



NAVY NEWS

NOVEMBER 2021

Green with envy

Royal Navy warship HMS Lancaster found herself at the heart of a stunning natural lights show from the Aurora Borealis during a patrol of the Arctic
(see page 11)

PICTURE: LPhot Kyle Heller

Inside:

- Win an Airfix F-35 kit
- Global patrol vessels
- 40 Cdo in California
- Peregrine Trophy



Round - the - clock



operations

After some rest and recuperation in various ports around the Pacific Ocean, the UK Carrier Strike Group is back to business

A WELL-earned pitstop gave the UK's Carrier Strike Group the chance to relax and take a break from a busy schedule.

But now, the Royal Navy ships and their Dutch and US counterparts are back to conducting exercises and operations in the Indo-Pacific region.

And their first training? It saw the HMS Queen Elizabeth-led task group meet up with United States carriers USS Carl Vinson and Ronald Reagan as well as Japanese ship JS Ise and vessels from Canadian and Dutch navies.

Frigate HMS Kent and destroyer HMS Defender sailed from Guam to join the exercise.

Weapon Engineering Technician Joe Sanderson is serving on his first ship, having joined Portsmouth-based Kent in September. He said: "Being the first time to step on a warship following my completion of training is something I am particularly proud of."

"However, on sailing from Guam and to be able to witness the sheer number of ships sailing in formation along with the formation fly-past conducted by F-35 Lightning jets and F-18 Hornets – this will be a moment that I will remember for a long time to come."

After completing close manoeuvring and sailing in formation, the group of ships took time to observe a minute's silence and lay a wreath to remember 53 submariners lost at sea on board Indonesian submarine KRI Nanggala, see the full story on page 19.

Then, it was time for Kent to take on fuel and other critical stores for the next leg of their journey. Rough weather created difficult conditions for the replenishment-at-sea (RAS) with Royal Fleet Auxiliary tanker RFA Tidespring.

"Since deploying with the ship earlier this year we have conducted a number of replenishments-at-sea and although to most people this might seem mundane, no RAS is the same," said Seaman specialist Able Seaman James Watson.

"This one was particularly tasty given the sea state, but we are all experienced and trained to a high level to conduct replenishments in all conditions."

While Kent and Tidespring faced rough seas, HMS Defender and fellow RFA support ship Fort Victoria faced a different type of RAS challenge.

The destroyer simultaneously took on fuel and stores – a first for the Carrier Strike Group deployment. It saw fuel pumped between the ships while 18 tonnes of stores, including spare parts and fresh food, were transferred by helicopter to Defender.

With the crucial task finished, Defender headed south and crossed the equator in waters off Indonesia. As is tradition with the Royal Navy, a Crossing the Line ceremony was held and around 180 of the ship's company facing 'King Neptune'.

Twins AB Nathan and AB Jordan Parfitt took part together. Nathan said: "Royal Navy ships don't Cross the Line very often so it was great to get the opportunity to do it so early in my career and doing it alongside my brother made it even more memorable."

Over the course of the deployment, Defender has established a 2,000 and 3,000 days-at-sea club to recognise the dedication of sailors and the sacrifice their families have made. Since sailing from the UK, five personnel have reached the 2,000 sea days milestone while three have passed 3,000 days, including most recently Sub Lieutenant Richard Ellis.

He said: "I love my job but the amount of time away can be difficult, particularly for the families left at home. It means a lot to have this sacrifice recognised."

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I am immensely proud of my ship's company for everything they have achieved on this deployment so far

Commander Vincent Owen

Meanwhile, HMS Kent hosted Captain James Blackmore, the UK Carrier Strike Group Commander Air Wing. He's responsible for and oversees the operations of all aircraft assigned to the task group including Kent's embarked Wildcat helicopter from Yeovilton-based 815 Naval Air Squadron.

During his visit, Captain Blackmore spoke with the helicopter's engineers and crew on their experiences so far and their operations. He also chatted to the team in the frigate's operations room to learn about the ship's primary function: anti-submarine warfare.

It has been a busy schedule for 206 Flight, including training variant torpedo loading drills. This saw the crew learn and practise how to load a dummy weapon on to the Wildcat on a wet afternoon, with the training continuing into the evening (main picture).

Flight observer Lieutenant Maxwell Randles-Hall said: "Re-arming an aircraft while rotors are running is an essential aspect of front-line operations. As a newly-qualified observer this training serial provided me with an excellent opportunity to gain an understanding of the challenge it presents the flight's technicians."

"Manoeuvring an extremely heavy weapon on a pitching and rolling deck is one of the many unique challenges faced by those involved in maritime aviation."

Along with formation sailing, torpedo drills and port visits, Kent's sailors also had to ensure their emergency skills were up to scratch with a series of major incident training. This included a fire exercise with a fire in the galley.

Leading Chef Sharon Duffy, team leader for the firefighting team, said: "In a potential deep fat fryer fire in the galley, there are a number of options available to extinguish the fire, be it the chefs on watch using extinguishers or by using the number of isolation extinguishers we have inside and outside the galley."

"In every sense the fire would be out in seconds but for today's benefit of training we used a ten-man fire team to conduct a re-entry into the compartment that 'for exercise' was fully on fire."

Defender's time transiting the Pacific also gave her sailors a chance to do some training - in the form of a gunnery exercise. The ship tested their 30mm small calibre gun and Phalanx weapons system.

Commanding Officer Commander Vincent Owen said: "Our recent operations in the Indo-Pacific have been extremely rewarding and have shown how we can seamlessly operate with numerous nations."

"I am immensely proud of my ship's company for everything they have achieved on this deployment so far, despite the challenges of COVID-19."

"There is still much to do before HMS Defender returns to the UK but it is a big milestone to be westward-bound."

● **Pictures (top to bottom):** Captain James Blackmore visits HMS Kent; HMS Defender fires her gun; HMS Defender lays a wreath; HMS Kent conducts a RAS with RFA Tidespring; HMS Kent sails with ships from the US, UK, Netherlands, Japan and Canada; HMS Defender and HMS Queen Elizabeth.

LPhoto Dan Rosenbaum



RFA stalwarts and rising stars recognised



THE brightest, most-dedicated and longest-serving members of the Royal Fleet Auxiliary converged on HMS Nelson's wardroom for the Service's sixth awards ceremony.

More than 30 awards were presented by the head of the Service, Commodore David Eagles, across a variety of categories, ranging from RFA Cadet of the Year, to long service and good conduct medals/clasps and retirement vases.

The pandemic forced the cancellation of 2020's event, so this was the first opportunity for the commodore to thank his men and women in person for their continued efforts around the globe.

"Following a very challenging 18-months, I am delighted that we can hold this event to recognise our people," he said.

"The pandemic has tested all our

personnel and their families alongside our processes to ensure we continue to deliver for the nation.

"This award ceremony provides a chance to reflect on the personal sacrifices made, the hard work and the achievements of our people and their families and loved ones in the face of an unprecedented global challenge during a period of intense defence activity."

Engineer Cadet 3/O Alexander Holbrook was named Cadet of the Year for his outstanding performance during studies and at sea under training. He received the Richard Jones Trophy from Jane Walworth (pictured).

Eight RFA sailors – with more than 210 years' service between them – received Long Service and Good Conduct medals.

Communications officer 2/O Tony

Bryce – currently the RFA's public relations officer at Leach – was recognised with a clasp for his 30 years.

"As I approach the twilight of my service, I am often asked if, given my time again, would I still choose to go to sea? The answer is always a resounding 'yes'," Tony said.

"During an eventful career, I have travelled extensively, had some great times, and formed lifelong friendships. Whilst there has been ups and downs aplenty, the good times with the RN and RFA have most certainly outweighed the bad."

One man accounted for nearly a quarter of the 210 years: CPO (Chef) Martin Etwell who's clocked up more than 50 years' in galleys and continues to impart his substantial knowledge and experience training the next generation of chef apprentices, a job

he finds especially satisfying. "Seeing people come in the door who were unsure, and then seeing them come out at the other end, it's really rewarding to see how they've grown," he said.

"I love the job and I like to be busy, I'm not ready to hang up the chef's whites just yet. It's a good life, camaraderie is great, and the job gives you a chance to go wherever you want to go, in any direction."

Commodore Eagles said the senior rating's service was "nothing short of extraordinary" and his "dedication to the Royal Fleet Auxiliary and wider Royal Navy cannot be overstated."

All present also remembered the five RFA personnel lost in service: Laundryman Christopher Upshall; 2/O (E) Aaron Beale; C/O (SE) Mark Royston-Tonks; LH (SC) John Evans; and Captain (X) Robert Anders.

Families' forum overhaul

THE Royal Navy Forum – the RN's vital online link with families – has been given its biggest overhaul in its lifespan to meet the needs of the 2020s.

The forum has been an essential part of family engagement for the past 17 years, and came into its own during Operation Herrick in Afghanistan in particular.

It's provided families and Service personnel with a secure place to communicate safely away from third-party social media sites.

The forum continues to provide a vital service, giving the RN the ability to push Covid out messages to alleviate anxieties and concerns, allowing people to ask questions in a safe environment.

For the past 18 months, Royal Navy Family and People Support (RNFPS) has been working with software developers to create a more modern way of communicating with personnel and their loved one to ensure it remains current, accessible and reliable.

The team has built and improved on the existing platform to allow families access to unit-specific updates, key

advice, guidance, and topical resources as well as being able to take part in discussions around Service-related support.

All forum members can communicate and engage with a dedicated team from RN FPS, who will assist in accessing the right information and provide appropriate sign posting.

The new forum allows families to build connections and networks with each other in a safe, protected, and positive environment.

"People are at the

heart of everything we do in the Royal Navy and we are committed to providing support to all those serving and their families, wherever they are in the world," said Commodore Jude Terry, Deputy Director People Delivery.

"The Navy provides a truly unique experience and presents opportunities and challenges for the whole family.

"Access to information and resources is a critical part of the support we want to provide to make this easier for all."

You can watch a video about the new forum via the RN's YouTube channel or via the RN FPS's Facebook page: <https://bit.ly/3FpPKtO>.



Renown sets ambitious availability target

THE goal is formidable – to increase the availability of ships by one third in just five years.

But that is what Project Renown – a joint Navy Command and DE&S initiative – sets out to do, rising to the challenge set by the Defence Secretary and First Sea Lord.

They want to see availability rise from the historic average of under 60 per cent to 80 per cent by 2026.

Earlier this year, Navy Command and DE&S embarked on a campaign of engagement across the Ships Support Team.

The aim was to get to the heart of the issues faced and to understand the blockers to availability. Many people from across the enterprise have been generous with their time and insight, sharing the things that frustrate them in delivering support to the front line, things they wish could be improved – all holding us back from what we know needs to be done.

Project Renown – designed for the business, by the business – is the result of that feedback.

The Renown Blueprint – accessible on MODNET at <https://modgovuk.sharepoint.com/teams/56749/Programme%20Management/Project%20RENOWN/20210927-RENOWN%20Blueprint%20v1-0.pdf> – which lays out the joint vision.

Workstreams are maturing at pace, so the indicative plan the blueprint contains will evolve over the coming months – the team will keep those involved and affected by the programme up to date via regular communication.

If you would like further information or have capacity to get involved, contact: DESShips-Spt-RENOWNComms@mod.gov.uk.

Rewards and recognition

The latest recipients of awards through the Senior Command Warrant Officers' scheme, supported by the RNRMC are:

Long Service Recognition Awards

WO1 Marshall (FOST)

CPO O'Neill – FOST SMQ(N)

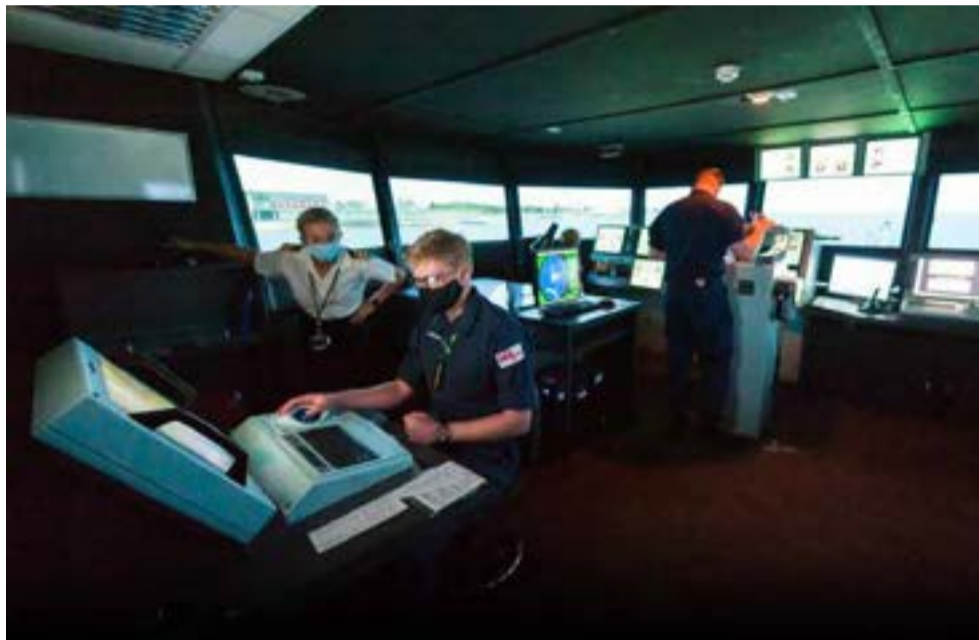
Lt Cdr Taylor (HMS Sultan)

Lt Cdrs Harper and McHale, WO1 MacWilliam, CSgt Wooldridge,

CPO Ardeagh, PO Duffield (all RNR Air Branch)

LSASK Award

PO Hamilton – HMS Scott



Picture: Keith Woodland, HMS Collingwood

Red and White Ensigns combine

THIRTY Merchant Navy officers will sail around the world with the Royal Navy this winter in a new link-up between the two.

They will spend three months at a time on patrol and survey ships to help with their training – and to give them a greater understanding of the Royal Navy's role.

It follows a long-standing agreement which has given trainee Royal Navy officers the opportunity to sail on merchant vessels, giving them extra time at sea, especially on the bridge.

Before the pandemic, nearly 150 Royal Navy officers spent time with the Merchant Navy – including helping to crew cross-Channel ferries for an insight into safely guiding a ship through busy waters.

Having benefited hugely from sending trainee officers to sea under the Red Ensign, the Royal Navy wanted to offer something in return.

Until now it's largely been on an *ad hoc* basis.

Officers such as 20-year-old Engineering Cadet Harry Bell, who spent two months aboard HMS Mersey around the UK, earned the experience and skills which helped him towards a professional qualification, while Deck Cadet Scarlett Barnett-Smith (pictured inset) is currently serving aboard patrol ship HMS Tamar.



She says the time attached to the patrol ship on a "once-in-a-lifetime passage" – Tamar has just entered the Pacific via the Panama Canal – has been a hugely rewarding experience. "The immensely dedicated crew have been extremely welcoming and helpful, allowing me to grow and understand the responsibilities as a sailor of the Royal Navy," she said.

"I'm looking forward to one day seeing HMS Tamar from the bridge as an Officer of the Watch in the Merchant Navy, and will think fondly of her throughout my career."

The pandemic has left it with a number of training berths over the winter – berths on River-class overseas patrol vessels, deployed from the Falklands to the Far East, and survey ships which are being offered to Merchant

Navy trainee officers for three months at a time, after a month learning the art of navigation at HMS Collingwood in Fareham (cadets are pictured above in the bridge simulator).

Under international rules time at sea in either a Royal Navy warship or civilian vessel counts as equal when it comes to training.

The first batch of merchant officers are due to join their ships this month having completed their navigational training.

The link-up should lead not just to a greater understanding of the work of both navies, but also bolster the numbers of the Royal Naval Reserve as merchant officers are lining up to join and improved security on the high seas – crucial in an industry worth £46bn to the UK economy, more than air and rail transport combined.

"This is something of a novel concept for the Royal Navy but it runs alongside several strands of the Merchant and Royal Navy coming closer together in the maritime sphere for multiple 'wins'," explained Lieutenant Commander David Carter, the Royal Navy's Merchant Navy Liaison Officer.

"All the Merchant Navy cadets who have sailed with the Royal Navy so far have loved it and these cadets will be the next generation of influencers who will have the Royal Navy close to their hearts."

Culdrose satellite's new tower

THE first remote air traffic control tower in the UK's Armed Forces has gone up at Culdrose's satellite field.

The new structure – which looks more like a radio mast than traditional air station/airport tower – has been erected next to the existing control building at Predannack.

The system, built in partnership with aerospace firm Saab, uses a suite of high-resolution cameras atop the new tower, which offer a 360-degree view across the entire airfield, six miles south of Culdrose.

The next phase of work, to install sensors on the ground, is now underway with the goal of remotely monitoring activity at the site, which is regularly used for training by Culdrose-based Merlin Mk2 and drone squadrons, aircraft handlers, and also serves for firefighting practice.

Air traffic controllers and personnel will be able to monitor and manage goings-on at Predannack with cameras and sensors feeding data to a new control hub at Culdrose.

"This new system will give us greater flexibility and allow us deliver safe aviation in a more agile and innovative way," said Culdrose's 'Wings' Cdr Jonathan Bird, responsible for flying operations.

"It will allow us to oversee the whole of Predannack from our air traffic control tower at Culdrose. From a safety point of view, we will still have military personnel on the ground, as the airfield needs to maintain a fire and rescue capability.

"However, this innovative system will free up our resources and mean controllers can work efficiently together in one place using this latest technology to our advantage."



WITH TWO MILESTONES INSIDE A MONTH FOR THE NEXT GENERATION OF ROYAL NAVY WARSHIPS WE ARE FORGING AHEAD WITH THE

FUTURE FRIGATE FLEET

LEADING Hayden Writer stares across a basin in Govan shipyard at the ever-growing form of HMS Glasgow - the ship into which he is now going to breathe life.

He's the first of two junior rates to fix the tally 'HMS Glasgow' to their caps in 16 years as the first personnel are assigned to the lead ship in the class of eight next-generation Type 26 frigates.

The warship, whose Sponsor is the Duchess of Cambridge - known as the Countess of Strathearn when visiting Scotland - is sufficiently complete for the Royal Navy to begin assigning sailors to her.

It is their task to turn a lifeless hull into the world's most advanced submarine hunter, safeguarding both the nation's nuclear deterrence and its aircraft carrier strike groups from interference from hostile boats.

Glasgow is currently on the hard-standing at BAE Systems' yard in Govan, where shipwrights, technicians and engineers are completing the hull and superstructure.

The trailblazers will produce the ship's 'operators' manual': determining how HMS Glasgow will be run, her routines, her systems and sensors to make her an effective fighting force when she enters service later this decade.

It's also their task to give Glasgow her soul - to set the tone for an active career of 25 years or more, building bonds with her Sponsor, affiliates such as the City of Glasgow, Army and RAF units, charities and community groups.

Sir Simon Lister, Managing Director of BAE Systems' Naval Ships business, presented the ship's first two junior ratings - Leading Writer Hayden Palmer and logistician Leading Hand Samuela Halofaki - with the inaugural HMS Glasgow cap tallies.

"The ship's company is the life-blood of a warship," said Commander Phil Burgess, both the warship's Marine Engineer Officer and Senior Naval

Pictures: LPhot Bill Spurr, FRPU North



Officer - representing the Commanding Officer until one is appointed further along in the ship's life.

He's served from the Gulf to the Antarctic, spent 18 months on dedicated anti-submarine warfare duties in HMS Portland, and helped bring the Navy's new Offshore Patrol Vessels into service.

"With Royal Navy personnel joining HMS Glasgow for the first time, we have reached a key milestone that will enable the engineering, administrative and organisational foundations to be established.

"These are necessary for a modern-day warship to function efficiently and effectively, and by starting now we can best support the build and transition into Service of HMS Glasgow."

Assisting him are his deputy, Lieutenant Mathew 'Taff' Fuge, and Leading Writer Palmer, who will compile the documentation and databases to which future generations of HMS Glasgow sailors will refer.

Weapon Engineer Officer Commander Mark Quinn is responsible for bringing Glasgow's cutting-edge weapons systems and sensors alive - assisted by his deputy Lieutenant William Hill and Warrant Officer 1st Class Jason Cowey.

And Executive Warrant Officer Darran 'Sully' Sullivan, who's served on eight ships in his 34 years in the Navy, will oversee day-to-life onboard - routines, training, development - as well as fostering a close working relationship between the sailors and industry.

Leading Logistician Halofaki will be responsible for making sure Glasgow has all the requisite equipment and stores aboard, as well as the supporting documentation.

"I'm delighted to have joined as the first logistics expert in the first of ship of the Type 26 class. It's exciting to be part of the team delivering a new ship into Service in the RN and I'm looking forward to playing my part in that," said the father-of-three who has already

helped to bring HMS Trent, Tamar and Spey into service.

Commodore Steve Roberts, Deputy Director Ships Acquisition who is overseeing the Type 26 programme, wished the ship's company of HMS Glasgow "every success in bringing her to life as an operational warship. This is an exciting milestone in the Type 26 programme and I look forward to working with them to deliver this world-leading capability."

HMS Glasgow is the first of an initial batch of three ships all named after great UK cities, followed by HMS Cardiff and Belfast.

Operating from Devonport Naval Base, the Type 26s will be equipped with bow and towed-array sonars, plus carry a Wildcat or Merlin helicopter, for submarine-hunting missions.

A 5in gun and vertical-launch missile silo, plus an adaptable mission bay will provide the offensive punch and capability of the frigates.

As life begins to pulsate through HMS Glasgow, the first segments of the second of three planned new classes of frigate are taking shape 43 miles away.

Defence Secretary Ben Wallace set the cutters at work on steel for HMS **Venturer**, the lead ship of five Type 31/Inspiration class vessels in Babcock's brand-new assembly hall in Rosyth.

In just two years' time Venturer will be in the water. In seven she'll be joined by sisters Active, Bulldog, Campbelltown and Formidable, replacing the general duty 23s, such as HMS Montrose.

As such they will be expected to perform duties around the globe as varied as those backbone ships: submarine detection, interception and disruption of illegal activity at sea, intelligence gathering, defence engagement and providing humanitarian support.

