

SEMAPHORE CIRCULAR



➤ UCKERS SUCCESS

There are new champions at the summit of the game of uckers following an exciting World Championship in Portsmouth, featuring some 80 competitors and organised by the RNA – and what an emotional rollercoaster of a day it was.

(Right) Winners all – Buster Brown (Doubles), Peter Jones (Singles) and Buster’s Uckers partner Stan Paterson. (Above) Action from the doubles competition

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Hosted by the Royal Maritime Hotel in Queen Street, and supported by Uckers Ya Uckers and Pusser's Rum, the event featured the two main competitions – singles and doubles categories – with a number of other specialist titles also up for grabs.

And it was congratulations to all the champions and contenders, who were as follows:

Doubles winners: Kev Atkinson and Buster Brown ; **runners-up:** Let and Pearl Davison; **Singles winner:** Stan Patterson, former RM; **runner up:** Bob Field; **Snake Eyes winner:** Peter Jones former RM; **Best Dressed Winner:** Pat Smyth (pictured right with organiser S/M Dave MacAskill, the Association Engagement Officer,, who put on an excellent event); **Winner 8 Pieces:** Shirley Smith

Images: S/M Nigel Huxtable



➤ SAILORS CALL ON 106-YEAR-OLD WAR VETERAN

Britain's oldest surviving female World War 2 veteran met sailors from the Royal Navy's most advanced destroyer during a port visit in Barbados.

HMS Dauntless is patrolling the Caribbean, hunting drugs smugglers and helping British Overseas Territories during the region's hurricane season.

During a visit to Barbados – which

also included a beach clean-up and community outreach work – Dauntless' Commanding Officer Cdr Ben Dorrington, PO Corinne Adams and ship's chaplain Rev Janice Honey Morgan visited 106-year-old Ena Collymore-Woodstock.

After seeing a recruitment advert in 1943, Jamaican-born Ena was one of the first women to sail from the

Caribbean and join the Auxiliary Territorial Service, which tasked women with a range of vital roles in the war effort.

Ena survived a torpedo attack during her Atlantic voyage to the UK and was posted in a clerical role at the War Office because of her background as a court typist at home in Kingston.

But complaining "I didn't come here to do what I was doing at home" in a letter to her seniors, Ena was transferred to an anti-aircraft unit and became a radar operator. She later served in Belgium.

After the war, Ena had an impressive career in law, notably becoming the first black woman to train at Gray's Inn and, after returning to Jamaica, was appointed Assistant Crown Solicitor, among other posts.

For more about Ena and the ship's work in the Caribbean see <https://tinyurl.com/4kbh4arw>

HMS Dauntless in the Caribbean
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➤ CONTACTS



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Snail Mail – Postal Address

RNA Central Office,
Building 1/087,
Scott Road,
HM Naval Base,
Portsmouth
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➤ FROM THE GENERAL SECRETARY

Ahoy Shipmates

For those of you who followed the Rugby World Cup, well done to South Africa, lifting the Webb Ellis trophy for a record fourth time.

Scotland were as good as out of the tournament after their first match against South Africa, while England made better progress before being despatched by them in the semis.

But it was the Boks' defeat of France on 15 October which, for me, was the real disappointment as it deprived us all of the spectacle of France versus England in Paris on 21 October!

I don't think many, if any, of the rugby press realised the prospect of this, but what an incarnation of Trafalgar on the 218th anniversary of the Battle that would have been! Sorry France, but you really let us down!

Needless to say, I saw very little of the rugby in the closing stages of the tournament as we were heavily into the Trafalgar season, and I must thank both York and Ferndown Branches for their hospitality in having me to their Trafalgar Night Dinners this year, where it was a genuine pleasure to be able to meet more shipmates.

Likewise, having met with both the National President, S/M Vice Admiral Duncan Potts, and our Deputy National President, S/M Cdre Mark Slawson, last week, they would like me to thank



Plymouth and Wrexham Branches respectively for their hospitality too.

I know that Branches up and down the length and breadth of the country have been having great Trafalgar Dinners, and some may be looking forward to the prospect of a Pickle Night soon.

These are important events in our community and an opportunity to remain connected to our heritage.

But, as well as celebrating the success of Nelson's victory, it is also an opportunity to celebrate those among our membership, and this was certainly achieved at Inverness Branch's Trafalgar Dinner on 14 October when former National President and our Vice Patron, S/M Vice Admiral John McAnally, was able to present S/M Bob Coburn, until recently, the National Ceremonial Advisor and prior to that, our National Standard Bearer for many years, with a National President's Commendation for a lifetime of outstanding service to the Association and, indeed, to the Royal British Legion Scotland (Bob is pictured left, receiving his award, and right, on duty).



Regrettably, Bob is seriously ill so, Bob and June, I very much hope that the comfort and love of family, friends and Shipmates will sustain you both.

And as we shift from celebratory dinners into the season of Remembrance, your absence, Bob, at the front of Column E (the Naval column) this year for the Veterans March Past at the Cenotaph on Remembrance Sunday will be sorely evident, but we will certainly be thinking of you.

Meanwhile, Branches will be comforted to know that we will again be planting a cross in the Memorial Garden for each of our Shipmates across the Association who have Crossed the Bar since last Remembrance Sunday.

Sincerely,

Bill



► PLANS LAID FOR D-DAY 80 COMMEMORATIONS

Major international commemorative events on both sides of the Channel will mark the 80th anniversary of the Normandy Landings.

D-Day 80 will be a large-scale celebration of those who breached Hitler's Atlantic Wall and began the liberation of western Europe.

The MOD will work with the Royal British Legion (RBL), Commonwealth War Graves Commission (CWGC) and the Normandy Memorial Trust to host commemorations worthy of the sacrifices made and the scale of the operation. With the number of those who took part decreasing with time, these are likely to be the last major commemorations attended by Normandy veterans.

Claire Horton, Director General of the CWGC, said organisers were determined to ensure events would serve as "a fitting tribute to those who paid so costly a price to free our world from the yoke of tyranny, while acknowledging the service of the last of that Greatest Generation – our attendant veterans – and inspiring the next generation in the value of working together to build a peaceful world."

For the first time, the new British Normandy Memorial at Ver-sur-Mer will host commemorations for a major anniversary of D-Day. Partially funded by the UK government, the memorial was inaugurated by President Macron of France and then Prime Minister Theresa May during D-Day 75 commemorations in 2019.

The memorial officially opened two years later on 6 June 2021 during the Covid pandemic, and 2024 will be the first time the completed structure will feature in a milestone anniversary events.

Among those hoping to attend is 98-year-

old Jack Quinn, coxswain of a Royal Marines landing craft overnight in June 1944. He landed clearance divers ahead of the main invasion force on D-Day to clear mines on the beaches.

"As veteran ambassador for the British Normandy Memorial – and having visited the memorial several times – I am delighted that we will finally be able to remember all our fallen comrades of the Normandy campaign in this very unique and poignant setting for the first time on a major D-Day anniversary," he said.

In addition services – supported by members of today's Armed Forces – will take place at Bayeux Cathedral and the nearby CWGC cemetery, last resting place of more than 4,000 UK and Commonwealth personnel. For those unable to travel to Normandy, events will also be hosted in the UK; details will be announced in the new year.

Nearly 200,000 Naval personnel – more than half of them Royal Navy, plus 25,000 Merchant Navy seaman – manned an invasion force of almost 7,000 vessels, from battleships and cruisers pounding German positions, to 4,000 landing craft and some 1,500 support vessels.

Surface patrols and Allied air cover – including Fleet Air Arm aircraft – largely protected it from the German Navy, but losses in the attacking waves of landing craft were heavy.

In all upwards of 10,000 men on both sides were casualties on the first day of the invasion; at least 100 sailors and Royal Marines with no known grave are honoured on Portsmouth Naval Memorial alone.

Normandy veterans wishing to attend events (on either side of the Channel) should register their interest via the Royal British Legion's website at <https://www.britishlegion.org.uk/get-involved/remembrance/remembrance-events/d-day>



Troops wade ashore at Queen Beach in Sword area on D-Day. Image from the Imperial War Museum collection (© IWM B 5002)



➤ OUT WITH THE OLD AND IN WITH THE NEW FOR AREA 10 STANDARD

Sunday 1 October saw the dedication of Area 10's new standard at a service conducted in St Nicholas Church, Blundellsands, Liverpool. A reception followed at Waterloo Rugby Club for those attending the service.

Representatives from Crosby, Pendleton and Wallasey branches were represented at the service. It is rare that shipmates get the opportunity to lay down an old standard and dedicate a new standard during their time in the RNA – never mind on the same day!

The service was conducted by Crosby RNA's padre, Rev Beth Anderson, sporting her newest tippets that had been presented by the branch at a previous meeting. Although attendance was below that expected, the service was memorable, and the standard bearers did themselves and Area 10 proud – BZ shipmates.

Area 10 Chairman S/M Steve Caulfield was also called into action by giving a reading during the service. He also thanked S/M Alison McAllister (Crosby branch) for all her hard work in putting the event together – BZ Alison.

And BZ to those shipmates who turned up for the service – it was good to see members from across the Area coming together and spinning a few dits post service.

➤ PAST MEETS FUTURE IN GLASGOW

The past met the future as World War 2 veteran Archie Hazledine shared his experiences in the wartime HMS Glasgow with members of the ship's company of the namesake new frigate.

The 98-year-old Royal Marines gunner from Oxford was treated to a VIP tour of the BAE Systems yard in Scotstoun, where the ninth ship named after Scotland's industrial heart is being fitted out.

Archibald 'Archie' Hazledine served in the seventh HMS Glasgow, a Town-class light cruiser (and a close sister of HMS Belfast, the museum ship on the River Thames), in the closing months of World War 2.

He specialised as an anti-aircraft gunner, a role he had performed defending airfields during D-Day.

Glasgow (pictured below left in an image from the Imperial War Museum collection) took part in the D-Day Landings, bombarding German positions at Omaha Beach, but Archie was only assigned to the ship after the invasion, when she was refitted to prepare her for the Far East – not least to bolster defences against Japanese kamikaze attacks.

The revamped cruiser was sent via Gibraltar, Malta and the Suez Canal to the Far East to

participate in the final invasion of the Japanese home islands, but Japan sued for peace after the two atomic bombs were dropped at Hiroshima and Nagasaki, and formally surrendered before Glasgow arrived in Singapore.

The cruiser was redeployed to the Indian Ocean but damaged her rudder in Ceylon (now Sri Lanka) and was diverted to Simonstown, Cape Town, for dry dock repairs. Archie spent a very enjoyable time in South Africa (where he happily remembers the absence of rationing) before being demobbed and travelling home on a troopship. After the war Archie returned to Oxford and became a teacher.

Logistics specialist CPO James Oakley and PO Kieran 'Woody' Woodward, Glasgow's chief boatswain's mate, hosted Archie throughout the tour and outlined the wide range of capabilities that the new class of Type 26 frigate will offer the Royal Navy when it enters service.

The wartime cruiser relied on men like Archie and his marksmanship and reactions with a Oerlikon gun, firing up to 300 20mm rounds a minute. Today's Glasgow (pictured below right, ©UK MOD Crown Copyright 2022) can call upon Sea Ceptor anti-air missiles and 30mm automatic guns to

deal with any aerial threat.

"It was an absolute pleasure hosting an old HMS Glasgow shipmate," said Woody. "Archie was really interested in the flight deck – much larger than a typical frigate's – and he was fascinated to learn that it is capable of landing the RAF's heavy-lift Chinook helicopter. He also showed a keen interest in the mission bay and asked lots of really good questions about how it will be used and the flexibility that it brings."

Before he was called up, Archie was an air-raid warden in Oxford and recalls the night of the Coventry blitz, November 14 1940, when he was on fire-watch on the Oxford Castle mound, hearing German bombers fly over and seeing the glow of fires on the horizon as Coventry burned.

"It was fantastic hearing about Archie's experiences during the war," James said. "It was a pity that the visit had to end actually – we would have been very happy to exchange stories with him all day!"

The new HMS Glasgow is the first of eight Type 26 anti-submarine frigates being built by BAE Systems for the Royal Navy, replacing the existing Duke-class Type 23 frigates from later this decade into the mid-2030s.



© IWM FL 4676



➤ GOVERNMENT CONSULTATION SEEKS VETERANS' VIEWS

The government is calling on UK veterans and organisations to share their views and experiences in a consultation to help shape the future of veteran policies.

