

# SEMAPHORE CIRCULAR



## ➤ HMS QUEEN ELIZABETH IS BACK IN TOWN

Aircraft carrier HMS Queen Elizabeth is back in town - and her entry into Portsmouth Harbour was captured by our ever-reliable shipmate on the spot, former RNA National President S/M John McAnally. The 65,000-ton ship

has been in undergoing repairs on her propeller shafts at Rosyth in Scotland, followed by a week at sea to test the system.

The trials programme included extended high-speed runs and violent

manoeuvres to ensure the repairs have done the trick, and some work with an RAF Orion maritime patrol aircraft. The carrier and her ship's company will now prepare for operations planned for the autumn.

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**Semaphore Shorts and Semaphore Circular:** The monthly Semaphore Circular appears on the first Friday of each month, notes for branch officers on the second Friday and Semaphore Shorts on the remaining Fridays of each month. On occasions the publication date might be delayed for operational reasons – if so we will endeavour to tell you in advance by email and/or through our social media channels.

**The next Semaphore Circular will be published on Friday 6 September.**



## ➤ ON COURSE FOR NEW FRIENDSHIPS

The RNA was delighted to host the International Maritime Confederation's annual Summer Camp at the Royal Hospital School in Ipswich.

This organisation brings together a host of nations to foster connections and build comradeship.

The Summer Camp is aimed at young people from the ages of 12 to 21 years old and is an opportunity for them to learn new skills and improve their confidence.

The British contingent were all sponsored by the Naval Children's Charity and had various reasons to be supported.

Every Naval child sometimes needs a little extra support due to their parent's (or parents') work. These children cope with separation, move often and have other Service-linked disadvantages, for which they deserve all the help we can give them.

Molly, aged 14, said: "My mum and

dad are divorced and my mum is in the Navy. I live with her and don't really see my dad much as he now lives a long way away.

"She gets deployed a lot and when that happens I go to live with my granny. When she is away I miss her loads. I used to go to boarding school but I get really anxious and living at home is much nicer.

"When she is away I miss her, and I can't sleep because I am so worried about whether she will come back."

So many Naval children suffer practical and emotional impacts to different degrees, and the RNA was delighted to be able to give young people like Molly a week of distraction, an opportunity to learn new skills and a multitude of connection possibilities with other children who are in the same position and able to provide peer support.

Kirsty, Ex-Royal Navy and mum to Zak, aged 16, who has ADHD, said: "A couple of days into the week Zak called me and I could hear in his voice how happy he was.

"He sometimes struggles making friends yet he was folded into the group from the beginning. This holiday has reminded him that not everyone will bully him; that there are lots of other people like him, and he is not alone. I am so grateful."

Supporting Naval children translates directly into supporting veteran or serving RN personnel, enabling them to have a break from childcare, and giving them the peace of mind that their child will be in a safe and wholesome environment.

Alex, aged 12, who has Type 1 diabetes, said: "We [three brothers] don't normally get to

go on holiday together without our parents because mum is so worried about me getting ill.

"So this holiday has been brilliant because we are all together and my mum isn't scared that anything will happen to me because she knows that you guys [RNA Staff] will look after us and be able to deal with any issues if I get ill."

The week was an astounding success, with all the children telling us they had a wonderful time, met and made friends with people from different countries - and learned how to sail.

Bill Oliphant, General Secretary of the RNA, said: "It was a pleasure to work with the Naval Children's Charity to give these deserving young people this opportunity.

"It was a joy to see them having such fun.

"I can confirm that the attending Central Office staff felt that all the hard work was well worth the effort because it was clear the young people had such a great time."



## ➤ CONTACTS



Central Office Contacts	
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# ➤ FROM THE GENERAL SECRETARY

**Ahoy Shipmates,**

At last the sun is shining and we're into RNA tropical rig at Central Office – Pusser's Empire Builders totally acceptable!

Good news first.

I'm delighted for our serving members to see that the Armed Forces Pay Review Body recommendations have been accepted in full by the new government and that a 6 per cent pay rise has been achieved this year. With inflation now at 2 per cent, that's a substantial rise above inflation so it's good to see that our people are being valued and recognised for what they do. BZ new government!

While I'm on that vein, thank you to Peter Dowd MP, who we saw at our Conference last year in Liverpool, who gave mention to the RNA when he had the honour of making the speech to introduce the State Opening of Parliament debate. Link to his speech here: <https://hansard.parliament.uk/commons/2024-07-17/debates/E49310A5-9111-4957-905D-5471B0019D80/DebateOnTheAddress>

Delighted also to see HMS Queen Elizabeth back in her home port after getting her shaft issues sorted in Rosyth. Great to have you home Big Liz.

**Sailing Camp:** Some great photos in this edition of the very successful Youth Sailing Camp run by the RNA on behalf of the International Maritime Confederation (IMC) at the Royal Hospital School, Holbrook, last week. We partnered with the Naval Children's Charity who sponsored the event – thank you Clare – and, more importantly, found youngsters for us who all had a heartrending back story and benefitted hugely from this experience. You will recall that continued membership of the IMC was the subject of a motion at this year's Conference and, I'm glad to say, that delegates voted overwhelmingly to remain part of it. Not only did these UK kids have a great week but they now have a friendship base across Europe

which could set them up for life.

