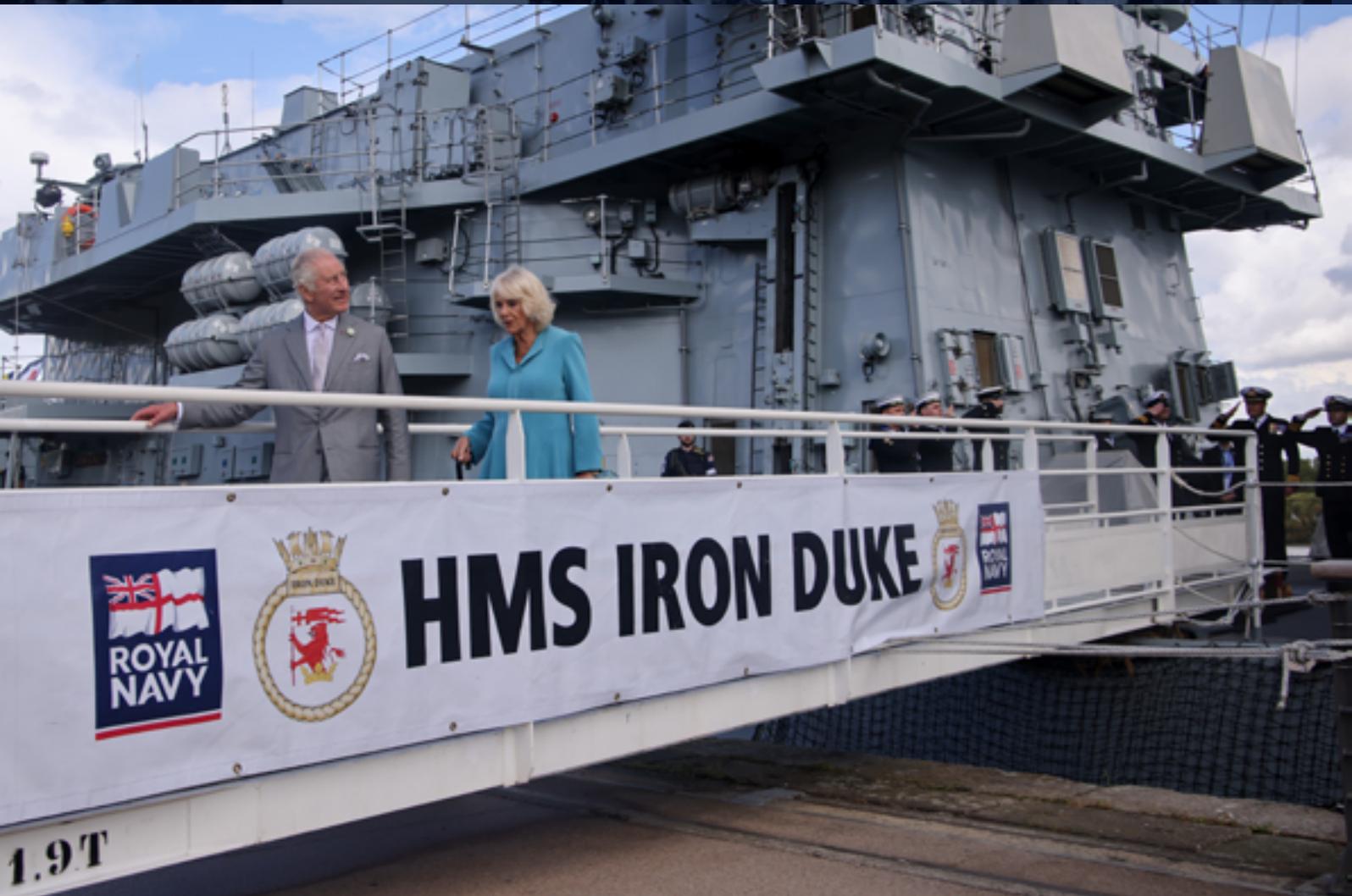


SEMAPHORE CIRCULAR



➤ ROYAL NAVY HOST KING, QUEEN AND PRINCESS

Royal Navy personnel hosted high-profile visits by senior members of the Royal Family in September, one of which helped strengthen ties with one of the UK's closest allies.

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The first was part of King Charles and Queen Camilla's three-day state visit to France, when the couple visited Paris and Bordeaux to celebrate the strong links between Britain and its neighbour.

Their Majesties were officially welcomed with a ceremony at the Arc de Triomphe where they watched a joint flypast by the Red Arrows and their French counterparts.

King Charles and President Emmanuel Macron went on to lay a wreath at the Eternal Flame to mark the sacrifices made by French and British troops in conflicts from World War 1 onwards.

Later that day the King and President held talks at the Elysee Palace and met some of the frowds outside, and in the evening the Royals were guests of honour at a state banquet at Versailles.

During the banquet the King gave a speech – most of it in French – which looked back at the long history and enduring alliance between the two nations.

On the second day the King made history by becoming the first members of the British Royal



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The Princess of Wales in the control tower at RN Air Station Yeovilton

Family to speak to French parliamentarians from the Senate Chamber, where he once again highlighted the friendship between the two countries.

In the afternoon the King and Queen visited Saint-Denis, the home of the Rugby World Cup village, as France hosts the Rugby World Cup and Paris prepares to host the Olympics and Paralympics next year.

The visit celebrated the important role sport can play in bringing communities closer together and enriching the lives of young people.

There was also time to fit in a visit to Notre Dame to see restoration work under way on the great cathedral, which was badly damaged by fire in 2019.

On the third and final day the focus of the visit moved to Bordeaux, in south-west France, where their Majesties went on board Type 23 frigate HMS Iron Duke for a reception to highlight the defence ties between France and the UK.

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(Right) The Princess gets a close look at a Fleet Air Arm Wildcat helicopter





The programme continued with attendance at a festival showcasing the best of British, French and Bordelais business, including representatives of the food and drink, technology and innovation, and sports sectors.

The Royal couple then undertook separate engagements, with the King visiting an 'experimental forest' while the Queen looked at a local charity that runs a subsidised supermarket, kitchen and restaurant, providing low-cost food and necessities to those in the local community who may be in need. It also acts as a hub for local families.

The state visit ended with a tour of Chateau Smith Haut Lafitte to learn about sustainable vineyard practices in the Bordeaux wine producing region.

Back on this side of the Channel, the Princess of Wales paid a visit to RN Air Station Yeovilton in Somerset, one of the Royal Navy's two principal air stations, and one of the busiest military airfields in the UK.

Yeovilton is home to a number of front-line squadrons and training units, including the Wildcat Maritime Force.

The visit follows the recent announcement that His Majesty The King has appointed the Princess Commodore-in-Chief, Fleet Air Arm (FAA).

During the visit, Her Royal Highness spent time in the Air Traffic Control (ATC) tower, where she met tower staff and spoke over the radio with an airborne Wildcat crew.

Following this, the Princess had the opportunity to visit a hangar to meet personnel and hear about different operations within the Fleet Air Arm. The Princess met with Royal Navy Survival Equipment (SE) Technicians who provide specialist training and equipment to protect and enhance the Fleet Air Arm's aviation operations.

The Royal visitor then met Servicemen and women and viewed two helicopters - the Merlin Mk2 and Mk4 - before visiting to the Wildcat Training Centre to meet the loading team who are trained to fit a variety of weapons to the Wildcat Mk2 helicopter.

Finally The Princess then piloted a Wildcat Mk2 in a simulator which allows aircrew to practice flying over land or on to ships.

The Princess is no stranger to military airfields – her husband, Prince William, was a helicopter pilot with the RAF for several years, much of it spent at RAF Valley on Anglesey in Wales.

Images: UK MOD © Crown copyright 2023

➤ CONTACTS



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RNA Website / Members Area / Downloads /
Circulars / Code (shipmate)

Snail Mail – Postal Address

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➤ FROM THE GENERAL SECRETARY

Ahoy Shipmates

What a great day at the Biennial Parade last month – but we are already looking ahead! It's that time of year when we are all looking forward to our Trafalgar Night Dinners, but ahead of that, it's the World Uckers Championships in the Royal Maritime Hotel in Queen Street, Portsmouth, on Saturday 14 October. Dave MacAskill tells me it's not too late to register so why not gather up an oppo and take part – Dave's on 07596 530499. It's a lot of fun, although I haven't progressed beyond the first round for more than two years now. Clearly those dice are loaded against the General Secretary!

Heartiest congrats are in order for Chatham branch of the Association who were awarded the Freedom of the Borough of Medway at a ceremony in Chatham Historic Dockyard last month to which I was privileged to have been invited. BZ Chatham! As with many branches, Chatham are closely involved in supporting many groups and organisations within their community.

Indeed, I was amazed to learn of a FOST-style exercise which Branch

Chairman, Dennis Potter, assisted in organising along with fellow Branch Shipmate, Dr Sue Plummer, who, in her day job, is Medway Campus Director at Canterbury Christ Church University (both pictured below). It involved paramedic students from the University, Sea Cadets (who ought to think about careers in Hollywood never mind the RN) and several other organisations. Worth a look at this Youtube video link – not for the squeamish though: <https://tinyurl.com/yc8fan4t>

Now, can I request your help please? I was at an RN-organised Naval charities sector event this week which brought together 15 or so organisations including, of course, the RNA. I was disturbed to hear from someone that they "didn't really get comradeship" at which, frankly, I was amazed. We are using the Seven Seas, (or rather 7Cs), to express Comradeship to grant-

making charities to whom I'm reaching out for support. These are the Seven Components of Comradeship...

Companionship, Community, Connection, Commemoration, Compassion, Care and Celebration.

However, what I really need are human examples which bring these concepts to life and back this up. For example, we had a veteran at our Portsmouth Naval Base RNA Open Day last week whose son-in-law sent in a lovely note. He said, "A very happy and exhausted father in law is fast asleep in the hotel room. He couldn't stop talking



this afternoon about how great the whole day was but, without doubt, the icing on the cake was meeting the Central Office team and enjoying such a special and interesting tour.

This is a man who has not had a night away from the family home since my mother-in-law started dialysis over five years ago and he hasn't smiled, laughed or "ditted on" so much for ages. My most sincere thanks to you all for your support and "Navy family" friendship."

I share this, not because we're pleased with ourselves in Central Office but because the line I have put in bold above is gold dust to us when bidding for grants, and articulates better than I could ever do how much what we do as an organisation is valued – not only by the immediate beneficiary but also, in this case, by his his son-in-law.

When describing what we are about, our National President, Duncan Potts, tells the story of the scene in the film Crocodile Dundee when the female reporter takes Mike Dundee to New York and he is somewhat out of his natural environment. At one stage she announces she is going to have to leave him on his own, it turns out, "to visit her therapist".

"Therapist?!" he exclaims. "Ain't you got any mates?"

Where we are lucky, is that we have all experienced our own particular brand of Naval comradeship, and hopefully that continues for you within the Association. I'm sure you all have similar stories, so I beg you to share some with me please which I can then use to bid for grants.

Best wishes,

Bill



➤ CHAIRMAN'S CHAT – AND A CHANGE OF BRIDGE WATCHKEEPER

In training the Chief said, "Never volunteer young man!"

