with the newly-repaired bonnet and fresh windscreen allowing him to start the race at the back of the grid in 27th.

Next was a non-championship event – the 'Handicap Race' – in which all competitors' best lap time from that morning were used to calculate a staggered start, with the idea that the slowest and fastest cars should all finish at about the same time.

Unfortunately Hutch was forced to retire with a loss of pressure to the clutch master cylinder in the Peugeot 106. However for the rest of the team, the only disappointment was that the handicap race didn't count for championship points, as it was the RNRM team's best race by far.

Keith was sixth, Stirling seventh, Rich ninth and Adam tenth.

With team captain Keith and his steadfast Mini now sixth in the championship standings, the rest of the team need to put some hours in in the garage to try and improve their reliability and give overall team performance the boost it needs.

Words: DTH Motorsport
Pictures: Cpl Peter Devine





Women fall short in final with the Army

ROYAL Navy cricketers had to settle for second spot after a hard-fought competition.

The women's Inter-Services 40 over festival, played at Burnaby Road in Portsmouth, began with the RN taking on the RAF.

Louise Worsfold, pictured above taking a wicket, was player of the match after her 102 at the wicket. The RN set 258-2 with the RAF bowled out for 74.

Day two saw the RAF take on the Army, with the former taking the honours with 106-2 after just 11 overs.

This set up the day three match as a winner-takes-all event. The Senior Service were first to bat, scoring 157-8 in 40 overs.

The Army reached their target in the 33rd over, for just three wickets.

Charlie Yemm was awarded the player of the match award, scoring 56 runs.

Team captain Lieutenant Commander Hazelle Garton said: "Unfortunately we came up short in the 'winner takes all' match against the Army who performed better on the day and bowled particularly tightly in the early overs."

"There were a number of positives to take from the tournament, in particular it was pleasing to see the team's determination to take ownership of our batting performance by batting out our 40 overs in both matches with key highlights being Lou Worsfold, Laura Raynes and Charlie Yemm's innings.

"The fielding work put in during our tour to Barbados earlier in the year certainly showed with all our catches being taken and the ground fielding being much cleaner in both matches."

If you are interested in becoming involved in cricket, as a player, umpire, coach or official, or you just want to follow some of the games; further details on the RNCA can be found at royalnavycricketassociation.com

Play a round for veterans

A CHARITY golf day is being held in aid of Worthing-based charity, Care for Veterans, at Ham Manor Golf Club on September 12.

The charity celebrates its centenary this year, and the golf day is one of a number of events being held throughout the year to mark the occasion.

Care for Veterans' Head of fundraising and marketing, Elizabeth Baxter, said: "It promises to be a fabulous day with lots of good golf in beautiful surroundings."

"All those who participate will be helping us raise vital funds, so that we may continue to provide our first-class and award-winning care to our veterans, many of whom are facing the toughest battle of their lives."

A team of four costs £300 and includes coffee and bacon rolls on arrival, 18 holes of golf (shotgun start), a two-course meal in the manor house, followed by a prize giving and auction.

Teams can be all male, all female or mixed. For more information, or to register a team, call Care for Veterans on 01903 218444 or visit careforveterans.org.uk



Culdrose beat Culdrose

THE victorious beach soccer team from RNAS Culdrose pose with their trophy on the sands at Weymouth.

The Culdrose A team beat their rivals from Culdrose B on penalties following a 1-1 stalemate.

The Royal Navy Football Association contest was played in 30°C heat, with CHF taking the plate.

POPT Ross McEvoy said: "The venue, the standard of play and the scenario of penalties in a cup final was fantastic."

"The locals and tourists in the area were very receptive and supportive of the event and we look forward to hosting the event in the coming years."

Record numbers of people attended the RNFA's Over 30s contest at St George's Park.

More than ten teams, totalling more than 100 RN and Royal Marines personnel, competed for a trophy in wet and windy conditions.

HMS Heron emerged victorious.

Doris delivers for Navy chef



DORIS the horse takes Leading Chef Ashleigh Durston to victory in their first appearance in uniform at the Royal Navy's Showjumping Championships.

The pairing won the Intro Section of the event, held at the David Broome Event Centre, near Chepstow.

Ashleigh is new to the squad while Doris is a veteran at the age of 19.

AB Robyn McFadden from HMS Hibernia had the most arduous journey, travelling two horses from Northern Ireland and was greeted on arrival in Pembroke when disembarking the ferry with thunder and lightning.

The Inter-Service Team event, sponsored by the Worshipful Company of Loriners, involved dressage and showjumping.

On her own horse, Gamechanger (aka Zephyr), she rode a polished Dressage Test and a good Showjumping round.

Mne Gill Forde and AB Clara Birley also made their debuts representing the RN in the Loriners competition amongst tough competition and performed well for a team third finish, with the RAF proving too accomplished across the two disciplines on this occasion, earning a win just ahead of the Army and RN.