Launched at the end of October, the consultation will range across government policy, including health, housing, employment, veterans communities and their economic and social contributions in a bid to move from a fragmented evidence base to a unified resource that the Office for Veterans' Affairs can use to guide strategy and inform other government departments.

Led by Johnny Mercer, the Minister for Veterans' Affairs, the consultation covers both UK and non-UK veterans and their families, but does not cover the experiences, issues or policies related to serving Armed Forces personnel or their families, including bereaved families of those who died in service.

It is organised around six key themes:

- Health and wellbeing
- Employment, education and skills
- Making a home in civilian society
- Finance and debt
- Veterans and the law
- Community and relationships

and is guided by what the government describes as "five cross-cutting factors":

- Collaboration between organisations
- Co-ordination of veterans' services
- Data on the veteran community
- Public perception and understanding
- Recognition of veterans.

The simplest way individual veterans can participate in the consultation is through an online questionnaire using this link: <https://www.gov.uk/government/consultations/supporting-our-veterans-a-consultation>

You could also respond through an email to veteransconsultation@cabinetoffice.gov.uk indicating whether you are replying as an individual or on behalf of an organisation, and the particular point to which you are responding. Postal responses can be made to:

The Office for Veterans' Affairs
Cabinet Office,
1 Horse Guards Road,
London
SW1A 2HQ
United Kingdom

Responses must be received by 1700 on 4 January 2024 at the latest.

GUIDE TO HIRING VETERANS

The employers' guide to hiring Veterans, published by the Office of Veterans' Affairs, has been launched by Johnny Mercer, Minister for Veterans' Affairs at the Federation of Small Businesses HQ in London.

The guide provides support to organisations that seek guidance and best practices for the employment, retention, and career development of veterans. Case studies from existing organisations are included, providing tips and lived experiences.

Johnny Mercer said: "I'm proud to launch this guide. It showcases best practice developed in the UK to support our veterans and Armed Forces community into employment, providing employers large and small across the UK with the tools, information and guidance they need to make the most of what our veterans have to offer. Hiring veterans is one of the best business decisions you can make, and this guide will help you to make it happen."

The guide is available at

➤ RESEARCH ON HEARING IMPAIRMENT

A reminder to shipmates that the Royal British Legion have commissioned a research project to determine the impact of hearing impairment on working-age military veterans (16-67 years old) incurred as part of their service in the British Armed Forces. The study will also identify any barriers to accessing support.

It is being carried out by the Westminster Centre for Research in Veterans, part of the Faculty of Health, Medicine and Society at the University of Chester.

There is a poster at the end of this Circular which contains all the relevant information and a QR code where veterans can directly access the survey.

They can also access the survey questionnaire through this link: <https://chester.onlinesurveys.ac.uk/rbl-hearing-survey>

The research has been approved by the University of Chester's Faculty of Health Research Ethics Committee.



➤ 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.*

➤ CARD FROM THE KING FOR ROYALIST VETERAN

Sailors from Devonport joined World War 2 veteran Jack Glover as he celebrated his 100th birthday.

Clutching a card from King Charles and Queen Camilla, Jack was surrounded by friends, family and two visitors from Devonport Naval Base, Executive Officer Cdr Martin Malone and Base Warrant Officer WO1 Steve Harvey for an unforgettable centenary celebration in one of Plymouth's premier hotels.

The man all were gathered to honour served in every theatre of war – the Atlantic, Arctic, Mediterranean and, finally, the Far East – during the six-year conflict.

Originally from Leeds, Jack served aboard improved Dido-class cruiser HMS Royalist, seeing action in the Atlantic theatre and the Arctic convoys as well as escorting aircraft carriers launching strikes against the German battleship Tirpitz which was lurking in Norwegian waters.

The ship also saw action in the Mediterranean, taking part in the landings in southern France and the Aegean before deploying to the Far East, taking part in the liberation of Rangoon, Burma, and once again supporting carrier groups of the Pacific Fleet in the final battles with the Empire of Japan.

Aboard HMS Royalist Jack's job was a message decoder, responsible for communicating with Naval headquarters and other warships, as well as intercepting signals from Axis warships.

Weather conditions and sea states on the Arctic convoys were severe for both the ships and the men on board who were also at action stations, contending with attacks from surface raiders, the Luftwaffe and U-boats as well as the elements.

Eight decades later, he believes as a decoder he had an easier – though still demanding – job than his comrades

“I was operating inside the ship, so I wasn't exposed to the Arctic weather, so I had a fairly easy time really,” Jack reflected.

“I just remember the bunks being so close together. You could literally wake and put your feet into someone else's breakfast.”

He described serving in the convoys as “a dangerous job and we were all under threat.

“But we were young and more interested in getting to the nearest port and having a beer. Some things don't change in the Royal Navy...”

Jack's close friend on board Royalist was Alistair MacLean, who went on to write best-selling novels and screenplays including ‘HMS Ulysses’ and ‘The Guns of Navarone’ – both of which drew on experiences in Royalist – and the ultimate World War 2 spy/adventure movie ‘Where Eagles Dare’.

“I identified myself in them and in a lot of what was going on there, as I was

with him at the time. I was interested, I was part of that story,” continued Jack.

At the end of the war, Jack returned to his life as an accountant, and with his wife moved to Brazil where he worked for a paper production company for four decades before returning to the UK.

Cder Malone said: “It was an absolute pleasure and an honour to be part of Jack's 100th birthday celebration. Sharp and witty with a fascinating wartime career!”

“He is wished all the very best from the Naval Base Commander Devonport, and the wider naval family.”

Royalist (pictured below in this image from the Imperial War Museum collection (© IWM A 28776)) was commissioned in September 1943 and refitted in the mid-1950s when she was transferred to New Zealand, under which ensign she served until 1967, when she reverted to the Royal Navy and was immediately scrapped in Japan.





➤ 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 Q 45870), shows the Menin Gate memorial in Ypres, Belgium – see 20 November.

** Lecture subjects may change at short notice.*

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

Date	Presenter	Subject
Mon 6 November	Capt John Foreman	Defence Attache in Russia when Putin invaded Ukraine
Mon 13 November (TBC)	Prof Claire Jowitt/ Julian Barnwell	The discovery of HMS Gloucester 1682 off Norfolk
Mon 20 November (TBC)	Rear Admiral Iain Lower	The Commonwealth War Graves Commission
Mon 4 December	Mark 'Dicky' Barton	Forgotten/lost Naval dockyards and bases

➤ GET YOUR TICKETS FOR CHRISTMAS CONCERTS

Tickets are now available for two very different and popular Christmas carol concerts, so if you would like to attend don't hang about before booking your place.

The first is in London on Tuesday 5 December, in support of King Edward VII's Hospital, and is hosted by St Marylebone Parish Church.

The evening of carols, readings, and music starts at 1830, and organisers say a number of very special guests will be joining in on the night.

All proceeds go towards funding the Centre for Veterans' Health ground-breaking Pain Management Programme and 100 per cent Military Grants, following on from a successful event last year, when more than £10,000 was raised to fund a British veteran's knee replacement.

The Pain Management Programme and Military Grants are testament to King Edward VII's Hospital's ongoing focus on veteran care. For 125 years, King Edward VII's Hospital has been supporting members of the Armed Forces through subsidies for life-changing medical treatment and access to their award-winning Pain Management Programme, the only service of this kind in England providing veterans with practical strategies to help improve the quality of life alongside pain.

You can find out more about the event and buy your ticket, which start at £27.80, at <https://www.eventbrite.co.uk/e/king-edward-viis-hospital-christmas-carol-service-tickets-726023173857?aff=oddtcreator>

The second Christmas carol concert is being staged at a very different and unusual venue – beneath the wings of the supersonic Concorde airliner at the Fleet Air Arm Museum, Yeovilton, on the evening of Friday 15 December.

Visitors can join members of the HMS Heron Royal Navy Volunteer Band under Concorde 002 in Hall Four of the museum. The concert will feature several classics and festive numbers for the occasion. Tickets include a mince pie and mulled wine on arrival, while a bar and refreshments will also be available.

Doors open at 1900 for a 1930 start, with the concert expected to finish around 2200. Tickets are limited, and the event is likely to prove popular, so book your ticket (£18) in advance at <https://tickets.historicdockyard.co.uk/webstore/shop/viewitems.aspx>

Please note that the concert ticket does NOT include day entrance to the museum.

➤ 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).

➤ REMEMBRANCE: FREE RAIL TRAVEL

Shipmates should be aware that military personnel and veterans attending services of remembrance this month will be able to travel to and from the events by train for free.

This offer benefits people travelling to and from services anywhere in Britain on Remembrance Sunday, 12 November.

And veterans and serving personnel attending the National Service of Remembrance at the Cenotaph in London can travel to any London rail terminal for free on Saturday 11 November or on the day itself, and return home for free afterwards.

The Rail Delivery Group (RDG), which represents train companies, said the offer is open to serving military personnel in uniform or who show a current MOD-issued identity card. Veterans can show a Veterans Railcard, a Veterans Oyster card or other proof of service such as an MOD-issued Veterans ID card.

RDG chief executive Jacqueline Starr said: "Many of our great railway stations have memorials to the thousands of rail workers who gave their lives in the two world wars of the last century.

"During this period of reflection and remembrance, the rail industry is proud to help the Service personnel of today – and those that have fought in more recent conflicts – travel to ceremonies up and down Britain as the nation gathers to remember those who have died serving our country."

➤ FOCUS ON... REMEMBRANCE AND THE POPPY

It is one of the most instantly recognisable symbols in Britain, with more than 40 million of them on display come the second week of November every year – but what does the remembrance poppy actually stand for and where did it originate?

The familiar red remembrance poppy is a trademark of the Royal British Legion in the UK, and is at the heart of one of the country's biggest fundraising campaigns of the year, the Poppy Appeal.

It all stems from the fact that scarlet poppies are particularly prominent in ground that has been thoroughly disturbed, as was the case in the trench-covered, shell-scarred fields of Northern France during World War 1. This was noted by a Canadian doctor, Lt Col John McCrae, who lost a friend at Ypres in Belgium in 1915. The day after seeing his friend killed, McCrae wrote the poem 'In Flanders Fields' (which can be found on the RBL website at <https://www.britishlegion.org.uk/get-involved/remembrance/about-remembrance/in-flanders-field>), which is written from the perspective of fallen soldiers who exhort the living to take up their cause.

The poem was published in Punch magazine in London at the end of the year.

Inspired by the poem, American Moina Michael started wearing a poppy as a symbol of remembrance. Michael had taken time out from her teaching duties at university in Georgia to join the American YMCA Overseas War Secretaries Organization, and published a poem of her own in response to that of McCrae; she first wore the silk poppy at a conference in November 1918, handing out a couple of dozen more to others attending.

At around the same time French academic Anna Guerin was being supported by the French government in giving wider scope to their 'Ligue des Enfants de France et d'Amerique', which took the poppy as its emblem. Guerin, who had done much fundraising for the French war effort while lecturing across the United States, set off across the Atlantic once again to promote the American-Franco Children's League to support children orphaned by war in France.

In 1919 she began holding 'Inter-Allied poppy days' in the US, handing out paper poppies in

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The arrival of the body of the Unknown Warrior at the newly-built Cenotaph in Whitehall on 11 November 1920. The Cenotaph was subsequently unveiled by King George V. Image from the Imperial War Museum collection (© IWM Q 31513)



return for donations, with the first nationwide appeal being held in 1921, and the message quickly spread to Canada as well. That summer Guerin recrossed the Atlantic to Liverpool, and explained her idea of the Inter-Allied Poppy Day to Earl Haig, founder of the British Legion. The UK quickly bought into the idea, and the 1921 appeal used French-made poppies, switching to home-made versions the following year.

The appeal was an instant success with the British public; the first year's order of nine million poppies sold out, raising more than £100,000 to support war veterans find employment and housing. As a result the Poppy Factory was set up, employing disabled ex-Servicemen, and the current factory, in Aylesford, still produces millions of poppies, while a Scottish version was established in 1926 by Earl Haig's wife Dorothy to ensure a supply north of the border.

Although the Scottish poppy differs slightly from the English version, the basic design has changed little over the years. However, one of the more significant changes is happening this year with the introduction of the plastic-free poppy, made entirely from paper – the first 'new' poppy in almost three decades. Made of special green and red paper, half from waste used in the production of coffee cups, these poppies can be recycled with normal paper products.