Obviously, I was not listening as, after seven years as your National Chairman, I retired from the post at the National Council Meeting held on 9 September and have been succeeded by Peter Godwin, National Council Member (NCM) No 8 Area, who was my Vice Chairman for the past year. At that same meeting Andy Christie, NCM No 3 Area, was elected as the National Vice Chairman. I congratulate both on their appointments and wish them well for the future, knowing the ship to be in very good hands.

I considered being elected National Chairman as the pinnacle of my membership, or so I thought, of this great Association, and I have thoroughly enjoyed every moment. However, immediately following my retirement, I was very proud that the National Council appointed me as a National Vice President, which I was most honoured to accept.

My thanks go to both Paul Stephenson, NCM No 12 Area & Ireland, who was my Vice Chairman for six years and Peter Godwin for his support this past year as Association Vice Chairmen.

Looking back over the past seven years, I have been privileged to represent you, the membership, at numerous engagements. On three occasions I was honoured to represent Naval veterans in laying the Naval Veterans Wreath on the Cenotaph on Remembrance Sunday. Never as a junior stoker some 61 years ago did I imagine that one day I would meet and shake hands with royalty and admirals, both serving and retired, on numerous occasions. I thank the numerous areas and branches for the invitations I received to attend area or branch dinners, and area or branch meetings. It was a pleasure meeting so many shipmates, and it goes without saying that the thousands of voluntary hours you give to the Association makes it so successful and the second-best club in the world. One shipmate did ask me what the best club was? My answer was simply: "You served in it!"

What was my proudest moment? Receiving the Freedom of the City of Portsmouth on behalf of the Association on 19 June 2022. What was my most embarrassing moment? No names, no pack drill... Having recently been appointed as the National Chairman at the time, I had been invited to a standard dedication proudly wearing my Jewel of Office. I was approached by an RNA branch chairman wearing a very impressive gold chain who I took to be the local city's Lord Mayor. He asked what branch I was chairman of? Fortunately, the area National Council Member standing alongside me quickly replied "He isn't, this is the National Chairman", we all had a good laugh and enjoyed another tot.

These past seven years certainly gave me a greater insight as to how areas and branches operate, and I hope I never overlooked not responding to the endless emails I received. Mentioning no names, I cannot thank enough the support



and advice I have received from Central Office staff, who work over and beyond their contracted hours providing a first-class support service to the Association, not forgetting our Vice Patron and past National President, John McAnally and former General Secretary Paul Quinn, all of whom I consider to have had a great working relationship with.

Unfortunately, these past four months of my tenure have been stressful; me recovering from my hip operation and being the full-time carer for my wife Maureen, who underwent major foot reconstruction surgery on 7 August resulting in her being unable to weight-bear on her foot. This resulted in me becoming fully conversant in all domestic and caring duties and finding the galley, and Maureen considering me to be the best thing since Gordon Ramsey. On a serious note, I must acknowledge and thank Maureen for her unstinting support to me over the past seven years, without which I would have worked many Middle Watches.

I send my best wishes to you all and wish the Association every success with the continued increase in members from 9,900 to over 18,000 within two-and-a-half years, masterminded by our Chief Executive Bill Oliphant, and the financial backing of the RNRMC to whom the RNA is indebted. Remember, we are all charged with recruiting by getting new members!

I will now step ashore by closing with my usual phrase – all members stay safe and healthy. To all serving shipmates including Reservists and your families, keep safe. For those at sea, God Speed, and a safe return.

Yours aye

Keith Ridley

RNAsTneots@gmail.com



➤ CHATHAM BRANCH AWARDED THE FREEDOM OF MEDWAY

The highest civic honour, the Freedom of Medway, has been officially bestowed upon **Chatham** branch of the RNA at a special ceremony in Chatham Historic Dockyard.

At a Special Council meeting in July 2022 councillors agreed to award honorary freedom of the borough to Chatham branch and to Chatham Historic Dockyard Trust (CHDT) in recognition of the contribution made by their members to the Falklands conflict 40 years ago.

On Sunday 24 September almost 100 people, including Falklands veterans and Dockyard staff who worked on ships involved in the Falklands conflict, watched the formal presentation by the Mayor of Medway, Cllr Nina Gurung, of two Freedom scrolls to Dennis Potter, Chairman of Chatham RNA, and Admiral Sir Trevor Soar, Chairman of the CHDT.

The honorary freedom of the borough is the highest civic distinction that can be given to individuals or collective bodies in recognition of outstanding service or civic association, ensuring that their memory is maintained within the community.

The Falklands campaign had great

significance in Medway; in 1982 the civilian workforce at Chatham Dockyard worked tirelessly to prepare ships and submarines in support of the fleet including HMS Endurance, HMS Minerva, HMS Plymouth, HMS Valiant, HMS Warspite, HMS Conqueror, HMS Courageous and HMS Rhyll.

The CHDT was awarded the Freedom of Medway on behalf of the dockyard workforce in recognition of their service.

Chatham branch currently has 80 members, three of whom served during the Falklands Conflict – two in aircraft carrier HMS Invincible and one in frigate HMS Penelope.

Leader of Medway Council, Cllr Vince Maple, said: "I was delighted to present the Chatham Historic Dockyard Trust and Chatham Branch of the Royal Naval Association with the Freedom of Medway. It is so important to honour the men and women who have served our country and made a number of sacrifices, along with their families.

"As my Dad served in the Falklands in HMS Penelope and was an active member of the RNA this recognition also has a very personal poignancy.



S/M Ron Hudson with Chatham branch's Freedom of Medway scroll

It was great to see RNA members, Falklands veterans and ex-dockyard workers at the presentation.

"We are incredibly proud of Medway's

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➤ FREEDOM OF MEDWAY

rich history with our Armed Forces and the Royal Navy has a special place in the hearts of Medway's residents. On behalf of Medway, granting the Freedom of Medway to both of these fantastic organisations expresses our formal thanks for their service."

Shipmate Dennis Potter said: "We would like to thank Medway Council for bestowing this award upon us. It is an honour for us to receive this in recognition of those who served in the Falklands War.



"We are extremely grateful to all and owe a debt of gratitude also to those who have been members of our branch over the years working tirelessly to keep our valued members supported and socially active by our committee. It was a time when all of sudden the Royal Navy, Royal Marines, Army and Merchant Navy became operational in a theatre previously unknown to them and personally uncharted, which unfortunately cost the lives of 255 people, who made the ultimate sacrifice.

"We were pleased that four of our RNA members who are Falklands veterans were at the service. Sadly, we recently lost Shipmate and Falklands veteran Chris Maple, who served 24 years in the Royal Navy and was serving on board HMS Penelope. Our sincere condolences and comforting thoughts are offered by us all to his family.



"We also would like to thank the dockyard for allowing us to invite the RNA extended family, to share the day with us, to reflect on memories of a time gone by, but in many ways still very much with us."

S/M Dennis also expressed his personal thanks to all who attended the ceremony, all shipmates, Medway Council. Mayor Cllr Gurung, Council Leader Vince Maple, Jane Ringham, Admiral Soar, Lynette Crisp, Chloe Wilson, to POC Joe McKenzie-Cook of TS Temeraire, Medway Victory Sea Cadets unit, who is the Mayor's Cadet.

➤ FASTER ROLL-OUT OF VETERANS' CARDS

Thousands more veterans will receive HM Armed Forces Veteran Cards by the end of the year thanks to a £3 million injection to expand the roll-out to veterans who left service before 2018.

The ID card will allow veterans to quickly and easily prove their veteran status where required, granting them simpler access to key support from the NHS, charities and local authorities. They can also be used to apply for Defence Discount Service Cards and the Veterans Railcard.

Veterans' Minister Johnny Mercer visited a facility in Gosport to see progress made on the ID card rollout, and met with veterans who are already benefiting from the scheme.

Mr Mercer said: "Veteran cards provide ex-Service men and women with a tangible connection to the important contributions they have made to the defence of our nation.

We are honouring our commitment to getting ID cards into the hands of veterans by the end of the year so that they can more easily access support.

The veterans I met today are excited about the benefits on offer - benefits which will only continue to grow for them over the coming years as civilians."



Since December 2018, the MOD has been automatically issuing all Service leavers with a physical veterans' card as part of their Service leavers pack. When the service opens up later this year, veterans - including all those who left service before 2018 - will be able to apply for a new ID card.

As of July 2023, 71,000 veterans' cards have already been issued for those who left after 2018. Production will soon start to ramp up to 50,000 cards a month for those who left before that.

Lt Gen Sir Nicholas Pope, Chair of Cobseo, the Confederation of Service Charities, said: "Veterans who need timely help, either from the state or from the charity sector, are often frustrated by delays in confirming their status. Veterans' ID cards provide a significant step forward in speeding up this process and we look forward to supporting their delivery to the entire veteran community."

In the Veterans' Strategy Action Plan (2022-2024) the government committed to exploring the secure, digital verification of veterans' status, allowing veterans to access a wider range of government services, as well as speeding up Phase 2 of the rollout of ID cards.

With around 2.2 million veterans in the UK, the government has made a £3 million investment to build the technology and processes to deal with large volumes of card applications accurately and securely. This includes testing the online application process with 4,000 veterans to refine the system.

The launch date for this service will be announced by the end of the year. A paper-based application process will also be made available for veterans who are unable to use the online service.

The Office for Veterans' Affairs has been leading government efforts to make the UK the best country in the world to be a veteran. This includes launching Op Fortitude, a new housing pathway earlier this year, and providing medallion recognition to nuclear test veterans.

<https://www.gov.uk/government/news/thousands-of-veteran-cards-to-be-rolled-out-this-year>

➤ OPPORTUNITIES AT THE FOREIGN OFFICE

The Foreign, Commonwealth and Development Office (FCDO) is to implement new measures to increase the number of staff employed who have a military background.

Plans will encourage applications from veterans to the department and improve their chances of successful appointment. Roles are open to veterans in both the Diplomatic Service and in jobs across the UK. This will include FCDO representation at career fairs for veterans of the Armed Forces, and promotion to increase take-up of a guaranteed interview scheme for people who have served in the military.

Once recruited, plans are also being developed to encourage career progression amongst the cohort, including a bespoke mentoring scheme to support veterans to reach the Senior Civil Service.

Data on the number of veterans recruited will be published next year to demonstrate progress made against this ambition.

For more information about working with the FCDO see <https://www.gov.uk/government/organisations/foreign-commonwealth-development-office/about/recruitment>



➤ MOUNTBATTEN FESTIVAL OF MUSIC TICKETS

The Mountbatten Festival of Music returns, featuring the Massed Bands of His Majesty's Royal Marines, performing over two nights at the Royal Albert Hall including a Saturday matinee performance.

These concerts display the outstanding versatility of some of the world's finest military musicians and are given the 'West End' treatment with spectacular lighting effects.

The Festival sees the Royal Marines showcase their incredible musicianship and pageantry and features a wide range of musical styles, including music from the big screen and superb solo items, as well as the traditional marches and overtures that have proved such a hit with audiences over the years.

There will be evening performances on Friday 8 March and Saturday 9 March (both 1930), with a 1400 matinee on the Saturday.

These performances will also be raising funds for Royal Navy and Royal Marines charities.

For more details on tickets etc see the Royal Albert Hall website at <https://tinyurl.com/3bddk7c4>

➤ SPECIAL INTEREST GROUPS

Shipmates might be interested to become involved with the popular and successful RNA Specialist Interest Groups.

Whether you are already a part of a group or are yet to join one we highly recommend you get involved and see what it's all about.