Each of the Inspiration class - so called because either their deeds or the ingenuity of their designers are milestones in RN history - will be equipped with the Sea Ceptor air defence missile system, a 57mm main gun and two 40mm Bofors, a 4D radar and carry a helicopter up to Merlin size.

They will also be able to carry the planned PODS which are at the heart of future Royal Navy operations, a 'plug and play box of tricks' carrying drones, autonomous minehunting equipment, a command centre for commando raiders or humanitarian aid - whatever is needed for a particular mission, all packed into a container-sized box which is easy to deploy and install.

Mr Wallace said Venturer - named after the WW2 submarine which made history by sinking a U-boat while both were submerged - and her sisters would "form the fulcrum of a formidable future force."

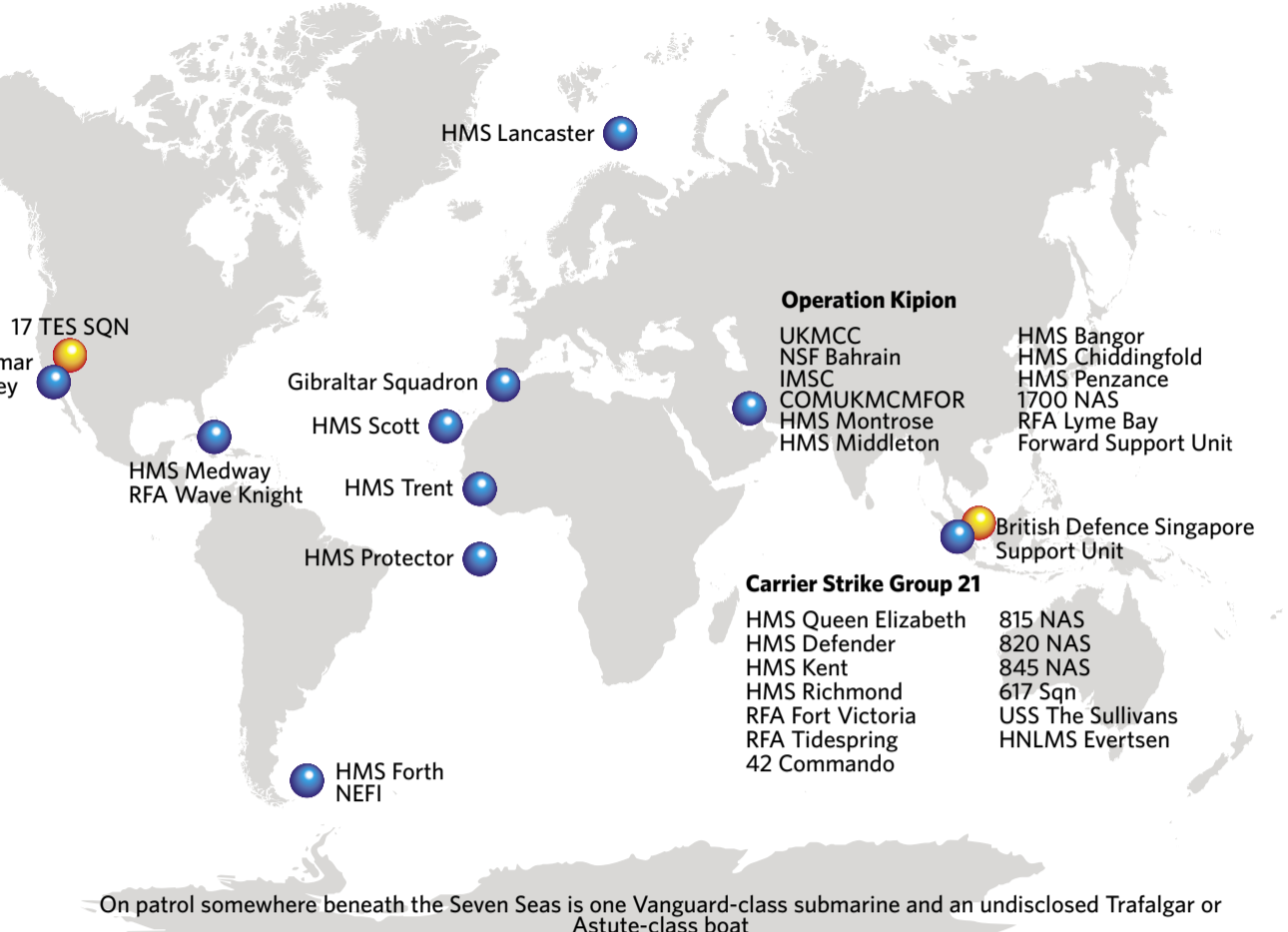
"Come 2023 when HMS Venturer slips its bonds and enters the water, I have no doubt it will emulate the trailblazing successes of its forebears and write its own glorious chapter in our nation's famous maritime history."



Training or on patrol around the UK

HMS Prince of Wales
HMS Portland
HMS Argyll
HMS Tyne
HMS Severn
HMS Mersey
HMS Magpie

HMS Sabre
Project Wilton
RFA Mounts Bay
814 NAS
815 NAS
824 NAS



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



GLOBAL | MODERN | READY

HMS LANCASTER is in the spotlight this month after capturing a stunning natural lights show during a two-week solo patrol of the Arctic (see pages 1 and 11). For the second time in 2021, the Portsmouth-based frigate ventured into the frozen wastes on a 3,000-mile round-trip through the Norwegian Sea and into the Arctic Circle – the latest Royal Navy vessel to head to the High North over the past few years.

With our other stars of page 11 – sister ships **HMS Trent**, **Tamar** and **Spey** – collectively they give an idea of the scope and variety of regular RN operations in the 2020s.

Trent is the first RN vessel to operate in the Gulf of Guinea for three years. She's making use of her embarked forces mess to carry Royal Marines of 42 Commando, working with regional allies and partners to bolster maritime security.

And **Spey** and **Tamar** are now in the Pacific – the first RN constant presence in this key region for the UK since Hong Kong was returned to China a quarter of a century ago.

The **HMS Queen Elizabeth**-led Carrier Strike Group met up with the USS Carl Vinson and Ronald Reagan, as well as Japanese ship JS Ise and vessels from the Canadian and Dutch navies for a spot of training in the Indo-Pacific (see pages 2-3). **HMS Kent** and **HMS Defender** sailed from Guam to join the exercise.

Sailors aboard **HMS Richmond** (see page 19) paid tribute to the 53 crew of Indonesian submarine KRI Nanggala lost in April. The frigate held a two-minute silence, part of wider efforts by sailors and submariners across the RN to help the families of the men lost.

Royal Marines are taking on their comrades from the United States Marine Corps in the forbidding Californian desert as they prepare to deploy on a new mission in the Indo-Pacific (see pages 16-17). A new high-readiness force, **Littoral Response Group (South)**, is to be centred on Taunton-based **40 Commando** and will focus on the regions east of the Suez Canal ready to respond to global events.

Thousands of military personnel from a dozen nations in some 20 warships and submarines, plus maritime patrol aircraft, took part in **Joint Warrior** off Scotland (see pages 20-21).

The exercise ended with new carrier **HMS Prince of Wales** being declared fully operational. She's also been experimenting, launching drones from her flight deck (see page 13) as the Royal Navy begins exploring the use of crewless technology on the Queen Elizabeth-class aircraft carriers.

A major milestone involving using autonomous vessels in future operations saw **HMS Argyll** successfully control an uncrewed Pacific 24 RIB while at sea in a first for a RN warship (see pages 14-15).

The Royal Navy launched a missile from its autonomous boat **MADFOX** during NATO's biggest autonomous war games (see page 15). The navy's innovation experts **NavyX** deployed to Portugal with uncrewed technology for the annual experimentation exercise.

Veteran survey ship **HMS Scott** (see page 19) is on for a record-breaking year after mapping an area of the Atlantic seabed bigger than Britain.

Four Astute-class hunter-killers are now officially members of the Royal Navy after **HMS Audacious** was formally commissioned (see page 7) in Faslane.

Survey ship **HMS Protector** updated charts of waters around Ascension Island, in the mid-Atlantic just south of the equator (see page 19).

For the first time in 22 months, families cheered, clapped, waved, held up banners and shed tears as **HMS Brocklesby** was given a traditional homecoming to Portsmouth (see page 9).

Small boats which were the scourge of Britain's enemies from the Baltic to the Adriatic are celebrated with a £1m new exhibition (see page 31). The **Coastal Forces** gallery in Gosport gives a home to two historic 'Spitfires of the Seas'.

A fresh White Ensign 'flies' on the **Royal Oak** after Navy divers from the **Northern Diving Group** completed their sacred duty in Scapa Flow (see page 27).

Royal Navy and Royal Marines personnel were on duty as the Queen officially opened the sixth session of the Welsh Parliament, the Senedd Cymru, in Cardiff Bay (see page 25).

The winners of this year's prestigious **Peregrine Trophy** photographic competition have been announced (see pages 28-29).

Finally, **Navy News** has teamed up with **Airfix** to give readers the chance to win F-35B model kits (see page 22).

Adm Key to take over as new 1SL

FIRST Sea Lord Admiral Sir Tony Radakin is to take over from General Sir Nicholas Carter as the next Chief of Defence Staff.

The new First Sea Lord will be Vice-Admiral Sir Ben Key, who is currently Chief of Joint Operations, and as such was one of the key architects of the Op Pitting rescue mission, which weeks ago saw the successful evacuation of over 15,000 British nationals and Afghans from Kabul.

"I am humbled to have been selected as the next Chief of the Defence Staff," said Adm Radakin. "It will be an immense privilege to lead our outstanding people who defend and protect the United Kingdom. I would like to thank General Sir Nick Carter for his leadership and wise stewardship of the UK's Armed Forces over the last three years."

"I am looking forward to working further with The Rt Hon Ben Wallace and the rest of the Department's senior leadership team as we modernise the Armed Forces and implement the Integrated Review. The Government has given us clarity and additional resource to counter the threats we face as a nation. It is now time to get on and deliver."

Adm Radakin, who was appointed First Sea Lord and Chief of the Naval Staff in June 2019, was born in Oldham and made in the Royal Navy.

Commissioned in 1990, his operational service has involved the Iran/Iraq Tanker War, security duties in the Falklands, NATO embargo operations in the Adriatic, countering smuggling in Hong Kong and the Caribbean, and three command tours in Iraq – both ashore and at sea.

He has commanded from Lieutenant to Rear Admiral of ashore, afloat and international forces. This includes HMS Blazer and Southampton URNU, HMS Norfolk, the Naval Training Team in Iraq, the Iraqi Maritime Task Force, Portsmouth Naval Base, and Commander of UK Maritime Forces and NATO's High Readiness Maritime Component Commander.

His staff appointments have predominantly been in either Joint or Defence roles, including: operational planning at PJHQ, two tours as a Military Assistant, and two tours involving financial, capability and strategic force development. More recently, he was Chief of Staff of the Joint Forces Command (2016-18) and Second Sea Lord (2018-19).

Adm Radakin takes up his new post on November 30.

Adm Key said: "It is an honour and privilege to be selected as the next First Sea Lord. I am excited at the prospect of leading the exceptional sailors and marines of the Royal Navy through the exciting challenges we have ahead."

"I look forward to building on the transformation work of my predecessor Adm Sir Tony Radakin and continuing the ambitious

modernisation laid out by the government in the IR.

"I have seen close up, as the Chief of Joint Operations, the impact our increasingly globally deployed Navy has had. I am determined we continue to deliver on these opportunities, working with allies and partners around the world in support of the government objectives."

Educated at Bromsgrove School, Ben Key joined the Royal Navy in 1984 as a University Cadet, subsequently graduating in Physics from Royal Holloway, University of London. He qualified as both helicopter aircrew and as a Principal Warfare Officer and has seen service around the world in a variety of frigates and destroyers.

He has commanded HMS Sandown, Iron Duke, Lancaster, and Illustrious, while shore appointments have included

Resources and Plans in MOD, an advisor to the Iraqi Director Joint Staff in Baghdad, the UK's Permanent Joint HQ, and HQ Air Command. He has also served as Principal Staff Officer to the Chief of Defence Staff. From April 2013 to July 2015 he was Flag Officer Sea Training, responsible for recruiting as well as individual and operational training across the Royal Navy.

Promoted to Vice Admiral in February 2016, he was the Royal Navy's Fleet Commander from then until March 2019.



Welcome No4.



FOUR Astute-class hunter-killers are now officially members of the Royal Navy after HMS Audacious was formally commissioned.

Seventeen months after arriving in Faslane in the midst of the early days of the pandemic, crew of the state-of-the-art boat were finally able to show her off publicly.

They were joined by personnel from across the Submarine Flotilla at a dockside ceremony, which welcomed Audacious into the RN alongside Astute herself, plus Ambush and Artful.

The boat's Lady Sponsor, Lady Elizabeth Jones, inspected the platoons of submariners on Valiant Jetty, addressed all present and cut the (gigantic) commissioning cake assisted by the youngest crew member, AB Pollard.

Afterwards she toured the boat with her husband Admiral Sir Phil Jones – First Sea Lord between 2016 and 2019.

Formalities over, the commanding officer of the boat – motto audax semper diligens, audacious yet always careful – Commander Jim Howard said the hour had come for the



nuclear-powered submarine to demonstrate her awesome potential.

"It is an absolute pleasure to be Commanding Officer of the Royal Navy's newest and most capable Fleet submarine," he said.

"As we now move from sea trials into our operational sea training programme, I and the whole ship's company are ready for the challenge ahead.

"This formal commissioning ceremony marks another major milestone in the platform being fully operational and ready for tasking."

Commodore Jim Perks, Head of the Silent Service, said tremendous effort and resilience had been shown by the crew and their families to reach this key moment in Audacious' active life.

"Throughout this pandemic, Audacious has delivered her extensive trials programme without fuss and with considerable style," he continued.

"I wish the boat, crew and their families all the very best for the future and look forward to seeing her deliver on operations."



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JOINING THE JETTY SET

THE answer is 216.

And the question: How many sailors have fallen in on the jetty.

To celebrate the arrival of HMS Bangor and Middleton in Bahrain – replacing their homeward-bound comrades in Shoreham and Brocklesby respectively (see right), the men and women who are dedicated to keeping Middle East waters mine free posed for a group shot.

The new arrivals joined sailors from Penzance and Chiddingfold who are well established in the region, mother ship RFA Lyme Bay and Commander Anthony Pimm and his team from the Mine Warfare Battle Staff who direct them daily on Op Kipion.

Actually, the number of folk dedicated to mine warfare operations is around the 300 mark – most of Lyme Bay's crew aren't present for this shot... and there a couple of sailors milling around on Bangor's bridge wing.

And they're just the tip of the spear: there's the engineering team in the NSF who provide additional support to the ships. And the logisticians who ensure the spare parts are available.

And the staff of the UK Maritime Component Command who direct all RN operations in the Middle East. And the soldiers who provide force protection for the base. And the RAF personnel who run the air link for personnel and parts back to the UK. And the folk back in the UK responsible for meeting the longer-term requirements of the ships – the MCM Squadrons in Faslane and Portsmouth. And, well, you get the picture...

(Oh, and the big colourful tubes – shoreside air conditioning, used alongside when the maintenance is being carried out on board; even in October the temperatures by day are well into the 30s Celsius).

"The sail out has given a great opportunity for the ship's company to enjoy the delights of the Mediterranean, but after we handed over in Jeddah we shifted our focus to operations and continuing the great work that both Shoreham and Brocklesby have done," said Lieutenant Commander Rob Couzens, Bangor's Commanding Officer.

His ship and Middleton bring upgraded minehunting equipment, known as Orca, to ops in the Gulf; Orca provides greater situational awareness when working in the underwater environment to keep sea lanes safe.

They are also the latest vessels to employ the new working routine for crews: four months in the Gulf, four months back home on leave/courses/training. Splitting time equally between the UK and Bahrain will provide the crews with greater stability for their families, whilst allowing them to build and maintain their experience in the region.

Chiddingfold, Penzance and Lyme Bay had just returned to the UK Naval Support Facility after the latest Anglo-US 'interop' exercise, with the focus increasingly on pushing the boundaries of automated mine warfare.

The two navies hold regular joint exercises to ensure there's no 'skills fade' in the delicate art of finding and neutralising mines – especially as crews and ships regularly rotate through the region, so there's a high degree of churn.

The Brits were joined by American minehunter USS Gladiator and giant MH-53E Sea Dragon helicopters – which drag minesweeping kit through the Gulf waters – for eight days of trials and tests.

Members of the US Navy's Expeditionary MCM company, who bring autonomous systems to the panoply of existing mine warfare sensors, systems and kit also embarked on the RN vessels, resulting in HMS Penzance becoming the first Sandown-class vessel to put a large REMUS 600 vehicle through its paces.

REMUS has been used by the Navy for several years – but traditionally it's launched from smaller craft. The device, which looks like a torpedo, moves through the water at speeds of up to five knots, scanning the seabed with sonar on 'patrols' up to three days long. In doing so, it surveys a huge area and, crucially, ensures the ship itself doesn't have to venture anywhere near the suspected minefield.

This latest Interop developed the deployment and recovery of autonomous systems in a minefield, as well as more traditional hunting by the three minehunters with their inbuilt sonar suites.

Commodore Oscar Rojas USN, Commander Task Force 52 – which oversees mine warfare operations in the Gulf – said the region remained "one of the most environmentally challenging operating areas in the world" and both navies were working hand-in-hand to push the boundaries and develop the minehunting equipment and procedures of tomorrow.



Home is where the hugs are

FOR the first time in 22 months families cheered, clapped, waved, held up bright banners and shed the odd tear to give a Royal Navy warship a traditional homecoming to Portsmouth Naval Base.

Around 100 family members and friends were on hand in No.2 Basin to greet the 44 crew of minehunter HMS Brocklesby to a soundtrack from the Band of Her Majesty's Royal Marines.

Covid restrictions prevented all such welcomes from March 2020 until mid-October.

Brocklesby's sailors last saw families at the end of May – when they flew out to Bahrain to take charge of the ship for a couple of months of operations in the Gulf, before beginning the epic mission of bringing the small ship home on a 6,000-mile journey in company with fellow minehunter HMS Shoreham.

HMS Brocklesby herself had been in the Gulf for three years, while her sailors – Mine Counter Measures Squadron 2 Crew 6, aka The Mavericks – have spent 11 of the last 15 months deployed on operations.

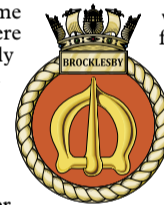
They brought the Hunt-class vessel back home via Gibraltar, Sardinia, Crete, Muscat, Djibouti, Oman and stopped at the last known position of HMS Eagle in the western Mediterranean to pay their respects to the 131 dead when she was sunk in 1942.

"This is the first time for a while we have come home with families here so it's been really lovely – it's a big thing when you don't have that. You miss that welcome home," said Lieutenant Commander Dan Lee, Brocklesby's Commanding Officer, who was first down the gangway to be welcomed by his wife Louise and the couple's two daughters.

"I am immensely proud of the crew. For a small ship's company, the 7,000-mile trip home is a great opportunity. For most of this crew they would have flown back and forth to the Gulf but to travel across the Mediterranean and stop in some amazing places is a great experience for them.

"Brocklesby has served us really well and together with our very determined engineers, she has got us home. She's may be an aging ship but she's a workhorse of the fleet."

His words were echoed by gunnery officer Sub Lieutenant Ben Hyde: "It's been a good trip back – especially once we got in the Mediterranean – but



what makes it is seeing the families able to get back into the dockyard. It's great to share the moment with them – something the Navy has not been able to do for a while."

Since leaving her home port in 2018, Brocklesby has steamed 150,000 nautical miles and completed six crew changes, taking part in 18 operations and exercises under the RN's Gulf/Middle East mission, Operation Kipion. She has also played a key role in the development of the latest autonomous systems which will likely replace the Royal Navy's current generation of minehunters.

Brocklesby is now while her crew are joining sister ship HMS Cattistock to help bring her out of refit.

Her constant companion as far as Portugal, Shoreham arrived home three days after the Hunt, but with no families on the Faslane jetty.

Instead there was a traditional

tug welcome – fire hoses in full effect – for the Sandown-class ship at the end of her epic journey.

"I am incredibly proud of my ship's company for the hard work and effort they have put into making this trip home a success," said Lieutenant Commander Richard Kemp, Commanding Officer of HMS Shoreham.

"They have shown a fantastic ethos, especially during some challenging periods at sea."

Mine warfare specialist AB James Kelters said the journey home had been a highlight of his career to date.

"I particularly enjoyed working with foreign naval forces while on transit and enjoyed my first experience of a traditional Royal Navy 'hands to bathe' in the Red Sea," he added.

Crew members also paid visits to Crete, Sardinia, Gibraltar, Porto, and enjoyed a barbecue at sea north of Sicily where they watched volcano, Mount Stromboli, erupt.

Picture: LPhot Kevin Walton FRPU East



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ALL AROUND THE WORLD

FOR the second time in 2021, the Portsmouth-based frigate HMS Lancaster ventured into the frozen wastes on a 3,000-mile round-trip through the Norwegian Sea and into the **ARCTIC CIRCLE** – the latest Royal Navy vessel to head to the High North over the past few years.

As a ‘lone rider’ the ship had to rely on herself for all eventualities – food, fuel, emergencies – and made a quick pit stop in the Shetland Islands to top up the fuel tanks before heading out into the open ocean.

With temperatures in the Arctic barely reaching double figures even in late summer and the water an unforgiving 6 Celsius – meaning hypothermia sets in in minutes if anyone falls in – Lancaster’s crew used the journey north to prepare.

Practising these emergency situations is vital for training up new sailors during their first time at sea and to refresh the skills of those with more than their fair share of experience.

That included dealing with mock fires and evacuating a casualty by helicopter to hone the skills of both the sickbay team and the crew of the Wildcat helicopter from 815 Naval Air Squadron.

They winched the ‘injured’ sailor – Midshipman Hutton who found it “exciting to be straight in at the heart of the action on my first deployment with the Royal Navy” – from both the flight deck and the more cluttered forecastle.

Entering the Arctic meant an age-old maritime tradition was performed: the ceremony of the Blue Nose, where King Neptune – played by Warrant Officer 1st Class Alex ‘Spud’ Spurgeon – demands a tribute from sailors who’ve never been to the Arctic before (a small, but not insignificant number as the frigate patrolled the region back in March).