Over the course of the weekend AB McFadden competed both Zephyr and Red Hot Chili Pyper (aka Pyper), a horse she shares with her mum.

These proved to be two great combinations and their performances earned rosettes in every class.

This placed them sufficiently highly and consistently to win Top



• Mne Gill Forde and Loxley

RN Showjumper and a Gold medal podium position in the overall military and civilian Championship at 1m on Pyper.

Lt Cdr Suzanne Clark proved that her 21-year-old horse Rabbit was still going strong and was awarded Reserve Champion in the Novice Section.

Additionally the RN's Intermediate Showjumping Team (Lt Sarah Taborda, AB Robyn McFadden and RN Riding Club members: Marianne Morffew and Robyn Fuller) proved a *tour de force*, narrowly beaten into second place in the combined civilian and military competition, but fittingly were awarded first in the pure military section.

There were many other great performances from the RN contingent which resulted in every rider returning home with a rosette from one class or another to recognise their achievements.

Prizes sponsored by NAF equestrian products were very well received.

Lt Cdr Clark said: "Despite the challenges of the rain and wind, it's been extremely competitive but very friendly between the Service riders and the general public, great fun overall."

Any RN equestrian interested in either competing in uniform or wishing to start their journey at grassroots level or rusty riders wanting to develop their riding skills further should contact Cdr Jo Bollen jo.bollen474@mod.gov.uk

• Top, LCh Ashleigh Durston and Doris; Right, AB Robyn McFadden aboard Pyper; Far right, AB McFadden with Zephyr and Pyper

Pictures: Cricklands Showground Photography



Fleet Air Arm sweep up team honours

THE 2019 Royal Navy Golf Championships took place at a relatively unknown golf club near Stourbridge called Enville.

The RN combines its five separate competitions into one week. Regional matchplay is a scratch competition, round-robin team event played over four days. Fought between the best golfers from each region, the FAA, led by Lt Cdr Al Woodward were firm favourites.

Winning 24 points out of a possible 32, it was only the Eastern Region, led by LPT Sam Howard who could put up a great challenge, but their 7-1 defeat to the FAA pushed their chances out of their reach.

The strokeplay event is a combination of both individual and team competition. The team captain selecting eight from nine with the best six scores combining over four rounds to find the regional team champions.

Lt Cdr Woodward, AB Glen Raeburn and WO Ned Kelly all shot 75 rounds to go to the top of the leader board.

The second round of strokeplay once again saw some impressive scores coming in with the 2018 RN Champion, LH Tom Fox shooting an exceptional round of 73, but close on his tail was LCIS Tom Yates, pictured above, with a steady round of 74.

Topping the leader board now was LH Fox but just one shot behind was AB Glen Raeburn.

Day three also saw the first of three rounds for the general handicap (11-20) competition. It was



Cpl Andrew Gardiner who took the early lead with a score of 37pts, three shots ahead of CPO Nick Bentley.

LH Fox opened the gates to the individual men's event after shooting a round of 82 while AB Adam Taylor and PO Jon Butler finished the day with rounds of 75. Fox still headed the leader board but going in to the final day had four players within three shots of him.

In the general competition, another round of 34 from Cpl Gardiner kept him at the top of this leader board with CPO Bentley just dropping off his heel slightly.

In the women's event, as expected Lt Cdr Lauren Hulston took the lead scoring 81, five shots clear of her nearest rival AB Abigail Beirne.

In the greensomes competition, three pairs tied for first place after 18 holes and on count back, the winners were CPO Antony Challen and AB Steve Aries.

Cpl Gardiner took a five-shot lead into the final day as CPO Bentley was four shots ahead of him in the final round, but not enough to force the play-off.

In the women's event, Lt Cdr Hulston once again proved to be too good with her initial five-shot lead extended to a 12-shot win.

In the final men's rounds, a much closer contest was being played out. Mne Lee Murphy scored a hole-in-one and has since been rewarded by the club's handicap system with a new watch.

LCIS Tom Yates kept a close handle on his game throughout but throwing a few wayward shots towards the back of the 18 holes put him under increasing pressure to keep up with LH Fox.

All those players that had finished were waiting around the 18th green and LCIS Yates just needed a steady iron on to the green to be in for a shout. However, a shank put his ball over the trees and to the right of the green leaving him a tricky shot through the woods and a punch through fell short.

LH Fox got his ball out of trouble and on to the fairway. A superb iron on to the green and about 10ft from the pin put the 2018 Champion firmly on top for his second consecutive RN Championship win.

Finally, for the first time, a combination female, general, strokeplay and matchplay competitors formed an overall regional team competition. With strong players in each of the categories, it was the FAA who swept the board to become the first inclusive Regional Team Golf Champions.

continued from back page

creative performance to be crowned national champions.