For more information on each group please contact the designated leaders, listed in no particular order:

Camping and Caravanning – Ron Shilton: rna.camping.caravan.motorhome.club@gmail.com

Classic Cars – Mike Burnham: hon.secretary@rnarayleigh.org

Cricket – Mark Smith : Markmiff1962@gmail.com

Cycling – Craig Fulton: craig@govguide.co.uk

Decorative Ropework – Bob Jones: oldsalt69@hotmail.co.uk

Divers – Bill Lawless: billylawless40@yahoo.com

Fishing – Gus Honeywood/Selwyn Davies/John Stephenson: rna.fishing.sig@gmail.com

Golf – Colin Dinsdale: rna.golfers@gmail.com

*Riders Branch – Mark Gayton: secrnariders@gmail.com

Model Makers – Gary Daisley: RNA.Modelmakers@gmail.com

If you are interested in forming a Special Interest Group please contact admin@royalnavalassoc.com

**Please note – the Riders are a Branch, not a Special Interest Group, but we have included their contact details for members' convenience.*

➤ NEW VETERANS' MOBILITY FUND SET TO LAUNCH

A new £2.52 million Veterans' Mobility Fund (VMF) is set to provide seriously-injured veterans across the UK with mobility equipment to improve their quality of life.

The fund will deliver grants and equipment to veterans with mobility needs linked to their service, including mobility aids that are not usually available through the NHS, such as specialist wheelchairs and mobility scooters, and different orthotics such as splints and braces.

The Armed Forces Covenant Trust, funded by the government, has awarded £2.52 million to Help for Heroes, in partnership with Blesma. The charities will deliver high-quality support to veterans with physical disabilities through grants across five years.

Minister for Veterans' Affairs, Rt Hon. Johnny Mercer MP, said: "I want to make this the best country in the world to be a veteran. To do that, it is only right that those who have served our country should have access to high quality support that allows them to get back to what they love doing.

"I've met so many inspiring veterans today who have told me how the previous fund helped them to make small steps to regain their independence and zest for life. If you have mobility needs linked to your time in service, please get in touch with Help for Heroes to find out more."



The new VMF was secured in the Spring Budget by Mr Mercer. The reinstated fund will have a greater focus on evaluating impact, and will be part of the new physical health pathway in England under Op Restore.

James Needham, CEO of Help for Heroes, said: "The reinstatement of the Veterans' Mobility Fund will make a vital difference to the lives of those injured during their military service, and it is great news that our charity has been recognised and trusted to deliver this fund.

"Today's announcement is a result of a joint two-year campaign by Help for Heroes and Blesma, and wounded veterans will be pleased that the UK Government has listened and reinstated this life-changing fund. We are now working quickly and carefully to establish a robust programme so we can open the fund to eligible veterans by March 2024."

Jon Bryant, Chief Executive, Blesma, the Limbless Veterans said: "Blesma is delighted to have been successful in bidding to run the Veterans Mobility Fund alongside our colleagues in Help for Heroes. Having campaigned for this funding, we know very well what a difference it will make to veterans who have been injured in the service of their country. We look forward to delivering this much-needed support to those who need it."

To further support the healthcare needs of veterans, the Office for Veterans' Affairs (OVA) has worked with NHS England to deliver two dedicated healthcare pathways. Op Restore supports physical health needs, and Op Courage provides mental health and wellbeing support. The OVA launched a £5 million Health Innovation Fund this year, which includes a research project by Blesma and Anglia Ruskin University on how assistive technologies such as wheelchairs and mobility scooters help veterans in their everyday lives.

For more information on the Veterans' Mobility Fund, and to register and interest, see <https://www.helpforheroes.org.uk/get-help/veterans-mobility-fund/>

For more details on Op Restore and Op Courage, and the equivalent services in Scotland, Wales and Northern Ireland, see <https://www.england.nhs.uk/commissioning/armed-forces/nationally-commissioned-services/>

➤ RECOGNITION FOR MENTORING SCHEME

Shipmate Terry Whitty was shortlisted for a national award – and although he didn't win the top prize, his team's efforts to make sure Royal Navy trainees get first-class mentoring clearly did not go unnoticed.

Lead RNA Mentor Terry was shortlisted for the Community Award, sponsored by Strong Mind Resiliency Training, in the English Veterans Awards, which support the Royal Navy and Royal Marines Charity (RNRMC).

The mentoring scheme has been carried out at HMS Raleigh for around 15 years now and proved to be a huge success.

Developed in close consultation with Royal Naval staff, has supported thousands of new recruits during their ten-week basic training since 2009.

The RNA Mentors are outside the chain of command and are a team of Royal Naval Association members, all volunteers, who have all served in the Royal Navy with experience of various different RN branches.

Mentors give their time freely and build up a strong relationship with the divisions that they are attached to; their experience brings a useful and different perspective to the new recruits.



➤ MONDAY NIGHT FIRESIDE CHATS

For Shipmates who are unaware, there is an ongoing series of 'Fireside Chats' on subjects of Naval and wider maritime interest. The presentations are held on Monday evenings commencing at 1830 using 'Zoom'. All are welcome.

Meeting ID – 288 830 5105 Password – **Shipmate** (case sensitive) Or, click on the link [here](#)

Our image, from the Imperial War Museum collection (© IWM HU 54361), shows escort carrier HMS Audacity on Convoy HG 76 – see 23 October.

** Lecture subjects may change at short notice.*

*** Shipmates please note that the 'Fireside Chat' commences at 1830*

Date	Presenter	Subject
Mon 9 October	Craig Jones/ Caroline Paige	Fighting with Pride – government compensation roll-out
Mon 16 October	Mark Johnson	Legal issues in an uncertain commercial maritime world
Mon 23 October	Angus Konstam	'The Convoy'
Mon 30 October	Tony Moth	The RNA Riders Branch
Mon 6 November (TBC)	Capt John Foreman	Defence Attache in Russia when Putin invaded Ukraine
Mon 4 December	Mark 'Dicky' Barton	Forgotten/lost Naval dockyards and bases



➤ DIARY FOR YOUR DATES...

There are still a few 2024 RNA Diary available to purchase from Central Office for £6 each which includes postage. Numbers are limited this year so get in touch to avoid disappointment.

To order please ring 023 9272 3747 or email admin@royalnavalassoc.com

➤ SLOPS STILL AVAILABLE FROM CENTRAL OFFICE

Shipmates are reminded that items such as blazer badges, pin badges, ties, beret badges etc are still available for purchase from Central Office.

If you would like to obtain such items, please contact Central Office on the main office number (023 9272 3747).

Also please note that the allocation of tickets for the Cenotaph Veterans Parade in Whitehall in November has now closed.

➤ THOUSANDS OF PENSIONS UNCLAIMED

An ongoing campaign by the Forces Pension Society (FPS) to assist Veterans to claim their pension rights is gathering momentum.

This is partly a result of the publication of the latest AFPS Annual Report (July 2023) showing the number of unclaimed deferred pension benefits has grown still further in 2022-23, reaching more than 17,100.

The Society is also pleased to report added momentum provided by the Office for Veterans' Affairs, announcing in its recent Veterans' Strategy update that: "The OVA is working with the MOD and the Forces Pension Society to reunite more veterans with unclaimed, deferred pension benefits."

To re-state the key issues of this growing concern:

- Anyone serving after April 1975 now aged 60 or over could have an Armed Forces pension if they served for two years or more.
- The pension is not paid automatically – veterans must apply to Veterans UK using AFPS Form 8 or call 0800 085 3600 for information.
- Between June 2020 and May 2022, more than 4,000 preserved Armed Forces pensions went unclaimed.

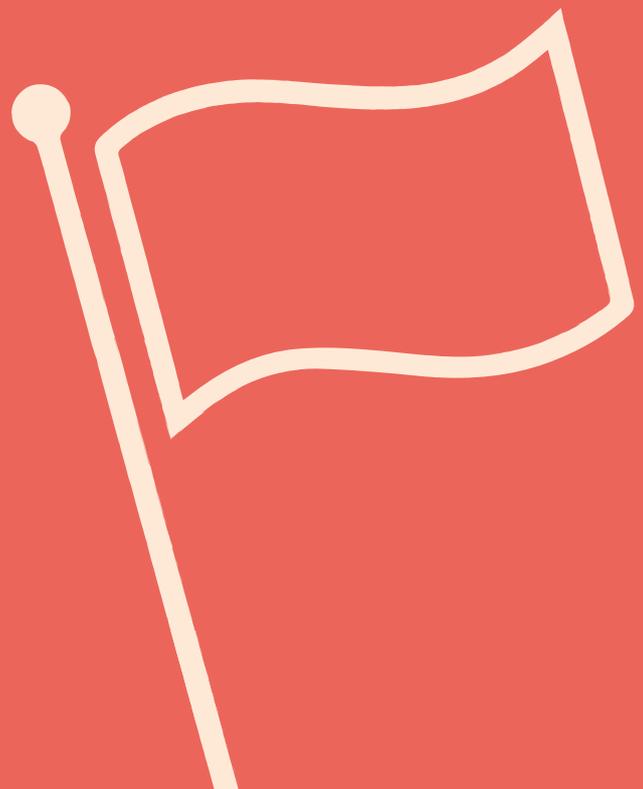
Forces Pension Society CEO Maj Gen Neil Marshall said: "These unclaimed pensions, in many cases, represent quite substantial sums of money. And the situation has not improved, with the number of unclaimed pensions rising.

"We applaud the engagement of the Office for Veterans' Affairs and we also urge anyone who may know a veteran who has not yet claimed a pension to visit the Veterans' Gateway website without delay.

"For our part, the Society will maintain its focus on this issue until we see more of these pensions in the hands of those who earned them."

We encourage you, our Members and followers, to join our campaign, and share our message."

<https://forcespensionsociety.org/>



➤ FOCUS ON... MILITARY AID TO CIVIL AUTHORITIES

In September's Semaphore Circular we considered the close links between the military and civilian organisations that stretch back to the earliest days of the Royal Navy, as illustrated by a number of significant dates through that month.

This time – again prompted by entries in October's Swinging the Lamp – we are taking a closer look at how the military, in particular the Royal Navy, has stepped up to help civilian communities in an emergency or carry out humanitarian missions.