He boomed: “These sailors did appear in the northernmost reaches of my realm, bound for the dark and frosty wastes of the land of the midnight sun!”

Each was bathed in ice-cold Arctic water by Lancaster’s Commanding Officer Commander Will Blackett and members of the Warrant Officers’ and Chiefs’ mess to allow them to sail beyond 66 degrees North.

To warm them back up each sailor was offered the customary ‘tot’ of rum before heading below to grab a hot shower.

Other aspects of the Arctic were less bracing. As the sun set on the first clear night sky since arriving in the High North, the ship’s company were treated to a spectacular display from the Aurora Borealis. With the sky alive with dancing swirls and streaks of green, awestruck sailors stared into the skies.

“I’ve always wanted to see the Northern Lights during my career and they sure didn’t disappoint – what a display!” said Assistant Weapon Engineer Officer Sub Lieutenant Ollie Perry.

Commander Blackett said that his sailors had been “raring to go” on deployment again after summer leave – Lancaster has been heavily engaged all year from the Baltic to the Arctic to home waters.

“I’m incredibly impressed with how all of my sailors have battled the arduous conditions to sustain Lancaster on our solo arctic passage,” he added.

Once her patrol was complete, the ship turned around and made her way for Belfast for a short logistics stop before joining other participants in Joint Warrior (see the centre pages) after ploughing through seven-metre waves and 40mph winds of Storm Larry.

Picture: LPhoto Kyle Heller

THERE is now a permanent Royal Navy presence in the PACIFIC for the first time in a quarter of a century.

Not since Britain handed back Hong Kong to China in 1997 has the White Ensign flown daily in the region.

But now it will after HMS Spey and Tamar – collectively nicknamed Speymar by their crews (which as portmanteau go is definitely better than Tamey) – completed the ‘path between the oceans’ to reach their new playground.

Indeed, by the time you read this at the beginning of November, they’ll be mid-Pacific for the first major stop of their deployment: Pearl Harbor in Hawaii for crew changes/maintenance before pushing on to the western Pacific Rim and their principal operating area.

Since leaving Portsmouth in early September, the duo – officially Task Group 326.03 – crossed the Atlantic without incident and linked up briefly with their sister HMS Medway which is assigned to the Caribbean long term.

Thereafter, Tamar went into Curacao, while Spey conducted the task group’s first defence engagement event in Cartagena, Colombia, attended by Vice Minister of Defence, Sandra Alzate, and UK Armed Forces Minister, James Heapey MP.

Sailors had the chance to experience life in the bustling port city – the first visiting ship’s company to do so in Colombia since the pandemic began – and were invited to their host’s naval academy.

The dazzle-painted sisters reunited to take ‘the path between the seas’ – the 50-mile passage through the Panama Canal between the Atlantic and Pacific.

Their patrol area embraces the entire Indo-Pacific region – from the eastern seaboard of Africa to the western coast of the Americas.

The mission is to promote UK interests, build and develop relationships in the region, promote security on the high seas, provide humanitarian aid and relief in the event of a disaster, and generally carry out duties as the government determines.



The ships’ flight decks double as ‘mission decks’ for storing containers or, in the future, RN PODs for drone/autonomous minehunting kit, relief supplies, or a control or command hub for Royal Marine raiding teams; the patrol vessels have a 50-berth mess set aside for additional troops/commandos.

Half the ship’s company return home every few weeks – replaced by shipmates heading out from the UK. It means Tamar and Spey are more available for operations and gives their sailors more settled lives.

The duo are planned to be deployed for five to ten years, paving the way for similar operations by the future Type 31 frigates currently under construction.

“In many respects HMS Tamar and HMS Spey represent the vanguard of the Royal Navy’s contribution to a Global Britain and the promotion of our country’s prosperity overseas,” explained Task Force Commander – and Commanding Officer of HMS Tamar – Commander Teilo Elliot-Smith.

“I am incredibly proud of the combined efforts of our ship’s companies to generate this task group in record time and then take two brand-new ships half way around the world to operate at range from our usual support networks.

“The professional and personal opportunities that this deployment offers are huge and we are eager to deliver such wide and varied tasks.”

First stop in the Pacific was San Diego – home of *Anchorman* and, perhaps more importantly in nautical terms, the US Navy on the West Coast.

It’s also only two hours’ drive from the City of Angels, Tinseltown et al, allowing sailors to get out and about.

Some ended up at the Anaheim Ducks-Winnipeg Jets ice hockey match... and were fêted by the crowd as they were driven around the rink on ice resurfacers – one of the once-in-a-lifetime experiences money can’t buy, but a career in the RN can sometimes conjure up.

Pictures: LPhoto Rory Arnold, HMS Spey

WHILE Spey and Tamar explore the Pacific, their older sister HMS Trent (No.3 in the class of five second-generation Rivers) is making her first foray to **WEST AFRICA** and the **GULF OF GUINEA**.

After six months in the Mediterranean and occasional patrols of the Black Sea, Trent embarked Royal Marines of 42 Commando – one of the key features of the new patrol ships is their 50-strong mess for troops – to support maritime security in the Gulf of Guinea, paving the way for more co-operation in the future.

She’s calling on Nigeria, Ghana, Senegal, Gambia and Cape Verde, and will take part in French-led multinational exercises (Grand African Nemo) which will bring together regional allies.

Trent is also conducting maritime security patrols and support partner navies by helping to develop key maritime skills in waters through which £6bn of UK trade passes every year.

Much of the training rests on the shoulders of a 17-strong contingent from 42 Commando (pictured below practising board and search ops with HMS Dasher off Gib).

They will share and encourage such specialist skills, as well as evidence handling and medical skills – operations in which they have decades of experience.

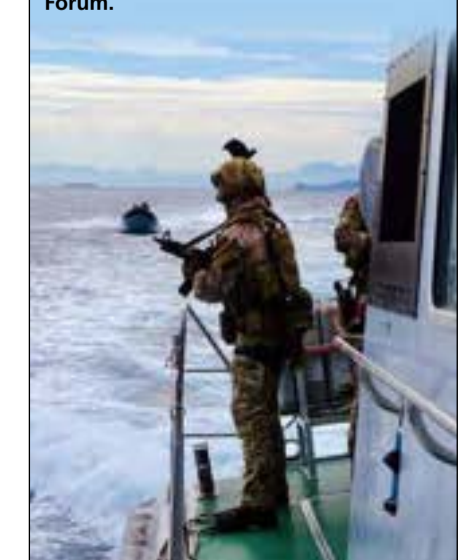
“We’re looking forward to the opportunity to deploy Royal Marine capability within the West Africa region,” said 42 Commando’s Commanding Officer, Lieutenant Colonel James Lewis.

“Working closely with our defence partners we aim to provide a persistent presence within the region and deliver world-class training and support as they continue to suppress illegal activity.”

Commander Tom Knott, the patrol ship’s Commanding Officer, said the autumn deployment marked “an important return to the region for the Royal Navy, demonstrating our commitment to improving maritime security in the Gulf of Guinea.

“We are extremely proud and excited to commence this deployment to what is an exciting new region for HMS Trent. We are looking forward to working with regional partners and also engaging with local communities in an effort to strengthen security.”

Trent’s deployment has been coordinated with regional and international partners through the G7++ Friends of the Gulf of Guinea (FoGG) and Gulf of Guinea Maritime Collaboration Forum.





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DRONING ON

HMS Prince of Wales launches drones as new carriers look to the future...

HMS Prince of Wales has launched drones from her flight deck as the Royal Navy begins exploring the use of crewless technology on the Queen Elizabeth-class aircraft carriers.

Fixed-wing drones – called the QinetiQ Banshee Jet 80+ – flew from the carrier's vast flight deck to assess how they might be used to train personnel in defending against ever-more-capable fast jets and missiles.

The jet-powered Banshee, which looks like a mini fighter aircraft, can soar to 25,000ft, skim just above the waves, and flies at speeds up to 400 knots (around 460mph).

It is hard to detect on radar, giving it all the likeness of an incoming missile – making it a realistic adversary for sailors to train in countering aerial threats.

These drones could eventually be carried by Royal Navy warships and provide operational training to task groups wherever they might be in the world, allowing them to conduct air defence exercises on demand to test reactions and hone responses.

And the Banshee's carrying capacity means the Royal Navy can use it for testing future sensors, weaponry and radio equipment.

HMS Prince of Wales is the first Royal Navy ship to carry these drones for demonstration purposes, as she moves towards being fully operational.

The Banshee flights represent the first step for the Royal Navy in exploring how crewless tech could be operated from the Queen Elizabeth-class aircraft carriers in the future.

"There is a real need for a low-cost drone such as the Banshee that can replicate a range of the threats in the skies and provide a test bed for future payloads," said Commander Rob Taylor, lead for Royal Navy Air Test and Evaluation.

"The key to this is that a warship can carry this drone with it on operations, launch it and use it to keep personnel razor-sharp in countering threats from above.

"The ability to adapt the payload for differing tasks is also crucial to provide value for money and interoperability across the fleet."

The demonstration with HMS Prince of Wales looked at how the drone and associated support equipment, including launcher, can be integrated within a busy ship and flight deck.

It also looked at installing sub-systems on board and procedures for moving

and setting up the drone and kit on the flight deck, which was a hive of activity as the ship trained with F-35B Lightning jets and participated in the largest military exercise in the UK, Joint Warrior, off the Scottish coast (*more on that on pages 20-21*).

Flight Test Engineers and operators from QinetiQ, which owns and operates the Banshee, flew three of the air vehicles from the drone's launcher on the Hebrides range off the northwest coast of Scotland.

The Banshee launched from the ship and recovered to land via parachute.

The demonstration showcased just one of the options as part of Royal Navy Develop Directorate's Project Vampire, which is looking at lightweight, fixed-wing carrier-borne crewless autonomous systems.

The project forms part of a series of demonstrations that will help define Royal Navy aviation of the future through the Future Maritime Aviation Force, which looks at how the Fleet Air Arm will operate in the years to come.

"It aims to capitalise on the best that industry has to offer working alongside established aviation systems already used across the globe," added Cdr Taylor.

"The programme will look at rotary wing and fixed wing drones to fulfil a number of tasks to increase mass on the carriers and allow crewed aircraft to maximise their capacity.

"The Banshee demonstration is just the start of the un-crewed autonomous systems programme of work for the Royal Navy.

"This is an extremely exciting time for maritime aviation and the future of the Fleet Air Arm."



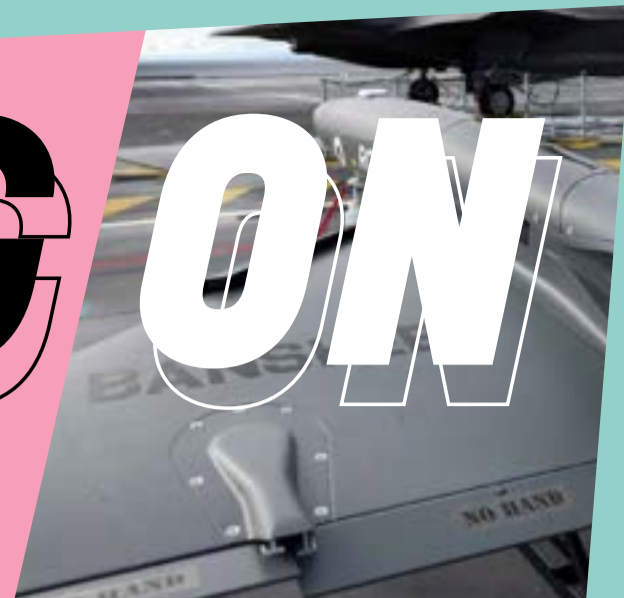
During Prince of Wales' training with F35B Lightning jets, scale-model makers, Airfix, deployed their own miniature version of the stealth aircraft to the ship.

The company sent their model F35 kit to the crew who wasted no time in getting them built and ready for action alongside their real-life equivalent.

Petty Officer Photographer JJ Massey said: "I didn't take long for the air engineers to put the kits together to see how the models compared to the real thing. Turns out, they look pretty good."

There's a chance to win one of the Airfix models in this month's *Navy News*. Turn to page 22 to find out more.

Pictures by LPhot Ben Corbett and PPhot JJ Massey



TRIALS GO AUTONOMOUS ON ARGYLL



A MAJOR milestone in the Royal Navy's use of autonomous vessels in future operations has been reached during recent trials in Plymouth.

In a first for the navy, warship HMS Argyll successfully managed to control an uncrewed Pacific 24 rigid inflatable boat (RIB) while sailing at sea.

The week-long tests, held by the navy's innovation experts NavyX and industry partners BAE Systems, saw the Type 23 frigate take command of the RIB while it zipped along the water.

On a bright, sunny autumn day in Plymouth Sound, the Pac-24 was thoroughly put through its paces.

From trialling its ability to be controlled from the ship to receiving and carrying out tasks, the series of experiments showcased how one day the navy could utilise autonomous

technology.

The boat's onboard cameras and sensors gave constant feeds to Argyll, with a temporary operating centre set up in the ship's hangar.

But in another first, the RIB's control system was also integrated into the ship's Ops Room meaning it could be controlled and commanded from the depths of the frigate.

On this occasion the boat was commanded by experts from BAE, working in Argyll's hangar.

As the tests progress, it is hoped one day trained sailors will be at the helm of the RIB.

But the trials proved the "plug in and play" software system can work on existing ships in the fleet as well as any future builds.

The kit in the hangar was successfully



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replicated in the Ops Room; in the future it could mean that a dedicated console for autonomy technology is installed.

As the Pac24 operated up to ten miles away from Argyll, the ship was able to successfully send instructions to the boat for it to carry out autonomously such as conducting basic missions, identifying targets on the water and cueing its camera and remote weapon station to tracked targets when operated by the trials team.

Lieutenant Commander Rob Manson, trials lead for NavyX, said: "This was a great first step in integrating fully autonomous vessels into Royal Navy warships."

"What we managed to do with these trials was prove that systems such as those to control autonomous and uncrewed technology can be successfully introduced into our current Fleet."

"Operating with the Pac24 while at sea showed that in the future these vessels have the potential to deploy with current frigates and destroyers and be used for a range of operational tasks."

He added: "The Royal Navy is committed to putting this sort of technology through its paces and conducting experiments on how we could utilise it on the frontline."

"The past two years have seen crucial developments in uncrewed operations and we're excited for the future."

For HMS Argyll, it was a chance for the ship's company to see how an autonomous RIB could be used on deployment and its advantages.

While off Plymouth, it was able to conduct reconnaissance and show how it could counter potential threats.

At the latter stages of the trials, the ship's sailors helped to disembark and then embark the Pac24 from the water – using their standard, crewed seaboat to help.

Lieutenant Keaton Leyland-Jones, a warfare office on Argyll, said: "It is great to see the ship involved in this landmark moment for the Royal Navy."

"Frigates are the workhorses of the Royal Navy, regularly conducting anti-submarine warfare, countering piracy and HADR operations."

"Argyll may be the oldest frigate in the fleet, but numerous capability upgrades have allowed us to press ahead at the cutting-edge of maritime warfare."

"Autonomous technology such as the Pac24 proves this, enhancing our versatility and improving our ability to conduct crucial missions, gaining advantage over the aggressor."



Pictures: LPhoto Kyle Heller



UNCREWED BOAT MISSILE LAUNCH IS FIRST FOR NAVY

THE Royal Navy launched a missile from its autonomous boat MADFOX during NATO's biggest autonomous war games.

The navy's innovation experts NavyX deployed to Portugal with uncrewed technology for the annual experimentation exercise.

The two-week exercise aimed to test the integration of NATO systems and explore existing and new military roles for autonomy.

At the centre of the Royal Navy's contribution was the MADFOX crewless boat which has been undergoing trials all year. During its first overseas deployment, the boat was tasked with its biggest test to date – being part of a surveillance training operation ending in a missile launch.

For the trial, a Puma drone launched by USNS Carson City relayed information to a land-based control centre of a possible target – in this case a simulated target of a Spanish crewless boat. Once received, that information was sent to the Royal Navy's MADFOX vessel and the missile launched.

Commander Antony Crabb, NavyX Experimentation Team Leader, said: "The system launch from MADFOX was a UK first, demonstrating the potential of uncrewed surface vessels for lethal and other

payloads; crucially, the whole serial was commanded, enabled and facilitated using information provided by uncrewed systems.

"It is a significant step for UK/US interoperability and interchangeability."

Later in the exercise, Royal Navy technology supported night-time amphibious operations. It saw MADFOX observe a 'target', undetected, and provide live imagery using its onboard cameras.

As Portuguese Marines stormed ashore, aerial drones provided further surveillance, sending imagery to ruggedised tablets within the assault forces. Personnel in the Maritime Operations Centre were able to make an assessment of the target defences and enemy strength before ordering an attack.

The exercise was designed to show

how dismantled Command and Control systems could extend situational awareness provided by uncrewed systems to small distributed teams.

The tablets also enabled the Marines to request missions from the uncrewed systems connected to the UK MAPLE mission planning system.

Lieutenant Maia of the Corpo de Fuzileiros said: "The situational awareness provided by MADFOX and the aerial drones was brilliant and the new technology enabled very close coordination between the headquarters and my Marines."

"Even before leaving the ship we had good information, and this was updated as we travelled to the target. It really showed how NATO drones are becoming more and more interoperable."

During the fortnight of trials, MAPLE provided the means to pass missions to multiple NATO uncrewed equipment in the air, on the surface and underwater.

Through MAPLE, the UK was able to integrate with more than twenty different assets including those from the US, Portuguese, Spanish and Dutch navies.

More than 900 personnel, 70 autonomous uncrewed systems and 11 navy vessels took part in REPMUS.



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Royal Marines assault through an alleyway while conducting break contact drills during Exercise Green Dagger. USMC photo by LCpl Shane T.Beaubien

the wild west

The dawning of a new era in the Mojave Desert

ROYAL Marines are taking on their comrades from the United States Marine Corps in the wilds of the Californian desert as they prepare to deploy as part of a new commando task group.

A high-readiness force, Littoral Response Group (South), is set to be centred on Taunton-based 40 Commando and will focus on the regions east of the Suez Canal ready to respond to global events.

To ensure they are ready for deployments, the commando elements of this group must first complete Exercise Green Dagger in the Mojave Desert alongside the US and Netherlands Marine Corps.

The exercises across sun-scorched deserts tests the marines in a number of warfighting skills and their ability to work effectively with their Dutch counterparts who also form part of the LRG(S).

Green Dagger will culminate in a 'free play battle' in which Dutch and British marines will work together against the might of the USMC to evaluate the effectiveness of each of the allied forces.

Marine McGrath from 40 Commando said: "This is the first time I've been to the States and worked alongside the US and the Dutch. Seeing how they operate and how we can work together has been really rewarding.

"It's been fantastic to work in one of the best training environments in the world. Twentynine Palms is absolutely huge and offers pretty much every type of training possible. We can train across terrains, in cities and with so much capable kit, I can see why we come here."

Some 500 UK troops and 120 Dutch personnel have formed into the Littoral Response Group (South), which will begin to operate in earnest from next year.

Specialists from across Commando Logistic Regiment, 30 Commando Information Exploitation Group, 24 Commando Royal Engineers and 29 Commando Royal Artillery have joined 40 Commando in the desert along with 12 Raiding Squadron the Netherlands Marine Corps.

The plan over the coming weeks is to stress test this commando group and refresh key soldiering skills to ensure they are prepared for full operations.

The LRG is expected to become functioning with the addition of amphibious ships and aircraft next year.

Captain Bobby Patterson, of 30 Commando, said: "It's been fantastic to integrate the information exploitation capabilities into LRG(S). Demonstrating these capabilities is crucial in facilitating future operations as a collective."

30 Commando have deployed their electronic warfare and information operations experts to the US, along with Air Defence Troop who specialise in weapons – namely surface to air missiles – that can defend from aerial attack.

Away from the main exercises in Twentynine Palms, a team from 40 Commando are heading to the Mountain Training Warfare Centre in Bridgeport, about 400 miles north.

The commandos will form an adversary force for US Marines during a Mountain Training Exercise that will test both forces' guile in the unforgiving surroundings.

Meanwhile Commando Logistic Regiment are facing their own challenges as they adapt their methods for the new tactics that have arrived with Future Commando Force development.

This includes keeping small teams of commandos spread across a wide area in all extreme of climes supplied and ready for battle.

That has seen the regiment form Combat Service Support Troops that deploy at range and are isolated from direct chain of command, working independently to keep supplies of food and ammunition flowing.

The troops have been setup to allow CLR to be in more places at once, while also still utilising the Armoured Support Troop, which provides force protection and protected manoeuvre using armoured vehicles.

Additionally, CLR are also continuing to develop their 3D printing capability which helps provide battle damage repair options on the front-line.

"While on the periphery it would seem largely like the much more cumbersome and bulkier Logistic Task Group of old, it is a much smaller, more agile and potent force and is designed to deliver a more tactically astute support," said Major Matt Williams, in command of the Landing Force Support Squadron and Logistic Task Group, of the CLR offering on Green Dagger,

"We have come a long way since starting this journey in earnest last year, which has seen the Regiment deploy both Combat Service Support Troops and Armoured Support Troop on two separate occasions, while also preparing for the forthcoming Winter Deployment in Norway and generating the first troop aligned to the Littoral Response Group (South) early next year."



RISE AND SHINE: Charlie Company, of 40 Commando, on early morning physical training at Camp Wilson in the Mojave Desert. Picture by Mne Will Schuneman



CONCRETE JUNGLE: A marine in action as Charlie Company carry out urban training at the Marine Air Ground Combat Training Centre. Picture by LPhot Joe Cater



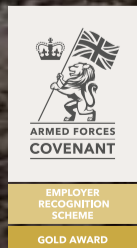
TALKING TACTICS: Marines from Charlie Company work out their approach ahead of urban combat training in the Mojave Desert. Picture by LPhot Joe Cater

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Colours run deep for HMS Protector

THIS is the forbidding landscape surrounding one of Britain's smallest overseas territories – recorded by Royal Navy survey ship HMS Protector.

The distinctive bright red-white scientific vessel spent the early autumn working around Ascension Island – in the mid-Atlantic just south of the Equator – to update charts of waters last surveyed by the Royal Navy in the days of Nelson.

Located around 1,000 miles south of Liberia and 1,400 miles from Brazil, Ascension is about the size of Swansea, but home to just 800 people.