According to the RBL, "our poppy is a symbol of both Remembrance and hope for a peaceful future", and the Remembrance season, culminating in Remembrance Sunday, is described as "a national opportunity to remember the service and sacrifice of all those that have defended our freedoms and protected our way of life" – that is Armed Forces personnel and their families from Britain and the

A poppy fashioned from a fire hose on the flight deck of patrol ship HMS Medway during a Remembrance service in November 2022 (© UK MOD Crown Copyright)

Commonwealth, the vital role of the emergency services, and those who have lost their lives as a result of conflict or terrorism. Furthermore, the Legion stresses that Remembrance does not glorify war, and that wearing a poppy is never compulsory, but is greatly appreciated by those who it is intended to support.

Incidentally, the Legion says there is no 'correct' way to wear your poppy (unless you are currently serving), nor does it matter whether it is paper, metal, cloth or otherwise: "Wearing a poppy is a personal choice reflecting individual and personal memories. It's a matter of personal choice whether someone chooses to wear a poppy and how they choose to wear it."

The poppy, widely recognised in the UK and around the Commonwealth, is not the only symbol of Remembrance – the French have a blue cornflower known as "le bleuet", other European nations have used the white daisy, while the German flower of Remembrance is the blue forget-me-not.

And while the poppy is the traditional symbol of Remembrance in the UK, there are other essential elements of the ceremonial programme, including the National Service of Remembrance at the Cenotaph in Whitehall on Remembrance Sunday (the second Sunday in November, the Sunday closest to Armistice Day, 11 November, the anniversary of the end of hostilities in World War 1) and the Two-minute Silence at 1100 on Armistice Day, and six Fields of Remembrance (there is also a virtual Field of

continues on page 16 →

Remembrance) – see <https://www.britishlegion.org.uk/get-involved/ways-to-give/remember-a-loved-one/fields-of-remembrance>

Also at the Abbey is the Tomb of the Unknown Warrior, who represents all who gave their life in World War 1. The body in the tomb is one of four unidentified British Servicemen whose bodies were exhumed from four battle areas – the Aisne, Arras, the Somme and Ypres – and brought to the town of St Pol on 7 November 1920. The senior Army officer in France, Brig Gen Wyatt, selected one body which was sealed in a coffin, while the other three were reburied.

The Unknown Warrior's coffin was transported to Boulogne, where it was met by destroyer HMS Verdun and carried to Dover. The body continued its final journey by train to Victoria station in London, from where, on 11 November, it was taken on a gun carriage via the new Cenotaph in Whitehall to the Abbey, where it was

placed in a grave which was later filled in with soil brought from the battlefields of France. A French unknown soldier was interred at the Arc de Triomphe in Paris simultaneously.

The RBL is regarded as the leading organisation in terms of Remembrance in the UK. Although the main effort is concentrated around the anniversary of the World War 1 Armistice, the idea of Remembrance is maintained all year round at the National Memorial Arboretum at Alrewas in Staffordshire, part of the RBL family (and home to the stunning Naval Service Memorial installed by the RNA in 2014), while the Legion also offers a range of educational resources on its website to help current and future generations understand why Remembrance is still relevant today, more than a century after the end of World War 1.

For more details see <https://www.britishlegion.org.uk/>

The coffin of the Unknown Warrior at Westminster Abbey in November 1920. Image from the Imperial War Museum collection (© IWM Q 31518)



► BRANCH NEWS

Maidstone Branch

Maidstone branch members were honoured to be invited to attend HMS Kent's parade and award of the Freedom of the County of Kent by Kent County Council.

On a very hot Friday afternoon in September branch members formed up on the steps of the Kent County Council offices in Maidstone to witness the crew of the frigate, led by a military band, march through a town which is an Army garrison – an event to behold and which may never happen again. The reception following the event was very much appreciated by all who attended.

In what was described as a "display of immaculate military ceremony", the ship's company joined Kent Sea Cadets and the Band of the Royal Marines to march from the Town Hall to the steps of Sessions House.

Schoolchildren, residents and shoppers lined Week Street in beautiful autumn sunshine to cheer the marchers through.

The Freedom of the County is the highest honour Kent County Council can confer and HMS Kent's award has been a personal quest of its chairman Gary Cooke and his team.

Under the ship's fluttering ensign at County Hall, the Lord Lieutenant of Kent, The Lady Colgrain, addressed the gathering with a special message from Vice Admiral Philip Hally, Chief of Defence People.

And the timing was not accidental either as it marked the 34th anniversary of the bombing at the Royal Marines School of Music in Deal, killing 11 bandmen and injuring many more.

The Lady Colgrain read: "Today is not just an event of military significance; it's an opportunity to remember that behind the steel of a modern warship are the dedicated sailors who breathe life into its heart.

"The honour of the Freedom of Kent is a tribute to the men and women who serve in HMS Kent as much as it is to the ship itself and a potent symbol of the deep and enduring connection that exists between the people of Kent, the Royal Navy and the ship that bears the county's name."

Cllr Cooke said: "I know that I speak for everyone when I say how much we applaud you all for your enthusiasm and smart turnout. The public including local school children showed their respect for

all of you, giving you all a very warm welcome to Kent and to Maidstone in particular.

"You are all most welcome to come to Kent at any time and I know that KCC will now work closely in partnership with you. We are proud of you all. We salute you for your bravery and your stated wish to help keep Britain safe and free."

HMS Kent's Commanding Officer, Cdr Jez Brettell, said: "How honoured we all feel in having the Freedom of Kent bestowed upon us.

"I feel today really seals the solid relationship that we now have with Kent County Council as together we work in partnership to support the armed forces including our ship's company across Kent and beyond.

"As HMS Kent is deployed once more in the next few weeks, it is especially reassuring to the ship's company to know the goodwill and support that you have shown today for us all and in

the long term.

"I am sure that friendships will develop between the ship, the ship's company and yourselves in the months and years ahead."

Amongst those from the ship on parade in Maidstone were two local sailors, ABs Joshua Ovard and Peter Asekokhai, who said it was good to be back on home turf. The 19-year-old from Canterbury and the 22-year-old from Faversham had family in the crowds.

Josh added: "It's a special day and we're glad to be a part of it."



Kent County Council Chairman Gary Cooke and Cdr Jez Brettell





Falmouth Branch

Pictured above right is S/M Brian Toney, Falmouth branch Standard Bearer, receiving his Life Membership from S/M Tony Hogg, President of Falmouth Branch, at the recent Trafalgar Dinner.

Brian was presented with the honour for his outstanding service to the Cornish branch. The Branch Trafalgar Dinner was held at the Greenbank Hotel, a building that dates back to the 17th Century which sits overlooking the Carrick Roads, and was attended by other associations and local dignitaries.

Chard Branch

In mid-September Chard branch members and six guests from the Royal British Legion were treated to a wonderful illustrated talk on the Coventry Cross of Nails and its association with the Royal Navy.



The informative and, at times, very emotional reflection on the famous events of the Blitz bombing of Coventry was delivered by the branch's very own shipmate and Area 4 Chaplain Martin Kirkbride, made even more poignant by the fact that Martin had been associated with the cathedral in his working capacity within the clergy in the area.

It was not known to many shipmates there that the Cross of Nails went to the Falklands on board the destroyer HMS Coventry that was bombed and sunk with the loss of 20 sailors on 25 May 1982. The story, did not end there as the Cross was retrieved from the ship and is now proudly displayed on board Type 45 destroyer HMS Daring as it travels the world.

Thanks on behalf of all present were given by branch chair S/M Paula to Martin for his most excellent presentation, worthy of the enthusiastic applause that followed.

Image by S/M Dick Moon

➤ 2024 RNA ANNUAL 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.



There is also further information on booking arrangements for accommodation as well as events over the weekend, such as the Gala Dinner.

➤ RNA CLUB C3 LICENCE FORM

For Clubs – the C3 License application form can be found at the rear of this edition. Clubs should return the completed document to Central Office by 8 December 2023.

Wansbeck and District Branch

Members of Wansbeck and District branch attended a Royal Air Force Association (RAFA) commemorative service and parade on the afternoon of Sunday 24 September at St George's Church in Jesmond, Newcastle.

The service was held to honour and remember those who lost their lives at the Battle of Britain on 15th September 1940.

Wansbeck Branch Secretary S/M Derek Wilkinson and his wife Jenny, who is also a member of the branch, were in attendance, along with some 30 RAF cadets and around half a dozen other veterans.

Eight standards from various veterans organisations were also on display at the service.

In the church there was a ten-piece band; four hymns were sung, and a number of dedications were read by various guests.

Also in attendance were the Lord Mayor of Newcastle, Cllr Veronica Dunn, and Wing Commander Charlotte Best, who is the new Commanding Officer at RAF Boulmer in Northumberland.

Wg Cdr Best was also the Inspecting Officer, talking to individuals on the parade after the service. Four other military officers also attended the service.

The cadets came from three different squadrons in the North East area.

The event was organised by Syd Graham, an RAF veteran himself, who turned 80 earlier this year. Refreshments followed the parade at the adjoining annexe to the church, with an excellent buffet and tea, coffee, and a little alcohol...

RAFA mementos were also available for voluntary donations.

Generally the weather held, but there was a slight shower of rain during the parade stage.



Isle of Man Branch

Pictured above is S/M John 'Jock' Galt on his 100th birthday – along with his bottle of Pussers Rum, courtesy of the RNA.

John joined the Royal Navy in late 1939 and was sent to HMS St George, a Continuous Service training establishment in Douglas on the Isle of Man, early in 1940.

Having qualified as a radio operator, John joined the aircraft carrier HMS Indomitable, where the first action he saw was as part of the gruelling Operation Pedestal, a convoy sent from Gibraltar to relieve Malta in August 1942.

The massively-protected convoy, carrying vital supplies including fighter aircraft and fuel, was very heavily attacked and suffered many casualties.

Indomitable was hit by two 500kg bombs, killing almost 50 sailors and requiring the ship to steam to Liverpool after the operation for six months of repairs.

John received a beautiful signed birthday card from King Charles and Queen Camilla as well as many other good wishes, and he also received a card with a very special message from the author

and military historian Max Hastings, who wrote the best-selling book 'Operation Pedestal: The Fleet That Battled To Malta 1942'.

The message from Mr Hastings was presented to John by Brig Norman Butler, who is the Chairman of the Isle of Man Joint Services Committee and a long-time friend of John's.

The birthday boy was then presented with his bottle of Pussers Rum on behalf of the Royal Naval Association by Alex Downie, who gave a brief outline of the importance of the Isle of Man during the war and the training of boy seamen at HMS St George during World War 2; the establishment prepared almost 8,700 boys for Naval service before it closed its doors in 1945.

The celebrations were a memorable occasion, attended by many of John's much younger, former colleagues from the Royal Mail and the Isle of Man Post Office, as well as many friends and family.

Alex Downie said that John is a very quiet, unassuming man, but very highly respected in the veterans and ex-Services community on the Isle of Man.

He added that it was a privilege to have been able to join John on this unique and very memorable occasion.



Rayleigh Branch

On Saturday 7 October Rayleigh branch held an Open Day at the Living Memorial at Rettendon, in Essex.

After extensive improvements to the RNA/RN Memorial, including the addition of Jim's Cabin at Hammond's Quay built in memory of their late branch Chairman, it was a great opportunity to meet other RNA branches and the general public whilst promoting the Living Memorial, which is dedicated to our Armed Forces.

Rayleigh branch Vice Chairman Mike Sandbrook reports that it was a memorable day, with shipmates from RNA Basildon, Bikers, Romford & Hornchurch, Maidstone & Southend branches joining them as well as families, friends and members of the public.

The Chairman of Rochford District Council, Jack Lawmon – who is also a member of Rayleigh branch – also attended.

The Shoeburyness and South Essex branch of the Royal Artillery Association allowed two novices to fire their gun, much to the delight of the crowd.

Rayleigh shipmates would like to thank Peter and Fran Theobald, and Rob Jordan, the owners of the Living Memorial, for their support in putting on the event and providing refreshments.

The Living Memorial is free to visit and open all year round. If any other RNA branches would like to arrange a visit to the Living Memorial feel free to contact RNA Rayleigh branch as they would be happy to meet you and help you organise your visit.



St Neots Branch

St Neots Branch President John Gibbs recently received his Nuclear Test Medal when it was officially presented to him - by his postman!

When John answered his door bell, he was greeted by his postman bearing a parcel from the MOD Medal Office. John opened the parcel and showed his medal to the postman, who was most impressed when John explained why it had been awarded to him.