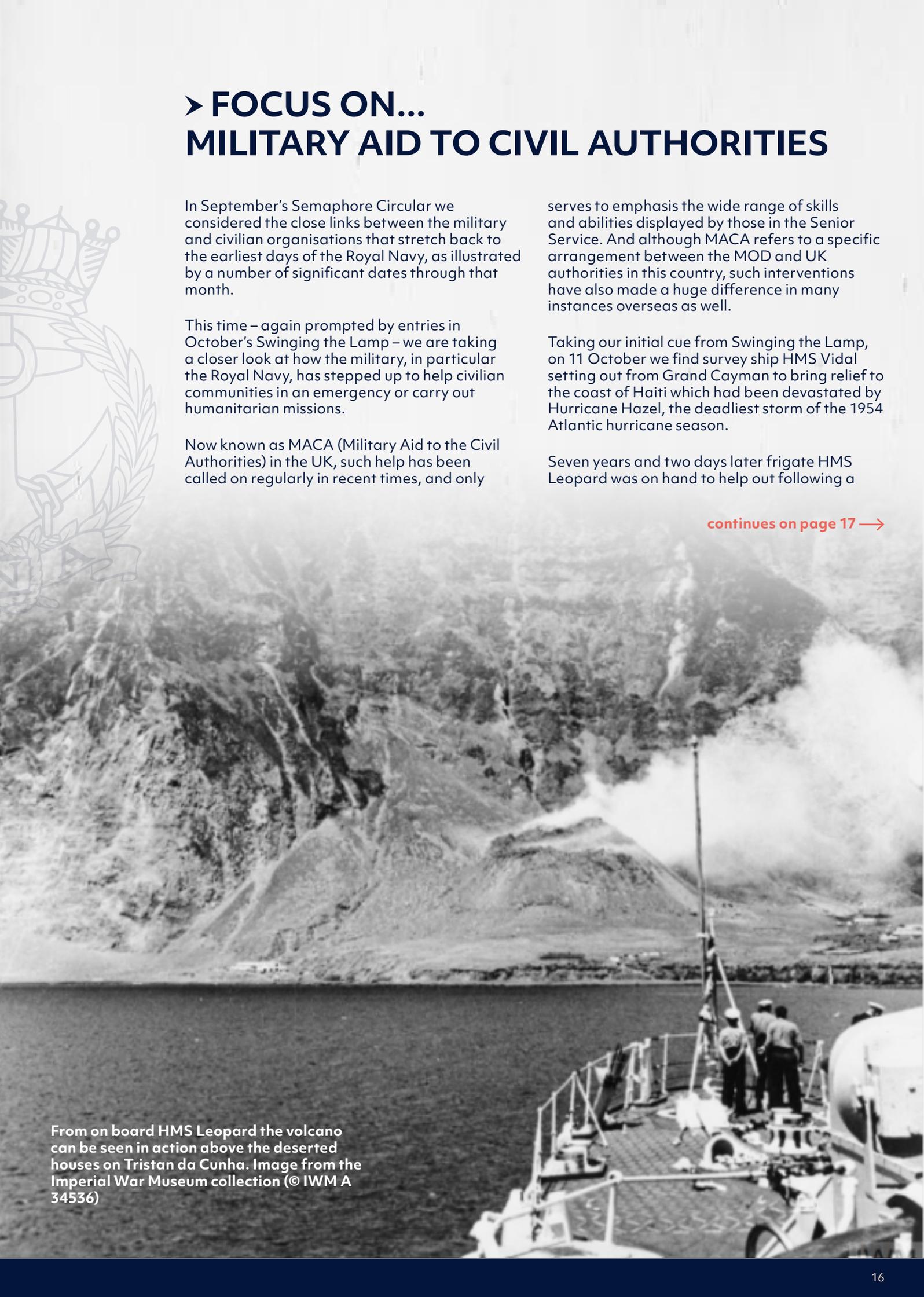
Now known as MACA (Military Aid to the Civil Authorities) in the UK, such help has been called on regularly in recent times, and only

serves to emphasize the wide range of skills and abilities displayed by those in the Senior Service. And although MACA refers to a specific arrangement between the MOD and UK authorities in this country, such interventions have also made a huge difference in many instances overseas as well.

Taking our initial cue from Swinging the Lamp, on 11 October we find survey ship HMS Vidal setting out from Grand Cayman to bring relief to the coast of Haiti which had been devastated by Hurricane Hazel, the deadliest storm of the 1954 Atlantic hurricane season.

Seven years and two days later frigate HMS Leopard was on hand to help out following a

continues on page 17 →



From on board HMS Leopard the volcano can be seen in action above the deserted houses on Tristan da Cunha. Image from the Imperial War Museum collection (© IWM A 34536)



Rear Admiral Duncan Potts, at that time Assistant Chief of Naval Staff (Capability), visits sailors helping to protect Winchester from the flooded River Itchen in February 2014. Admiral Potts is now National President of the RNA (© UK MOD Crown Copyright)

volcanic eruption on Tristan da Cunha, while on 14 October 1997 it was a manmade problem that required frigate HMS Monmouth and tanker RFA Orangeleaf to stand by off the Congo, ready to evacuate British and other nationals at risk as a result of war in Africa.

It is a similar picture on 15 October, this time in 1958, with ships of the Mediterranean Fleet standing by to whisk civilians to safety from crisis-hit Lebanon.

And while all these examples occurred overseas, and out of the view of the British public, there have been plenty of examples in recent times that have put sailors in front-line roles in the UK.

Such a deployment must meet three criteria - it should be a last resort, the civil authority must lack the capability to undertake the task, or the task is of such an urgent nature that resources cannot be found in time. In some cases the assistance is to another government department, such as the firefighter dispute of 20 years ago, codenamed Op Fresco, when almost 20,000 military personnel used a fleet of around 1,000 aged 'Green Goddess' fire engines that were originally intended for use following a nuclear strike on the UK.

Operation Pitchpole, over the winter of 2013-14, saw sailors and Royal Marines helping communities across Southern and South-West England flooded out by a series of storms that inundated the Somerset Levels and cut the main rail link to West Devon and Cornwall.

More recently the Covid pandemic put further demands on our military, with a Covid Support Force of 10,000 military personnel being set up in March 2020 under Op Rescript, with a

further 10,000 put on standby just three days later – an effort which the MOD said was the biggest peacetime homeland military operation ever. In parallel Op Broadshare was set up to provide support in British overseas territories and Commonwealth nations, and included RFA Argus, HMS Mersey and 45 Commando RM. Duties included setting up and helping to run mass testing centres, distributing vaccines and helping secure borders.

Some of the procedures for these operations had first been put into effect during Op Olympics in 2012, when Royal Navy personnel were amongst the thousands of military personnel who helped run security alongside the police. Helicopter carrier HMS Ocean acted as a floating airfield on the Thames, while assault ship HMS Albion did the same for the sailing regatta off the Dorset coast.

A far less enticing prospect was that faced by sailors drafted in to help with the foot-and-mouth epidemic on farms in the south-west of England and South Wales in 2001, when they were required to help with the destruction of thousands of sheep, though the humane and sensitive approach of sailors under difficult circumstances won admirers in the farming community.

Another high-profile incident saw Royal Navy divers join rescue efforts on the capsized ferry Herald of Free Enterprise in March 1987 in Zeebrugge; 193 passengers and crew died in the tragedy but Senior Service personnel joined Belgian colleagues in saving lives and recovering hundreds of bodies in harrowing circumstances. Four RN personnel received bravery awards.

Looking further afield, many shipmates will no doubt have been involved in a classic

continues on page 18 →

Royal Navy sailors help repair the roof of a school on the island of Guintacan in the Philippines, which was devastated by Typhoon Haiyan in 2015 (© UK MOD Crown Copyright)



humanitarian effort, perhaps with a Caribbean island that has been hit by a hurricane where a Royal Navy warship provides 'first aid' before governments or charities can take up the strain – engineers restore power, medics set up clinics, shore parties clear debris from roads and settlements and the ship's helicopter will be in heavy demand for reconnaissance flights, distribution of supplies and casualty evacuation.

One of the most prominent recent examples was Typhoon Haiyan in November 2013, one of the most violent such storms on record, which according to official figures killed more than 6,500 in the Philippines alone. Destroyer HMS Daring and carrier HMS Illustrious were deployed on Operation Patwin as part of a huge international response, and these ships, along with Fleet Air Arm helicopters, Royal Marines and RAF aircraft, brought vital help to more than 20,000 desperate people, providing thousands of litres of clean water, almost 70 tonnes of supplies and 400 instant shelter packs.

Even as this edition of the Semaphore Circular was being uploaded, Type 45 destroyer HMS Dauntless was visiting islands in the Caribbean to help residents prepare for the height of the hurricane season.

The Royal Navy is a regular presence in the region during hurricane season and has often come to the aid of communities in the wake of destructive storms or natural disasters.

Last year, patrol vessel HMS Medway and tanker RFA Tideforce delivered drinking water and made repairs as the Turks and Caicos Islands recovered from damage caused by Hurricane Fiona and, before that, tanker RFA Wave Knight supported the international relief in Haiti following the devastating earthquake in 2021.

Support ship RFA Argus did her bit the year before when she assisted disaster relief efforts in Honduras after Storm Eta swept the Central American nation, and before that auxiliary landing ship RFA Mounts Bay played an important role in Op Ruman, the military support to people affected by Hurricane Irma in 2017.

On top of the 'blue light' operations, Royal Navy personnel are on permanent standby to deal with munitions and explosives washed ashore or dragged up in fishing nets around the coasts of the UK in missions that can literally bring things to a standstill – the port of Liverpool and Portsmouth Harbour have closed for brief periods in recent years as wartime bombs are removed before being destroyed.

And finally, of course, one of the biggest services the Royal Navy undertakes for the benefit of British civilians is the protection of seaborne trade – around 95 per cent of UK imports and exports travel by sea, and include vital resources such as oil, gas and food, so a Naval presence to protect these lifelines ensures it's business as usual across the nation every day.

► FAMILY LINK BOOSTS BARRACUDA PROJECT

A project to reconstruct a unique World War 2 Naval aircraft has been given a financial boost through a donation from the family of an air gunner who was lost at sea in the same type of warplane.

Arthur Kimberley died in action at the age of 20. He was a Telegraphist Air Gunner on Fairey Barracuda dive bombers of 827 Naval Air Squadron on Arctic Convoy duty but, in the summer of 1944, his aircraft became enveloped in fog during an anti-submarine patrol, and was last heard of heading east in the hope of reaching the Norwegian coast before their fuel ran out. It never seen again.

Now members of ythe Burge family – Arthur’s descendants – have contributed to the Barracuda Live: The Big Rebuild project, which will employ a delicate balance of reclaimed original parts and newly manufactured components. Wherever possible, authentic Barracuda parts are extracted from wreck sites and subjected to a rigorous conservation process to stabilise and de-corrode them, preserving their historical significance.

The project is attracting attention because, although more than 2,500 such aircraft were built for the Fleet Air Arm, not a single example exists today.

Visitors to the Fleet Air Arm Museum at Yeovilton, part of the National Museum of the Royal Navy (NMRN), will be able to see first-hand the rebuilding work taking place by heading for the new Arthur Kimberley Viewing Gallery.

The project, which has been running for some 50 years, has been likened to a giant jigsaw puzzle, and the exhibition at the museum showcases the complex and intricate engineering and archaeological tasks required to rebuild

iconic aircraft. The rebuilt Barracuda will remain a static exhibit; there are no plans to see it take to the air again.

Piece by piece, a team of staff and volunteers at the museum has been given MOD permission to gather scattered parts from wreck sites across the British Isles. Their commitment is driven by a desire to not just preserve the aircraft but also to honour the courageous individuals who built, flew and maintained them.

The first major milestone was recovering components such as the nose, centre section and wing parts from Barracuda DP872 - essential building blocks for this restoration project. This included the underwater excavation of an aircraft by Wessex Archaeology from the Solent in 2019.

Diana Davies, Head of Conservation at the NMRN, said: “The Barracuda Rebuild project will complete our Fairey aircraft collection and fill a significant gap in the collection, but it is about much more than resurrecting an extinct aircraft.

“The technical skills and knowledge of the conservation team are outstanding and expanding all the time when working with this material. The conservation of these wrecks is revealing so much information that cannot be found anywhere else except on the physical remains of the aircraft themselves. We want to use all this information to engage with the people who flew and operated Barracudas, their families, and anyone who has an interest, to tell all strands of the story and connect with our audiences on all levels – archaeological, technical and emotional.”