Thanks to its RAF base on Wideawake Airfield, the volcanic island has played a key role during World War 2 and the Falklands conflict.

Protector, which is more accustomed to working around Antarctica than in the tropics, has opened her 2021-22 deployment to the Southern Hemisphere helping islanders in Ascension and St Helena (800

miles away).

She's using her cutting-edge sonar suite and other sensors to update Admiralty Charts – used not just by the Royal Navy, but merchant sailors the world over; some of the waters around the two islands have not been surveyed accurately in two centuries.

Given Ascension's geology and proximity to the Mid-Atlantic Ridge, the submerged volcanoes were known about – but have never been seen so clearly.

"The survey work conducted by Protector over the past month has enabled the seabed to be mapped in detail not previously achieved in this location," explained Commander Thomas Boeckx, Protector's second-in-command.

"These stunning 3D images show data collected from our multibeam echo sounder. Although no longer active, these vent like structures form part of a wider collection of features on the seabed around Ascension that provide an insight into the volcanic origin of the Island itself."

The features lie just a kilometre off the coast, extend around 700 metres in diameter and are about 150 metres tall.

The ship and her 50 sailors are also supporting the government's Blue Belt environmental programme – part of a wider United Nations initiative to safeguard 30 per cent of all oceans by the end of the decade.

So in addition to scanning the waters, Protector has been patrolling them to ensure no commercial fishing is taking place. An area around Ascension the size of Iraq has been declared off limits to protect fishing stocks and the wider environment, with the waters monitored remotely – although Protector's presence added a physical deterrence.

The ship's ice reconnaissance drone captured aerial imagery of Wideawake runway which is undergoing a lengthy refurbishment, while sailors cleared up public areas in Green Mountain National Park and helped Ascension Island Heritage Society.

The island was once designated 'HMS Ascension' with many of the items cared for by the Heritage Society tied to the century of Admiralty rule.

The RAF detachment laid on activities and tours for the sailors, who reciprocated by showing islanders around the Royal Navy's only icebreaker, and hosted a reception.

GREAT SCOTT

SURVEY SHIP ON COURSE FOR RECORD-BREAKING 2021

SALUTIN' star... One of HMS Scott's sailor takes the plunge in style as the veteran survey ship takes a break from hoovering the Atlantic seabed for data.

And what a lot of hoovering she's been doing: by the end of the year she's set to have mapped an area of the Atlantic seabed bigger than Britain, a record.

The Devonport-based ship – the largest vessel in the Royal Navy's hydrographic flotilla – has been away from home in the mid-Atlantic since June.

Scott is unique in the Royal Navy as a deep ocean survey vessel – it's her task to survey the ocean floor using her High Resolution Multi Beam Sonar System, allowing folk back at the UK Hydrographic Office in Taunton to chart the seabed in hitherto unprecedented detail.

In her 24 years at sea, the ship has surveyed approximately 3.7 per cent of the world's oceans alone – impressive when you consider that only one fifth of the Seven Seas have been surveyed to modern standards.

During the 2021 'military data gathering season' she has surveyed 214,000 square kilometres of deep ocean floor – that's larger than Belarus.

By the year's end when she's completed her Atlantic deployment, the ship plans to close in on the 300,000 square kilometre mark – larger than Britain (242,000) and almost as big as Italy or the Philippines, and the largest area surveyed in a single year by the Plymouth ship since she entered service 24 years ago.

"The success HMS Scott has enjoyed is testament to the hard work of every member of ship's company," said her Commanding Officer Commander Tom Harrison.

"This truly has been a team effort – to sustain

operations for prolonged periods takes sound planning, forward thinking, team cohesion and a determination to complete our mission."

The ship can also act as a command ship for minehunters, conduct some limited ice patrol operations (she's not an icebreaker unlike HMS Protector), can carry eight containers on her foredeck and has enough fuel and food to remain at sea for three months or more at a time.

Scott has become the latest ship to adopt the forward deployed model – rotating the crew to sustain the ship on operations for longer, while giving the sailors more settled lives away from the ship.

It's meant the Navy has squeezed an extra 20 days of survey work out of the ship over the summer.

The hard work has been rewarded with adventurous training activities including hiking, wakeboarding, golf and mountain biking around Gibraltar and Madeira. Having recently joined the ship AB(Sea) Sam Dewey said: "It's great to finally travel after Covid, it was breath-taking to see the sunrise over the mountains of Madeira."

The relatively warm climes the ship has been operating in has meant that despite patrols of six weeks or more, sporting activities have helped to maintain fitness and morale with the foredeck hosting games of rounders, quick cricket, bucket-ball, and a video game character-themed barbecue (with some impressive home-made costumes), plus a tropical hands to bathe'

"The six-week period at sea is a long time to be at sea on mission, but this crew is fantastic. We've enjoyed the many fun whole-ship team events whilst at sea," said marine engineer Leading Engineering Technician Aaron Milne.



RN remembers Indonesian submarine in global tribute

ROYAL Navy sailors and submariners honoured the 53 crew of Indonesian submarine KRI Nanggala with commemorations spanning the globe.

Sailors aboard HMS Richmond in the Java Sea and trainee and veteran submariners at HMS Raleigh and the Royal Navy's HQ all paid their respects to the Nanggala's crew.

In London Indonesia's Ambassador to the UK, Dr Desra Percaya, joined Commodore Jim Perks, Head of the Submarine Service, and the chairman of charity 'We Remember Submariners', Ian Atkinson, in laying a wreath at

the Submariners' Memorial on The Bankment.

The serving and retired Royal Navy submariner community has raised £53,000 through pledges and the sale of memorial merchandise to be donated to the 53 families equally. Donations were made by companies involved in building and supporting submarines, and American veterans also chipped in.

KRI Nanggala sank in the Bali Sea on April 21 with the loss of all hands having conducted torpedo drills.

Mr Atkinson said: "The loss of any submarine or its crew is felt very strongly

within the submarine community.

"I am immensely proud of WRS and the submarine community as a whole. Whether serving, a veteran or a family, we are a brotherhood and this is testament to the true ethos of what it means to be a submariner. We will remember them."

Submariners based at the Royal Navy's headquarters at HMS Excellent on Whale Island in Portsmouth held a service of remembrance in the memorial garden, while trainees and instructors at the Royal Navy's Submarine School at HMS Raleigh in Torpoint paused lessons and gathered in the atrium for a service

of reflection.

Around the same time as proceedings in the UK, HMS Richmond held a two-minute silence for sailors to reflect on the tragedy as the frigate passed through the Java Sea, around 500 miles from where the Nanggala was lost.


Upon arrival in Jakarta the following day, the ship's Executive Warrant Officer WO1 Matt Farr handed over the £53,000 to the Indonesian authorities to be distributed equally among the ill-fated boat's families.

Having spent 35 years in the Royal Navy – almost entirely in the Submarine

Service in both nuclear and diesel-powered boats – WO1 Farr understands the dangers faced by the Nanggala's crew and said their loss sent shockwaves through "all brother and sister submariners around the world".

He continued: "The deep – so often our friend – is also our greatest foe. We rely on our submarines, the engineering, the design and the maintenance.

"We rely on our training, our procedures and our commands. But most of all we rely on each other. We are a brother and sisterhood, a community and a culture."



Pictures
PO(Phot) Des Wade,
LPhotos Barry Swainsbury
and Ben Corbett

This is the view from the cockpit of a Wildcat helicopter of the flight deck of a Queen Elizabeth-class carrier on a squally autumn day off the Scottish coast.

Another Wildcat is lashed to the deck in front while a Merlin heads off on a sortie over the expanse of blue-grey.

With ship and helicopters in service for several years now, not a particularly unusual sight.

But it underlines the importance of Joint Warrior.

The twice-yearly war game has been a constant fixture in RN calendars in its various formats for years.

And, yes, the weather's invariably crappy. Things don't go to plan. Your supplies or spare part parts are stranded in Stornoway, your sailors stuck in Prestwick.

But when things click...

Take this Wildcat on the deck.

This is the first time the Commando fliers of 847 Naval Air Squadron have deployed to HMS Prince of Wales.

By the time they'd departed, they'd learned how to operate from the future flagship, qualified pilots in deck landings, honed deployed

engineering skills, and safely and successfully directed the guns of Allied shipping on to range targets.

Oh, and the UK had her second fully-operational conventional big deck aircraft carrier for the first time in 50 years.

Not since the days of Phantoms, Buccaneers and HMS Eagle and Ark Royal has the UK operated the like. The ships themselves were WW2/early Cold War vintage, the jets – magnificent for their day – were third generation.

Today, we have two fifth-generation carriers and fifth-generation stealth fighters.

Joint Warrior – which blended with the NATO exercise Dynamic Mariner – was the final step down a road which began two years earlier for the Portsmouth-based carrier.

"We have excitingly jumped the final hurdle and are now a fully-fledged strike carrier, ready at 30 days' notice for operations around the globe," said HMS Prince of Wales' Commanding Officer Captain Steve Higham.

"This is a significant moment for the ship which will see us operate with fighter jets, helicopters, drones, and other vessel. We'll achieve all of this by working with our friends and colleagues from the RAF, the

British Army and across Defence to deliver our contribution for the UK as a problem-solving, burden-sharing partner nation.

"The whole Prince of Wales team are grateful for the support of our followers, our families and our friends and hope that they keep following us towards our first deployment."

// We have excitingly jumped the final hurdle and are now a fully-fledged strike carrier. //

CAPTAIN STEVE HIGHAM

The carrier's Senior Warfare Officer Lieutenant Commander David Thompson added: "HMS Prince of Wales is at the end of a challenging yet successful journey on the road to operational readiness. We are prepared to support Commander UK Strike Forces and are relishing the opportunity to work alongside other allied nations."

Joint Warrior/Dynamic Mariner

served as the validation for Prince of Wales. The 700 crew had already proved they could safely operate the ship and her air group.

The assessment off Scotland threw the ability to command a task group into the mix... although the staff directing the moves were several hundred miles away. In tents. On Whale Island.

Covid restrictions prevented the staff of the United Kingdom Strike Force, led by Rear Admiral Mike Utley, from embarking on the carrier, as would be normal.

Instead, thanks to modern comms and data sharing, they did so from their headquarters at HMS Excellent.

Throughout the exercise they lived and ate in a tented camp put up on the sports field- built to semi-replicate the austere/restricted conditions of living on a warship, as well as to help them bond as a team.

Under their direction: thousands of military personnel from a dozen nations in some 20 warships and submarines, plus maritime patrol aircraft, helicopters - including ten Royal Navy warships, plus elements of four Fleet Air Arm squadrons, Royal Marines of 3 Commando Brigade and the guns of their supporting artillery regiment, 29 Commando RA, plus senior staffs –

around 2,000 men and women in all.

The other senior RN staff could be found aboard the exercise's amphibious flagship, HMS Albion, which was refining planning and command techniques as part of the ongoing transformation of the Royal Marines into the Future Commando Force, as well as honing skills working alongside NATO allies and mastering the art of choreographing an international naval force.

"Providing a command platform for the Amphibious Forces HQ is one of the core roles of HMS Albion," explained Lieutenant Mike Cooper, responsible for Albion's communications and information systems.

"Joint Warrior allows my team to plan and execute embarking a headquarters, along with testing the wide array of computer and communication systems on board. Above all, the exercise ensures that the UK's high-readiness amphibious assault ship is prepared for any challenge."

Beyond testing staffs, Joint Warrior exercises every member of the ship's company: the gunnery team had to fend off assaults from fast-attack craft swarming around Albion, the flight deck has hosted RAF Chinooks alongside more



PACT

regular Royal Navy Wildcats and Merlins, and firefighters and damage control teams were put through their paces.

"Large multi-national training exercises like Joint Warrior are fundamental to enhancing our ability to deploy high-readiness military forces to conduct coordinated joint operations," explained HMS Albion's CO Captain Simon Kelly.

"They also give us the opportunity to work alongside NATO allies and partners, fostering vital relationships and honing our specialist roles within a large war-style scenario.

"During the exercise we have hosted a joint maritime and land headquarters onboard, further developing the littoral strike group concept at the heart of Royal Navy's Commando Force concept."

As are 847 Naval Air Squadron, unique among the three units of Commando Helicopter Force in operating the Wildcat rather than the battlefield Merlin.

The squadron performs a myriad of duties – from acting as the 'flying eyes' of Royal Marines on the ground, to providing them with close air support, ferrying of troops and equipment, to calling in air and naval gunfire strikes.

Three Commando Wildcats

decamped from Yeovilton to Scotland and then on to HMS Prince of Wales, where the fliers first had to get used to safely taking-off from and landing on the huge flight deck.

Qualifying/re-qualifying the aircrew fell to training officer Lieutenant Paul Smalley, 847's only Qualified Helicopter Instructor. "It was challenging to train all the crews for their deck landings: eight day, eight night and eight landings using night vision for each pilot. But with a record number of deck landings achieved in such a short space of time, the whole detachment was trained and ready to fight."

So what is taking off from Britain's biggest warship at night like?

"It was dark. That's the only word that came to mind as I pulled the collective and lifted from HMS Prince of Wales," said Lieutenant Josh Terry, who's now qualified for operations at sea.

Wildcat pilot Captain David Lewis RM added: "The sheer size of the vessel was impressive, but with the help of the ship's company to point us in the right direction the squadron found its feet and got to work."

Chief Petty Officer Stuart Connell, who was one of the three watch chiefs, oversaw round-the-clock engineering efforts to meet the

demanding exercise programme and training schedule.

"The ship was extremely welcoming and supportive, which helped lift morale when things didn't go to plan," he said.

With a Commando Wildcat flown from a Queen Elizabeth-class carrier, calling in guns from an allied Dutch ship, all choreographed by the task group headquarters aboard HMS Albion, this was 847's role in Joint Warrior at its finest.

MAJOR CHRIS EDEN RM

847's Logistics Officer Lieutenant Ben Scott added: "The exercise had many ups and downs which were a huge challenge to deal with. Ensuring the squadron had its aircraft, personnel and engineering

support at the right place and time was a very rewarding experience."

The squadron's Commanding and Executive Officers – Majors Chris Eden and Rich Moore respectively – were involved in the 'business end' of the exercise: bringing fire and fury down on the Scottish ranges, directing the guns of a Dutch warship.

"With a Commando Wildcat flown from a Queen Elizabeth-class carrier, calling in guns from an allied Dutch ship, all choreographed by the task group headquarters aboard HMS Albion, this was 847's role in Joint Warrior at its finest," said Major Eden.

The storm of steel continued as Joint Warrior ended and 847 remained in Scotland for its biannual live shoot on the ranges near Lossiemouth, Ex Terminal Strike.

The exercise serves to maintain the skills of the UK's Joint Terminal Aircraft Controllers (JTACs) – personnel from all three Services who are responsible for coordinating firepower from the air.

This involves managing helicopters and fast jets 'in the stack' culminating with the sharp end: weapons on target. 847 has two weapons in its arsenal: the 7.62mm GPMG and the .50 Cal M3M.

The shoots received a 100 per cent pass – not just for their marksmanship but also for the safety and ground organisational work of Petty Officer (Aircrewman) Arron Tobin.

Not only can the Commando Wildcat be used for close air support, 847 is the only squadron in the country which is fully operational for Forward Air Controller (Airborne) (FAC(A)) operations.

This is where service integration came into its own. While Captain Tom Arkell RM was down in the weeds in a Commando Wildcat calling in attacks, at 10,000 feet an RAF Typhoon from Lossiemouth was dropping simulated Paveway IV bombs and launching Brimstone missiles.

"It is a true honour to see the realisation of the synergy of joint fires," said Tom.

"Conducting airborne forward air control with a Typhoon is an exhilarating and rewarding experience I'll always remember."

Overall the two exercises underscored the utility of the Commando Wildcat to Littoral Strike and the importance of the men and women responsible who make such a variety of missions possible.





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Officers mark Queen's jubilee with 800 trees



MORE than 800 trees will be planted on behalf of Royal Navy officers past and present to mark the Queen's imminent Platinum Jubilee.

Around one in six members of the Association of Royal Navy Officers (ARNO) have donated trees to create a sustainable legacy in honour of the Queen's unmatched 70-year-rule in 2022.

The result will be a 'naval copse', ARNO Wood, in the heart of the National Forest in the Midlands.

Trees will soon be planted in a section of the National Forest, which covers parts of Leicestershire, Derbyshire and Staffordshire, and which aims to link two ancient forests: Charnwood and Needwood.

The association had set out to plant 200 trees, then 500, and finally more than 800, with dedications to loved ones, commemorating naval ancestry and celebrating friends, family

and babies yet to be born.

All members who donated have received a certificate by post and their names and dedications will appear in a Roll of Honour in the ARNO 2022 Yearbook.

As a natural follow-up, two ARNO members, Lieutenant Paul Proctor and Lieutenant Commander Gabriel Wright completed the inaugural National Trek Challenge, walking 75 miles over three days, camping out and raising more than £2k for sister organisation the Royal Navy Officers' Charity.

A Team ARNO Trek is planned for next year with a substantial fundraising target. All money raised helps the charity continue its vital benevolence work across the Naval Officer family.

ARNO is open to all RN, RM and QARNNS officers, as well as their Reservist counterparts, and officers from the RFA, WRNS, RNVR and SCC are also welcome.



Veteran joins dad on tribute bike ride

A father-and-son wounded veteran duo are to unite on a 350-mile charity cycle ride that will take them past the war grave of their ancestor killed in northern France in World War I.

And for Portsmouth Navy veteran Johnathon Bullement, his role as ambassador for next year's Help for Heroes Big Battlefield Bike Ride (BBBR) on the Somme will be extra special.

Not only does it give the former Leading Hand a chance to give back to other wounded, injured and sick veterans, but it's also a wonderful way to cement the new-found close relationship with his previously estranged father, Michael, by paying their respects to a lost family member.

Bullement, 34, who suffered a life-changing injury playing rugby, took part in Help for Heroes' flagship event for the first time in 2019 as part of his recovery, and was named as Ride Ambassador for the 2020 and, subsequently, 2021 BBBRs, but both were cancelled because of the coronavirus pandemic.

Already a keen cyclist, Johnathon was able to rediscover his love for the sport when Help for Heroes funded a recumbent bike. Now, he will be joined on the ride by his father Michael, 55, who lives in Maltby, South Yorkshire.

He is joining his son on the ride as part of his own recovery as a wounded veteran after receiving funding for a recumbent trike from Help for Heroes and the RAO (Royal Army Ordnance Corps) Association, to help him get back in the saddle after 24 operations on his injured knees.

And it will be the first time in the history of the BBBR that a father-and-son, wounded-veteran pairing will be taking part together.



Owing to family circumstances, when Michael, a former Lance Corporal in the RAOC was discharged from the military, the two lost touch, but things changed when, five years ago, out of the blue, Johnathon contacted his father, and their relationship has gone from strength to strength.

Dad Michael said: "When Johnathon called me, I dropped everything to see him and it's been fantastic to get to know him again, but now as a man."

"It was Johnathon who suggested I get in touch with

Help for Heroes, and it is this that made it possible for me to get back on a bike and feel like I used to. I've lost two stone in weight in six months, and I feel great.

"When Johnathon was a child, I used to do lots of mountain biking to keep fit and he used to come with me, so doing the BBBR together will take me back to these happy times and it will be fabulous. We've done a few rides together at weekends, even though we live far apart, and I'm really looking forward to next year."

Johnathon also benefited from funding from the charity for a recumbent bike, after initially being introduced to Help for Heroes through Headley Court.

He explained: "Help for Heroes has given me so much support and enabled me to really push on with my life despite the setback. The BBBR is one of the best events I've done. The sense of camaraderie is second to none and we all share the same physical and emotional experiences."

"When I look back to where I was at the beginning of my recovery journey to now, I can't believe the difference in me."

"That is thanks to support from charities like Help for Heroes. So being an ambassador on the BBBR is my chance to give back and inspire others, hopefully showing them that anything is possible."

The ride centres around the Battle of the Somme, taking riders down the 'Old Front' Line – the British sector of the Western Front during the Great War.

The added poignancy comes from the fact Michael's great-uncle, George Bullement, was killed at the Somme and is buried at Heath Cemetery, Harbonnières, which will be visited on the ride so a wreath can be laid.

George was a Sergeant Major in the 2nd King's Own Yorkshire Light Infantry and, from research Johnathon has undertaken into his story, is believed to have been shot in the eye by a sniper on 23 August, 1917, while he was rounding up prisoners. He was just 27.

More than 130 riders have already signed up for the 2022 Big Battlefield Bike Ride. To join them visit <https://bit.ly/BBBR22>.



Shaun's epic ride to fight cruel disease

ROYAL Navy Civil Servant Shaun Singleton completed a 970-mile cycle ride from Lands End to John O'Groats. Here the head of graphics tells of his adventure.

I found myself about to ride from Lands End to John O'Groats. I was doing it for the Alzheimer's Society, my father had just been diagnosed and after seeing his pain and frustration I wanted to raise money to help combat this cruel disease.

The ride is fully supported, and with around 1,000 other cyclists it would take nine days, averaging 107 miles a day, climbing around ten miles and camping each night on the way – 970 miles in all, and after nine months of training I was as ready as I could be.

The first day proved hard, hot, and hilly, the sun burned down relentlessly, and I finally rolled into camp at Oakhampton nine hours after leaving Lands End.

The next days were much the same and a routine soon formed. Waking at 4.45am, wash and breakfast, drop bag off, pick up bike and ride for seven to nine hours.

Each day we finished at a new camp, Bath, Ludlow, Haddock, and Carlisle, and on arrival I collected my bag, showered, changed and ate

a huge meal, attended the briefing and then fell into my sleeping bag, exhausted but ready to start again the next morning.

Of course during the day I did meet lots of like-minded cyclists, all of us in the same boat and loving it.

On day six as we entered Scotland things changed, now it was seriously hilly.

The sun disappeared and it started to rain, we rode to Edinburgh, Strathdon and finally arrived at the Kyle of Sutherland.

This would be our last night so time to get phone numbers of new friends because the next day we'd be scattered across the UK again.

The last day showed Scotland at its best, and apart from the midgets I had a great day's riding.

My rear end was sore, and I was exhausted but as I rode the last miles into John O'Groats, I felt elated.

It'd taken 73 hours, I'd had no mechanical issues other than a single puncture, and I had made it all the way under my own steam.