In 1958, AB John Gibbs was serving in Whitby-class frigate HMS Scarborough at Christmas Island in the Pacific, when the British nuclear tests were carried out, one of thousands of British servicemen who were involved with the UK's military nuclear test programme during the 1950s.

HMS Scarborough was involved

in meteorological/weather patrol duties during Operation Grapple Z in August and September 1958.

On 20 October, John joined shipmates from St Neots branch for their Trafalgar Lunch at the Three Horseshoes in Graveley, proudly wearing his new medal, and he described his involvement in the nuclear test programme.

Around 22,000 members of the UK Armed Forces were involved in the British military nuclear test programme as part of the government's efforts to ensure the UK had an effective deterrent against hostile action during the Cold War.

The tests were carried out initially on the Montebello Islands and the Australian mainland (Operations Hurricane, Totem, Mosaic, Buffalo and Antler), then the Christmas Island tests in the South Pacific (the Operation Grapple series).

Later nuclear tests, in the 1960s, were carried out at American facilities in Nevada.

Many of those present at the earlier tests or involved in the clean-up of test sites have long argued that exposure to radiation has adversely affected not just their health, but also the health of their children and families. They cite miscarriages and stillbirths that occurred after exposure and instances of their children and grandchildren developing genetic illnesses.

The British Nuclear Test Veterans' Association has campaigned for many years for the Nuclear Test Veterans to receive the acknowledgement they so clearly deserve, including adequate compensation. The Royal British Legion has welcomed the rightful award



of the Nuclear Test Medal in recognition of their service and sacrifice.

Pictured (top) is John Gibbs talking to shipmates about his experience in Operation Grapple, and (above) as a young AB in 1960.

The familiar mushroom cloud (left) is from an earlier Grapple test in 1957, and is from the Imperial War Museum collection (© IWM GOV 9111).

Below is HMS Scarborough in 1960, also from the IWM collection (© IWM HU 129976)



Bracknell Branch

Bracknell branch has continued to be busy since their last report. Members enjoyed three entertaining monthly meetings with talks by shipmates and an 'outside' speaker on the subjects 'From Fireside to Crown & Country', 'The History of Bracknell' and on Randolph Turpin.

A party of 16 shipmates had an enjoyable visit to Central Office on Friday 11 August, and met up with oppos from one of their nearest branches, Aldershot. They were all very well looked after by Central Office staff. The visit (**pictured below**) included a short briefing on forthcoming RNA events, a buffet lunch and an enjoyable trip around the harbour to see both the new aircraft carriers and other ships in for refits etc, and finished up with an hour wandering around the Historic Dockyard – where further refreshments, including ice creams were enjoyed...

The Branch Standard was paraded at the commemoration of Merchant Navy Day at Bracknell Town Council, along with the councillors and Deputy Mayor; seven shipmates attended (**pictured above right**).

Three shipmates (and the Branch Standard) attended the Naval Associations Biennial Parade at the Cenotaph in London on Sunday 10 September – always a great occasion to meet up with friends and oppos from around the country.

In their last outing of the year, 17 members of



the branch visited Brooklands Museum near Weybridge on Thursday 12 October (**pictured bottom left**), enjoying the London Bus Museum, the Concorde experience, the Flight Shed, history of British Grand Prix racing, the Aircraft Factory (home of the Hurricane) and the Barnes Wallis Stratosphere Chamber, to name but a few.

Sadly the branch lost two of its senior veterans in the summer. Sid Negus crossed the bar on 12 August and Alec Lloyd on 19 August. Sid, a Merchant Navy Seaman from April 1944 until December 1947, was 96 years old, a great character – a real Norfolk man – with always a tale to tell. Alec was 95 years old and served in the Submarine Service from 1945 to 1948 as an AB. It may have been long ago and he may not have served for a great length of time, but it meant everything to him. He joined Bracknell RNA in February 2007, so was one of their longest serving members. Both shipmates' funerals were well attended with ensigns, standards and Guards of Honour (RNA and RBL). They are much missed.

Recently, two (married) shipmates booked in to the China Fleet Club at Saltash, expecting the usual hotel room with en suite. For those who have never experienced the CFC, imagine their surprise and delight when they discovered that the (standard) accommodation included a well-equipped kitchen, dining area and palatial sitting room, as well as the bedroom with en suite. They will definitely return – it's a great place from which to explore Cornwall (and Plymouth, if you don't mind paying the £2.60 toll for a car...)

Bringing the branch news right up to date, 34 shipmates enjoyed a traditional Trafalgar Dinner on Saturday 21 October in the company of Keith and Maureen Ridley as their Guests of Honour (**pictured below**), in tribute for S/M Keith's helpful advice when the branch was struggling in 2016 – and in gratitude for all his dedication and commitment in the roles of Area 6 NCM and National Chairman.





Trafalgar Night

RNA branches around the country and beyond have been marking the anniversary of the Battle of Trafalgar with traditional dinners and lunches, and while we cannot hope to cover every event, here is a snapshot of how shipmates celebrated.

Birchington-on-Sea branch were honoured by the presence of Nelson himself, or at least a mannequin version ("we even got Nelson's arm right this time," they noted), and 21 members enjoyed a dinner, entertained by a 1960s singer and a quiz, at the Royal British Legion Club in Minster.

Chard branch's Trafalgar Day dinner was at the Hornsbury Mill, followed by their Trafalgar Service at St Thomas Church, Cricket St Thomas, which was full for the occasion. Branch members then retired to the local Golf Club for tea and coffee.

The **Portland** branch dinner was held at the Portland Masonic Hall, attended by 55 members and guests. The Guests of Honour were Cdr Tim Leeder and his wife Madeleine – Cdr Leeder was previously the Commanding Officer of HMS Portland. Following dinner, the customary toasts were made, including the Immortal Memory, proposed by S/M Peter Shoemith, the Branch Treasurer. A rum tot cup from 1700 was presented to Cdr Leeder, and flowers to his wife.

St Austell branch held their dinner on the 20 October at the Carlyon Bay Golf Club, with more than 50 attendees from the branch and their guests, including shipmates from Bodmin branch. Guest of Honour was Capt Mike Nixon, a former anti-submarine warfare helicopter pilot. As well as a memorable evening (organised by S/Ms Sandy Isted and Pam Walker) and dinner, more than £170 was raised from the raffle for



local Naval-related charities, and a further £53 from the rum raffle.

The Three Horseshoes at Gravelly was the venue for the **St Neots** branch Trafalgar Lunch, attended by 28 members plus eight guests from Royston branch. Branch Chaplain Shipmate Rev Paul Bennett said Grace prior to the members tucking in to dinner, rounded off with a toast to the Immortal Memory of Nelson.

Finally, **Wansbeck** branch's Trafalgar Dinner was at the Half Moon Inn at Stakeford, Ashington. The RNA diners were well-fed, royally entertained and had the benefit of two raffles. Inn staff were praised for their attentive service, and thanks are due to Branch Treasurer Ken for providing the sherry and bottle of Pussers, and to Margo Kirsopp for providing a bottle of Woods Rum for the tot – Margo is the widow of former branch Vice President S/M George Kirsopp, who crossed the bar in March this year.

Images are from the Trafalgar Dinners and Lunches at Folkestone (above), St Neots (below), Portland, St Austell and Chard's Trafalgar church service (bottom, left to right) and Birchington-on-Sea (above right)



► OBITUARIES

Shipmate Robert Henry Hawkins MBE RN

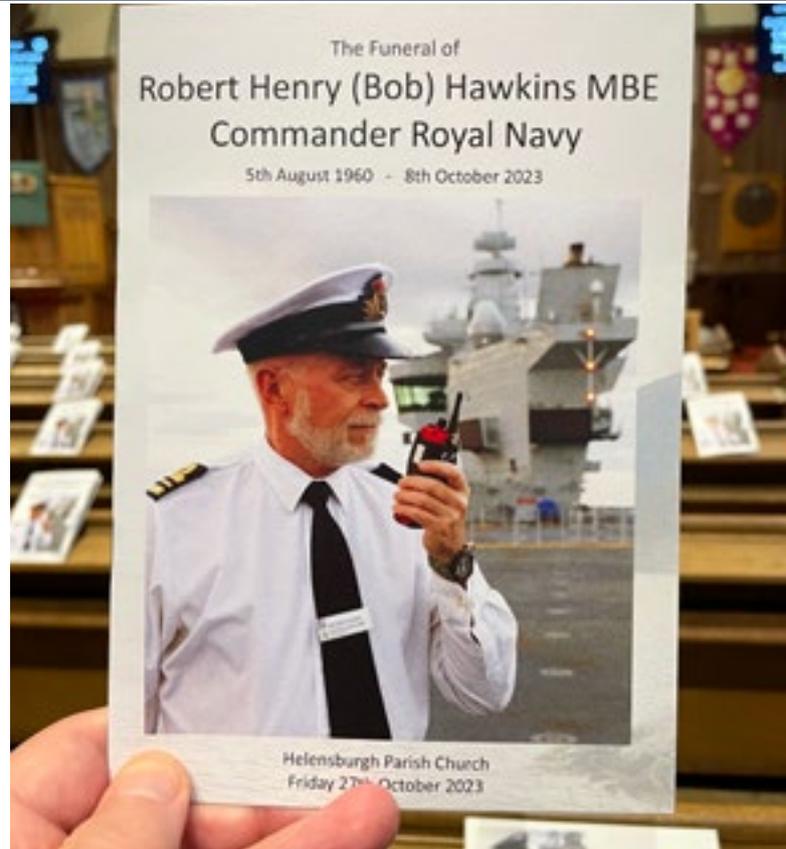
A group of members from Rosyth and West Fife Branch, led by their President and Chairman, attended the funeral of their much-missed Shipmate and friend Cdr Robert Henry Hawkins MBE, known to them all as Bob, in Helensburgh on 27 October.

Bob died suddenly at home whilst serving as Chief of Staff to the Regional Commander, Scotland and Northern Ireland and latterly as Commanding Officer of HMS Caledonia.

One of the few 'Living Legends' remaining in the Service, at 63 Bob was probably the oldest officer still serving in uniform, and yet had the enthusiasm and energy of a much younger man as branch members constantly witnessed.

A Clearance Diver, Mine Countermeasures and Diving Officer and PWO, Bob had an amazing career spanning 45 years in uniform, including many overseas appointments. A traditionalist, Bob had joined the Rosyth and West Fife branch some years ago due to his close Rosyth contacts, and latterly was a regular attender at Branch meetings and social functions, keeping members updated on the (unclassified!) goings on in the HQ and Caledonia.

The Church was said to have a capacity of 500, and was full. HMS Neptune did a most professional job of providing a Guard and Bearer Party with full military honours, and the funeral was conducted by a padre who had been a close friend of Bob, which made the service much more intimate than it would have been otherwise. The service lasted for



two hours and was unlike any funeral members had ever attended - those two hours were filled with love and humour, highlighting his professionalism and enthusiasm.

Those who spoke included Brig Andy Muddiman the Regional Commander, Admiral Jerry Kidd (Bob's Captain on HMS Queen Elizabeth) and his son Cameron amongst others. The final eulogy was delivered by Bob's friend and fellow Diver Sean O'Reilly, who summed up the man in inimitable style.

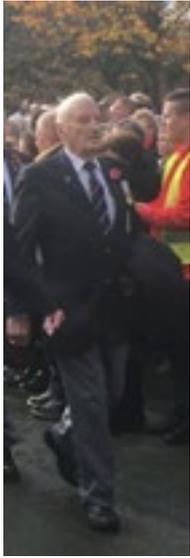
A recording of the funeral is available at <https://www.youtube.com/watch?v=0qad2FnPH4s> and is well worth seeking out - it was a remarkable production (members were able to watch it live on the installed CCTV screens in the church) and at the very least give it a skim, especially Admiral Kidd, the eulogy and the Clearance Diver's final salute at the end which was particularly moving.

The funeral was conducted with full military honours including a three-volley salute as the cortege prepared to depart from the church to the crematorium for the private committal service.

Meanwhile mourners retired to the Rosslea Hall Hotel at Rhu for the wake, where many old friends were reunited; albeit in such sad circumstances the atmosphere was one of celebration rather than sadness.

All in all the day was a very special occasion, as Bob was a very special Naval Officer and RNA member - we are unlikely to see his like again.

Thanks to the Caledonia/NRC staff for allowing members to use the coach organised to travel across to Helensburgh.



S/M Dave Weaver

Stourbridge and District branch members are mourning the loss of S/M Dave Weaver, who crossed the bar on 20 September aged 89 years.