‘Barracuda Live: The Big Rebuild’ is included with a valid museum ticket. See <https://www.nmrn.org.uk/buy-tickets/fleet-air-arm-museum>



➤ REMEMBRANCE RACE DAY AT CHELMSFORD

Chelmsford City racecourse is partnering with the Royal British Legion to present a special afternoon and evening of racing – and serving members and veterans of the Armed Forces are invited to attend for free.

The event, on Saturday 11 November under the floodlights, has been earmarked to honour Remembrance Day, with all profits made from General Admission tickets being donated directly to the RBL Poppy Appeal.

Jo Flaherty, Head of Charity and Community at Chelmsford City Racecourse, said: “We are proud to be supporting our Armed Forces locally and further afield by giving them the opportunity to enjoy a complimentary raceday experience. I am looking forward to not only celebrating our Armed Forces but raising vital funds for the Royal British Legion as we continue with our ongoing commitment to engage with charities and the local community.”

Chelmsford City Racecourse is looking forward to welcoming current and former service personnel and their families and racegoers for electrifying live racing, a memorable wreath-laying ceremony, and an excellent performance from the Military Wive’s choir and live band, kindly sponsored by Lookers Ford.

Past and present service personnel are invited to apply for two complimentary general admission tickets to thank them for their heroic actions and to enjoy an

➤ WRNS ANNIVERSARY

This year marks the 30th anniversary of women being integrated into the Royal Navy – the Women’s Royal Naval Service (WRNS) was disbanded and 4,535 women were integrated fully into the Royal Navy, able to serve in HM Ships at sea, at all ranks and rates, including the Royal Marines Band.

The Association of Wrens (<https://wrens.org.uk/>) are planning to make a short film with clips from those who served in the RN from 1993 onwards whether you had been part of the WRNS or joined as RN. The resulting film will be shared widely to mark the occasion and your short video clips will be deleted once the film has been created.

Use your phone to film yourself saying something along the lines of: “Hi my name is..... I served from (year) to (year) as a (rank/branch) in HMS.....”, then a couple of sentences about the best bit of service/how proud you felt or the like.

Finish your video with the swipe gesture which will send us to the next clip when the film is stitched together

Upload your file via the following link: <https://tinyurl.com/y38jhe87>



evening of racing. Under 18s attend free of charge, when accompanied by an adult who holds a complimentary or paid ticket.

To apply for complimentary tickets email info@chelmsfordcityracecourse.com. To purchase tickets, visit Chelmsford City Racecourse’s website: <https://chelmsfordcityracecourse.com/whats-on/remembrance-day-evening-racing-1638110>

Gates open at 1500; first race is at 1700 and the last race at 2030. The racecourse is at Great Leighs – the main entrance is located off the A131 bypass – and car parking is free.

➤ LAW FIRM OFFERS SUPPORT TO RNA

International corporate law firm Haynes and Boone, LLP has pledged financial assistance to the RNA to support the Association’s charitable activities through the year.

“This is the beginning of a fantastic partnership with Haynes Boone,” said Capt Bill Oliphant RN, General Secretary of the RNA.

US-based Haynes Boone has long provided legal and financial support to military veterans. The firm’s Veterans Network also strives to create a sense of community among Haynes Boone lawyers who have served in the military.

“Our support of the RNA is a reflection of the firm’s values and a testament to the good work and support the RNA gives to the naval community,” said Haynes Boone Partner Mark Johnson. “We know that our financial contribution and continued backing will help those who need it most.”

Co-chair of both the firm’s Shipping and Autonomous Transportation Practices, Mark served 13 years in the Royal Navy, with a wide variety of posts including as a navigating officer, exchange officer (to the Royal Dutch Navy) and finally as a commanding officer.

➤ BRANCH NEWS

Wansbeck & District Branch

Wansbeck & District branch secretary S/M Derek Wilkinson has sent us this account of a visit to Eden Camp with the Fusiliers:

We got off to a good start, leaving Ashington at 8am with 20 on board, but because it was the same day as the Great North Run, after picking up another 25 at Newcastle the bus had to re-route back to the coast and head south through the Tyne Tunnel and down the A19 into Yorkshire.

On arrival at Eden Camp around 1100 we had plenty of time to look around the camp facilities and museum huts – 29 in all, each with a different theme, beginning with the rise of Hitler in hut No. 1, then the Home Front, the U-boat menace, Britain preparing for war, the Blitz experience, RAF Bomb Disposal, women at war, the street at war, a period of entertainment in the Vera Lynn music hall.

Other huts cover World War 1 and post-war conflicts, the inter-war period, human torpedoes, POWs, the Bevan Boys, Civil Defence and a tribute to the Forces, while there is also a chapel to say a prayer or reminisce in.

There is a new Heritage Hall which contains some of the vehicles and weapons used during the war years and since; this also has a bar in it for refreshments. In front of the Heritage Hall there is a parade ground with a spectator seating area and a saluting dais. Behind this is a specially-built children's play area with an assault course-type theme. There is also on site a gift shop and NAAFI eating area which serves excellent meals at reasonable prices.

The camp was originally constructed in 1942 by 250 Italian POWs. Once built could hold up to 1,000 POWs. Eden Camp is open free to all veterans and their families from 1000 till 1700 daily. Other visitors pay £15 for adults.

Also on the camp are toilets and disabled facilities, a cinema, and a number of memorial sites in dedication to men and women who fought in the many conflicts in modern history.

At around 1410 veteran visitors, from all parts of the UK, fell in for a march through the camp culminating in a parade on the parade ground at the bottom end of the camp. They were led by a 30-piece band from the local area, followed by the 50+ standards, followed by the 200 or so veterans from all Services and regiments, including some 60 Royal Naval and Marine cadets from Teeside. A Service of Thanksgiving and Remembrance and prayers were led by Canon John Manchester. Some 300-400 spectators applauded the veterans.

2023 is the 60th anniversary of the end of National Service, and also the 70th anniversary of the end of the Korean War; this year's Guest of Honour was Ken Keld, who is both a Korean veteran and a National Serviceman.



On returning to the bus our Secretary spotted Derek Degg, a former Secretary of our branch, but who now lives in Hull after the death of his wife some years earlier.

At 1600 we left the camp en route north, with most of the drive back in torrential rain – fortunately we had really good weather while at the camp. It was a really good but tiring day, and well worth a visit.

The camp and museum is open until November this year, and next year there are history weekends at Easter and August bank holidays, and the all-Service parade day is Sunday 8 September.





Chard Branch

On 17 September, Chesham & Amersham Branch members attended the Battle of Britain Sunday service at Ashley Green Church in Chesham, Bucks. The branch standard was paraded and branch President S/M Brian Brown laid a wreath at the church memorial. Chesham & Amersham branch has supported this service for many years.

CALLING ALL EX-WRENS AND RN WOMEN

You are all invited to a fun weekend at
Whitcliff Bay Isle of Wight.

3rd -5th November

A weekend full of activities, archery, axe
throwing, quizzes, bingo and even parade
training. There's even an indoor pool with
chute.

Fund raising on Friday, Fancy dress
Saturday St Trinians theme and a Church
service Sunday. Disco till midnight every
night

For full details and price list email
dauntless22@mail.com

Adult family and friends welcome

► 2024 RNA CONFERENCE

All branches – please see the AGM paperwork at the end of the circular, including an application form for delegates, a National Council Member and Deputy National Council Member nomination form, and the form for proposing motions and amendments at the Conference, which will be held in Cardiff from 14-16 June.

Full details of booking arrangements for hotels and accommodation as well as events over the weekend, such as the Gala Dinner and parade, will be promulgated in the November edition of the Semaphore Circular, which is due out on Friday 3 November.



Bude Branch

The weekend of 15-17 September harked back to the time when the US Rangers were billeted in the Cornish town for training on the local cliffs, prior to 6 June 1944 and the amphibious assault on Normandy that would see the Allies start the great push through France towards Germany.

Many of the Rangers were welcome guests of families within Bude – and generous donations of ‘nutty’ (Jackspeak for sweets and chocolate) were welcomed by local kids at that time.

This was an opportunity to recall those days, and sincere thanks are due to all those involved in making this a celebration and memorial to those involved in preparations to land on the beaches of Northern France.

Bude branch set up a gazebo with displays by RN & RM alongside that of The Veterans' Charity, both of which attracted numerous visits from the public.

The upshot (apart from generous donations) was the very welcome recruitment of two new Full Members, one an ex-Royal Marine and the other ex-QARRNS. It was an opportunity not to be missed to swell branch membership!

Next year will see the branch's 35th anniversary, but before then Bude shipmates look forward to a well-attended celebration dinner of Trafalgar/Taranto/Corps birthday on 21 October, at Bude & NC Golf Club.

If any shipmates would care to join them on the night, email

– but

you will have to be quick, as seats are filling fast!

After that the branch will be taking part in the Remembrance Day Parade on Sunday 12 November at The Strand, Bude, 1030 for 1100.

Shipmates hope the weather will be kind enough to allow the customary march to the Church, which will be followed by a March Past. Having said that, foul weather alternative arrangements have already been put in place, just in case.

Bognor Regis Branch

The Chairman of Bognor Regis branch, S/M Ron Hargest, is pictured presenting World War 2 veteran S/M Lewis Curl, aged 98, with an RNA tie and blazer badge, Lewis having recently joined the branch.



S/M Curl's wartime service record is quite some story. He served in the Royal Navy from 1942 to 1946, and during the D-Day Landings he was a cypher coder in cruiser HMS Belfast. On his return to Portsmouth he was granted leave, but on arriving home a telegram awaited him recalling him to join Captain-class frigate HMS Dacres off the coast of Le Havre.

He returned to Portsmouth and took the only available transport leaving for France – a freighter packed with Army lorries, transports and fuel. Arriving off the coast of France the freighter was bombed by the Luftwaffe, turning it into an inferno. As the freighter began to sink, Lewis was ordered to jump into an amphibious vehicle which was alongside the freighter, but the vehicle soon became overloaded and sank too. Whilst swimming in the sea Lewis heard his name being called by the pilot of a launch; taking Lewis aboard, the pilot said he would put him ashore on Sword or Gold beach. Wading ashore and drying out, Lewis proceeded along the coast in the dark, walking and obtaining lifts. On arrival at the Naval base, he was taken by launch to HMS Dacres, which was lying at anchor. Able

Seamen do not get piped aboard ship but 19-year-old Lewis was given the honour; taking him to one side an officer explained that the ship's company had bets as to whether Lewis would make it. The odds had literally been against him...

HMS Dacres then steamed to the Bay of Biscay for submarine surveillance and action, securing German code books. Returning to Portsmouth, Lewis joined Loch-class frigate HMS Loch Glendhu then cruiser HMS Swiftsure, bound for the Far East via the Med, Suez, India and the Malacca Straits, pushing mines away from the ship with long poles. Lewis volunteered for night searching ashore for the presence of Japanese troops, but become infected by a tropical disease and was hospitalised. The hospital was evacuated, due to the presence of Japanese troops, but Lewis remained in the ward as he was too ill to be moved. On returning a week later, hospital staff found Lewis the only survivor of the four left behind.

After convalescing, he was repatriated in Battle-class destroyer HMS Barfleur. AB Curl's war was over.