Now a few weeks later and looking back, I realise I enjoyed every aching pedal stroke.

You can still contribute to Shaun's fundraising by visiting [justgiving.com](https://www.justgiving.com) and search for Shaun Singleton.

Collingwood crews take on dragon

TWO teams from HMS Collingwood paddled furiously through the centre of Chichester as they took part in a dragon boat challenge.

For the past decade, the West Sussex city's canal has been home to an annual charity race which drew a dozen participating squads for the 2021 iteration.

Chief Petty Officer Paul Lyons - Warrant Officers' and Senior Rates' Mess charities rep at the Fareham establishment – put together two teams made up of volunteers from different departments and areas across Collingwood.

He was determined to show off the base in a good light – and also raise cash for CancerWise, an independent charity which supports cancer patients and their immediate family members.

Volunteers from Victory Squadron, Warfare and Weapon Engineering Training Groups took part and supported the event alongside ship's company, training staff and the drummer from the CancerWise team.

They lined up in the canal in boats Royal Sovereign and HMS Collingwood alongside local businesses and organisations, including a team of Red Caps from Southwick Park near Fareham.

Each boat had 16 crew who raced four times over



the day. Royal Sovereign proved to be the stronger of the two naval entries, and placed fourth overall.

Organisers Chichester Rotary Club appreciated HMS Collingwood's participation while throughout the day the public offered their support and were impressed by the sailors' conduct.

And most importantly, the dragon boaters raised £1,180 for CancerWise, £655 via a Justgiving webpage.

Registered charity number: Royal Navy & Royal Marines Children's Fund 180882



Naval Children's Charity

Supporting children whose parents serve or have served in the Naval Service.



Naval Children's Charity
311 Twyford Avenue, Stamshaw,
Portsmouth, PO2 8RN

www.navalchildrenscharity.org.uk
023 9263 9534
caseworkers@navalchildrenscharity.org.uk



STAIRWAY TO 007 HEAVEN

LINING the steps to the Royal Albert Hall, ten sailors from HMS Dragon were just some of the military personnel supporting the return of the Navy's No.1 fictional spy to the big screen.

After four films which largely skipped over his Senior Service heritage, Daniel Craig's final appearance as James Bond makes full use of Naval assets.

Filmmakers worked closely with the Royal Navy and Ministry of Defence in the production of the latest film in the franchise, *No Time to Die*.

Dragon features in the movie – a sneak preview of the destroyer, with her red dragon emblem on the hull, could be seen cutting through the waves in the trailer.

As a result, Royal Navy personnel were invited to play their part in the media blitz leading up to the premiere.

And the RN acknowledged the publicity Bond has brought to the Service with a special reward for the current incumbent of the role.

The premiere was a glitzy (and, at times, wet) affair with a lengthy preamble before the guests of honour – HRHs The Prince of Wales, The Duchess of Cornwall, The Duke and Duchess of Cambridge.

Entertaining the sizeable crowd (and media presence) was the Band of HM Royal Marines Portsmouth, which sent 51 of its musicians to perform music from all five of Daniel Craig's Bond movies, plus Monty Norman's legendary 007 theme, and the

fanfare for the arrival of the Royal guests.

"This is just like any other gig really, but certainly this one is a highlight of the year," said Colour Sergeant Dan Page, 33, originally from Glastonbury, Somerset, and a bass drummer with the band, also performed at the premiere of *Skyfall* a decade ago.

Eighty armed forces personnel were gifted tickets for the premiere in recognition of the role they played in the nation's response to the Covid-19 pandemic.

CSgt Page was one of ten RM musicians who worked in hospitals across the south of England in key wards alongside the NHS.

Corporal Amy Phillips, 33 and from Edinburgh, was back playing saxophone in her first gig with the band after 18 months working in recruitment teams.

She said: "I've not done anything like this in a long time, so for the first gig back to be a film premier is pretty incredible."

With HMS Dragon currently alongside in Portsmouth, it allowed a small number of her sailors the chance to represent the Navy at the inaugural screening.

Petty Officer Sally Hughes, Chief Bosun's Mate, 32, from Harrow said: "I am extremely proud to be lining the red carpet with my shipmates at a world premiere after such a challenging year nationwide."

Supply Chain specialist Leading Seaman Craig Dearie, 29, from Glasgow, added:

"It feels great to have been picked to go to the premiere. It is something I never believed I would have the opportunity to do."

After the formalities on the red carpet, all Serving personnel stepped inside the famous venue to take their seats inside and join the select group who saw the new 007 adventure before the rest of the world.

Ahead of the premiere, RN personnel were invited to join in the 'press junket' alongside media from around the globe quizzing cast members about the movie.

Pre-pandemic, it was all done face-to-face, typically in a swanky London hotel.

But in a world with Covid – which forced the postponement of *No Time to Die*'s release for nearly 18 months – the chats were conducted virtually, even down to a 'virtual green room' where interviewers waited their turn.

Asking questions of Daniel Craig, co-star Léa Seydoux and director Cary Joji Fukunaga was Bond, Lieutenant Commander Frances Bond, a hydrographic/meteorological officer currently serving at the RN's headquarters on Whale Island.

"I've had my fair share of light-hearted banter from colleagues over being a real-life Bond but I never imagined I would actually one day get to meet the actor who played him," said Frances.

"I really enjoyed speaking to Daniel and the rest of the cast. It was fascinating to hear their perspectives on working

with the armed forces and learning a bit about the world of Hollywood.

"There are some strange similarities between what we do. I've been lucky enough to travel the world during my service with the Royal Navy, like the cast have too with their filming locations."

The interaction with the sixth official big-screen Bond wasn't all virtual, however.

A week before the premiere, Daniel Craig was invited to the MOD's main building in Whitehall, where Britain's most famous naval officer was decorated by its most senior.

The actor was made an honorary Commander in the Royal Navy – matching the on-screen rank of James Bond – by First Sea Lord Admiral Sir Tony Radakin.

He joins a select group of men and women who act as ambassador for the Senior Service, spreading the word, championing its work, celebrating its men and women.

Daniel Craig's appointment reflects his personal support for UK Armed Forces and links it with the legacy created through the guise of the fictional British secret agent.

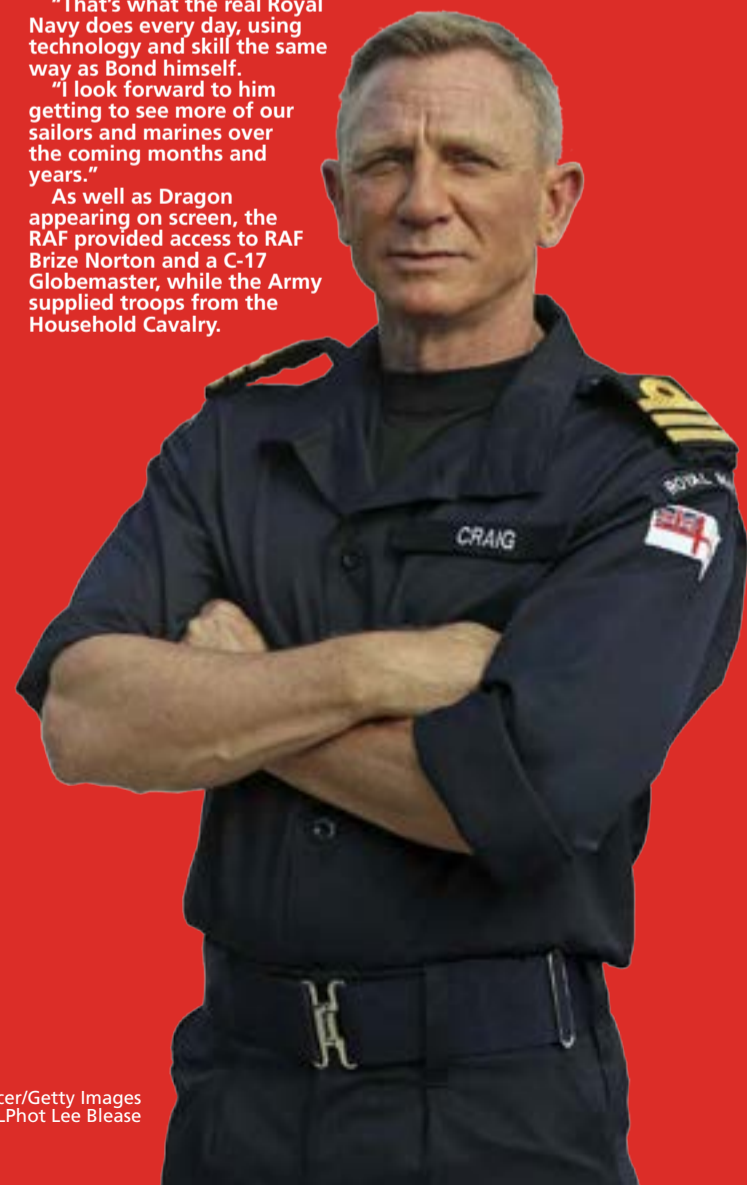
"I am truly privileged and honoured to be appointed the rank of Honorary Commander in the Senior Service," the actor said.

Admiral Radakin added: "Daniel Craig is well known for being Commander Bond for the past 15 years – a Naval officer who keeps Britain safe through missions across the globe.

"That's what the real Royal Navy does every day, using technology and skill the same way as Bond himself."

"I look forward to him getting to see more of our sailors and marines over the coming months and years."

As well as Dragon appearing on screen, the RAF provided access to RAF Brize Norton and a C-17 Globemaster, while the Army supplied troops from the Household Cavalry.





RN on parade as the Queen opens Senedd



SAILORS and Royal Marines provided the military backdrop and accompaniment as the Queen officially opened the sixth session of the Welsh Parliament, the Senedd Cymru.

Accompanied by the Prince of Wales and the Duchess of Cornwall, she was greeted by a Royal Navy Guard of Honour as she approached the Senedd building in Cardiff Bay while the Band of Her Majesty's Royal Marines Plymouth provided the appropriate soundtrack.

Earlier, upon arrival at Cardiff railway station, Her Majesty was greeted by a 21-gun Royal Salute fired at the Pierhead by 104 Regiment (V) Royal Artillery as she stepped off the Royal Train, while sailors, soldiers and airmen formed a tri-Service Step-Lining Party.

Sailors from Cardiff's own Royal Navy Reserve Unit, HMS Cambria – re-homed in their freshly rededicated headquarters in Cardiff Bay – were among the military personnel taking part.

"I volunteered after it was advertised by the unit, and it was very exciting – a unique opportunity," said Able Seaman Emily Boycott, who was on the door of the Senedd building for the Queen's arrival.

The seaman specialist added: "During my four years with HMS Cambria here in Cardiff this is the biggest and most exciting thing I've ever done, I'm sure it's up there with one of the best things I've been involved with."

Able Seaman Isobel Stead said she was proud and excited to be involved with the state occasion.

"It's not every day you get an opportunity like this," she continued. "I've been a reservist since October 2019, and I was aware that there would be opportunities to be involved in ceremonial events in the course of our duties, but never thought it would be this high profile with the world watching. It was really exhilarating, I'm buzzing!"

After taking the Royal Salute, the Queen moved into the Senedd building, where she witnessed creative presentations by participants from all over Wales.

Due to ongoing Covid restrictions some of these were given online and Her Majesty was able to watch a mixture of pre-recorded and live performances.

During the official opening ceremony, the Queen delivered a speech in the Senedd's chamber to the assembly and listened to addresses from Elin Jones MS, the Llywydd (Speaker) of the Senedd, and First Minister of Wales, the Rt Hon Mark Drakeford MS.

The ceremonial Mace was also carried into the Senedd and placed in its sconce to signify the official opening of the sixth Senedd.

"It is a tremendous honour for the Royal Navy to provide the Guard of Honour and for the Royal Marines Band to perform today at the State Opening of the Senedd," said Royal Marines Brigadier Jock Fraser, Naval Regional Commander for Wales and Western England.

"Being centre stage as Her Majesty the Queen arrives will be an unforgettable experience for all involved and a special moment for the Royal Navy in Wales."

Meanwhile, the Princess Royal joined HMS Albion



on exercises in Scotland in her role of sponsor.

Flown in by an RAF Chinook helicopter from 27 Squadron, Albion's Lady Sponsor witnessed the ship conducting amphibious operations as part of the two-week-long international exercise, before presenting a number of Long Service and Good Conduct awards.

Royal Marine Warrant Officer 2nd Class Michael Costema, HMS Albion's Assault Squadron Sergeant Major, received his 1st Long Service and Good Conduct Clasp – recognition of 35 years' service – having received his medal from The Princess Royal on the Bridge of HMS Albion in April 2011.

"To have her present me with my Long Service and Good Conduct medal, and now my first Clasp ten years later, is such a memorable way to mark this milestone," he said.

The following day The Princess Royal spent the morning watching HMS Albion's 'party piece': landing craft operations while the ship was 'docked-down' off the Isle of Skye.

On completion, she addressed the ship's company on the flight deck against the stunning backdrop of the Scottish coastline, praising them for maintaining operational output during the pandemic, and paying tribute to the support of the wider naval families.

The Princess also highlighted the work that HMS Albion had done in supporting its chosen charity, Claire House, a hospice which helps seriously and terminally-ill children live life to the full by creating wonderful experiences and bringing back a sense of normality to family life.

"It's always such a fantastic time for any ship's company to have their Lady Sponsor onboard, and even more special to be able to do it at sea," said Captain Simon Kelly Royal Navy, HMS Albion's Commanding Officer.

Cardiff images by LPhot Alex Ceolin and Robert Oates
HMS Albion pictures by LPhot Barry Swainsbury



Housing development named after fallen Royal Marine

A CRAWLEY Borough Council housing development has been named after Royal Marine Scott Summers from Crawley, who died in action in Afghanistan in 2007 aged 23.

The affordable rent housing development, which consists of six maisonettes and three flats, has been named Scott Summers Court.

Located on Woolborough Road and Cobbles Crescent on the site of a former doctor's surgery, it is near to another development named after a Crawley soldier who died while serving in Afghanistan, Private John Backpool.

A service of dedication where a memorial plaque was unveiled on the building last week was attended by representatives from Scott's family, the Royal Marines and Crawley Borough Council. This was followed by a short informal gathering for attendees which took place at the Army Reserve Centre.

Born in August 1983, Marine



Summers joined the Royal Marines in January 2005. He deployed with J Company, 42 Commando Royal Marines to Afghanistan in October 2006. He tragically died after sustaining serious injuries in a road traffic accident, aged just 23, while on tour in Helmand Province, Afghanistan.

Scott's mother Carol said: "It is such a privilege to have this block of flats named after my son Scott and the family would like to thank Crawley Council for honouring him in this way. I often drive past them and it reminds

me of all the happy memories that we have. And even though it has been some years since we lost Scott, we still miss him so much. We are also grateful that 42 Commando of the Royal Marines wanted to officiate the service making us feel that we are still part of the Marine family."

Lieutenant General Rob Magowan, Commandant General Royal Marines, said: "The Royal Marines are proud and deeply honoured that Crawley Borough Council has recognised Marine Scott Summers, an outstanding young man and a superb Commando, who died in service to the nation. Once a Marine, always a Marine."

Councillor Peter Lamb, Leader of Crawley Borough Council, said: "Scott Summers was one of this town's bravest residents."

"There have been more Mayors of Crawley than residents who have roads and buildings named after them."

"This is a fitting tribute to Scott's courage and sacrifice."





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Registered charity number: 219279



Oak flag replaced

A FRESH White Ensign 'flies' on the Royal Oak after Navy divers completed their sacred duty in Scapa Flow.

Clearance divers from the Northern Diving Group in Faslane returned to the wreck to survey the sunken leviathan – and replace the White Ensign attached to the upturned hull.

Some 835 sailors – many of them boys – were killed when the dreadnought was sunk at anchor one Saturday night in October 1939 after a U-boat evaded the defences and slipped into the Royal Navy's most important wartime base.

Divers from Faslane travel to Orkney every year to take part in memorial events to remember those lost (with the exception of last year as a result of the pandemic).

"I was honoured to be part of the team that carried out the Ensign change on HMS Royal Oak this year. It is the first time I have dived on the wreck and it was a wonderful and poignant opportunity to pay our respects to the 835 lost servicemen. It was a privilege and a dive I will always remember," said 25-year-old Able Seaman (Diver) Charlie Hopper.

Northern Diving Group personnel also joined relatives and friends of those who were lost with the Revenge-class battleship – after 82 years, survivors of the tragedy have all crossed the bar – to pay tribute and lay wreaths at a memorial service in the Garden of Remembrance.

Brigadier Andy Muddiman RM, Naval Regional Commander Scotland and Northern Ireland, said: "The annual commemoration for the sinking of HMS Royal Oak and the loss of 835 lives is an event close to the hearts of many Orcadians, it is a part of their history and many have heard recollections from their families of that terrible event."



France's Ultra award for Lorna



THE people of France bestowed their highest honour to a wartime Wren for breaking German codes.

Now 96, Lorna Cockayne joined the Wrens in 1943 and was posted to Bletchley Park – home of top-secret efforts to break encrypted German signals.

Mrs Cockayne is one of the last survivors of the men and women ran the first modern-day computers as part of that codebreaking effort.

One strand of the huge codebreaking effort was deciphering the German Army's Lorenz encrypted (Tunny) messages using the Colossus computer and Tunny machine at the Government Code and Cypher School's (GC&CS) main codebreaking centre, Bletchley Park. The machines at Bletchley Park's Block H, the world's first purpose-built computer centre, helped gather crucial intelligence for the British military during the war.

The resulting decrypted intelligence – known as Ultra – played a key role in first turning the tide of World War 2, then shortening the time it took the Allies to achieve victory.

"I was one of 600 Wrens working day and night trying to sort out the jigsaw puzzle that was Bletchley Park," Mrs Cockayne explained. "We didn't know what we were doing, and it wasn't for years later that I discovered exactly what we were

doing, it was just the secrecy of Bletchley Park.

"Nobody told us, except that we were trying to get the messages through – no, we didn't know what we were doing, but that was security, if you don't know you can't tell anybody. I am still learning more about the Bletchley Park because it was a huge, great organisation."

Her efforts as a member of C Watch at Bletchley Park would help lead to the liberation of France and then Western Europe and since 2014, the French Government has vowed to decorate all British veterans who fought for the liberation of France in WW2 with the Légion d'honneur.

"I feel immensely proud – she is very humble about all of this and really didn't want a big show, but I persuaded her to accept the medal on behalf of all the Wrens who can't be here because they all did tremendous work at Bletchley Park," said Mrs Cockayne's son Steve.

Later in life, Mrs Cockayne was instrumental in setting up the Christchurch Branch of the Royal Naval Association and is an honorary life member.

Shipmates organised the presentation ceremony with Commodore Jude Terry – who'll become the Royal Navy's first female admiral in August 2022 – presenting the medal on behalf of the French Government.

Picture: LPhoto Lee Blease, FRPU East

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THE PHOTO FINISH



STRIKING images that told the story of British military personnel evacuating civilians from Kabul have earned a Royal Navy photographer the branch's highest prize.

The pictures and footage captured by Petty Officer Ben Shread over a few dramatic weeks in Afghanistan showed the efforts by British soldiers, sailors and airmen – and were used by media outlets worldwide.

His work in Kabul has earned him the coveted title of Royal Navy Photographer of the Year, one of numerous awards presented for stunning imagery and captivating films recording the ordinary – and extraordinary – work of Royal Navy personnel around the globe.

The Peregrine Trophy awards recognise the skill, professionalism and dedication of the small group of specialists – who join the Navy in other trades, including Royal Marines Commandos, but chose to re-train as full-time photographers/camera operators.

Over the past 12 months, Royal Navy photographers have captured the activities and actions of sailors and Royal Marines from the Arctic to both sides of the Pacific, as well as the Caribbean, Mediterranean, Black Sea and the Gulf.

And at home they have recorded the involvement of the service's key national events such as the funeral of the Duke of Edinburgh and State ceremonies, as well as Royal visits, emotional homecomings, support to civilian agencies dealing with the Covid pandemic and everyday activities from training to major

exercises. Few stories have dominated the headlines the world over for days on end than events in Kabul in August.

Petty Officer Shread, originally from Plymouth but now living in Glasgow with his family, was part of a two-man team dispatched to record the actions of UK forces.

"Winning any trophy is a huge honour and I am overwhelmed to have been selected to win the top prize of Photographer of the Year," said the 43-year-old father-of-two.

"Winning it with my images from Op Pitting makes it even better – it helps further highlight the great work the British military were doing out in Afghanistan."

The Peregrine Trophy itself – awarded to the best photographic team/unit across the Royal Navy – goes to the team at HMS Drake in Plymouth, the Fleet Regional Photographic Unit West, who focus their attention on ships and Royal Marines units in the South West.

"This is our second Peregrine Trophy in three years and an amazing achievement by the whole team here," said Petty Officer (Photographer) Alex Ceolin, who also won an individual award chosen by the public for a stunning silhouette of patrol ship HMS Tamar at sunset.

"We are all extremely proud to have won both the Peregrine Trophy and Commandant General Royal Marines' Award.

"Every member of the team here contributed towards both winning portfolios. Other units have greater experience, but in Plymouth, we have a great working environment and we all help each other out."

The awards date back 60 years, taking their name from the then Royal Naval Air Station at Ford in Sussex, HMS Peregrine.