Dave (left) joined the Royal Navy at HMS Ganges in 1950, leaving the Service ten years later as an Able Seaman in the Gunnery Branch.

Ships in which he served included HMS Indefatigable, Sluys, Cadiz, Crane and Cumberland, and he was a Korean War Medal holder.

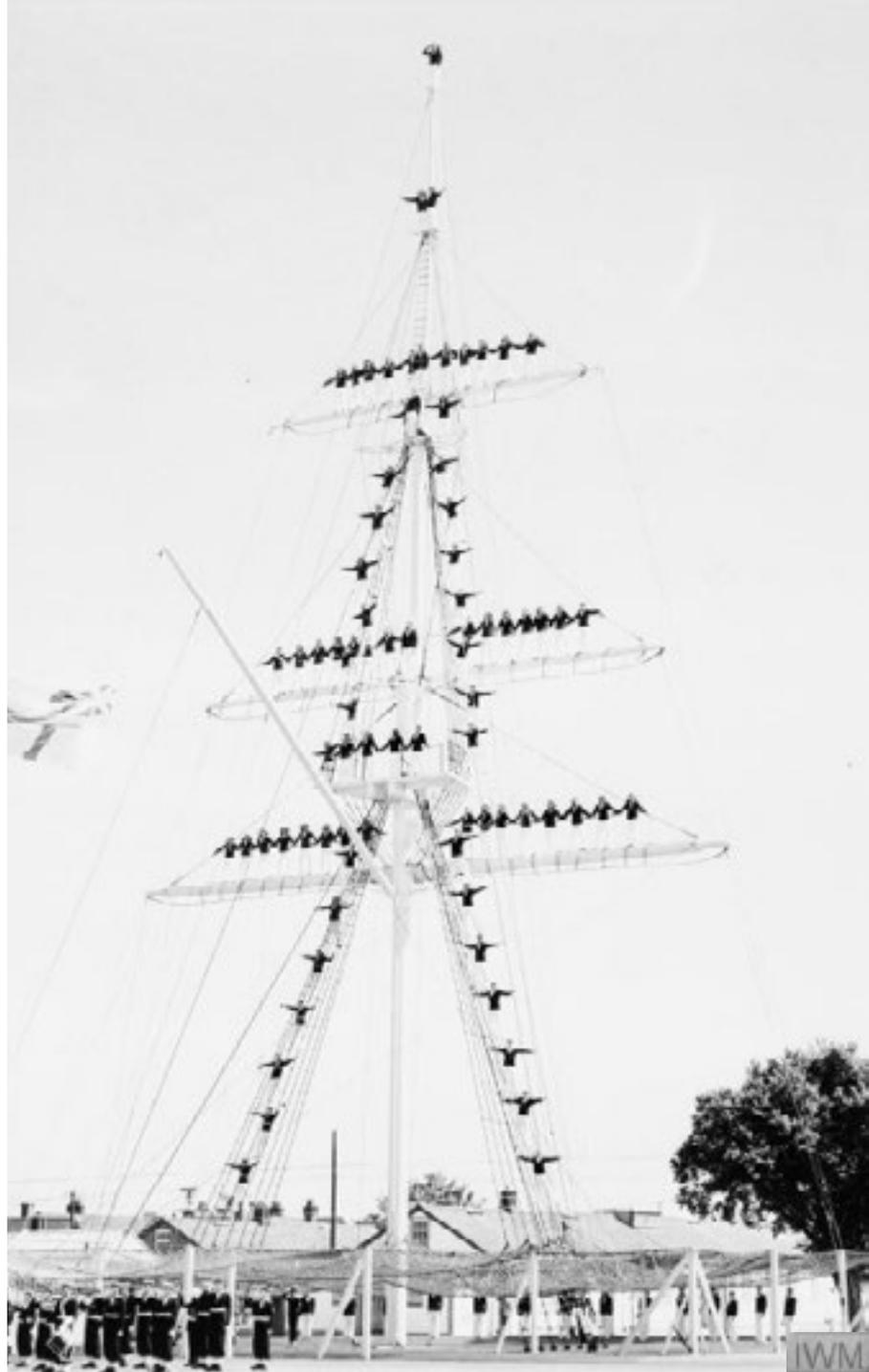
Dave was a member of Stourbridge and District branch for more than 30 years, latterly a Life Member of the RNA and Life Vice President of the Stourbridge branch, where he served as Branch Secretary, Committee Member and Standard Bearer.

Dave was a skilled model maker, and was mainly responsible for the large collection of models, cap ribbons and memorabilia at present on display in Stourbridge Royal British Legion Club.

He worked tirelessly for the branch and will be sorely missed by his shipmates.

Pictured (right) is an example of Mast Manning by Junior Seamen at HMS Ganges, which was located at Shotley Gate near Ipswich – the Royal Navy’s junior entry training establishment. The mast was 143 feet high, and perched on top is the Button Boy – in this case Junior Seaman Alan Ferguson, who was the last Button Boy to perform the feat at Ganges.

The image is from the Imperial War Museum collection (© IWM HU 87137).



Shipmate Roddy Bygate

S/M Tony Langston would like to pass on a huge ‘thank you’ to the City of Edinburgh branch members who attended the funeral of the late Writer Roderick Miller Bygate with their standard bearers.

According to Tony: “Roddy unfortunately passed away recently in a fire at his care home in Edinburgh aged 55.

“He had contracted MS whilst serving in the Royal Navy but never lost his realistic and inspirational outlook on life. He will be sorely missed by his shipmates.”

Pictured left are members of the City of Edinburgh who attended their shipmate’s funeral.



Despatch carriers of the WRNS delivering messages to the crew of a drifter during World War 1. Image from the Imperial War Museum collection (© IWM Q 19659)

► NOVEMBER SWINGING THE LAMP

1 November 1993

The Women's Royal Naval Service formally integrated into the Royal Navy. The WRNS was set up in 1917 but with the end of the war the service was disbanded in 1919. It was set up once more in 1939, with a wider range of tasks than in 1917, including vital roles at the codebreaking hub of Bletchley Park. By 1944 there were some 75,000 Wrens; more than 100 were killed in action during the war. The service was retained after the war, and as the UK moved towards equality in the workplace the WRNS and wider Royal Navy gradually converged. Frigate HMS Brilliant became the first operational warship to carry serving women in October 1990, and (almost) full integration was achieved in

1993, when women were allowed to serve on board Naval surface vessels as full members of the ship's company, although limits on accommodation and health concerns prevented women from serving in submarines until 2014.

2 November 1918

The last two British merchant ships lost to enemy attacks in World War 1 were torpedoed by UC-74 in the Mediterranean. The 5,300-ton British India Steam Navigation freighter SS Surada, en route from Karachi to Marseilles with a cargo of rice and coarse sacks, was torpedoed just off Port Said in Egypt by UC-74 and sank, but no lives were lost. The 4,900-ton SS

continued on page 28 →

Murcia, owned by the English and American Shipping Co, was steaming from Bassein in India to Marseilles with a similar cargo to that of the Surada when she was attacked without warning and sank with the loss of one sailor.

3 November 1917

Submarine HMS C15 torpedoed German coastal submarine UC-65 in the Channel to the south of Eastbourne, sinking the U-boat with the loss of 23 of her crew of 28. UC-65 was something of a prize scalp – the boat had sunk more than 100 ships with a combined tonnage of more than 120,000 tons, including one major warship (the former cruiser HMS Ariadne, which had been converted to a minelayer) and damaged a further 11 ships totalling 68,000 tons.

4 November 1906

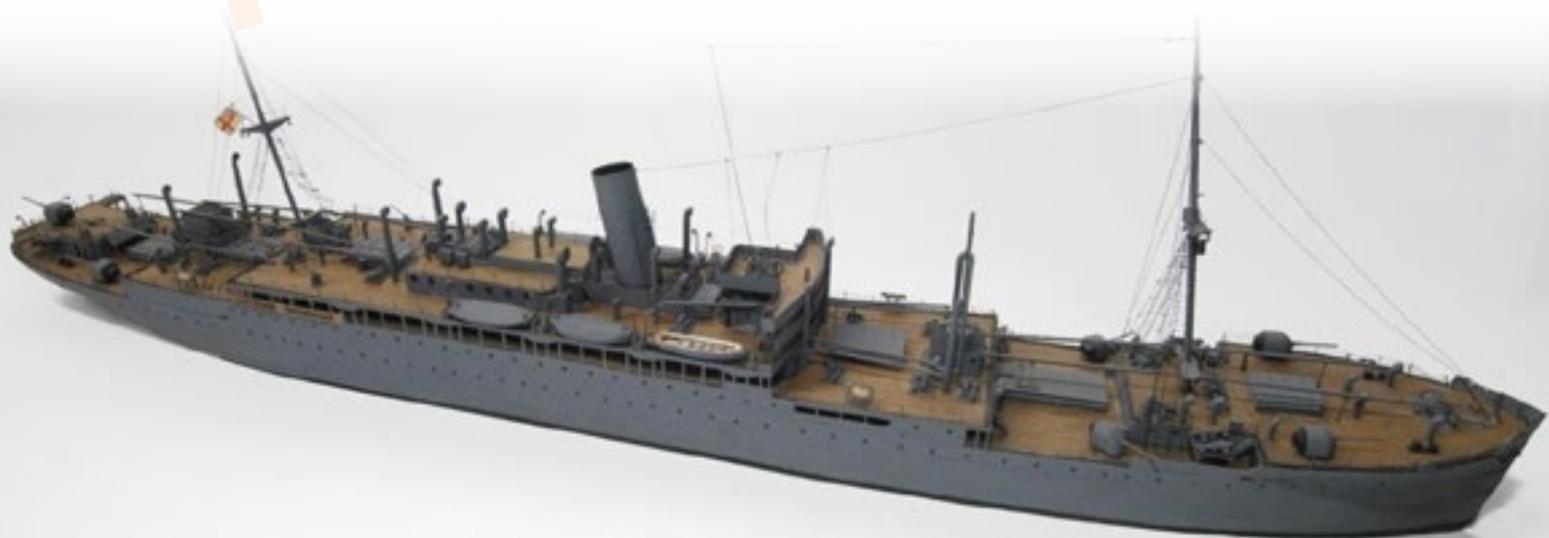
Disorder broke out at the RN Barracks and surrounding streets in Portsmouth following the infamous 'on the knee' order made by Lt Bernard Collard to stokers. The ratings had been on the parade ground for some time when some of them scattered looking for shelter in a heavy rain shower. When the officer gave his command

of 'On the Knee', the men took offence, though most eventually complied. Two nights of disturbances in the canteen and outside the barracks gates followed. At subsequent courts martial, the supposed ringleaders of the stokers were given harsh custodial punishments while the officer at the centre of it – who it was claimed had been misunderstood – was merely reprimanded. The 'On the Knee' order was said to have been familiar to gunners, as it was sometimes used to gain attention and gather a group together to impart some technical instruction, but the stokers were said to have been unaware of this, and saw it as a demeaning and overbearing imposition – and Collard had already caused unrest on previous occasions by using the order.

5 November 1940

Armed merchant cruiser HMS Jervis Bay was sunk in a hopelessly one-sided duel with German heavy cruiser Admiral Scheer. Jervis Bay was a former ocean liner, built in 1922, which plied her trade between the UK and Australia before the war. In 1939 she was requisitioned by the Admiralty and fitted with seven six-inch guns, though they were hardly the latest kit, having been manufactured in 1898; two quick-fire 3in guns were also fitted, which were even older. Jervis Bay sailed from Halifax, Nova Scotia, at

continues on page 29 →



A model of HMS Jervis Bay produced shortly after World War 2 by Julian B Glssop – see 4 November. Image from the Imperial War Museum collection (© IWM MOD 382)

the end of October 1940 as the sole escort for Convoy HX 84, a flotilla of 38 merchantmen bound for Liverpool. All was well until the spotter plane of the Admiral Scheer, at 15,000 tons often referred to as a pocket battleship, noticed the convoy on the afternoon of 5 November almost 800 miles south of Iceland. The Germans decided to attack the convoy before nightfall, but were delayed for two hours by an encounter with a lone freighter, the Mopan, which was evacuated (slowly) before eventually being sunk. With dusk falling, Admiral Scheer finally intercepted HX 84, at which point Capt Edward Fegen, commanding Jervis Bay, broke from the convoy to engage Admiral Scheer – a hopeless task against the Germans' most effective surface raider. The former liner was pounded by Admiral Scheer's six 11in main guns, and was ablaze within 20 minutes, sinking after an hour with the loss of 190 men, including Capt Fegen – around three-quarters of the ship's company. However, the attack bought enough time for most of the convoy she was protecting to scatter and make it home safely; the German warship managed to catch and sink five of the freighters,

while another was bombed and sunk to the west of Ireland some time later. Capt Fegen was posthumously awarded the Victoria Cross.