Port Phillip Branch

Shipmates might be an awful lot closer to the Tasman Sea than the North Atlantic, but the membership of Port Phillip branch in Australia will still be toasting the Immortal Memory and recalling events off Cape Trafalgar in 1805 at a Trafalgar/Pickle Long Lunch on 8 October.

The celebration, at Frankston Naval Memorial Club in Longwarrin South, south of Melbourne, includes an Ode to the Fallen, Up Spirits, a fully catered lunch and Hands to Dance and Skylark.

Seamanship Social

A Seamanship Social that had to be postponed in June has now been rescheduled for next month. Organisers have been given permission from HMS Raleigh to facilitate the Seaman Specialist reunion/Social on Saturday 4 November, with a programme that includes a tour of the School and RAS Rigs at Raleigh and a memorial service at the Seaman Memorial Wheel.

The Social will be from 1300 at the Torpoint & District Comrades and United Services Club, home of Torpoint branch.

If you would like to attend, please email Daniel.Tregarthen837@mod.gov.uk. Those that do not hold a MOD90 please email: RNSeamanSpec@outlook.com with your name, DoB, and car details (reg, make, model)

One of the Royal Navy's X-craft midget submarines in Holy Loch, Scotland, in 1944. Image from the Imperial War Museum collection (© IWM A 21701)



City of Inverness Branch

S/M Sonia Cameron Jacks, an Associate member of the City of Inverness branch, sent us news of a commemorative service in honour of those who took part in the Operation Source midget submarine raid on German battleship Tirpitz in 1943.

The vessels set out from Loch Cairnbawn in the far north-west of Scotland in September 1943. Of the six miniature submarines, known as X-craft, towed across the North Sea by submarines with the intention of sinking the three German capital ships – Tirpitz, Scharnhorst and Lutzow – only three succeeded in crossing the huge minefield and penetrating 60 miles of German-held Norwegian territory, stiff with defensive materiel, including barriers of anti-torpedo netting.

Of those, each with four-man crews, only two succeeded in laying their total of eight tons of amatol explosive under the keel of the Tirpitz which, at 0812 on the morning of the 22nd, was blown seven feet in the air and seriously damaged, thus blunting a major threat to North Atlantic and Arctic Convoys.

The captains of X-6 and X-7, Donald Cameron RNR and Godfrey Place RN, were awarded VCs for their heroic effort, considered to be amongst the bravest of the war.

Last month, at Kylesku beside Loch Cairnbawn, a commemorative service was held. Simple and moving, some 50-60 people from many branches of the Navy and others remembered, on a beautiful autumn day, these extraordinarily brave men, for whom some eight wreaths were laid.

As a footnote, I have to tell you that four years ago I wrote a little book about Donald Cameron, as an outstanding member of my Clan.

My friend, Cdr Tim Honnor RN, a submariner himself, was interested in it, and when we realized that this would be the 80th year of the Raid, it seemed right that we should remember it, particularly when we visited Kylesku earlier this summer and discovered that neither the local people we spoke to, nor the visitors, knew anything about Operation Source or the Tirpitz!

And so in a very short time this was arranged by Maj Gen Patrick Marriott, Lord Lieutenant of Sutherland, and Cdr Honnor and others. One further result is that it is intended to refurbish the general memorial to those who died in the war in small underwater craft which was placed there in 1993, and to place new information boards there about Operation Source for the increased numbers of visitors expected, now that this place is on Route 500.

A channel has been opened for funds which, if people are interested, should be donated by making a BACS payment to 'Submariner Memorial Appeal', RBS Business Account, Sort Code 15-80-00, A/C 11690028. This is administered by the Society of Friends of the Royal Navy Submarine Museum, and is ring-fenced for funds in support of the Kylesku Memorial.

If you are a UK tax-payer it would be appreciated if you also completed the declaration that you will find at www.rnsubmusfriends.org.uk/donate, thus enhancing the value of your donation by 25 per cent.

Shipmate Eric Talbot

South Bristol branch report with great sadness that Shipmate Eric Talbot crossed the bar on 30 August 2023, aged 97 years.

Branch Chairman S/M Andy Andrews told us that Eric was born in the Manchester area, son to a coal merchant, and joined the Royal Navy (as a Engineering Mechanic (Stoker) in 1943 at the age of 17. After completing his basic training at Chatham, he was drafted to the Algerine-class minesweeper HMS Albacore, pennant number J101, which was part of the 12th Minesweeping Flotilla based in Malta.

As part of the flotilla, Albacore undertook minesweeping duties throughout the Mediterranean during World War 2, a task often made all the more hazardous as it was carried out within range of enemy shore batteries. On one such occasion, Eric's ship was tasked, along with others, to sweep the Dardanelles to enable safe passage of warships carrying Prime Minister Winston Churchill and US President Roosevelt to Yalta for a conference with Russian leader Joseph Stalin.

By the end of the war, the 12th Minesweeping Flotilla had swept 2,715 mines in the Mediterranean, a record unsurpassed by any other flotilla. During his time in HMS Albacore, Eric was promoted to Leading Engineering Mechanic.

Eric left the Royal Navy at the age of 21 to look after his terminally-ill father and found work in the Manchester area as a machinist making aircraft components. During this time, he met and married his wife Kathleen, and they then had a son, Steven. Later, the family moved to the Bristol area when

Algerine-class minesweeper, seen here under way from the builders. Image from the Imperial War Museum collection (© IWM FL 372)

Eric took up employment with the British Aircraft Corporation (BAC) and worked on many aircraft projects, including Harrier and Concorde.

Eric was a founder member and Vice-Chairman of the RNA South Gloucestershire branch until the branch decommissioned circa 2015. He then transferred his membership to South Bristol branch, and was awarded Life Membership of the RNA in 2020, along with many other war veterans.

Eric will be sadly missed by his Shipmates.





County-class heavy cruiser HMS Cumberland, seen here in Colombo, Ceylon (now Sri Lanka), shortly after the end of World War 2. Image from the Imperial War Museum collection (© IWM A 30966)

Shipmate John Goodman

S/M John Goodman, a member of HQ Roll, passed away at the beginning of August at Tegfield House residential care home in Winchester, just one day away from his 102nd birthday.

John joined Dartmouth at the age of 18 in 1940, and trained from March to September – the Navy was keen to get sailors out into ships at that point.

His first appointment did not last long; he was assigned to Colony-class light cruiser HMS Fiji, which only took her place in the Fleet in July 1940, but on 1 September 1 she was struck by a torpedo from U-32 off the Hebrides, and had to be towed back to the Clyde for repairs.

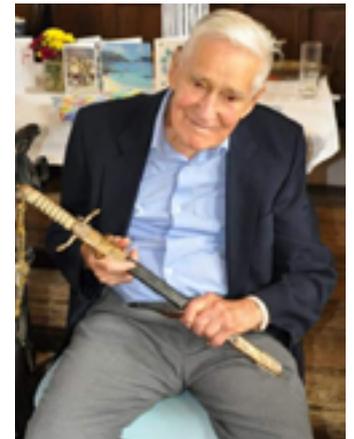
John returned home, but by 1 October he had joined brand new battleship HMS King George V, which was just out of build, and stayed with her during an extensive trials and work-up period; KGV officially joined the Fleet on 11 December that year.

The next month the ship's company welcomed Winston Churchill on board for a visit, then sailed to Annapolis, near Washington DC in the United States, ferrying the new British Ambassador, Lord Halifax, who was greeted in Chesapeake Bay by President Roosevelt.

John was still on board the battleship when she took part in the destruction of German battleship Bismarck in the North Atlantic on May 27 1941.

In the autumn of 1941 John joined County-class heavy cruiser HMS Cumberland, just out of refit, and undertook an Arctic Convoy mission, bringing Foreign Secretary Sir Stafford Cripps back to the UK from Murmansk.

For the remainder of the war John saw service in the troopship Aorangi, cruiser HMS Hawkins to East Africa and the Indian



Ocean, cruiser HMS Gambia (as Captain's Secretary), including a passage to Australia, then cruiser HMS Bermuda, which he left in August 1944.

From 1944 to 1946 he served at HMS Daedalus, the RN Air Station at Lee-on-the-Solent in Hampshire, and the following two years he saw service with cruiser HMS Nigeria.

He spent some time in Black Swan-class sloop HMS Wild Goose, which was permanently based in the Persian Gulf at that point, and in 1954-56 he served at the Admiralty.

1958-60 saw him back serving in HMS Gambia, when he was promoted to Commander, and in 1961 he had a spell in depot and repair ship Ausonia, at that time based in Malta.

Further appointments to stone frigates HMS Sultan and HMS Terror (Singapore) preceded John's last two postings, to Lossiemouth then the Admiralty, and he left the Royal Navy in 1971.

John, a keen hockey player, then took up the role of Bursar of St Swithun's School in Winchester until his retirement in 1988.

'Holland' type submarine HM Submarine No 3, sister boat to HM Submarine No 1 – see 2 October. HMS Victory is in the background. Image from the Imperial War Museum collection (© IWM Q 41181)



➤ OCTOBER SWINGING THE LAMP

1 October 1917

First flight from a platform mounted on the gun turret of a capital warship – Sqn Ldr Frederick Rutland took off in a Sopwith Pup biplane from the B turret of the battlecruiser HMS Repulse. "Rutland of Jutland", so-named for his pioneering reconnaissance flights just before the battle in 1916 (winning the DSC) and his bravery in rescuing a wounded sailor from the sea after the clash (winning the gold Albert Medal), had already taken off from a similar structure on light cruiser HMS Yarmouth in late June that year, and on 8 October he repeated the feat from the Y turret. The pilot was instrumental in developing carrier-borne aviation with the RN, but was tempted to resign his commission in 1923 by the offer of similar work by the Imperial Japanese Navy; the Japanese were an Allied nation during World War 1. Moving to the US in the early 1930s, Rutland was later accused by the Americans of espionage activities though he appears to have been acting as a double agent. When he was returned to the UK in 1941 he was

interned, despite protests from senior Royal Naval officers who had worked with him in the war. He committed suicide in 1949.

2 October 1901

HM Submarine Torpedo Boat No 1, otherwise known as Holland 1, was launched in secret at the Barrow-in-Furness yard of Vickers-Maxim. She was assembled in a building marked 'Yacht Shed' to maintain the secrecy, and was launched without an official name. The vessel was obsolete within a decade or so, and sank in a storm off the Eddystone Lighthouse while on tow to the breakers' yard before World War 1. She was found again in 1981 and raised in November the following year; she is now on display at the Royal Navy Submarine Museum in Gosport.

3 October 1952

The first British atomic bomb test was carried out in the Montebello Islands off Australia – Operation Hurricane. The nuclear device, with a yield estimated at 25 kilotons of TNT, was

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detonated on board River-class frigate HMS Plym, completely destroying the ship, leaving just a 'gluey black substance' that washed ashore on nearby beaches, and a few small pieces of metal that were hurled long distances through the air.

4 October 1941

HM Trawler Lady Shirley sank U-111 to the south-west of Tenerife, bringing the boat to the surface with depth charges then finishing off the job with her 4in gun in an engagement that lasted little over 20 minutes. The trawler rescued 44 of the U-boat's crew of 52, turning them over to the authorities in Gibraltar, four days' steaming away. Lady Shirley, displacing 470 tons and built at Beverley on the River Hull in 1937, was lost barely two months later when she was torpedoed by U-374 in the Straits of Gibraltar with the loss of her entire crew of 33, including CO Lt Cdr Arthur Callaway, a Volunteer Reservist (an accountant in his civilian life) loaned to the RN by the Royal Australian Navy in 1940.