ET Sartin said: "As a team, we've supported each other every step of the way, which is reflected in our medal haul and the enthusiasm we've shown in the preparation for our next competition."

The tumbling team took the gold medal by seven clear marks above the silver position. Tumbling consists of two high-speed runs of up to eight dynamic moves per run down a 25-metre track.

The afternoon session saw the team's attention switch to trampolining. The Royal Navy had entered a very strong team to claim the bronze team medal, an impressive feat considering most of the team had not trained on an Olympic trampoline which is significantly springier and larger.

Lt Cdr Weller won the bronze in the Pro over-30 section, Officer Cadet William Deary narrowly missed out on the bronze medal in the Pro over-18 men's. SLt Cox delivered a neat pair of routines in the over-18 women's novice level to claim gold.

The artistic competition is the largest event of the championships and the Royal Navy men's team took gold for an unprecedented fourth consecutive year.

Artistic gymnastics is the traditional sport that you see on the Olympics which involves physical strength, power, agility, flexibility, grace, control, co-ordination, and balance.

The women's events involve the uneven bars, balance beam, floor exercise, and vault. Whereas the men's events are the floor exercise, pommel horse, still rings, vault, parallel bars, and the high bar.

This year the male and female teams improved their personal performances in an extremely tough field of competition. Of particular note was LWtr Stacey Liggett's performance in the over-30 section, where on the final rotation she was piped into fourth place.

Lt Cdr Weller closed his championships by winning the Pro Men's category with the highest individual scores on four of the six apparatus.

Lt Lloyd White said: "This is my second year competing for the RN and it just keeps getting better and better. The team keeps improving and I'm excited for next year."

Colour Sergeant Tom Miller added: "This year's championships saw a further improvement in all team members and allowed us to show case what can be achieved in the sport with some commitment and dedication to gymnastics training. The atmosphere provided by the sport and the crowd is very welcoming and actively encourages all participants."

With the help of the RNRMC, the team competed in matching kit for the first time.

The aim of the Royal Navy Gymnastics Association is to promote gymnastics within the Naval Service for all skill levels. The RNGA is a fun and welcoming organisation with competitive squads as well as recreational gymnasts who train for fitness and fun. Anyone is welcome to come along to the training sessions. If you are interested, please get in contact via royal.navy.gymnastics@gmail.com or visit our Instagram or Facebook pages.

Roll of honour

Men's Artistic – National Champions, Team Gold
 Lt Cdr Jamie Weller – Over 30 Pro – National Champion, Individual Gold
 C/Sgt Tom Miller – Over 30 Novice – sixth
 PO Ben Wright – Over 30 Novice – tenth
 Lt Lloyd White – Over 30 Novice – tenth
 LWtr Glen Parsonage – Over 30 Novice – 13th
 Mne Daniel Bennett – Over 30 Novice – 16th
 OCdt Will Deary Over 18 Novice – eighth
Acrobatic Gymnastics – National Champions, Team Gold
 Mixed Pair – Lt Cdr Jamie Weller and Cpl Jo Barnes – National Champions, Gold
 Men's Pair – Lt Cdr Jamie Weller and LWtr Glen Parsonage – National Champions, Gold
 Men's Group – Lt Cdr Jamie Weller, LWtr, Glen Parsonage, PO Ben Wright and ET(WE) Aiden Sartin – National Champions, Gold
 Women's Trio – SLt Rachel Cox, SLt Danni Tatton, Cpl Jo Barnes – Bronze Medal
Tumbling – National Champions, Team Gold
 Lt Cdr Jamie Weller – Men's Pro – National Champion, Individual Gold
 CSgt Tom Miller – Mens Novice – Silver
 LWtr Glen Parsonage – Men's Novice – Bronze
 PO Ben Wright – Men's Novice – fourth
 SLt Danni Tatton – Women's Novice – National Champion, Gold
 SLt Rachel Cox – Women's Novice – fourth
 Cpl Jo Barnes – Women's Novice – 11th
Trampolining – Team Bronze Medal
 SLt Danni Tatton – Women's Pro Over 18 – National Champion, Gold
 Lt Cdr Jamie Weller – Men's Pro Over 30 – Bronze
 OC Will Deary – Men's Pro Over 18 – fourth
 SLt Rachel Cox – Women's Novice Over 18 – National Champion, Gold
 CSgt Tom Miller – Men's Novice Over 30 – fifth
 Cpl Jo Barnes – Women's Novice Over 30 – eighth
 LWtr Stacey Liggett – Women's Novice Over 30 – 15th
Women's Artistic – Team eighth
 Cpl Jo Barnes – Over 30 Novice – sixth
 SLt Rachel Cox – Over 18 Novice – 24th
 LWtr Stacey Liggett – Over 30 Newbie – fourth



● Main image: Lieutenant Lloyd White on the rings; Left, from top: Some of the victorious Royal Navy gymnasts with their medals; Lt Cdr Jamie Weller with Cpl Jo Barnes; Sub Lt Rachel Cox on the vault; Leading Writer Stacey Liggett in the artistic contest; Officer Cadet Will Deary



Pictures: LPhoto Unaisi 'May' Luke

ROYAL Navy gymnast Danni Tatton is captured in mid-air during the trampolining contest at a national gymnastics championships.