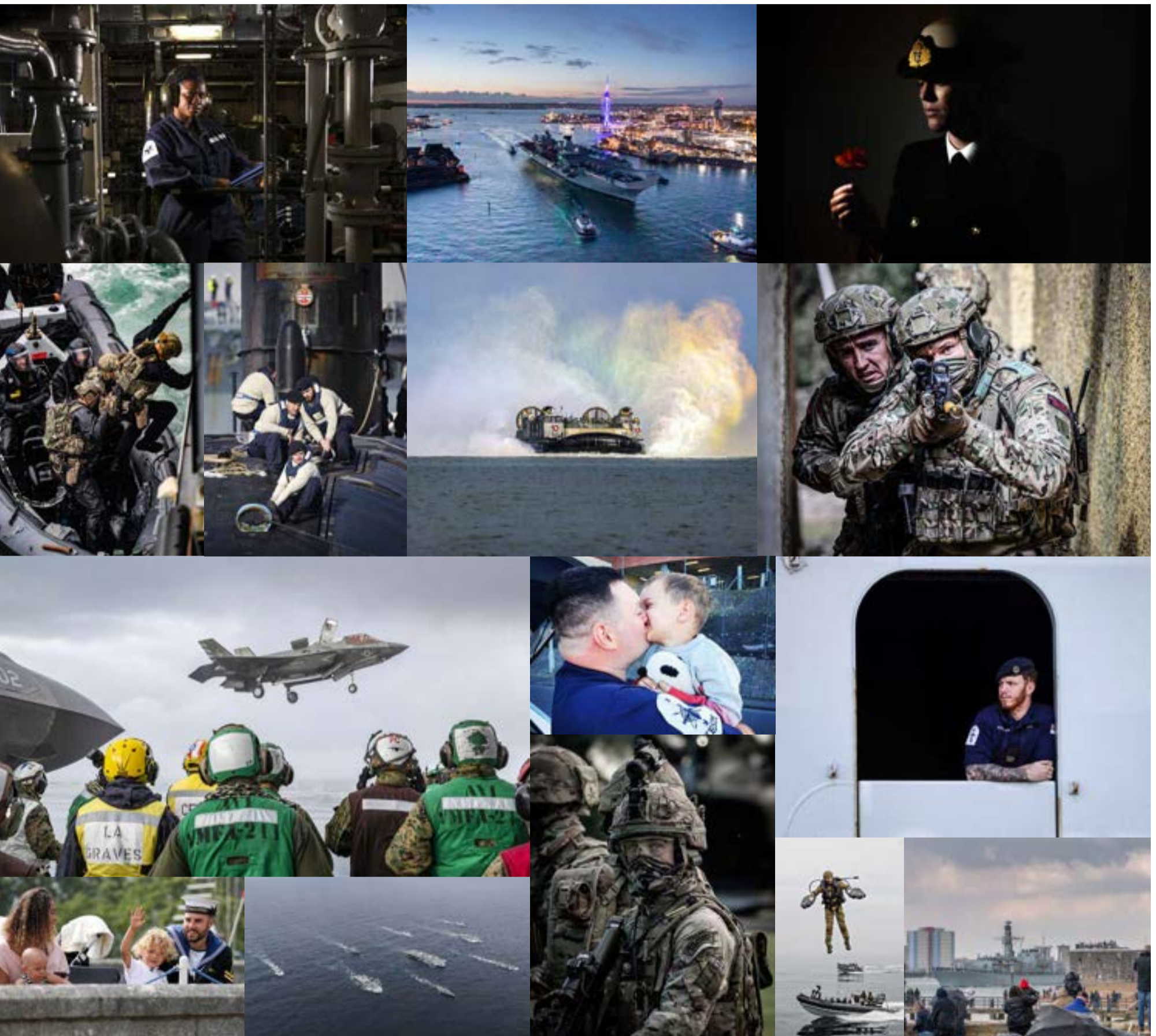
The award's primary purpose is to encourage the production of eye-catching, powerful imagery and video that can be used in the media to demonstrate the Royal Navy and Royal Marines operations.

More than 500 entries were submitted this year – 486 photographs, 17 videos – and pored over by judges Jane Sherwood (Getty Images), Richard Pohle (a staff photographer with The Times), Steve Parsons (Press Association), Jack Ashdown (website developers Great State), Lee Durant (BBC) and Vince Knight (Vince Knight productions).

This year entries from the general public were introduced to the competition to encourage interest from the broader population and expand the diversity of submissions. Warrant Officer 1st Class Rob Harding, the Royal Navy's Senior Photographer, said: "It is encouraging to see that the competition still has its place in nurturing both professional and amateur artistic talent in telling the story of the Royal Navy and Royal Marines through imagery and video.

"The entries year-on-year continue to impress and tell that essential story of a modern, global Royal Navy and what it has done over the past 12 months."

ROYAL NAVY PHOTOGRAPHY AWARDS 2021



THE RESULTS

The Peregrine Trophy

Winner: Fleet Regional Photographic Unit West
Highly commended: JIAG

Royal Navy Photographer of the Year 2021

Winner: Petty Officer Photographer Ben Shread
Highly commended: Leading Photographer James Clarke

The Commandant General Royal Marines' Portfolio Prize

Winner: Fleet Regional Photographic Unit West
Highly commended: Fleet Regional Photographic Unit North

Global Operations Portfolio Prize

Winner: Leading Photographer Belinda Alker
Highly commended: Petty Officer Photographer Ben Shread and Leading Photographers Rory Arnold and Dan Rosenbaum

Royal Navy Open Category Prize

Winner: Leading Photographer Dan Rosenbaum
Highly commended: Petty Officer (Photographer) Ben Shread

Maritime Air Portfolio Prize

Winner: Leading Photographer Belinda Alker
Highly commended: Petty Officer Photographer Alex Ceolin and Leading Photographer Finn Stainer-Hutchinson

RNRMC Family and Friends Prize

Professional winner: Petty Officer (Photographer) Joel Rouse
Highly commended: Petty Officer (Photographer) Paul Halliwell
Amateur winner: Lieutenant Commander Shaun Roster

Public

Winner: Michelle Cahill
Highly commended: Vanessa Cockayne

People at Work Prize

Winner: Lieutenant Simon Williams
Highly commended: Leading Photographer Finn Stainer-Hutchinson

Diversity and Inclusion Prize

Winner: Leading Photographer Finn Stainer-Hutchinson

The Navy News People's Choice Prize

Winner: Petty Officer Photographer Alex Ceolin

Short Form Story Telling Video Prize

Winner: Leading Photographer James Clarke

Royal Navy Videographer of the Year 2021

Winner: Leading Photographer James Clarke
Highly commended: Leading Photographer Dan Shepherd

Royal Navy Amateur Photographer of the Year 2021

Winner: Lieutenant Simon Williams (Britannia Royal Naval College)
Highly commended: AB Smith (Defence School of Photographer)

Royal Navy Amateur Maritime Image Prize

Winner: Lieutenant Commander Shaun Roster

Royal Naval Association Prize

Winner: Leading Photographer Lee Blease

Highly commended: Petty Officer Photographer Alex Ceolin

Royal Navy Amateur Videographer of the Year 2021

Winner: AB Smith (Defence School of Photographer)

Murdered writer's family honoured



Collingwood and Sultan celebrate late victory

SAILORS from HMS Sultan and Collingwood joined veterans, re-enactors, cadets and uniformed groups to mark the 75th anniversary of VE/VJ Day... one year late.

The pandemic scuppered plans to hold Lee on Solent Victory Festival last year as planned, with organisers deferring the event to three days at the end of September 2021.

Rear Admiral Iain Henderson, Vice Lord-Lieutenant of Hampshire, took the salute from marching platoons of sailors from Sultan and Collingwood – part of a 300-strong parade through the seaside town which included cadet forces, uniformed groups and associations, some World War 2 – now in their 90s – and Veterans' associations alongside re-enactment groups in vintage vehicles.

Crowds lined the streets of Lee for the one-and-a-half-mile parade, which also included a gun-firing salute.

Picture: LPhoto Mark Hogan

820 NAS remember The Few

WHILE practically all of 820 Naval Air Squadron is deployed in the Far East on HMS Queen Elizabeth (around 190 men and women) the squadron still had time to remember Battle of Britain heroes.

Lieutenant Commander Philip Curry, a Merlin Mk2 helicopter observer, is part of the small team overseeing operations back at RNAS Culdrose.

He travelled up to the squadron's affiliated town of Bolton, to take part in a civic service organised by Bolton Council to remember 'The Few' of 1940.

He joined veterans, fellow Armed Forces personnel and civic leaders for the ceremony in Victoria Square, where the Last Post was played and wreaths laid at the town's war memorial.



Raleigh recognises Derek's dozen

TWELVE years of commitment from Derek Nash to the Royal Navy were rewarded by HMS Raleigh's Commanding Officer Captain Suzi Nielsen.

Not a Long Service/Good Conduct Badge, but a Captain's Commendation to recognise Derek's 'second' naval career.

The RN veteran has long since finished his time under the White Ensign – but returned to HMS Raleigh in 2008 to help new generations of sailors. Derek is part of a team of ex-matelots who mentor new recruits, helping them through the ten weeks of Initial Naval Training which turns civilians into sailors ready to start their specialist careers.

The volunteers offer guidance, support and advice on subjects such as ironing and preparing kit and drill, to arduous activities in the field such as two days living and navigating around Dartmoor.

In the 12 years he's been helping out, more than 1,000 recruits have benefited from Derek's advice and support.

"Regardless of the weather Derek has given his utmost to support the recruits, providing a welcome smile and always looking to ensure they can see the funny side of life; and that they can do it with grit, effort and determination," said Capt Nielsen.

Sadly the pandemic has put a temporary halt on the mentoring programme – and meant Derek received his 12-year commendation 12 months later than plan.

Raleigh are hoping the mentoring scheme will be able to resume soon.

THE family of a sailor murdered in Cyprus more than six decades ago were presented with the Elizabeth Cross to honour his – and their – sacrifice.

Leading Writer Philip Hugh Bingham (pictured far right) was killed in a terrorist attack in 1957 in circumstances never entirely cleared up, but which make him eligible for the medal.

Launched in 2009, the cross is presented to the next of kin of personnel killed on operations or as a result of a terrorist act as a mark of national recognition for their loss.

Lord Lieutenant of Suffolk, Clare, Countess of Euston, was accompanied by Commander Andy Swain from the Naval Regional Command Eastern England at the family home in Martlesham Heath, Ipswich; it's the first cross awarded in Suffolk in eight years.

The countess presented both the Elizabeth Cross and General Service Medal (GSM Cyprus 1915-1962) to Leading Writer Bingham's widow Esther, now 91 (pictured right), in a private ceremony which took over a year to plan due to the pandemic. The family garden provided the perfect surroundings for proceedings.

"I am privileged to be representing Her Majesty the Queen in presenting the Elizabeth Cross to you Esther, and your family, to mark the sacrifice made by Leading Writer Philip Bingham in Cyprus whilst serving in the Royal Navy, alongside the grief and loss you have suffered in losing both a young husband and father on that tragic day, January 14 1957," the Lord Lieutenant said.

The murdered sailor had joined HMS Royal Arthur aged 16 in September 1949, then continued his specialist training at HMS Ceres the following year. Upon qualifying, he served at a string of shore establishments – HMS Pembroke, Peregrine and Ganges – as well as serving aboard cruiser Phoebe and carrier Centaur, mostly in home waters, as well as detachments to HMS President in London.

It was while he was serving in the capital that he met Esther Murphy at a dance. The couple married in February 1956 – the



date was brought forward so that she could join her husband at his next draft, HMS Aphrodite, the maritime headquarters in Nicosia, Cyprus. At the time, Limassol and Famagusta were under curfew, but Nicosia was still available for a run ashore with cinemas, cafes and bars open to Services.

Leading Writer Bingham would have assisted in administering the Royal Marines deployed with land forces on the island, and supporting the Royal Navy operation to stop gunrunners smuggling arms into the island.

Just months after arriving, the sailor was murdered by terrorists outside the main post office in Nicosia. The full details are unknown even today. As a leading writer, it is likely that he was on a pay or mail run. His death, aged just 23, came just weeks before Mrs Bingham discovered she was pregnant with their only child; Philippa was born that August and named in memory of her father.

The family have visited his grave in Wayne's Keep Cemetery, Nicosia, twice, the last time about 30 years ago, so the cross is a permanent reminder of the leading hand on home soil.

After the presentation, guests joined Esther and her family for tea and cake as Mrs Bingham described her husband, their brief time together and the life they planned together. She fondly remembers her husband as "a gentle man with a quick sense of humour, very smart with a good appetite, who could eat really quick!"

"I felt it was a fitting and long-awaited tribute to my father and to my mother who lost her soulmate over 60 years ago," said his daughter.

"I enjoyed reflecting on my father's Royal Navy service history and his young, loving relationship with my mum as sadly I never had the chance to meet him."



Christmas Card Appeal

Every year, the Shipwrecked Mariners' Society pays over £1M in grants to the dependants of those lost at sea, as well as sick, disabled and retired seafarers struggling to make ends meet. Since the start of the COVID-19 pandemic, we have received an unprecedented level of demand for financial assistance from members of the maritime community experiencing hardship and distress. Please help us to continue our important work – **thank you.**

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Guest of honour at the unveiling of the new gallery was former AB Gunner George Chandler who held court with vivid stories of his time aboard MTB 710 which saw action in the Channel and Adriatic, until sunk in April 1945.

"You went on patrol and if you met the enemy, you had a fight with them."

Thus does George describe his nightly patrols with 59th Flotilla.

The enemy was the German Navy, E-boats to be precise: bigger, faster, better armed (though fewer in number - and with orders not to engage in fire-fights with the Royal Navy).

"Don't tell anyone, but we once torpedoed a church," he says.

"In the darkness, someone mistook the spire for the mast of a ship.

"The torpedo went up the beach in smoke."

Other encounters with French sands were rather less humorous.

6am. June 6. 1944. Off Vierville-sur-Mer, Normandy. Designated Omaha Beach.

"We sat off the beach and watched the Americans being slaughtered - young American soldiers cut down before they even got off their landing craft. The Germans used them as target practice," the then 19-year-old recalled.

George, now 96, manned a 6lb gun and loved the camaraderie of Coastal Forces - a dozen men who lived and worked in close proximity, who relied on each other. "You would do anything for the guys you served with. You were a family."

As the war drew to a close, MTB 710 swapped the Channel for little-known operations in the Adriatic - which proved to be just as bruising.

"On one patrol we clashed with flak lighters [barges equipped with 20mm and 88mm anti-aircraft guns] which left us disabled, 20 miles from a German destroyer base."

MTB 710 was rescued. And though he lost several shipmates, he regarded himself and his boat as "lucky" - perhaps confirmed when his craft detonated two acoustic mines in consecutive weeks in the Adriatic.

After emerging from repairs, the boat ran over a third mine on her next patrol.

"I was just dipping a biscuit into a cup of tea... the next thing I knew I was in the bilges, picking myself up. I never heard a sound, no explosion." As MTB 710 sank - taking George with it - he swam towards the sunlight coming through the gaping hole left by the blast and survived, uninjured.

His sole injury from his Coastal Forces service, a bump on the head... caused by jumping down some steps after a night out in Dover.

With a wink he says, "I told everyone I'd just been missed by a 6in shell..."

THE FAST AND THE CURIOUS

SMALL boats which were the scourge of Britain's enemies from the Baltic to the Adriatic are celebrated with a £1m new exhibition.

The Coastal Forces Museum in Gosport gives a home to two historic 'Spitfires of the Seas' - celebrates the men who crewed them and the women who helped repair them.

A mine warehouse at the former armaments depot in Priddy's Hard has been turned into a large exhibition space for Coastal Motor Boat 331 (built to a WW1 design but served in WW2) and WW2-vintage Motor Torpedo Boat 71 with the remaining space used to tell the story of a force which was involved in some of the key naval actions of World War 2 in particular.

At its peak towards the end of the 1939-45 Coastal Forces operated around 2,000 boats, operated by 25,000 sailors who risked life and limb on a daily basis.

Crew members earned more than 3,000 decorations - including four Victoria Crosses - on more than 900 clandestine and overt missions during which they sank over 500 enemy craft.

The price was high - one in 12 boats was lost in action. Crew were exposed to the elements and enemy fire, with little protection.

Able Seaman George Chandler is one of the dwindling band of brothers left from wartime Coastal Forces. Invited to a private viewing of the gallery, he admitted he was "flabbergasted" that the story of the small boats was finally be told. "This is marvellous. And well deserved."

Because the deeds of these craft eclipse their size. From the days of pioneers such as Lieutenant 'Bill' Bremner and VC winner Augustus Agar, who served in the Baltic in the aftermath of WW1, the maxim has been to take the fight to the enemy.

Nick Hewitt, the curator from the National Museum of the Royal Navy who's overseen the creation of The Night Hunters: The Royal Navy's Coastal Forces at War in conjunction with the Coastal Forces Heritage Trust, believes it is high time the small craft enjoyed their day in the sun.

"Between the wars, the regular Navy, the battleships, cruisers, aircraft carriers, looked down upon the small boats - they didn't like the sloppy discipline and they thought as the largest Navy in the world, such craft were beneath them: We don't need those..." he explained.

Before WW2 - when the service was unkindly dubbed Costly Farces by the rest of the Fleet - many craft were powered by precision Italian Fraschini engines (one is on display) which was fine until June 1940... when the supply of engines and parts dried up as London and Rome went to war.

Luckily, by then Britain had begun to grasp the importance of fast, heavily armed boats - and began to invest in them accordingly.

/// Catch the enemy on his heels, hit him hard and quickly, then get out. ///

- LT CDR ROBERT HICHENS

"Once the Navy realised the potential, it became a very effective, very professional force," Nick continues. "It was very different from the 'big ship Navy' - much more informal, but imbued with a spirit, strong team cohesion. It attracted a certain type of person.

"The boats are built of wood and filled with petrol - if you're hit, you're going to explode. The only protection is speed."

That's underlined by the photographs and stories on display: the raids carried out against hostile shores, rescuing or dropping off spies, clashes with German E-boats.

And while the men fought, women maintained and supported the boats back at base - as mechanics, signallers, drivers, armourers, electricians.

Eve Branson was often on night duty at a signal station recording the craft as they entered harbour after patrol. "I remember the numb sadness of having to note down which craft had not returned."

Aside from a few actions - St Nazaire especially - the role of Coastal Forces in the war didn't hit the headlines. The men who crewed them invariably didn't publish their memoirs among the rich body of other post-war literature.

"The men attracted to Coastal Forces were a remarkable breed, but after the adventure of the war often returned to their pre-war lives once de-mobbed," says Nick.

There were a couple of wartime flagwavers: *Broad Fourteens* and *For Those in Peril* are pseudo documentaries (the latter about RAF rescue boats) which give an excellent and honest insight into this small world (the handful of post-war movies are best avoided, the team say...).

Otherwise, the Coastal Forces largely slipped into the Cold War shadows. Perhaps apt, for MI6 took the concept under its wing. The Baltic Fisheries Protection Squadron - former E-boats, crewed by Germans, but under the direction of the Security Services - put spies into Communist-occupied eastern Germany and Poland in a bid to find out what was happening behind the recently-closed Iron Curtain.

Coastal Forces endured for a few more years until the last base, HMS Hornet in Gosport, closed in 1956. The boats themselves lasted rather longer - despite their planned lifespan of just a few months.

Many ended up as houseboats and there was a good number around at the turn of the 21st Century. Sadly, the elements have finally taken their toll over the past two decades and few are beyond saving today.

MTB 71 is one of the saved houseboats, picked up 30 years ago, CMB 331 is the sole survivor of the craft built by the Thornycroft from mid-WW1 onwards, originally designed to strike at the German Fleet in its home base.

They are the largest, but not only, exhibits. Coastal Forces veterans left a wealth of artefacts, photographs, uniforms, kit, and memorabilia still extant - much of it gathered for the new gallery.

And youngsters can try their hand at using one of the Mark III Holman Projector - which hurled grenades at the enemy - test the effectiveness of dazzle camouflage schemes through viewfinders and learn more about some of the most-decorated Coastal Forces sailors via touch-screen displays.

Entry to the gallery is included in the entry to Explosion or with an 'ultimate explorer' ticket to the Historic Dockyard.





Praise for unit marking 50th anniversary

BURNHAM and Highbridge held an open day to celebrate its 50th anniversary and were congratulated by the Mayor on their many years of good work.

Burnham and Highbridge's Mayor, Cllr Mike Facey, said: "The Sea Cadets do tremendous work in developing children's skills and confidence around water. I was impressed to hear about many of their activities during my visit and wish them well for the next 50 years. Long may it last!"

People were invited to look around the unit in Cassis Close, where nostalgic history displays, stalls and activities were held. Past and present cadets and leaders got a chance to meet and chat about the highlights and successes of the unit over the last half a century.

Unit President, Commodore (Retired) Mike Knott CBE said: "Over the last 50 years Burnham-on-Sea and Highbridge Sea Cadets have made a tremendous impact. The lives of hundreds of young people have been shaped and enriched with a sense of fun, adventure and duty with

a maritime flavour, and the local community as a whole has benefited from the positive contribution made by the cadets over this half century."

The unit has 36 cadets across the bluejacket and Junior sections, supported by nine committed instructors. It is a founding member of the Cheddar HUBS.

Among their cadets, POC Will has recently been appointed Lord-Lieutenant's Cadet for Somerset and Junior Cadet Grace is an active junior member of the British Waterski Team. The unit has successfully navigated the difficulties brought on by Covid-19 over the past two years, growing by around 20 per cent since the start of lockdown.

"From a cadet's point of view it was really interesting to talk to past cadets and members of staff and hear about their past experiences and how their time in cadets has influenced their lives," says PO Cadet Will.

"I think all the cadets had forgotten how much we all missed 'live' events like this and talking to the public."

Drake cadets on parade

ABLE Cadet Eloise Wakefield and Colour Sergeant (SCC) Peter Bickley are pictured on parade at the TS Golden Hind Sea Cadets Ceremonial Divisions.

Rear Admiral Christopher Snow CBE DL RN was guest of honour at Plymouth (Drake) Sea and Royal Marine Cadets.

At Plymouth (Drake) they aim to give young people an experience that will help them grow into the person they want to be in a safe and friendly environment.

Through various activities and adventures, they learn teamwork, respect, loyalty, self-confidence, commitment, self-discipline, honesty and how to be the best version of themselves.

Picture: LPhot Barry Swainsbury



Charlie a hero for sea rescue



Keith takes chaplain role

A NEW Corps Chaplain has taken post within the Sea Cadet Corps.

The Revd Keith Robus RN has taken over from the former Corps Chaplain, Revd Graham Hitchens RN (left).

The handover took place at the Naval Chaplaincy Service Headquarters on Whale Island under the supervision of the Deputy Chaplain of the Fleet, the Revd Martin Evans RN (right).

Fr Keith, a former SCC Chaplain at TS Dundas said: "I am delighted to be able to serve so many young people and assisting fellow chaplains with the SCC organisation."



A 13-year-old cadet from Clacton Unit has been praised for his "courage and immense bravery" in saving the life of young boy out at sea.