5 October 1967

Survey ship HMS Dampier sailed from Singapore to pay off at Chatham after almost 20 years' service in the Far East, a post-war Naval long service record for continuous duty east of Suez. And when we say sailed, she literally sailed, at least for part of the way home... Dampier was laid down in 1944 as Loch-class frigate Loch Eil, but completed as Bay-

class anti-aircraft frigate Herne Bay. Shortly after launch she was towed from Teesside to Chatham for conversion to a survey ship and took on her final name. She served her entire career based in the Far East, conducting surveys in the waters around Malaya, Hong Kong and Borneo, and the South China and Java Seas. On her voyage home in the autumn of 1967, following exercises off Cape Town, it was found that one of her propeller shafts was broken, but when she put into Freetown in Sierra Leone the equipment required to make repairs was not available. In order to make it home for Christmas the ship's company made a set off rudimentary sails from canvas awnings, taking the strain off the remaining propeller, and with a combination of one shaft and sails, she made it back to Chatham on 23 December, her ship's company having become adept at skills last widely practised more than a century previously.

6 October 1915

The 550-ton auxiliary paddle minesweeper HMS Brighton Queen was mined five miles off Nieuport in Belgium. Seven Reservists died when the ship, formerly a P&R Campbell Bristol Channel passenger steamer, went down, and an eighth rating died the following day. A later paddle steamer of the same name was lost during Op Dynamo, the evacuation of Dunkirk in 1940, when it was sunk by German aircraft or gunfire in the Channel with the loss of two men.

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The crew of HM Trawler Lady Shirley listen as their CO, Lt Cdr Arthur Callaway RANVR, reads a signal of congratulations sent by Winston Churchill after she sank U-111 – see 4 October. Image from the Imperial War Museum collection (© IWM A 5792)

7 October 1980

The Armilla Patrol was established in the Arabian Gulf as a result of increasing tensions in the region which culminated in the Iran-Iraq War of 1980. With British and other nations' merchant ships in danger, and other British interests under threat, the Patrol was set up, led off by Type 42 destroyer HMS Coventry, along with Leander-class frigate HMS Naiad and later Type 21 frigate HMS Alacrity, taking up station in the Gulf of Oman and the Straits of Hormuz.

8 October 1914

Second RNAS air attack from Antwerp on airship sheds at Dusseldorf and Cologne. Squadron commander Spenser Grey in an extended-range Sopwith Tabloid, failed to find the target because it was obscured by fog, and bombed Cologne's main railway station instead while under heavy rifle and shell fire. Grey was a member of a well-known military family and had shown great aptitude as a trainee pilot, qualifying after only seven lessons at a flying school at Brooklands in Surrey. Flt Lt Marix dropped bombs from 500ft under intense anti-aircraft fire, and managed to blow up the shed at Dusseldorf, which was housing the new rigid airship Z9, the first Zeppelin destroyed by a British aircraft. Marix's aircraft, damaged in the raid, came down 20 miles short of its base, so Marix completed the journey back to Antwerp on a borrowed bicycle. When he got back he found the airfield all but deserted, with a handful of RNAS crew and a party of Royal

Marines; that same night the Germans overran the area, so the British party destroyed their aircraft then withdrew by lorry. Grey and Marix were awarded DSOs.

9 October 1970

Fleet carrier HMS Eagle grounded – one of her propellers made contact with the sea bed - while entering Plymouth Sound; a navigation buoy off West Hoe had been moved around 50 metres from its chart position but the information had not been promulgated.

10 October 1957

Ton-class coastal minesweeper HMS Gavinton was towed two miles at five knots in Sandown Bay, Isle of Wight, by a Whirlwind helicopter piloted by Lt Cdr G Miller from 705 NAS Special Trials Flight, based at RNAS Lee-on-Solent.

11 October 1954

Hurricane Hazel, of exceptional strength, devastated Haiti before moving on to ravage North America. Survey ship HMS Vidal, at anchor in Georgetown, Grand Cayman, sailed for Jamaica to embark emergency supplies and a detachment of troops; she cruised along the battered west coast of Haiti landing food and providing medical assistance. The storm, the deadliest Atlantic storm of the year, killed more than 470 people Haiti and devastated the coffee and cacao crops, damaging the economy for years. Hazel went on to kill almost 100 people in the United States and 81 in Canada.

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Leander-class frigate HMS Naiad, one of the first Royal Navy ships involved in the Armilla Patrol – see 7 October. Image from the Imperial War Museum collection (© IWM HU 129906)

12 October 1940

Hitler issues a directive winding down preparations for Operation Sea Lion, the proposed German invasion of Britain, with a view to revisiting it in the spring of 1941. The prerequisites for invasion – including the defeat of the RAF in the Battle of Britain, blocking off invasion sea lanes in the Dover Straits with minefields and tying up the Royal Navy in the Mediterranean and North Sea while destroying home-based ships – were unlikely to have been met, and Hitler's commanders had little enthusiasm for the plan as they believed the odds were overwhelmingly in Britain's favour. When Germany turned on the Soviet Union, resources could no longer be spared for Operation Sea Lion, and the invasion of Britain was put on permanent hold by Hitler in September 1941.

13 October 1961

Frigate HMS Leopard arrived at Tristan da Cunha following the volcanic eruption on October 10 which forced the evacuation of all 235 inhabitants in diverted Dutch liner Tjisadane to Cape Town. The islanders were then transferred on to the UK in the liner Stirling Castle. Shore parties from Leopard landed two days later to secure the now-deserted island.

14 October 1997

Frigate HMS Monmouth and tanker RFA Orangeleaf, along with French frigate FNS Surcouf, stood by off the port city of Pointe Noire, on the west coast of Africa, until the end of the month to evacuate nationals during unrest in the region in the aftermath of the First Congo War.

15 October 1958

Units of the Mediterranean Fleet stood ready to

evacuate British nationals from Lebanon as the crisis in that country and the region deepened. Ships involved, or ready to sail into the area if required, included carriers HMS Ark Royal, HMS Eagle, HMS Bulwark and HMS Albion, and cruisers HMS Bermuda and HMS Gambia.

16 October 1939

Light cruisers HMS Edinburgh and Southampton and destroyer HMS Mohawk damaged by German bombers in the Firth of Forth in the first Luftwaffe attack on the UK. Mohawk had just made a fast passage back from the Mediterranean with sister ships HMS Cossack, HMS Maori and HMS Zulu, and the bomb damage and gunfire which hit her killed 15 sailors, including CO Cdr Richard Jolly, who despite sustaining mortal wounds managed to guide the ship the remaining 35 miles upriver to her berth. Cdr Jolly managed to swivel in his chair and salute the flagship as they passed beneath the Forth Bridge then collapsed, dying five hours later at South Queensferry.

17 October 1948

A motor pinnace ferrying 51 sailors back to aircraft carrier HMS Illustrious in Portland Harbour from Weymouth capsized in rough seas as it approached the ship, killing 29 men, many of them young trainees. The accident was believed to have been caused by a combination of factors, including the speed of the boat, the number of sailors on board and a failure to return to the quay at Weymouth despite the gale-force winds.

18 October 1940

Convoy SC7 was attacked by seven U-boats – one the first such 'wolf pack' attacks of the war. The convoy set out from Sydney, Nova Scotia, on 5 October, bound for Liverpool and other UK

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Tribal-class destroyer HMS Mohawk – see 16 October. Image from the Imperial War Museum collection (© IWM FL 16338)

ports, consisting of 35 merchant ships, escorted at various points by between one and six warships. Cargoes included trucks, fuel oil, steel, iron, pit props and grain. The first encounter with U-boats came on 16 October, following a gale, but the main attacks began on the 18th as the group passed through the Western Approaches. Sixteen of the merchantmen were lost in just six hours, and the attacks continued into the following day; the convoy was only spared further punishment by the arrival of Convoy HX79, which had sailed from Halifax, Nova Scotia just three days after SC7, and which lost 12 ships to the same wolf pack. When SC7 reached port, it had lost 20 out of the 35 ships that set out – 141 merchant seamen died and almost 80,000 tons of shipping had been sunk, with the U-boats suffering no damage. The action proved that the U-boats had got their tactics right (most of the attacks were made at night, on the surface, from within the convoy) while British anti-submarine defences were woefully undeveloped and inadequate. That balance, in favour of the U-boat, only swung back in favour of the Allies in the middle of 1943 as superior equipment and tactics gradually took effect.

19 October 1818

An experiment was introduced by the Royal Navy to defeat the weevil by adding caraway seed to ship's biscuit. The result was 1-0 to the weevils – the experiment failed as the bugs simply ignored

the seeds and continued to munch away at the biscuit with rather more enthusiasm than ship's company. Weevils – in actual fact the most common such infestation was by a type of insect commonly referred to as a bread beetle – were eventually banished through better production methods, chiefly storage of biscuits in tin-lined wooden boxes and later properly sealed biscuit tins, rather than barrels.

20 October 1948

Light cruiser HMS Belfast arrived in Belfast – where she was built – to officially receive a silver bell from Belfast Corporation in a ceremony which had been delayed since 1938. The 2ft high bell, one of the largest bells cast in silver at that point in the UK, had been paid for by public subscription, but pressing duties meant she sailed from Belfast before it could be formally presented, and the first opportunity to return to her spiritual home only occurred three years after the end of the war.

21 October 1976

Nuclear Fleet submarine HMS Sovereign held what is believed to have been the most northerly Trafalgar Night dinner to date while taking part in Operation Brisk, a joint venture between British and Canadian military teams which involved the submarine travelling to the geographic North Pole.

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HMS Belfast firing her guns during exercises in 1962 – see 20 October.
Image from the Imperial War Museum collection (© IWM HU 4643)

22 October 1926

Exactly four years after being damaged by a hurricane in Bermuda, single-screw coal-burning sloop HMS Valerian, travelling from the Bahamas to Bermuda with low bunkers after a hurricane relief mission, was overwhelmed by another tropical storm, and foundered in winds of almost 140mph. She was steaming with limited fuel because of coal shortages on the station. 85 men were lost, but in the subsequent court martial no blame was attached to any of the survivors (including the commanding officer), concluding that nothing could have been done to save the ship and the behaviour of the survivors was "exemplary".

23 October 1936

An Admiralty Fleet Order noted the large number of letters of appreciation being received by the Admiralty for the services rendered by HM ships in the evacuation of British and foreign nationals from Spain since the beginning of the civil war. The letters express admiration for the efficient and courteous way in which the sailors carried out their duties, and their kindness and willingness to help. Their Lordships added their own expression of appreciation in the Order.

24 October 1939

U-16 was attacked by patrol vessel HMS Puffin and trawler HMT Cayton Wyke, which led to its eventual loss. The 414-ton Type IIB coastal submarine had been laying mines off Folkestone and was detected by a detector loop cable in St Margaret's Bay, near Dover around midday. Kingfisher-class sloop HMS Puffin and armed trawler HMT Cayton Wyke

were sent to investigate, and attacked a contact with depth charges. It would appear that the submarine managed to evade the two ships, but in doing so struck a mine in the Dover-Calais Barrage and was badly damaged. The wreck was discovered on the Goodwin Sands later the same day but no survivors were found, and 26 bodies, wearing lifejackets, were washed up on beaches of Kent, France and the Netherlands in the following weeks.