6 November 1805

News of victory at Trafalgar, and the death of Nelson, was delivered to the Admiralty in London by Lt Lapenotiere, Commanding Officer of the schooner HMS Pickle. The tiny ship, of around 125 tons, was present at Trafalgar but, along with other small vessels, was kept well out of harm's way while the ships of the line slugged it out. Pickle was involved in rescuing dozens of French sailors after their ship, the 74-gun Achille, blew up, but was then handed the honour of relaying news of the battle back to England – Collingwood, who had assumed command after the death of Nelson, could afford to lose the services of such a small ship. Battling heavy weather, and the threat from enemy ships, Pickle arrived at Falmouth on 4 November and Lapenotiere immediately undertook the gruelling 270-mile journey to London by post-chaise carriages, covering it in just under 40 hours with 21 changes of horses. He handed over his dispatches to First Secretary to the Board of Admiralty with the words "Sir, we have gained a great victory. But we have lost Lord Nelson." Lapenotiere was handsomely rewarded, with a £500 gratuity (worth around £30,000 today), a silver sword, promotion to Commander, as well as a silver spice shaker as a personal gift from King George III. After the battle, the Royal Navy quickly established a tradition of Trafalgar Night dinners – formal events, invariably staged in wardrooms and officers' messes which generally follow the same pattern with similar features, such as beef as the main course, and a 'fleet' of chocolate ships. Pickle Night is a far more recent addition to the Royal Navy calendar, and is said to have started in Portsmouth in 1974, following a request by warrant officers and senior rates to hold a Trafalgar Night event of their own. Believing it would cause problems as many more events would be competing for guests of honour, Vice Admiral Sir John Lea, then Commodore of the newly-renamed HMS Nelson, suggested celebrating the arrival of Lapenotiere at the Admiralty, and Pickle Night was born. Generally a much more light-hearted social event than the more formal Trafalgar Dinner, it usually features senior ratings dressed in the style of Nelson's navy, singing, dancing and general revelry.

7 November 1976

While on a charter to appear in a James Bond film, assault ship HMS Fearless participated

Looking up at Nelson's Column in Trafalgar Square in 1940. The plinth is covered with wartime posters advertising Defence Bonds – see 6 November. Image from the Imperial War Museum collection (© IWM D 702)



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in a little drama of her own. The 12,000-ton warship had been given a brief role in 'The Spy Who Loved Me', recovering Bond's underwater escape pod at the end of the film, which was Roger Moore's third outing as 007. While filming off Malta Fearless was called on to help a Greek freighter, SS Nostos Vasso Athene, en route from Antwerp to Basra, which had caught fire. Her crew was rescued by a Maltese patrol boat while a team from Fearless successfully tackled the flames. The freighter was towed to Valetta then on to Trieste for repairs, but early the following year, while in tow in the Adriatic, she broke free in a storm and grounded off Brindisi. Although salvaged, she was so badly damaged she was eventually scrapped.

8 November 1942

The Allies' Operation Torch landings in North Africa were launched. The assault was the first large-scale involvement of American troops in the European-North African theatre, and served as a vital rehearsal for the D-Day landings of 1944, though it was far from a dry run – both Allied and Axis troops suffered more than a thousand deaths, and several ships were lost, including escort carrier HMS Avenger. The landings were divided into three zones, with the targets being Casablanca to the west of the Strait of Gibraltar, Oran and Algiers to the east; the Americans were involved in all three attacks, with British troops joining the assault on Algiers and Royal Navy battleships providing crucial naval gunfire support at Oran. Despite problems such as poor weather and

lack of beach reconnaissance – a shortcoming successfully addressed before the Normandy campaign – the landings were successful, though their true value was probably underplayed at the time because of the complicated political situation in the region; much of the Axis opposition was in the form of Vichy French forces, who enjoyed some local support, while those who opposed the Germans were deeply divided into Gaullists and the French Liberation Movement. Casablanca was taken in a couple of days, and the other two targets also fell relatively quickly; Operation Torch was effectively over within eight days and resulted in the Allies occupying Morocco and Algeria and the Free French wresting control of French West Africa from the Vichy regime.

9 November 1914

One of the most famous single-ship actions of World War 1, when Australian light cruiser HMAS Sydney comprehensively outfought German commerce raider SMS Emden. The 3,400-ton German ship, also classified as a light cruiser, remained in the Indian Ocean to attack Allied shipping after the German East Asia Squadron withdrew to the Pacific early in the war, and by the first week in November had sunk or captured 25 civilian vessels and two warships. Early on 9 November Emden anchored in the Cocos lagoon and sent a 50-strong landing party ashore to Direction Island to destroy the Allied communication station, hampering Allied comms as well as frustrating the search for Emden herself. The station managed to

Troops and ammunition go ashore from a landing craft on Arzeau beach, Algeria, whilst another LCA approaches during Operation Torch – see 8 November. Image from the Imperial War Museum collection (© IWM A 12671)

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send a distress signal before it was taken, and in response HMAS Sydney detached from a northbound convoy out of Western Australia and arrived just three hours after the Germans had landed. Leaving behind the landing party (who eventually made their way to Constantinople in an epic journey across several countries and seas) Emden sailed out to engage Sydney, firing the first few salvos as the Australians were unaware of the range of Emden's 4.1in. But once Sydney's 6in guns joined the battle Emden quickly started suffering serious damage, and within two hours Emden had been beached on North Keeling Island. Sydney then left to tackle Emden's support ship, the captured British collier Buresk, which was scuttled, and then attend to the communications station before returning to Emden the following day. More than 130 Germans died in the battle and of their wounds in the days after, while the wounded and captured were picked up and eventually most were transported to Colombo. Four Australian sailors were killed in the action, and a further 16 injured.

10 November 1918

Racecourse-class paddle minesweeper HMS Ascot – the design of the ships was developed from coastal and estuary pleasure steamers – was torpedoed by UB-67 off the Farne Islands in Northumberland – the last warship sunk by direct

enemy action in World War 1, going down the day before the announcement of the Armistice. Despite the RNLI launching a lifeboat when they heard the explosion, no survivors could be found – all 53 men on board died in the attack. Ascot, part of a 24-ship class of 810-ton vessels and launched less than two years earlier, was part of the Ninth Fleet Minesweeping Flotilla and had left Portsmouth three days earlier en route to Granton in Edinburgh.

11 November 1940

The Fleet Air Arm attack on the Italian fleet at Taranto was launched on the evening of 11 November from aircraft carrier HMS Illustrious in an attempt to wrest the balance of maritime power in the Mediterranean. Planning for the raid had been started long before war was declared, and the attack – Operation Judgment – was originally scheduled for 21 October but a fire in the fuel tank of a Fairey Swordfish torpedo-bomber led to two aircraft being damaged, and carrier HMS Eagle suffered fuel system problems, delaying the operation. Two dozen Swordfish, from 813, 815, 819 and 824 Naval Air Squadrons, were earmarked for the mission, half armed with torpedoes, the rest with bombs and flares, and luck was on the side of the raiders as the Italian defences were depleted – of 90 or so barrage balloons protecting against low-flying aircraft some 60 or so had been blown

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A Fairey Swordfish of 824 Naval Air Squadron, this time operating from HMS Striker – see 11 November. Image from the Imperial War Museum collection (© IWM A 24499)

away in a storm the previous week, and anti-torpedo netting had not been fully installed. On the night only 21 Swordfish went aloft; the first wave of 12 aircraft left *Illustrious* at 2100, the second at 2230, though one turned back with mechanical problems and another was delayed by 20 minutes. Attacking from different directions, and faced by fierce anti-aircraft fire, the Swordfish managed to damage three battleships, one of which never returned to service before the Italians surrendered, the other two were repaired in 1941. Two Swordfish were shot down, with one crew of two being killed, the other two being captured. A bid to attack again the following day was thwarted by bad weather. The attack gave the British the initiative in the Med, although it did not lead to a severing of Axis supply routes to North Africa, as had been hoped. The raid was also closely studied by the Japanese military in the planning of the attack on Pearl Harbor which took place in December 1941.

12 November 1912

The four Federated Malay States – Selangor, Perak, Negri Sembilan and Pahang – agreed at a meeting to pay for the building of a battleship for the Royal Navy as a symbol of support to the UK. HMS *Malaya*, a Queen Elizabeth-class ship, was launched on the Tyne by Armstrong Whitworth in March 1915, having cost nearly £3m, and went on to serve in both world wars. At Jutland she flew the ensign of the Federated Malay States, and went on to undertake routine patrols and training; in World War II she took part in the Battle of Calabria, helping

to beat off an Italian battle fleet, and later forced the withdrawal of German capital ships *Scharnhorst* and *Gneisenau*, which were attacking a North Atlantic convoy. *Malaya* was damaged by torpedo in March 1941 in the Atlantic, and was forced to head to Trinidad initially, then New York for four months of repairs, during which time her ship's company took ten Banff-class escort sloops to the UK. *Malaya* undertook further convoy escort duties before being paced in reserve in late 1943, ending the war as an accommodation ship, and she was scrapped in Scotland in 1948.

13 November 1973

The Second Cod War ended with the approval of a temporary fishing agreement by the Althing, the Icelandic parliament. Iceland extended its fishing limits from 12 nautical miles to 50 nautical miles on 1 September 1972, to conserve stocks and increase its share of the catch – an extension to 200 miles was deemed unnecessary as the most valuable fishing grounds were within 50 miles, and the country would have found it difficult to police a much larger zone. The UK, along with most of Europe and the Warsaw Pact countries, opposed the move, and several trawlers were either chased off or had their nets cut by Icelandic patrol and gunboats over the following months, and the Royal Navy became involved in protecting British boats in mid-May 1973 (Operation Dewey). During the dispute RN warships were damaged in collisions, including frigates HMS *Jupiter* and *Apollo*. Agreement was reached on 8 November to allow British fishing boats

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World War 1 battleship HMS *Malaya* – see 12 November. Image from the Imperial War Museum collection (© IWM Q 75202)



access to specific fishing grounds within the 50-mile limit, but a further extension to the Icelandic zone resulted in the outbreak of the third Cod War in mid-November 1975.

14 November 1918

Armoured cruiser HMS Cochrane ran aground in heavy fog on the Mersey, and despite efforts to refloat her was written off. The Warrior-class ship, displacing 14,500 tons, had been launched at Govan in May 1905, and served with the Grand Fleet during World War 1, being present at the Battle of Jutland though she was never engaged in action against the Germans. In late 1917 she was transferred to the North America and West Indies Station, but returned to home waters within weeks and was then sent to Murmansk in March 1918 to support the Allied intervention in the Russian Civil War. She went aground in the Mersey while under the control of a river pilot; there were no casualties but the ship could not be salvaged and broke in two some time after the grounding and was broken up at the spot over the following six months.

15 November 1906

The foundation stone of the Selborne graving dock in Simonstown, South Africa, was laid by British High Commissioner the Earl of Selborne, after whom the dock was named. The dock was constructed using granite blocks from Norway

and Portland cement from the UK and took almost four years to complete.

16 November 1965

Singapore-based Ton-class coastal minesweeper HMS Fiskerton, preparing to board a suspicious sampan early in the morning in the Johore Strait, was engaged at short range with hand grenades and a Sten gun but replied with her own Bren guns, killing three raiders.

17 November 1962

RFA Fleet tanker Green Ranger was driven ashore at Mansley Cliff near Hartland Point in North Devon in a gale as she was being towed from Plymouth to Cardiff for a refit. Her transit crew of seven were rescued by breeches buoy, but the 6,700-ton ship could not be saved. Coastal salvage vessel RFA Swin managed to retrieve navigational and communications equipment, plus three lifeboats, but Green Ranger broke in two in early December and was sold for scrap in June the following year. The ship, one of a class of six, had been launched in the summer of 1941 and spent much of the remainder of the war in the Indian Ocean, often sailing independently, though she finished up with the British Pacific Fleet. She served throughout the Korean War, winning the Korea 1951-52 Battle Honour, refuelling British, Australian and American warships, and arrived

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Armoured cruiser HMS Cochrane – see 14 November. Image from the Imperial War Museum collection (© IWM Q 38474)



Submarine HMS Sturgeon – see 20 November. Image from the Imperial War Museum collection (© IWM A 14360)



back in home waters in August 1954. She saw further service in the Med and (briefly) in the Arctic before joining Op Grapple – the British nuclear tests at Christmas Island in 1957-8. Her final four years were spent laid up at Devonport in reserve.