The boy had got into difficulty while swimming during high tide, struggling against strong waves just past Walton Pier on Frinton Beach.

Charlie, who was at the beach with his mother, had already warned the eight-year-old to be careful.

"I noticed the boy in trouble, as I saw him pulled through the railings on the ramp," said Charlie. "The waves were strong and they pushed him back on to the rail, smashing his head."

"He was losing his grip and was crying and choking from the water he had swallowed. I managed to grab him and waited for my mum to join us and help me get the boy safely ashore."

Charlie added that he was very glad to be on hand to rescue the child, adding "I am happy that he is OK and safe."

"Being a Sea Cadet has helped me as we are always being taught new life skills and made aware of our surroundings especially when in or on the water."

Charlie's mother, Susan, added: "Words cannot describe how really proud of Charlie I am and how quickly he acted to the situation to help the young lad."

"Charlie has learnt these skills through being part of Sea Cadets. Teaching children and parents water safety is essential. The Sea Cadets promotes the importance of water safety and why kids should learn to swim, whether you live by the sea or not."

The story of Charlie's sea rescue was posted on the unit's Facebook page, where it has received over 2,000 'likes' and over 400 comments, praising him for his bravery.

"I had no idea it would get so much attention," said Charlie, "I just saw the little boy in danger and he needed help, I didn't think of anything else."



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Soap star joins litter-pickers

ABERDEEN Sea Cadets joined forces with the Friends of St. Fittick's Park and one of the BBC Scotland soap opera's most loved characters, *River City* star Joyce Falconer for a litter-picking event in aid of their local community.

The event saw volunteers and sea cadets of all ages take part in a day of community work as well as fun activities for the children to keep them entertained while the older folk were clearing rubbish in the park.

"We took part in the litter-picking as we wanted to make a visible effort to back our local community after such a long lockdown due to Covid-19," explains Sub Lieutenant (SCC) Peter Ritchie RNR.

"The unit originally begun its life in an area within the city of Aberdeen (called Torry), and although we are now located across the water, we still have strong links with the burgh. It's important to keep your roots close."

Falconer, who plays Roisin McIntyre in *River City*, has remained "deeply connected" to the Torry community over the years.

"I got involved because it's very close to my heart and I'm very passionate about it," says Falconer.

"My family moved here in 1969...the area has been part of my entire life."

The litter-picking event was held as part of the Friends of St. Fittick's Park's ongoing efforts to protect the treasured park and wetlands for future generations.

The group was formed in October 2020, after plans to build a new Energy Transition Zone (ETZ) under the Aberdeen City Council local development plan 2022 was announced.



This move is seen by many locals as a direct threat to the community's "last green space".

The project has since been under fire from a number of local politicians and activists, who have vowed to save the area from industrial development.

"The idea of this park being taken away is

devastating for the entire community," says Falconer.

"It's essential to the people in this area and hopefully my involvement will raise their profile and highlight what's happening here. It's really important that we keep it."

Top role for Luke

AN Irvine sea cadet has been honoured with one of the most coveted positions in the cadet movement.

Able Cadet Luke was appointed Lord-Lieutenant's Cadet for Ayrshire and Arran. The 15-year-old will be an aide and representative of the cadet forces to the Royal Family, assisting Lord-Lieutenant Iona McDonald OBE with her duties over the next 12 months.

"To become Lord-Lieutenant's Cadet, Luke has had to be exemplary in all his training and he has done that," said the Lord Lieutenant.

Luke said: "I'm chuffed to have been selected as the Lord Lieutenant's Cadet for Ayrshire and Arran. I still can't believe it. Thank you so much!"

"I've already been to two prestigious events and had the privilege of presenting heroes of the community with a BEM from Her Majesty, the Queen. Sheriff McDonald OBE is a pleasure to work for. Ma'am talks to me like an adult and puts a lot of trust in



me." Sub-Lieutenant (SCC) Robert Duncan RNR, Commanding Officer of Irvine Sea Cadets, said: "I nominated Luke as he is always the first to put himself forward to help others. He tries everything, he gives his all and has all the Corps Values woven into his character."



Computer kit gift for Barrow

PACIFIC Nuclear Transport Ltd (PNTL) has donated computer equipment from two of its vessels to the Barrow Barrow-in-Furness Sea Cadets.

Rob Wood, manager of Nuclear Transport Solutions's (NTS) marine terminal in Barrow, presented the equipment to Ian Gerrish, Treasurer of the Barrow-in-Furness Unit. NTS is part of the Nuclear Decommissioning Authority and operates the specialist PNTL vessels from its Ramsden Dock base.

The equipment donated includes 21 PCs and monitors, eight laptops, two UPS units, as well as keyboards, power supplies and connectors from on board Pacific's Heron and Egret.

John Alexander, NTS's technical support project manager, who organised the donation, said: "It's important to support our local community, and a donation like this to a fantastic organisation like Barrow Sea Cadets is part of that."

"Barrow Sea Cadets offers a tremendous place for young people to develop a whole host of life skills, and to gain confidence so we know they will put this equipment to great use," continued Mr. Alexander.

"This donation was driven by the PNTL crews, and we are all delighted to make this happen."



Stalwart Joyce awarded BEM

RICHMOND Sea Cadets stalwart Joyce Porter has been honoured with the prestigious British Citizen Award's certificate of honour for services to volunteering and charitable giving.

More than 2,000 cadets have benefited from her care and guidance across more than five decades.

The Chief Petty Officer led the way as one of the first females to formally join the Sea Cadet Corps when they amalgamated with the males in 1982, thus encouraging other women to follow her lead.

Joining the team in 1967, Joyce later assumed the role of administration officer, which led to her later being appointed secretary to the unit's management committee, who describe her as "the backbone of the unit".

Now in its sixth year, The British Citizen Award is now in its sixth year and recognises exceptional individuals who positively impact their communities throughout the country. It's presented to a handful of Britons twice a year.



Water sports centre thrives

INLAND Suffolk may not be the first place that springs to mind when you think of sailing – but Lackford Lake, near Bury St Edmunds, has recently marked its 40th anniversary as a thriving hub for water sports in the area.

The Bury St Edmunds, Newmarket and Mildenhall Sea Cadets all enjoy water-based activities at the lake and took part in the event held to celebrate four decades of adventure and fun on its waters.

St Edmundsbury Sailing & Canoeing Association, based at Lackford Lake, was officially founded in 1981 with the financial backing of the Bury St Edmunds Rotary, the St Edmundsbury Yachting Association and Bury St Edmunds Council (now West Suffolk Council).

It now has more than 240 active members and provides water sports facilities for Bury St Edmunds, Suffolk Scouts, WASH disabled sailing, sailing youth club Young People Afloat, RAF Honington Kayak Club and some local schools as well as the local Sea Cadets units.

"Sea Cadets have been boating

at Lackford for many years now – even I learned to sail here when I was a cadet," says the Commanding Officer of Bury St Edmunds Sea Cadets, Sub Lieutenant (SCC) RNR, Oliver Townsend.

"Cadets have gained thousands of boating hours and hundreds of sailing, rowing, and powerboating qualifications over the decades. Lackford Lake has proven especially valuable as a boating venue since the Covid-19 pandemic began, as we were able to get our cadets back to face-to-face training in an engaging and safe manner at the lake."

Members held the anniversary celebrations at the lake with the running of its eighth Antigua Sailing Day Regatta, which was sponsored by Greene King and the Antigua and Barbuda Tourism Authority.

Members and the current Commodore, Norman Savigar, welcomed back several of the founder members and past commodores. It is hoped that Antigua Sailing Week, which was cancelled this year, will go ahead next year from April 30 to May 6.



Plea to help with refurb

THE Sea Cadets' unit in Kilkeel, Northern Ireland, is appealing to the public to help raise funds for the renovation of their new premises.

Until recently, this local unit has been operating from a rented room. They have now managed to secure their own building on Harbour Road, however the premises are in urgent need of facilities and repairs.

"When we were renting nightly from a room, we didn't have a chance to make it our own," explains Ruth Verner, the unit's District Chair. "Having our very own building means the members can put up their own work on the walls and just get to feel more secure."

Kilkeel Sea Cadets are asking their local community to help.

"We need new toilets, kitchen cabinets and a lot of paint," says Ruth. "It would also mean a lot if any trades people such as joiners or painters could help us with the finishing touches like changing the locks and installing the new facilities."

The unit is also in need of paint rollers and trays, paint

brushes, wood for the floors, signage, projector, screen and a printer/copier.

The unit are keen to equip their new building with everything their young people will need to help them develop their physical, intellectual and social potential. Some of the activities they provide for cadets include courses in CPR, engineering and seamanship.

"Not only do we offer a lot of fun activities for the kids, but we also give them an opportunity to take courses which will be great on a CV when they're out looking for work," adds Ruth. "We try to focus on helping them to build their social skills as we notice a lot of kids come to us very quiet and once they've settled in, they're just as rowdy as the rest of us!"

"It's great to see the local people backing us and we hope we can repay them as we're preparing the kids to grow into responsible role models who will give back to the area."

To support the unit visit [justgiving.com/crowdfunding/kilkeelseacadets?utm_term=GzK25kdGk](https://www.justgiving.com/crowdfunding/kilkeelseacadets?utm_term=GzK25kdGk)



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Not coasting along

THE Royal Navy Adventurous Training Team (W) instructed a group of personnel from the SW PSG in coasteering at Newquay in Cornwall.

WO2 Stan Bloomer RM 2IC RNAT Team said: "Coasteering ticks many of the AT objectives we try and deliver."

"It is physically and mentally challenging, especially when jumping from height into a pitching sea. It exposes our service personnel to the harsh, unforgiving marine environment but in a safe and above all enjoyable way."

For more information on Coasteering and other AT and challenging activities contact your regional RNAT Team.

Tough workouts

YOUNG footballers from Plymouth Argyle's Academy were put through their paces by PTIs from HMS Raleigh.

Around 20 U18s from the League One club were treated to a military experience afternoon under the watchful eyes of clubz at Bigbury beach, where the players experienced training similar to that undertaken by Naval recruits during their ten-week initial training course at Raleigh.

Highlights included the 'stretcher run', while wading through the sea and casualty evacuation drills, which involved recovering two casualties over a three-kilometre distance.

The players also experienced 'Battle PT': more casualty evacuations, leopard crawls and sit-ups in the sea.

"The afternoon concluded with briefs on emotional intelligence and critical thinking to engage a greater teamwork output both on and off the pitch," said LPT Kyle MacDonald.

"The Argyle lads performed to an extremely high standard throughout each serial, attacking them with confidence and a great mindset both as a team and as individuals."

"It was a fantastic opportunity for us all, and they definitely seemed to enjoy the afternoon's events, as did we."

Powerful display

SAILOR Wesley McGuinness took the honours at the English Classic Bench Press Championships – the first time he had competed in two years.

LCH(SM) McGuinness, who lifted 165kg, 172.5kg and 177.5kg at the championships, held in Milton Keynes, is now waiting to see if he is selected for the Commonwealth Powerlifting Championships.

Royal Navy takes regatta title

THE Royal Navy offshore team sailed their way through a week of tough inshore and offshore races against the Army and RAF to remain winners of the Services Offshore Regatta for the third year in a row.

Tight inshore races saw the two RN Victoria's (Amoria and Placuna) become victorious winning the Victoria Inshore trophy.

Including JYT performance the RN also won the team inshore trophy. The Army won the IRC inshore trophy.

The offshore race took the two fleets around the Isle of Wight anti-clockwise with a longer course for the

IRC class to impressively finish together in the early hours – a sign of a great Race committee!

With various conditions including high winds, lumpy seas, a lull around the back of the island and a cracking performance by both the Victorias and JYT crews the RN claimed all of the offshore prizes including, Victoria offshore trophy, IRC offshore trophy and team offshore trophy!

All contributed to the RN offshore team retaining the overall trophy for Services Offshore Regatta for 2021.



Touchdown for RN



A NEW sport has arrived in the Royal Navy – American Football.

The Royal Navy American Football Association has been established to give all ranks and rates the opportunity to play the game.

RNAFA Secretary Lt Cdr Kev Roffey said: "The Royal Navy American Football Association owes its foundations to the passion of its members for the sport."

"The commitment and hard work have been incredible from everyone involved, from the handful in mid-2020 to the large group we have now, all eager to compete; achieving formal approval has been a true team effort. We can't wait for the moment when a Royal Navy team runs out onto the field."

Chair of the Royal Navy Football Association, Cdr AJ Snell said: "The achievement of Category 3 status for RN American football is the result of over a year's tireless effort by a passionate team committed to bringing the opportunity to experience the excitement of the game to everyone."

"This is still the start of the journey and we have a lot of work to do yet but we are planning our first training event and working on recruiting into the

supporting roles that will shape your Royal Navy American football team. Get in touch, get involved, and let's get going!"

The RNAFA is now working to bring together more "football" loving personnel from within the Royal Navy and Royal Marines to get involved in the sport.

There are opportunities for personnel to get involved in playing, officiating, coaching, running socials and spin-off activities such as a fantasy football league. Many of these opportunities such as coaching and officiating offer the chance to gain civilian accredited qualifications that allow personnel to contribute to the wider UK American football community.

There is no male and female split – everyone will take to the field as a single team. The National Governing Body of the sport in the UK, the British American Football Association, already has strong representation from all genders and it continues to grow.

Register your interest to be present at that first combine, training camp and season. Find the RNAFA on Facebook, Instagram, or Twitter (just search [RoyalNavyAF](#)).



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Progress is the name of the game for Tom

ANGLESEY was another new circuit for me to learn and only my third race weekend since completing my ACU race licence in April this year, writes *POETME Tom Davies*.

The weekend began with test day on Saturday and, after receiving some helpful guidance on the morning track walk I set off on some sighting laps.

Trac Mon Anglesey was quickly established as my favourite track I've ridden thus far, my 1999 GSXR 750 although over 20 years old was handling great after a suspension set up at the previous round by TW suspension.

Test day went well and I was pleased with how the bike was performing and how my riding steadily progressed throughout the day.

Sunday began with slightly cooler conditions and qualifying. I was having issues with my visor steaming up throughout qualifying (must remember anti-fog insert next time) and my best lap time was a 1.19 which placed me near the back of the grid in 27th place, however I was still looking forward to the first race of the weekend.

The first race I managed a good start making up several places, however, after a bad crash by another rider on the first lap on the corner 'peel' red flags were waved and a re-start was called.

The re-start also went well and I gained some places on the start line. I then had a good battle over several laps with an Aprilia eventually managing to overtake and chase the group in front.

I eventually finished in 21st place (seventh in class) with a best lap time of 1.16.602 and a total finishing time of 13.10, a significant improvement over my qualifying time.

The remaining races followed suit with some good battles and improving lap times, my best result of the weekend was 17th place (sixth in class) with a total time of 12.58 and a best lap time of 1.16.383.

Although I'm not quite near a podium, for my third race meeting and fifth time on track I was pleased with my progress on the bike and had a great weekend racing.



Left, LAET Seb Unwin takes second place in Class C; Above, LCpl Ben McLaughlin in his Renault Clio 172; Below, Mike Wells leads Class D



Preparation key for racing team

IN the space of three weeks the RNRMMSA Car Racing Team has been out competing at both Anglesey Race Circuit and Brands Hatch in the Armed Forces Race Challenge (AFRC).

Elements of the team would look to capitalise on their strong showing at the previous round at Snetterton, whereas others would hope that they had eradicated some reliability issues.

Thankfully the Anglesey round proved that for the majority of the team the prep work they had put in paid off, with only CPO Steve Hutchings' highly modified Peugeot 106 again suffering from problems resulting in him not finishing either race.

Lt Cdr Mike Wells (847NAS) was the standout driver for the team, securing a double class victory in his Toyota MR2 Roadster, seeing off a lot more powerful machinery in the process.

The team also welcomed new driver LCpl Ben McLaughlin in his Renault Clio 172 who completed his first two races without issue and demonstrating some great consistency in his lap times.

As well as the AFRC races the team also competed in the 90-minute BMW 116 Trophy race. This is a single make series, where all the cars are identical. It requires a minimum of two pit stops and allows for driver changes.

The RNRMMSA owned car was driven in this event by Lt Cdrs' Keith Attwood and Mike Wells (both from 847NAS) and Mne Adam Dewis (RM Poole).

The team started in 13th place out of 18 cars and fought well through out the race to get into fourth place as the race progressed, but post

the second round of pit stops the team lost one place and also then incurred a five-second penalty for track limit violations pushing down to sixth position when the chequered flag fell.

Overall though a great performance that needed a full team of support crew to conduct the pit stops and manage the team tactics as the race progressed.

Three weeks after Anglesey they were off to Brands Hatch in Kent for the both the next rounds of the AFRC and the BMW 116 Trophy.

LAET Seb Unwin was returning to the grid after his incident at Snetterton earlier in the year and LCpl Ben McLaughlin would be using the BMW 116 in the AFRC races as his Clio 172's fire extinguisher was unserviceable. For the 116 Trophy race the same drivers of Mike, Keith and Adam would be contesting the round.

In the AFRC race one the team had a great result. Keith in his Class C Mini R53 got a great start moving from sixth into a briefly first place, before slotting into second ahead of much more powerful cars.

After a number of laps valiantly trying to defend the place he lost a number places to the Class A and B cars, and finished eighth, with Seb two places behind in tenth.

Adam in his Class B Astra Mk4 had a poor getaway but recovered to finish fifth and second in Class B.

In Class D Mike Wells once again drove a superb race taking the Class win, 40 seconds ahead of next in Class!

Gareth Moss, Ben McLaughlin and Sean Graham all had strong personnel performances as well in a race where all RNRM drivers finished (this doesn't happen all that often!)

Mike again mirrored his performance in Race two taking the Class D win. Seb battled exceptionally well to secure second in Class C, with Adam taking second in Class D. Sean had his best result of the season in his Lo-Cost. After having another exceptional start Keith unfortunately did not finish the race owing to broken bonnet pins causing the bonnet to fly open.

For the team drive in the BMW 116 Trophy race we weren't able to replicate the high finishing drive that we saw at Anglesey with 15th out of 25 the final result.

We were a victim of timing and had just taken an early pit stop to jump a number of cars when a safety car was called out allowing the vast majority of the field to pit whilst the race was neutralised, effectively gifting one lap to these cars. That being said as a team the support crew did a great job, ensuring that driver changes and setup tweaks were conducted safely and efficiently during the race.

Our next event is the Race of Remembrance at Anglesey on November 13-14.

Anyone wishing to get involved, either racing or supporting, should contact Lt Cdr Keith Attwood; carracing@rnrmsa.co.uk or for more details visit www.rnrmsa.co.uk and www.armedforcesracechallenge.net

Motorcyclist Charlie's in seventh heaven at Oulton Park



OULTON Park is located up near Chester and was the location of the penultimate round of the season and the Jaime Adam Memorial trophy (Navy rider of the weekend), writes Corporal Charlie White.

Oulton Park is one of the faster tracks in the UK with blind corners and banked corners to make it one of the most exciting to watch tracks around.

This weekend was shorter than the rest with a test day and one race day instead of two.

But because there were fewer days racing that meant double points in our individual classes putting more pressure to get the races right.

The race day consisted of qualifying, two civilian races and one inter services race.

I would be racing in the budget class which is full of Cb 500's. Many people ride it for the close racing but it is also the cheapest way to race bigger bikes. The class is great for rookie riders who are just starting races to people who have had a go at riding at the UK's highest levels.

Test day for myself went as smooth as it could have with no real mechanical problems, so felt like I had some good times by the end of the day.

The rest of the team had a good day also apart from Max who completed four laps before his bike decided it didn't want him riding it and broke down. Luckily we had a spare bike so he could jump on and at least get some racing done, even if it wasn't his favoured Yamaha R6.

Race day started with qualifying, I got out in my class first to get some clear laps and ended up seventh in my 500 class to equal my best result. For the military I was 21st.

In race one I had a great start gaining a position, and was hanging onto the top group, which is full of rider talent from all over the country. After a few laps I lost concentration and missed a gear and lost the group. I ended up about six seconds behind the winner which is the closest I have been and finished 7th.

In race two I had another great start but down the back straight the rider I was slip-streaming, their engine cut out and I had to swerve my way round him losing loads of time, but felt very lucky to not come off.

After a couple of laps I got back into my rhythm and got back to seventh.

The military race at the end of the day, I got away off the line but then quickly got swamped by the bigger more powerful bikes. Due to the track being so quick I could only catch riders in the chicanes which made the race difficult.

The rest of the team had a great weekend, with each rider getting quicker and quicker.

All in all it was another great weekends racing, and with my two sevenths, it gave me enough points to win the Jaime Adam Trophy.

If you are interested in racing or being pitcrew of the team please email rnrmt@hotmail.co.uk

Tag Rugby



Golf



When in Guam



HMS QUEEN ELIZABETH had her maintenance period in Guam for a couple of weeks, so to keep the team entertained Clubz x 2 – CPOPT Daz Hoare and LPT Lozza Parsons – booked in loads of activities.

The ship had the RNATT team coming out to deliver front-line support in events such as kayaking, stand-up paddleboarding, coastering, and mountain biking.

On the sports fields first up for the ship was another football match against US opposition this time, USS Emory.

The squad was made up of ship's company, embarked 820 NAS, 617 Sqn personnel and led by manager PO Iain Higgins and Assistant Manager LET Joe Hedington.

QE made a bright start to the game under the floodlights, knocking the ball around like a team who have been playing together for years, not a few months.

It only took QE five minutes to break the deadlock after working it well down the right hand side for ET(ME) Andrew Kamara to cut inside and place it into the bottom corner.

It took a matter of minutes for QE to find their rhythm once again from kick off. Some nice play in the middle of the park by AB(WS) Matt Coles and Cpl Tom Kendrick, led to the ball being laid off for Lt Thomas Walter to place a pinpoint pass through the defence to find Lt Allan McInnes, who coolly slotted it past the keeper to put the carrier side 2-0 up at half-time.

With some much-needed refreshments onboard the teams entered the field for the second half, again with QE looking the better side. The third goal of the game came just five minutes after the start of the second half. With the ball falling to the feet of PO Mike Hallibone inside of the box, he made sure to be the

keeper and calmly placed in the bottom corner.