25 October 1899

The Governor of Natal in South Africa requested a Naval brigade with artillery to help oppose a Boer invasion. Within 24 hours Capt Percy Scott of armoured cruiser HMS Terrible had created a transportable mounting for 4.7in Naval guns, and shortly afterwards two guns were en route in HMS Powerful to Durban, and ultimately moved on to take part in the relief of the siege of Ladysmith – and in the process inspiring the Royal Navy Field Gun competition.

26 October 1944

Fleet carrier HMS Implacable, light cruiser HMS Mauritius and six destroyers of the 26th Destroyer Flotilla – HM Ships Myngs, Venus, Verulam and Volage, and Canadian warships HMC Ships Algonquin and Sioux - attacked German shipping in ports between Bodo and Rorvik on the Norwegian coast in Operation Athletic. The week-long operation resulted in the damage or destruction of two ferry barges, a seaplane tender, a patrol vessel, two minesweepers, two freighters and two U-boats. Airfields were also targeted, and battleship Tirpitz was detected in a new berth near Tromso.

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Fleet aircraft carrier HMS Implacable at Greenock in August 1944 – see 22 October. Image from the Imperial War Museum collection (© IWM A 26493)



27 October 1927

HMS Wild Swan repulsed a Chinese attack on a mission hospital at Swatow (Shantou), China. The modified W-class destroyer had been sent from the Mediterranean to the Far East in support of British interests and citizens who were at risk from actions in the Chinese Civil War, and the ship was part of an international flotilla positioned at various ports along the coast and up the Yangtse River; in the summer of 1927 Wild Swan was to be found at Kiukiang (now Jiujiang) on the Yangtse.

28 October 1962

First flight of the pre-production Westland Wasp helicopter (XS463), flown by New Zealand test pilot Ron Gellatly, from White Waltham in Berkshire. This machine was a development of the original P.531 prototype, which first flew in the summer of 1958 and then underwent extensive testing by the Royal Navy. The Wasp was a navalised variant of the Army Scout helicopter, which emerged from the same P.531 programme.

29 October 1918

Modified R-class destroyer HMS Ulysses was lost in collision with SS Ellerie in fog in the Firth of Clyde. The 1,085-ton vessel, built at Sunderland in 1916-17 with a crew of 82, sank without loss of life, but wartime restrictions meant details of the incident were kept under wraps.

30 October 1954

X-51 – the midget submarine HMS Stickleback – set what is believed to be a new altitude record for a Royal Navy submarine when it reached 279m crossing Shap Summit on a railway transfer four weeks after it was launched. The boat was sold to Sweden in 1958 and renamed Spiggen, the Swedish version of its English name, but is now on display in the Scottish Submarine Centre in Helensburgh.

31 October 1914

HMS Hermes, acting as a seaplane carrier, lost to a U-boat's torpedo off the Outer Ruytingen Shoal in the Dover Straits. The Highflyer-class protected cruiser, launched in 1898, spent the bulk of her career on foreign stations before being allocated to the reserve Third Fleet in 1913. The same year she was modified for use in aviation trials, acting as a seaplane carrier in that year's Fleet manoeuvres. The trials were successful, and although Hermes was paid off at the end of the year she was recommissioned at the outbreak of war in August 1914 as an aircraft ferry and depot ship for the fledgling RN Air Service. The 5,750-ton ship delivered a load of seaplanes to Dunkirk on 30 October 1914, and set out on the return leg to the UK the following morning but was recalled because of reports of a submarine in the area. Despite taking evasive action she was torpedoed by U-27 and sank with the loss of 21 of her ship's company of 470.

A Westland Wasp helicopter – see 28 October – from frigate HMS Mohawk in Tsavo National Park, Kenya, in 1964. The ship's flight helped out with a rhinoceros and elephant head count while 'on safari'. Image from the Imperial War Museum collection (© IWM A 34859)



➤ LONGCAST

2023	
14 Oct	World Uckers Championships (Royal Maritime Club, Portsmouth)
21 Oct	Trafalgar Day
28 Oct	Area 5 Quarterly Meeting – Harwich
11 Nov	Armistice Day
12 Nov	Remembrance Sunday
18 Nov	Area 3 Quarterly Meeting (Committee 16 Nov)
08 Dec	National Council meeting (via Zoom)
25-31 Dec	RNA Central Office closed
2024	
01 Jan	RNA Central Office closed
20 Jan	Area 4 AGM – Dorchester Branch to host
From 22 Mar	HMS Mohawk Association reunion in Blackpool. Details from IOW Tours
May (DTBD)	National Standard Bearers Competition
Jun 14-16	RNA National Conference, Cardiff

Please check the RNA website for a list of further reunions: www.rnshipmates.co.uk



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Sea Urchin's Gin Navy Strength Gin Arctic Convoy Vodka	10% to RNA from the sale of each bottle Don't forget to tick the box for RNA. P&P is free for orders over £40, otherwise it is £4.50.
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Delegate to Annual Conference 2024 - CARDIFF

Branch secretaries should note the following before submitting their application.

No Branch shall be permitted to send a delegate to the Conference unless it has observed the regulations of the Association in regard to the return of balance sheets, the Branch Annual Report and the formation of Branches. This provision has no application to the right of, and expectation for, ships and establishments to send a delegate to the Conference. Associate members are eligible to act as a Branch Delegate at Area meetings and Conferences, provided that they have completed three years continuous membership of the Association immediately prior to election as Delegate.

Each Branch which has been in commission for at least three months by the date of a Conference shall be entitled to nominate one eligible Association Member as its Delegate to attend a Conference.

Each Branch nominating a Delegate shall send details to the Council **to arrive not less than one week before the date of Conference**. A Branch may change its nominated Delegate provided the Council is notified not less than twenty four hours before the Conference.

Branch		Area	
Name of Delegate			
Delegate's e-mail			
Number of Observers if known			
Name of Branch Hon Secretary			

NB: A Delegate will not be confirmed as such unless or until the Branch Balance Sheet for 2023 and Branch Annual Report for 2023 have been received in RNA Central Office.

Should either not have been received in Central Office, the Delegate's Status will be deemed to be that of an Observer.

Branch Secretaries are to ensure that their nominated Delegate, receives the copies of the agenda and minutes of the previous years' AGM prior to representing their Branch at the AGM. Copies will be made available at the AGM, but sight of these prior to the day is considered essential. Branch Secretaries will be forwarded this paperwork from Central Office as soon as it is finalised.

Please forward the completed form to RNA Central Office, Building 1/087, Scott Road, HM Naval Base, Portsmouth, PO1 3LU or email to sara@royalnavalassoc.com

To check ahead of Conference, please call Sara on 023 92 723747

NOMINATION FORM
ELECTION OF MEMBERS AND DEPUTY MEMBERS OF THE NATIONAL COUNCIL 2024
(Revised RNA Bye-Law 7)

For the attention of All Branch Secretaries:
NCM in Areas 1, 2, 3, 4, 5, 9, 10 and DNCM in Areas 1, 2, 4, 10, 11

Each Branch may nominate **one full or life member** from any Branch within its own Area, as a Candidate for election to the National Council, and **one full or life member** for election as the Deputy National Council Member **subject to the approval of the Branch to which both persons belong.** (See Note Below)

Names of Nominees

NCM **DNCM**

Proposed by **Branch** **Area**

Address of Nominee

NCM.....

..... **e mail**

DNCM.....

..... **e mail**

Brief history of nominees in the Association. (Continue on separate sheet if necessary)

NCM -

DNCM -

Chairman (signed)(dated).....

Secretary..... (signed)(dated).....

If the Candidate is **not** a member the proposing Branch, this section is to be completed by the Chairman and Secretary of the Candidate's **own** Branch.

Candidate's Branch

We are aware of the above nomination.

Signature of Chairman (Candidate's Branch)

Signature of Secretary (Candidate's Branch)

Candidate

I accept the nomination and promise to attend as many National Council Meetings as is possible and to sit on any Committees to which I may be elected.

Signature of Candidate Dated

The envelope containing this completed form should be marked **NOMINATIONS FOR NATIONAL COUNCIL** and must reach RNA HQ no later than **1600 on 16 February 2024.**

Alternatively, you can scan the fully signed form and email it to sara@royalnavalassoc.com

Nominations for Governance Standing Orders Committee 2024

For the attention of All Branch Secretaries

Applications are sought for the Governance Standing Orders Committee.

Each Branch may nominate **one member** as a candidate for election to the Standing Orders Committee, **subject to the approval of the Branch to which the candidate belongs**. Applicants should be Full or Life members. A nil return is not required.

NAME OF NOMINEE

PROPOSED BY BRANCH

ADDRESS OF NOMINEE

.....

.....

E mail Post code

Brief history of nominee in the Association. Continue on separate sheet if necessary.

Chairman (signed).....(dated)

Secretary (signed).....(dated)

If the Candidate is **not** a member of the proposing Branch, this section must be completed by the Chairman and Secretary of the Candidate's **own** Branch.

Candidate's Branch

We support this Nomination.

Signature of Chairman (Candidate's Branch)

Signature of Secretary (Candidate's Branch)

Candidate - I accept this nomination and undertake to attend as many Standing Orders Committee Meetings as is possible.

Signature of Candidate

This form should be forwarded to Central Office to be received no later than **16 February 2024**
Nominations received after this date cannot be included in any Ballot required if more than two apply

PROPOSED MOTIONS AND AMENDMENTS FOR ANNUAL CONFERENCE 2024

Proposals must reach The General Secretary by **1600 16 February 2024**

Name of Proposing Branch:

Motion / amendment

Explanation of the Motion / Amendment (To be included in the notes for Conference)

Hon Secretary(signed).....(dated)

Name of Seconding Branch:

Hon Secretary(signed).....(dated)

Notes

- a. A motion is submitted in the name of a Branch. Secretaries of proposing and seconding Branches are **certifying** that the motion or amendment reflects the view of the Branch meeting (not a committee); and that voting was conducted in accordance with Rule 20.
- b. A separate form is required for each Motion or Amendment
- c. A manuscript copy is acceptable for additional Motions or Amendments if the printed form is not available.
- d. The Motion or Amendment should be as short and precise as possible avoiding ambiguity. A Motion should normally start with the word `THAT'
- e. The explanation is to assist the scrutiny of the Standing Orders Committee in understanding the intention behind the Motion so that they may be able to consider its presentation so it can be improved and implemented as soon as possible (Conference Bye Law C4)
- f. Motions may be submitted at any time but must reach the General Secretary by **16 February 2024**.
- g. Motions of Urgency should reach the General Secretary not less than 48 hours before Conference. (In accordance with Conference Bye Law C6.) and include an explanation about the urgency.
- h. Amendments to Motions should also normally reach the General Secretary not less than 7 days before Conference. The provision for the submission of amendments during Conference is in the Conference Bye-Laws.
- i. Bye-Laws. A Motion to Conference may propose that a Bye-Law be set aside or it may ask the Council to consider making or amending a Bye-Law.
- j. The Branch Proposing a Motion **must** have it Seconded by another Branch before forwarding it to the General Secretary. (Conference Bye Law C3a)