18 November 1800

HMS Leda was launched at Chatham, the name ship of the largest class of sailing frigates built for the Royal Navy. Almost 50 ships, of five distinct versions, were built between 1800 and 1830, based on the French frigate Hebe which was captured by frigate HMS Rainbow in 1782. Although they were regarded as fine fighting ships, and performed well under sail in a stiff gale, they were also known to be quite wet ships that moved excessively in rough seas. Leda herself had a very active service career, serving in the Channel and North Sea as well as the North and South Atlantic, but was wrecked at the entrance to Milford Haven in a gale on 31 January 1808, though her entire ship's company of around 300 were all evacuated safely. Two of the Leda class of ships survive to this day – HMS Unicorn in Dundee and HMS Trincomalee in Hartlepool.

19 November 1941

We have already considered the exploits of World War I cruiser HMAS Sydney (see 9 November), but 19 November 1941 was not such an auspicious date for her successor. The World War II version was a Leander-class light cruiser, originally intended to be HMS Phaeton but bought by Australia and renamed before her launch in 1934. After some patrols and convoy escort duties in Australian waters at the start of the war, Sydney spent eight

months in the Mediterranean where she sank two Italian warships and supported Malta convoys, receiving only minor damage and a handful of minor casualties. That all changed when she resumed patrol and escort duties in home waters. On 19 November 1941 she was heading for Fremantle in Western Australia when she approached a merchant vessel which was acting suspiciously. At first the ship claimed to be a Dutch freighter, but when further challenged she revealed herself to be the German commerce raider Kormoran. Sydney's bridge and gun control system was badly damaged by the German's 5.9in guns early in the encounter, and a torpedo caused her bow to partly collapse; under heavy fire, with parts of her hull ablaze and the settling down by the bows Sydney careered off and is presumed to have sunk overnight. The exact details of what happened during and after the battle remain a mystery; of the 645 men on board only one body was ever found, on a Carley float washed ashore hundreds of miles away on Christmas Island three months later. Kormoran herself had been fatally damaged by Sydney, and was also ablaze; she was scuttled at midnight. Because of the need for radio silence, Sydney's demise was not suspected until 23 November, and a British tanker picked up German survivors the following day, which prompted a search. More than 300 of the Kormoran's crew of 400 were rescued, but apart from a liferaft and lifebelt, nothing was seen of Sydney. The wreck of the Kormoran was only discovered by American explorer David Mearns in March 2008 in 2,500 metres of water, and Sydney was found five days later, some 12 nautical miles away from her opponent.

20 November 1939

German naval trawler Gauleiter Telschow was sunk by submarine HMS Sturgeon 100 miles off

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Heligoland – the first German naval vessel to be sunk by a British submarine in the war. The 430-ton ship was requisitioned as a general-purpose patrol vessel on 12 September 1939, but little over two months later she was spotted by Sturgeon and sunk with a torpedo with the loss of 24 crewmen. Her companion on that day, another requisitioned trawler named R. Walther Darré, survived the encounter but suffered a worse fate – she was sunk twice, first by Allied air attack in August 1942 off Dieppe, then having been raised and repaired, she was sunk by Royal Navy motor torpedo boats in the Channel on 4 July 1944.

21 November 1939

Town-class light cruiser HMS Belfast was badly damaged by a German magnetic mine in the Firth of Forth. The blast did little visible damage to the hull but the shockwave badly damaged the keel and wrecked an engine room. One sailor later died as a result of head injuries from being flung across a compartment. The ship had only been commissioned in August, and there was a possibility that she would be scrapped, but instead she underwent a two-year repair and refit programme in Devonport, emerging as a more powerful warship. She spent some time escorting Arctic convoys and took part in the Battle of North Cape, which destroyed German battleship Scharnhorst on Boxing Day 1943. She had a key role in the Normandy landings of June 1944, and joined the British Pacific Fleet shortly before the war ended. She also served in the Korean War. A campaign to preserve the warship in the late 1960s failed to win government backing, so a private trust took over the initiative, taking possession of the cruiser in the summer of 1971. Moored in the Pool of London close to Tower Bridge, the ship opened to the public in October the same year, and became part of the Imperial War Museum in 1978. She remains a popular attraction in the capital, attracting more than 327,000 visitors in 2019, before the Covid pandemic disrupted tourism

across the UK.

22 November 1918

Submarine HMS G11 wrecked off Howick, Northumberland, less than two weeks after the Armistice – the first of 14 RN boats lost between the two world wars. G11 was returning to her home base of Blyth from a patrol on the Dogger Bank in the North Sea under the temporary command of Lt Cdr George Bradshaw as her normal CO, Lt Richard Sandford VC, was in hospital in Yorkshire suffering from typhoid fever. Sailing through thick fog and heavy seas, and with the vessel's log disabled, the command team underestimated the boat's speed through the water and overshot their destination, ending up on rocks around 30 miles north of Blyth. The grounding ripped the 840-ton submarine's keel away and the crew was forced to abandon their boat, with two of her complement of 31 drowning in the process. G11's captain Lt Sandford died of his fever the following day.

23 November 1914

German submarine U-18 was rammed by Naval minesweeper trawler No 96, previously Aberdeen-based trawler Dorothy Gray, in Scapa Flow. The 700-ton U-boat, on her third patrol, had slipped in through Hoxa Sound in the hope of finding the British fleet at anchor, but because of the known presence of U-18 and two other boats around Orkney the warships had sailed the previous day for ports along the Scottish and Irish coast. In trying to navigate back out the U-boat's periscope was spotted and Dorothy Gray rammed it, causing some damage. The submarine, blinded and difficult to control, porpoised between the seabed and surface, and was spotted by destroyer HMS Garry, which also rammed it. Crippled, on fire and on the seabed, her captain decided surrender was the only option and blew all tanks. When approached by destroyers HMS Garry and Erne, the U-boat was

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Destroyer HMS Erne, involved in the sinking of U-18 – see 23 November. Image from the Imperial War Museum collection (© IWM Q 21225)



Battleship HMS Barham explodes before sinking – see 25 November. Image from the Imperial War Museum collection (© IWM (MOI) FLM 1984)



scuttled and her crew swam across, though one crewman drowned. As it happened, the other two U-boats in the vicinity also tried to attack Scapa Flow; one tried the following day but also withdrew when they found no ships, the other attempt was foiled by tides.

24 November 1922

The wearing of 'wound stripes' by British Servicemen was discontinued under Army Order 434, though a less specific version was introduced during World War 2. The original version, a 5cm stripe of gold Russia braid, was issued if a combatant was wounded and appeared on an official casualty list, and it could be worn on the lower left sleeve. Introduced in 1916, it was back-dated to the start of the war, but was open to abuse by those who sought to embellish their Service career – brass versions of the braid stripe, which tended to go dull quite quickly, could be bought from various suppliers.

25 November 1941

Battleship HMS Barham was sunk by U-331 off Sidi Barrani, on the Egyptian coast. The ship, one of five Queen Elizabeth-class warships built between 1912 and 1915, was part of the Grand Fleet during World War 1 and took part in the Battle of Jutland, though much of her war service was routine in nature, mainly consisting of patrols and training exercises. Barham was in the Mediterranean at the start of World

War 2 and returned to home waters at the end of 1939, though the passage was marked by tragedy – Barham collided with escort destroyer HMS Duchess off the Mull of Kintyre in thick fog, causing the smaller ship to capsize and sink, killing 136 of her ship's company of 145, including her commanding officer. The following year Barham, which displaced 33,000 tons and had a ship's company of more than 1,000, was back in the Med after repairs following a torpedo strike shortly after Christmas. She undertook convoy escort duties and naval gunfire support as well as playing a part in the inconclusive Battle of Dakar in the Atlantic. Late on 24 November 1941 Barham left Alexandria with sister ships HMS Queen Elizabeth and Valiant, escorted by eight destroyers – collectively the 1st Battle Squadron – to cover cruiser operations in the central Med. The following morning the squadron was detected and tracked by U-331, which slipped through the destroyer screen in the afternoon. The U-boat fired four torpedoes from less than 400 metres and then broached, at which point it was fired on. The submarine dived out of control to almost twice its design limit of 150m but was not pursued and made it back to base where the CO reported he believed he had struck a battleship with a torpedo. In fact, three of his four torpedoes struck Barham within a small area amidships and she quickly capsized. Less than five minutes after the strike the battleship's main magazine blew up and she sank rapidly with the loss of 862 men, two of whom died of their wounds shortly after being rescued. Around 450 or more survived the violent explosion, more

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than 300 of them being picked up by destroyer HMS Hotspur. News of the sinking was censored in the hope of preserving fragile British morale, and next of kin were only informed some time later with a warning not to discuss the loss of the ship. The Admiralty officially announced the loss at the end of January 1942. A curious consequence was the imprisonment of supposed medium Helen Duncan, who claimed in a public seance in Portsmouth to have been in contact with the ghost of a Barham sailor at a time when the ship's sinking was still being kept a closely-guarded secret from the public – she is thought to be the last person to have been incarcerated for fraudulent witchcraft under a 1735 Act of Parliament. The case was presumably brought to prevent further disclosures about the sinking.

26 November 1913

HMS Warspite, perhaps the most famous battleship of the 20th Century, launched at Devonport. One of the five Queen Elizabeth-class battleships of World War 1 vintage, Warspite was at Jutland but otherwise had a low-key war, often undertaking speculative

patrols. She also suffered a couple of mishaps – she grounded in the Forth in 1915 after navigating down the wrong channel, requiring several weeks of repairs, and later the same year collided with sister ship HMS Barham, damaging her bows. Her service in World War 2 was rather more effective, often as flagship, including the Norwegian campaign of 1940 and actions against Italian warships, including one instance when she proved the accuracy of her gunners by hitting battleship Giulio Cesare at a range of around 15 miles, one of the longest-range strikes by a ship under way against a moving target – the shell started fires and knocked boilers offline, which caused the Italian squadron to withdraw. Warspite supported the raid on Taranto and took part in the Battle of Cape Matapan as well as protecting Mediterranean convoys before she was badly damaged by bombs at the Battle of Crete in 1941 and steamed to the west coast of the United States for repairs at a yard near Seattle in Washington, having travelled the long way – via Suez, across the Indian Ocean, stopping at Ceylon, the Philippines, Honolulu in Hawaii and British Columbia en route. After five months in the States, during which time she was on high alert as the Japanese attacked Pearl Harbor in Hawaii, she sailed for Australia

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Battleship HMS Warspite during World War 1 – see 26 November. Image from the Imperial War Museum collection (© IWM Q 19559)



via the west coast of the Americas and the South Pacific. She spent the next year or so as flagship of the Eastern Fleet, based in Ceylon, but also operating out of the Maldives and Mombasa in East Africa. After a brief refit in Durban, South Africa, she returned to the UK in May 1943 for further work, then sailed once more for the Mediterranean and a place in Force H. She covered the Salerno landings in September and escorted capital ships of the Italian Navy into Malta following the Italian surrender in September, including the battleship she had struck at such long range the previous year. Returning to Italy, Warspite was severely damaged by guided bombs, killing nine members of her ship's company. She was towed, with some difficulty, back to Malta for emergency repairs, then (slowly) back to the UK via Gibraltar. Patched up, and far from fully operational, she emerged from Rosyth just in time to join the Normandy Landings force, and had the honour of being the first ship to open fire, bombarding German positions at Villerville on Sword Beach. After six days of naval gunfire support her remaining guns were worn, so she was sent back to Rosyth via the North Sea – and took further damage when she struck a mine off Harwich requiring several further weeks of repairs. By now she was acting almost exclusively as a gun platform for shore bombardment, taking part in actions off Le Havre, Antwerp and Walcheren Island throughout the autumn of 1944 – the final acts of her long career. Despite suggestions she could be retained as a museum ship she was earmarked for scrapping in the summer of 1946 and sailed from Portsmouth for the last time in April the following year, heading for the Clyde. In keeping with her service life, the final voyage proved eventful – she broke loose from her tow in a Channel storm and was driven ashore in Prussia Cove in Cornwall. Her transit crew was rescued by lifeboat and the wreck remained on the coast for three years, thwarting several salvage attempts (during which several vessels were damaged or ran aground) until the remains of the battleship were shifted close enough to the shore for salvage to take place over the course of around five years. The battleship, the sixth vessel to bear the name Warspite, is the most highly-decorated in the Royal Navy, with 15 Battle Honours.