The RN team came away with three national team titles, eight individual champions and 13 top-ten rankings – making the Senior Service the most successful team at the British Adult Gymnastics Championships in Lilleshall.

Sub Lieutenant Tatton picked up gold medals for being crowned National Champion in both the women's pro over-18 category and in the women's novice tumbling contest.

She also helped teammates Sub Lieutenant Rachel Cox and Corporal Bugler Jo Barnes to a bronze medal in the women's acrobatic gymnastics trio.

"As a new member of the Royal Navy Gymnastics team this year it has enabled me to get back involved with a sport that I have loved for many years prior to joining the RN," said SLt Tatton.

"It has given me the opportunity to try out new disciplines and compete in the Adult National British Championships, something I wouldn't have considered without the support of the team. The atmosphere for the whole weekend was infectious and full of love for the sport."

More than 400 gymnasts from 72 clubs across the UK took part, with the Royal Navy able to send its largest team to date, with participants in every single category.

RN gymnastic veteran Lieutenant Commander Jamie Weller also broke the record for being the most decorated gymnast the event has ever experienced, winning a total of ten medals, which included five pro national champion golds as well as three team golds.

The championships began with the women's artistic contest and the acrobatic and tumbling events.

Acrobatic gymnastics is where partnerships of gymnasts work together and perform two routines consisting of acrobatic moves, agility and tumbling.

A 'balance' routine focuses on strength, poise and flexibility and a 'dynamic' routine, which is a higher tempo, and includes throws, somersaults and catches.

The mixed pair partnership of Cpl Barnes and Lt Cdr Weller mesmerised the crowd with their exceptional routines, beating stiff competition to retain their national title for the second year running.

Cpl Barnes said: "The British Champs was a great success this year and so much fun. We've all increased the difficulty in our routines and I've proven to myself that age is definitely not a barrier when performing skills I haven't done for nearly 20 years."

The new pairing of LWtr Glen Parsonage and Lt Cdr Weller in the men's pair entertained the audience and judges with their imaginative routines to claim gold.

LWtr Parsonage said: "After joining the RNGA and competing at last year's British Adult Championships it was exciting to be selected to represent the RN at this year's competition."

"We've been training hard as a team and practicing our routines for the past few months, so we were really pleased with our performance."

"The highlights of this year's completion for me must be performing our men's pair acro routine to *Baby Shark* as it got a great reaction from the crowd and loads of positive comments from people afterwards about how much they enjoyed it."

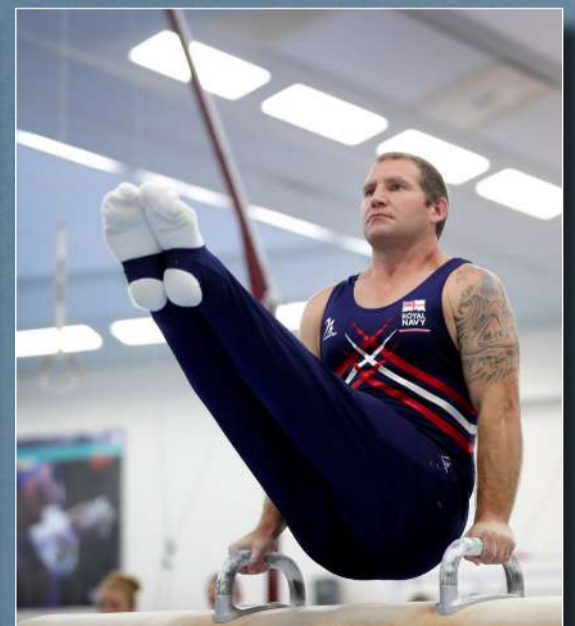
"It was also amazing to watch everyone else competing and to be part of such a successful team."

The newly-formed women's trio performed incredibly to take the bronze, pushing historic winners out of the medals with their clean and well-executed routines.

However, it was the men's group comprising of ET(WE) Aiden Sartin, PO Ben Wright, LWtr Parsonage and Lt Cdr Weller that received a standing ovation for their two highly-entertaining routines with complex balances and

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Navy's high fliers



● From left, Corporal Bugler Jo Barnes; the medals piled up for the Royal Navy Gymnastics Team; Colour Sergeant Tom Miller