After some key subs from USS Emory they looked more in the match than ever before, and before you knew it they had pulled one back with a scrappy goal after the QE defence failed to clear the ball. Just a few minutes later, USS Emory found themselves beating the QE defence and slotting another one home. USS Emory were well and truly back in the game.

QE had to find their magic to try and kill the game off. With 20 minutes left to play, substitute ET(WE) Brenton Drew played a through ball to PO Mike Hallibone. With the defence nowhere in sight, PO Mike Hallibone passed around the keeper for LET(WE) Shaun Harding to have an easy tap in.

With two minutes left to play and after some tight offside decisions, ET(WE) Leo Goswell had beaten the defence for pace from a superb quick free kick by ET(WE) Brenton Drew. With no one around and just the keeper to beat, he calmly slotted it past the keeper to put the final nail in the coffin.

Nearing the end of the game, QE had a shot from the edge of the box blocked by the arm of the USS Emory defender. Penalty to QE. Up stepped ET(WE) Leo Goswell to try and get another goal from coming off the bench, and with the final kick of the game he blazed it over the cross bar. The match finished 5-2 in favour of the Brits.

Cricket

Before the visit, Daz The Hatchet Hoare was desperate to get a game for the cricket team onboard, but nothing was forth coming until an email popped up in the email box stating Guam CC would like to host the ship's team.

Club captain CPOMA Ronnie Corbett



got to work to get the team together for a Sunday afternoon fixture at Guam's CC pitch.

Arriving at the pitch the playing strip had been marked out, due to Guam CC not being able to play in over two years the ball used was a special-made, heavier than normal tennis ball, the batting creases were marked up and the game was set for 15 over's each due to the time of sunset.

Bowling was always done from one end as when the sun started to go down it was difficult to see the ball.

Guam CC won the toss and their captain Jetan decided to bat and also opened the batting. CPOMA Corbett and AB Williams kept it tight for the first few over's with Guam struggling to score any runs, and putting pressure on Guam they started to panic and played rash shots losing a lot of wickets very quickly 75 for 3 became 97 for 9 at the end of the allocated 15 over's.

HMS QNLZ fielding was immense with eight catches.

Some brilliant bowling figures with Lt Brown taking 4 for 6 and Lt Mitchell 3 for 10, CPOPT Hoare caught 3 behind the stumps, (don't mention the one he

dropped).

Coming into bat needing 98 to win and maintain their 100 percent winning record on deployment HMS QNLZ found the going really hard struggling with the pitch and ball. Losing wickets rapidly no one would stay in with AB Foster in his gallant 11 runs until AB Williams came in and started to put the pressure back on the home team, striking the ball beautifully bringing down the required run rate.

Fours and sixes were now being sprayed all over the ground and HMS QNLZ reached their target with four wickets and two overs to spare.

The opposition chose the HMS QNLZ man of the match, AB Williams, pictured, with his fantastic knock of 44.

The OP Fortis Inter-Ship Football tournament was organised by HMS Defender's LPT Billington and saw teams from Defender, Kent, Queen Elizabeth and the USS Emory take part in a league-base competition, with each game around 25 minutes in length.

With three fixtures in the heat, Queen Elizabeth fielded their strongest 11 in the first game against USS Emory, and won with goals from ET(ME) Kamara x2, Lt Walter and Lt McInnes enough to seal a strong 4-0 win.

The second game was against a robust HMS Defender side, the QE rotating their starting 11 slightly. However Queen Elizabeth were more than a match winning 2-0 with goals from ET Capolucci and ET Simpson who scored with his first touch coming on after a tactical master stroke by team manager POAET Higgins.

Going into the third game QE knew a draw against HMS Kent would secure the tournament and put out their strongest 11 again. They did not disappoint, drawing 0-0.

Touch Rugby

HMS QNLZ Inter Dept touch rugby comp saw six departments take part in a touch rugby competition.

Split into two leagues, teams played 2 two x ten min halves.

Teams played with both males and females, with some fantastic games played and excellent handling and off loads, with speedy wingers breaking through for point scoring tries.

Group A was won by the ME dept who went on to lose in the semi finals against the Air Dept 2-1, while the WE were rampant in Group B then smashed 820 lads 4-1 in the semi finals.

So onto the final WE v Air with a lot of bragging rights at stake. WE dept ran out winners 5-2.

Judo

Seven judoka from across the Carrier Strike Group were hosted by the Guam Judo Federation at the International Sports Centre in Hagatna.

They were treated to a master class by Guam's double Olympian, Ric Blas Jr who competed at the Beijing and London Olympics.

He demonstrated some of his highly-effective techniques developed over years of training in Japan followed by some randori (sparring) with some local fighters in the Guam heat.

This is the first overseas training since 2019 for the Royal Navy Judo Association, building on the success of the judo club established in HMS Queen Elizabeth earlier this year and forming preparations for the Inter Services Judo Championships in 2022.

For more information on Judo in the RN and RM contact LPT Stocker on Alex. Stocker827@mod.gov.uk or Facebook or Instagram @royalnavyjudo

Judo



Cricket



£50 PRIZE PUZZLE



THE mystery ship in the September edition of *Navy News* (right) was the Ton-class minesweeper HMS Tarlton, which was renamed Rio Negro by the Argentine Navy.

Michael Bradley, from London, wins £50 for sending us the correct answers. This month's mystery ship (above) was one of two aircraft carriers built for the RN during WW2, and which saw service in Norway and the Far East.

1. What was her name and 2. What year was she decommissioned?

Please complete the coupon and send it to Mystery Picture, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY.

We will also accept emailed entries to lisa.taw503@mod.gov.uk with November Mystery Ship in the email



Coupons and emails giving the correct answers will go into a prize draw to establish a winner. Entries must be received by December 3. 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 January edition.

MYSTERY PICTURE 321

Name

Address

My answers: (1)

(2)

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Submissions for the Deaths, Reunions and Swap Draft columns in October's Noticeboard must be received by **NOVEMBER 16 2021**

Deaths

Inst Lt Cdr Edward A Steer. HMS Fulmar, Vernon, Fearless, Daedalus, Seahawk, Sultan, Nelson, NATO Oslo. Died September 14, aged 85.
Capt Christopher S Argles. HMS Chichester, Eagle, Dido, Royal Arthur, Sheffield. DNOR. NDC. NATO. Naval Attache Paris. Died Aug 31, aged 87.
Lt Sir Timothy J A Colman KG. HMS Indefatigable, Frobisher. Died Sept 9. Aged 91.
Capt RNR Ramsay Dinnie RD*. List 1 RNR. Died Sept 19, aged 93.
Maj RM James N A Goldsworthy. HMS Saker. ITCRM. CTCRM. NATO Cdo Log Regt. 42 Cdo RM. Died Sept 16, aged 84.
Maj Gen Matthew J Holmes DSO. 40 and 42 Cdo. HQ 3 Cdo RM. CTCRM. RM Poole. JSCSC. FOST. DCDS Shrivenham, CGRM. Died Oct 2, aged 54.
Lt Cdr Trevor P G Poland. HMS Haydon, Birmingham, Pluto. Died Aug 30, aged 98.

Lt Winstone D Rees. HMS Goldcrest, Hermes, Fulmar, President. Died Sept 2, aged 78.
Lt Col David R B Storrie OBE. 40, 41 and 42 Cdo. HQ 3 Cdo. MCDEC Quantico. RM Poole. DRORM Centurion. Barbados. Died Aug 20, aged 82.
Charlie "Yogi" Bratley LREMA FAA. Joined HMS Raleigh on November 5 1962, served in HMS Ark Royal, Singapore and HMS Triumph. After discharge became involved with Sea Cadet units at Birkenhead, Bebington and Hoylake, all on the Wirral for more than 30 years. Died Oct 2.
William "Bill" Burrage. Served 1951-60. HMS Implacable, Barrosa, Redpole (Portsmouth Squadron), Magpie (South Africa station), Newfoundland (Far East). Field gun (Portsmouth Command) in 1957, winning all three cups also setting a new record time. Died, September 14 at the Blind

Veterans Home (St Dunstons).
CPO D H Baker. The last Buffer in HMS Jufair in 1972. Died August 21.
Association of Royal Navy Officers and RNO
Lt Cdr R Morley. Died in August.
HMS Bulwark, Albion & Centaur Association
Peter Revell EM1. HMS Albion 1954/57. Died September 21 2020 aged 88.
Percy Bailey AS. HMS Bulwark 1957. Died June 17.
Frank Ellam, ME1. HMS Bulwark/HMS Albion 1954/58. Died July 21, aged 87.

1967 - Sep 1995 In HM Submarines Okanagan, Onondaga, Ojibwa, and Osiris. Member of Merseyside branch. Died September 5.
Harry Melling Leading Torpedoman. Served 1939 - 1945 In HM Submarines Tuna, and Osiris. Member of Dolphin branch. Died Sept 19.
Edward R Jones LS UW. Served Feb 1964 - Jan 1972 In HM Submarines Rorqual 1964, Oberon 1963 - 1967, Astute 1967 - 1968, and Onslaught 1970 - 1971. Member of Gosport branch. Died Sept 23.
Geoffrey Marshall CPO Coxn Served 1954 - 1972 In HM Submarines Anchorite 1954, Tireless 1955, Trump 1956, Thorough 1957, Aurochs 1958 - 1959, Telemachus 1959, Tudor 1961 - 1962, Alliance 1963 - 1966, Tiptoe 1966 - 1967, and. Dreadnought 1967 - 1972 Member of Medway Towns branch. Died Sept 24.

Reunions

HMS Cleopatra Old Shipmates Association: Our 36th AGM and reunion is planned for November 5 to 7. Contact the Honorary Secretary Warwick Franklin at warwick_franklin@outlook.com or ring 01752 366611.

Royal Beach Hotel Southsea, from November 26 - 28 2021 and is open to all who served in the ship throughout her seven commissions (1945 - 1969) and their wives/partners. A 1, 2 or 3 night package is available or join us for the Saturday night gala dinner only.

HMS Bulwark, Albion & Centaur Association:

The 2022 annual reunion venue is confirmed at the Red Lea Hotel in Scarborough, from May 13 to 16. Contact Secretary Denis Askham at 07773651213 or email askhamd3@gmail.com

HMS Undaunted, Eagle and Yarmouth Associations: Annual reunion, Hallmark Hotel, Midland Road, Derby, October 28 to November 1, 2021. Contact Alan (Whiskey) Walker on 01268 548041, whiskey666@outlook.com.

Contact SF Events Ltd at The Withyholt, Paul Mead, Stroud Gloucs GL6 6PG Tel: 01452 813173 or email associationmembers@sarahfletchervents.co.uk Details can also be found at www.hmscarysfort.co.uk or hmscarysfort@gmail.com

HMS Mohawk Association. Our next reunion will take place at the Mercure Dolphin Hotel in Southampton from Friday March 25 to Monday March 28 2022. For details call IOW Tours on 01983 405116 or contact Bob Proud via e-mail at rob.proud@mypostoffice.co.uk

HMS Carysfort reunion: This will be held at the

Ask Jack

UNIFORM: Royal Navy uniforms, pictured right, belonging to either my grandmother or great-grandmother was found in the attic of my father's home. I would like to hear from anyone who can tell me anything about them.



Susan Brown
Suzebee18@hotmail.com

The charity Front Line Naval Chaplain: We are looking for information about a WW2 'bish', the Rev Martin Martin-Harvey DSC. Records about Martin-Harvey, a temporary RNVR chaplain, are incomplete. So far researchers have pieced together that he served in the famous Pedestal convoy to Malta in 1942, praying with dying men then later committing their bodies to the deep. Later, he was awarded the Distinguished Service Cross for actions while serving in the cruiser HMS Sirius (possibly when the ship was bombed, suffering 14 killed and many injured, during the bombardment of Kos): a quotation believed to be from the citation says the award was for "keeping up the morale of the ship's company at a time of stressful service."
He later went ashore on D-Day, having "had the good sense to take off his clothes and carry them on his head while wading ashore, thus ensuring a dry ship-shape condition in which to engage the enemy" – he was possibly serving with the Royal Marines at the time – he is listed at Bickleigh in 1946. After the war he became the chaplain of St Lawrence College, in Ramsgate.

Simon Springett
frontlinebish@gmail.com

Vernon Edwards: I am trying to contact the retired RN officer to invite him to a class reunion. He was born in King's Lynn, Norfolk in about 1948, making him about 73 years old and he attended Gaywood Park Secondary

Modern School from 1959 to 1963.
Philip Gurr
18 St Augustines Way, South Wootton, King's Lynn, Norfolk, PE30 3TE. Tel: 01553 670308 or Mob: 07900 916809.

HMS Diana and Vigo: I am researching family history and would like to get in touch with any RN personnel who served with my father CPO Sam Bell on either HMS Diana or Vigo and also from any who took part in the Monte Bello nuclear tests.

David Bell
169 Truro Drive, Plymouth, PL5 4TR, 01752707177 or email Fortitude1944@btinternet.com

DECEMBER 1958: I travelled home for demob in December 1958 from Malta to Devonport but can't remember the name of the fleet carrier I was on. We arrived in Devonport on a Tuesday near Christmas and I was demobbed two days later.
A Wright, former telegraphist
28 Poplar Avenue

Kirkby-in-Ashfield, Nottingham NG17 7GX

HMS Raleigh – Drake 25s – 21st June 1977: Looking to contact fellow shipmates of the infamous class of Drake 25s and planning to have a reunion, after the pandemic. Already in contact with a number of classmates. Any members out there, that wishes to connect, please contact me directly.

David Cannon
dcannon8bells@outlook.com

Deptford Town Hall. The building, built in 1905, is decorated with a range of naval sculpture by Henry Poole, including figures of Sir Francis Drake, Robert Blake and Lord Nelson. Poole was also responsible for the carved work on the three Naval War Memorials at Plymouth, Portsmouth and Chatham. The old Town Hall is now used by Goldsmiths University and a student group has called for the removal of the statues because of their associations with slavery. Goldsmiths is holding a public consultation on the proposal (closing date 17 October) – to register your views go to <https://consult.gold.ac.uk/public/deptford-town-hall-statues/>

HMS Ark Royal: Former CO of HMS Ark Royal, Rear Admiral David Snelson, will give a talk about the ships which bore the name in support of Maldon's Sea Change Sailing Trust at Maldon Town Hall, Essex, on December 10 at 7.30pm. The talk will be followed by two films about Thames barge sailing and the charity. Tickets are £10 and available by emailing Judy@seachangesailingtrust.co.uk or from Downs Road Boatyard in Maldon.

Raleigh and Torpoint reaffirm close links

CROWDS witnessed sailors from HMS Raleigh reaffirm their long-standing links with Torpoint as more than 100 personnel marched through the streets of the Cornish town.

Although Raleigh has been a mainstay of life in Torpoint for more than 80 years, it was 1997 before locals bestowed their highest honour on the base: Freedom of the Borough.

The parade was led by the Band of Her Majesty's Royal Marines Plymouth with Fisher 21/11 entry forming the Guard of Honour a few days before they passed out of Raleigh to begin their professional Naval careers.

Other platoons taking part consisted of sailors undertaking the second phase of their training at Raleigh and members of the ship's company.

They marched for more than a kilometre down Antony Road to the ferry lanes for the formal inspection by the Mayor of Torpoint, Councillor Rachel Evans.

She reminded sailors of the vital social and economic bond between the establishment and the town.

"As I look before me today it is clear those links, now 81 years on, are still there and I'm delighted to be able to stand here and thank



Captain Suzi Nielsen, the Commanding Officer, and the men and women under her command, not only for their service, but for their continued support and commitment to Torpoint."

Capt Nielsen said that after 18 months which had seen much of Raleigh's work continue behind the wire, without the usual interaction with the local populace and participation in community events, she was delighted her men and women could pound the streets of Torpoint once more.



"I'm delighted to see us reinvigorate this very special relationship that has been alive since Raleigh was built back in 1939," she told Torpointers. "Thank you to you all for the support that you continue to afford my sailors and staff. The excellent relationship that we continue to forge is clear for everyone to see here today."

Speeches complete, the sailors marched back up Antony Road with Cllr Evans and Capt Nielsen taking the salute roughly half-way up outside the Comrades Club.

New home with new prospects

The £11m new home of the Royal Navy in Wales has been formally opened with full ceremony in the heart of Cardiff.

The state-of-the-art HMS Cambria marks a return to the unit's roots, back in the Welsh capital where it was formed in 1947, providing the most modern of facilities for military personnel.

Every week, around 80 Royal Navy and Royal Marines Reservists will use the complex in Cardiff Docks, which serves as a hub for three units.

As well as HMS Cambria herself – Wales Royal Naval Reserve Unit – the facility is home to the Royal Marines Reserve Detachment Cardiff and Wales Universities' Royal Naval Unit, which give undergraduates a taste of life in the Senior Service, aided by fast patrol boat HMS Express.

The weather forced proceedings – officially a rededication of Cambria, for the unit itself has never closed, even if its old headquarters at Sully have – to shift from the parade ground outside to the more confined surroundings of the drill deck inside.

Admiral Sir Timothy Fraser, Vice-Chief of the Defence Staff – and captain of destroyer HMS Cardiff between 2001 and 2003 – was guest of honour at the formal act of rededication.

He inspected personnel on parade as the Band of the Royal Marines from CTCRM Lympstone provided suitable nautical music for the occasion.

"This great building will serve as a focus of the Royal Navy's activities in Wales and its location so near to the Senedd and the heart of Wales, serves as an enduring commitment to the Maritime Reserves in the region," the admiral told Cambria's reservists.

Hailed as the 'crown jewel' of the Defence estate, the new complex replaces facilities in Sully which served the unit faithfully for four decades.

Inside the 4,000-square-metre building are offices with up to 80 workspaces, training and classroom suites, a fitness room, large, multi-purpose dining room, and short-term accommodation for up to 50 people.

In the grounds, there's a parade square for practising drill, a Royal Marines rope training area, plus parking spaces.

Beyond serving Reservists, it can also serve as a focus for community engagement with the

people of Wales and support visits to the Welsh capital by Royal Navy warship.

Commander Maritime Reserves – and former Commanding Officer of Express – Commodore Mel Robinson said the move to the new facility marked the beginning of a new era and increased activity on and off the water by Reservists.

"HMS Cambria has a long and distinguished history as the Royal Navy's home in Wales, training and deploying sailors to support the Royal Navy at sea and ashore, at home and abroad," she said.

"Most recently, Reservists from HMS Cambria and the Royal Marines Reserve Unit in Cardiff have demonstrated their value during the pandemic, bringing a valuable blend of skills from their civilian jobs and their military experience to support the Welsh and UK Governments in their response to Covid.

"Looking forward, it's a really exciting time to be a Maritime Reservist in Wales. As we transform to adopt a regional approach to our training, we can expect to see small boats from HMS Cambria, crewed by Reservists from the Wales and South West region, developing their sea sense and waterborne skills, on the river here in Cardiff. And HMS Cambria will be at the heart of that model."

The new facility is the result of decisions taken nearly a decade ago to invest in the Reserve Forces by the beginning of the decade (the Future Reserves 2020 programme).

The ceremony ended with a traditional cake cutting as CO Commander Carolyn Jones and the youngest member of her ship's company, AB Alex Klusevich, plunged a sword into a giant slab of confectionery.

"I'm really looking forward to what lies ahead with HMS Cambria. It's an exciting time to be here with the new building and all the opportunities with deploying," said Alex, who completed his accelerated training to pass out of HMS Raleigh over the summer after two years with Cambria.

"Cutting the cake was a really special experience, words can't describe how I actually feel right now – it's unbelievably special. I'm so lucky to be in this unit."

His CO is now ready to write "the next chapter in the life of HMS Cambria," promising it will play a "pivotal role in the transformation of the Maritime Reserves."

Pictures: LPhot Robert Oates, FRPU West



RNR engineers give Protector something for the weekend

A TEAM of Royal Naval Reserve engineers provided engineering support to icebreaker HMS Protector helping her to prepare for her current deployment the South Atlantic.

The RNR Engineer Branch provided services akin to those from a Fleet Support Unit, which assist ships with operational maintenance and repair.

The small team of marine and weapon engineering reservists tackled a range of activities, from changing gaskets, swapping engine room lighting to LEDs and refurbishing equipment, to helping to train some new

Engineer Technicians who had only been onboard the survey ship for a few weeks.

Although the tasks were relatively small scale, they crucially allowed the ship's company to take some well-earned leave, providing a much-needed morale boost ahead of the deployment.

"We had a pool of skilled technicians who were able to attack problems, ensuring they were completed safely and on time, so that the crew could enjoy their planned weekend," said 32-year-old reservist LETME(SM) Mitchell Clark.

"There are many times in my career where planned leave was denied due to emergent work, so I was happy to be in a position to help them out."

Deadlines and stores delays inevitably added to the pressure to achieve as much as possible in the short time scale, but the RNR team totalled nearly 80 years of combined service between them so there wasn't much they hadn't already seen.

Mitchell left the full-time RN last year and is studying paramedic science at Liverpool John Moores University.

"As a full-time student

paramedic, I have to dedicate blocks of time to placements where I work and study on an ambulance doing 12-hour shifts alongside paramedics, making it very difficult to find work that can fit around my time in university and time on the road," said the former submariner.

"The flexibility of the RNR Engineering Branch allows me to do as much work as I like and at times that fit around my studies and is also allowing me to pay my own way through university without going into debt."

Among those getting stuck in alongside Mitchell was

POET(WE) Lee Jones (pictured working on some of the Bowman comms wiring), now the head of clinical engineering at Prince Phillip Hospital in Llanelli who joined the RNR after finishing his regular service.

"I enjoy the various roles available and being able to utilise my experience to support different platforms in the Royal Navy," Lee said.

"As I have completely changed career, the Royal Naval Reserve allows me to continue to use engineering skills I acquired in the RN which would have otherwise gone to waste."



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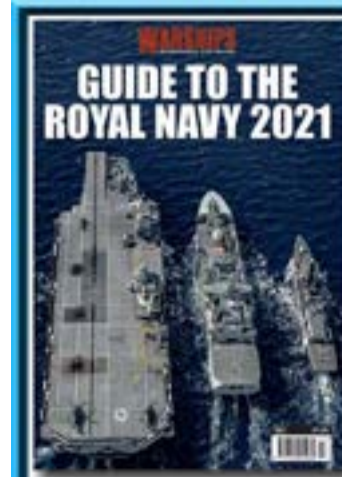
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