27 November 1916

His Majesty's Airship (HMA) R-9 made the first successful flight by a Royal Navy rigid airship at the Vickers works at Walney Island, Barrow-in-Furness. A predecessor, HMA No 1, officially called HMA Hermione after the tender vessel, but widely known by the nickname Mayfly, had been built by Vickers in 1911 but had been unsuccessful, breaking in two in strong winds before her first flight, and the airship project had been shelved. But with the Germans pushing ahead with its Zeppelin programme, the decision was made to try again, learning

what they could from the German project. The Vickers design department was resurrected, and included a young Barnes Wallis, later to gain fame as (amongst other things) the inventor of the Dambusters' bouncing bomb, as a leading designer – Wallis is generally thought of in the context of the RAF, but in 1915 he was given a temporary commission as a Sub-Lieutenant in the Royal Naval Volunteer Reserve as a member of the Royal Naval Air Service. Despite several changes of design and some construction difficulties, construction of the airship was begun in a purpose-built hangar in 1914. The ship was taking shape when war broke out in August 1914, but the project was put on hold by the Admiralty in 1915, and when the decision was made to resume work later that year there were further delays as Wallis and the chief designer, HB Pratt, had resigned and joined the Army. The first test flight of the 160m (530ft) airship, which could reach a speed of over 40mph, took place on 27 November 1916 although it failed to reach contract specification in terms of load lifting; further modifications proved successful and the craft was accepted by the Royal Navy the following April. It spent the rest of the war based at Howden in East Yorkshire then Pulham in Norfolk, where it was finally broken up to allow more room for newer airships. R-9 completed almost 200 hours in the air in total, allowing the Navy to practise handling and operating such craft.

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Barnes Wallis, who as a young man served in the Royal Naval Air Service and helped design early RN airship R-9 – see 27 November. Image from the Imperial War Museum collection (© IWM HU 92132)

28 November 1957

The closure of Hong Kong Dockyard was announced in the House of Commons on 28 November 1957 by the Civil Lord of the Admiralty, Thomas Galbraith, and the yard formally closed exactly two years later with the loss of more than 4,600 jobs. Mr Galbraith emphasised that it did not mean an end to Royal Navy activity in Hong Kong, as a small local base would be maintained there to support a force of RN ships and other vessels would visit "from time to time". Early attempts to set up a dockyard and barracks in Hong Kong after January 1841, when the Royal Navy first landed in the territory, were thwarted by sickness and typhoons, and by 1858 the so-called Naval Dockyard was still in rudimentary form, with a simple pier and a self-contained barracks; arrangements were put in place to use nearby commercial slips for the maintenance of warships, particularly in the Aberdeen district. Always subject to commercial pressure, further expansion of Naval facilities saw sites also appear on Kowloon and Stonecutters Island, with reclaimed land being used on Hong Kong Island itself. A million-pound extension was agreed in 1900 and the pattern of expansion was set for nearly half a century, until post-war contraction saw reductions in the British Pacific Fleet in the late 1940s, leading to a third of the workforce being laid off in the three main sites – Aberdeen, Central Hong Kong and Kowloon. The 1957 announcement brought further contraction, and the final withdrawal was to follow some 40 years later, on July 1997, when Hong Kong was transferred to China after 156 years under British control.

HMS Mohawk – see 29 November. Image from the Imperial War Museum collection (© IWM HU 129905)

29 November 1963

Tribal-class frigate HMS Mohawk was commissioned at Barrow-in-Furness, slightly later than planned because of union demarcation disputes. At her launch in April 1962 the ship's company consisted of an Engineer Officer and small team of engine room ratings, with others joining from early 1963. The last contingent joined her the day before her commissioning, but perhaps the most notable arrival was that of the ship's Royal Marines Detachment who marched on board having completed a 17-day journey on foot from Eastney Barracks in Portsmouth, led by Lt Robin Ross RM. According to the ship's own account, in the First Commission book, the Royals arrived "wet, but cheerful, having had a ball in almost every town and village en route." On a fine November day, the Commissioning Ceremony was conducted by the Chaplain of the Fleet, and one of the VIP guests was the High Commissioner for Canada. The Ship's Company Dance on the evening of the commissioning was aid to be a fitting climax to the ship's association with Barrow.

30 November 1787

Horatio Nelson paid off the frigate HMS Boreas (28 guns) at the end of a three-and-a-half year spell in the Caribbean enforcing unpopular English trade and navigation laws. During this period Nelson was sued by the captains of American ships seized under the laws, and spent some eight months stuck on board his command until a court judgment in his favour. Once Boreas was paid off Nelson returned to the UK with his new wife Fanny, while the frigate was used as a slop ship until she was broken up in Kent in 1802.



➤ LONGCAST

2023	
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 RN Shipmates.co.uk website for a list of further reunions: www.rnshipmates.co.uk



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THE ROYAL MARITIME HOTEL

A SPECIAL OFFER

A 10% discount on food, selected drinks and hotel rooms for members of the Royal Naval Association

The Royal Maritime Hotel is a stone's throw from Gunwharf Quays, the Spinnaker Tower and Portsmouth Historic Dockyard, HMS Victory, The Mary Rose Museum and HMS Warrior. Facilities include Horatio's restaurant, the Victory bar, a small swimming pool, sauna, spa pool and skittles!

Run by a charity to benefit veterans and serving military personnel




Visit royalmaritimehotel.co.uk for more information and to book

info@royalmaritimehotel.co.uk 02392 982 182 Queen Street, Portsmouth, Hampshire, PO1 3HS

MORE OFFERS

Ship Anson pub, 10 The Hard, Portsea	10% off food and drink
Portsmouth Historic Dockyard	£20 for a day ticket 30% off annual Ultimate Explorer tickets
Royal Maritime Club 182 Queen Street	A 10% discount on food, selected drinks and hotel rooms
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.
China Fleet Country Club	Click on the link for lots of different offers for Serving and ex-Serving Royal Navy and Royal Marines

Watch this space for RNA offers on event tickets and lots more to come!

Are you a veteran looking for work?

We connect you
with your future




**Forces
Employment**
Charity

forcesemployment.org.uk



Registered charity 1061212 & SC039262



Research looking for working age veterans with hearing impairments.

If you are a veteran aged 16-67 with a hearing impairment, including tinnitus and hyperacusis, we invite you to complete our survey.



The aim of this survey is to understand the impact of hearing impairment on British Armed Forces veterans acquired whilst in service, and establish whether your support needs are being met by the current accessible services offered.

Hearing your experiences will help us to show the real world impact of hearing impairments and whether veteran's needs are being appropriately met and discover what may be done to improve services.

Follow this link or scan the QR code to participate: <https://chester.onlinesurveys.ac.uk/rbl-hearing-survey>

Or email gabrielle.andrews@chester.ac.uk with any questions or to request a paper version.



RNA CONFERENCE 2024 CARDIFF

June 14th - 16th June 2024 (Friday - Sunday)



Gala Dinner
 Only
£40^{PP}

Area 7 is hosting the annual RNA Conference in Cardiff.

The Welsh capital has undergone a transformation in recent years. Once a busy industrial port, it is now a cosmopolitan city of culture, character and charm.

Just for groups! are delighted to announce we have secured bedrooms at a choice of two hotels, both within walking distance of the Coal Exchange Hotel, Cardiff, where the AGM and gala dinner will be held on Saturday 15th June.

Please contact our friendly team on **01603 886740** to book the gala dinner – at a cost of **£40pp**, and/or bed & breakfast accommodation.

Alternatively you can book on our website : **www.justforgroups.com**

or via post, by completing the booking form and returning this to us at:

Just for groups! The Old Bakery Queens Road, Norwich, NR1 3PL

Gala Dinner: £40pp



HOLIDAY INN EXPRESS - CARDIFF

The Holiday Inn Express Cardiff Bay is located within Cardiff Bay and Cardiff city centre overlooking Bute East Dock.

All bedrooms are en-suite with complimentary WIFI, air conditioning, iron/ironing board, flat screen TV, direct dial telephone and hairdryer.

The hotel offers car parking (charges will apply) and Cardiff Bay train station is within a 10 minute walk.

2 nights £145 per person sharing £249 single occupancy	3 nights only £215 per person sharing £369 single occupancy
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FUTURE INN - CARDIFF

The Future Inn Cardiff is located within Cardiff Bay and walking distance of Mermaid Quay and the Welsh Millennium centre.

The hotel hosts 197 air-conditioned en-suite bedrooms fully equipped with tea/coffee making facilities, flat screen TV, hairdryer, and iron/ironing board. There is complimentary on-site car parking.

1 night £115 per person sharing £190 single occupancy	2 nights £199 per person sharing £329 single occupancy
3 nights £269 per person sharing £439 single occupancy	

Booking conditions apply

CALL: 01603 886 740
 Email: sales@justforgroups.com

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)



**APPLICATION FOR ANNUAL PERMIT FOR A
REGISTERED ROYAL NAVAL ASSOCIATION CLUB
(Form C3)**

(To be submitted to RNA Headquarters by 8 December 2023)

PART I – The Club

Name of Club in full
Registered Number
Registered Office Address
Tel Post Code

Premises owned by :
Club/Branch/Other

Club membership as **at 31 October 2023**:

Life Full Assoc

ANNUAL PERMIT 2024

The undersigned **certify** that:

- The Club is registered with the FCA and has registered the annual accounts/financial statements.
- The Club is a going concern and solvent under the terms of the Insolvency Act 1986 and this is anticipated for the year of this permit application.
- The Club, at its AGM, agreed to abide by the Rules for Clubs laid down by the Association; reviewed its approved Bye-Laws and believes them to be current and appropriate.

Hon Secretary (Signed) (Print name) Date

Chairman (Signed) (Print name) Date

Treasurer (Signed) (Print name) Date

PART II – The Branch

The Committee of the Branch of the Royal Naval Association has examined the above information and it is satisfied as to its accuracy.

The Committee hereby applies for the renewal of the Annual permit and undertakes to ensure all the conditions therein are complied with.

Branch membership as **at 31 October 2023**:

Life Full Assoc

Branch Hon Secretary (Signed) Dated

PART III – The Area

Number Area in which the Branch is situated recommends that National Council approves this application.

Area National Council Member (Signed) Dated

PART IV – The National Council

This application is approved by the National Council, the Bye-Laws, if amended, are approved

On behalf of the Council (Signed) Dated

Notes and conditions

- a) Under Association Rule 11 the Council requires all Branches forming a club to register it and its name with the appropriate authority through RNA Central Office, and thereafter to apply for an Annual Permit.
- b) The application for the Annual Permit should be submitted by the Branch having first received the Area's endorsement, to RNA Central Office by the 8 December 2023. If either the Branch or the Area cannot approve the application, it should endeavour to resolve the reasons with the Club, but failing this should report full details to the General Secretary with a copy to the Council member for the area.
- c) RNA Central Office will issue the permit dated 1 January 2024 as soon as practicable.
- d) If the premises are not owned by the Branch it is a condition that adequate facilities are provided by the owner or lessee for the conduct of Branch business.
- e) If the Secretary's address for correspondence is not the same as the registered office for the club, this should be shown after their signature.
- f) The conditions specified on the Permit as being accepted by the Club include the following:
- g) All members of the Club shall be members of the Association with not less than 20 Full and or Life members as defined by clause 7 of the Royal Charter.
 1. The Club will, in general, do all possible to further the objects of the Association and will support and encourage the work of the Branch with which it is associated.
 2. The Club will abide strictly by its registered rules which shall be those approved by The Council and accepted by the Licensing authority. Amendments to the Rules may only be made by the Council; they shall apply to each Club. Clubs are to use the registered Model Rules for the RNA, which ensures that they are always compliant with the Law and RNA Charter.
 3. Each Club shall review its Bye-Laws annually and submit amendments to the Council for approval.
 4. Two copies of the audited accounts of the Club shall be forwarded to the General Secretary each year.
 5. The Council shall be entitled to appoint a representative to inspect all documents, accounts and books of the Club on giving seven days notice.
 6. The Council and the appropriate Area Committee may from time to time pay a visit of inspection to the Club.
 7. The Council can give seven days written notice of cancellation of the permit, whereupon the Club shall thereupon cease to trade under the title of the "Royal Naval Association" and to use the RNA registered model Rules.