**RNA Choir:** Please also see the story on **page 6** for recruits for an RNA Community Choir which I am hopeful we will be able to field at our RNA 75th Anniversary Charity Concert featuring the Fisherman's Friends, who will perform for the first time live with the Royal Marines Band. This event is programmed for 22 October 2025 in the Guildhall, Portsmouth – mark your diaries now. Discounted tickets for RNA members will be on sale in the autumn but you might want to think about accommodation in Portsmouth early.

**Security:** The recent stabbing in Chatham of a uniformed soldier was concerning, however, it was a 'lone shark' action and not part of a co-ordinated attack. As you know, our security threat levels are monitored continuously so please take your lead from MOD advice. In addition, certainly for Full and Life members, as serving and former members of the UK Armed Forces community, we are all trained and have probably developed a sixth sense when something just looks or feels wrong. It matters not if we are in uniform or in civvies on leave or, indeed, now a veteran, but we still have a unique place in society and an additional responsibility to protect our civilian citizens, so keep an eye out. It's just what we do.

RNA – a Force for Good - Once Navy Always Navy!

Go well,

*Bill*



## ➤ HELP SHAPE OUR WELFARE/ WELLBEING PROGRAMME

Shipmates, you may or may not be aware that the development of the Welfare/Wellbeing organisation within the Association has been on hold for sometime.

This is primarily due to the recognition that this was being driven by Central Office, to meet the terms and conditions of our funders, instead of being driven by the membership. To rectify this a series of short surveys - and we do mean short - will be developed and sent out to all members of the Association. The information we receive back will help to shape the future of Welfare/Wellbeing in the RNA. For those of you in Branches, if you're reading this then your email address should be up to

date. If you're reading a hard copy of this, please contact your Branch Secretary and provide them with an email or postal address. For those of you on the HQ Roll, if you're reading this your email address is working properly. Could we please ask you all to reach out to Shipmates who don't have an email address to contact Central Office and provide us with a postal address. The Central Office phone number is 02392 723747. Of course, providing Central Office with either your postal or email address is at your discretion. The Joss is not going to pop around to your house if you don't, but it may mean you miss out on having a say in the future direction of the RNA...

## ➤ PETER STEPS BACK, ANDY STEPS UP

Shipmates should be aware that, for personal reasons, S/M Peter Godwin has recently stood down from his role as National Chairman and as NCM for No 8 Area. National Chairman responsibilities have passed to the National Vice Chairman, S/m Andy Christie, who will remain Local Acting until the next National Council meeting in September. You will recall that Andy is well versed in RNA policy and activity having worked in Central Office for many years and now serving as Chairman of Lee on the Solent Branch.

## ➤ CAMP LEJEUNE DEADLINE LOOMS

British Service and civilian personnel affected by contaminated drinking water at an American military base have just over a week left to apply for compensation.

Veterans and civvies who served at the Camp Lejeune US Marine Corps training establishment in North Carolina between 1953 and 1987 may have been exposed to toxic chemicals that were found in samples taken from two wells on the site.

The toxic water could potentially cause serious illness, including infertility, Parkinson's disease and various forms of cancer - and it is estimated that as many as a million people, both American and visiting forces, could have

been affected. Families may apply on behalf of a loved one who has subsequently died.

Claims for compensation can be made by anyone who spent at least 30 days at Camp Lejeune (they do not have to be in one continuous period) and thinks they have been harmed by the contamination - but the deadline for a claim is 10 August.

If you believe you are eligible you should seek legal advice as soon as possible. One firm that has been handling such claims is Irwin Mitchell, who have more detailed information on their website - see <https://www.irwinmitchell.com/personal/personal-injury-compensation/military-injury-claims/camp-lejeune>

## ➤ SLOPS AVAILABLE

**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).**

## ➤ LOWDOWN ON SATURDAY TOT TIME

For those shipmates who are not aware of its existence, here is a bit of back ground to Wrexham branch's online Tot Time, which is open to all.

When we went into Covid lockdown S/Ms Eric Holmwood, Kevin Hackett and Jeff Hughes from Wrexham branch sat in Kevin's front room and went on Facebook just to chat with whoever wanted to talk, not knowing anything about Zoom. Progression from there was slow to build, but once they got more proficient at it it just took off from thmore than 50 RNA shipmates were on screen.

As of today they average 30 shipmates every Saturday night; at one stage, they were Zooming twice a week.

It has become something of a lifeline to a lot of Shipmates who are on their own. They did at one stage say they were going to finish with it, but by popular demand it is still going strong.

They also keep it going in memory of their mate Eric, who crossed the bar earlier this year.

They log in from 1830 each Saturday night (access through the RNA Community Facebook page at <https://www.facebook.com/share/g/TzwyJSTR82UgDt4J/?mibextid=K35XfP>) for brief chit chat, then at 1900 they have three volunteers and do their Saturday night Toasts - the King, the RNA, then Absent Friends.

To round things off it goes to the shipmates to see if anyone has a Toast they would like to give. From there it is general banter about everything going - except politics!

They also do a half-hour on Christmas Day, and an open house on New Year's Eve.

## ➤ CALL FOR CHORISTERS

For the RNA's 75th anniversary year, one of the special events is a charity concert in Portsmouth on the 22 October 2025.

Featuring the Band of Her Majesty's Royal Marines Collingwood and the Fisherman's Friends, the event will have a matinee and evening performance.

The RNA would like the event to be supported by an RNA Community Choir and is calling for musically-minded participants in the areas of Portsmouth, Plymouth and Rosyth. The Community Choir will be regionally organised by a volunteer administrator and will be led by a choirmaster from the RM Band.

You don't need to have an amazing voice. Maybe you have never sung before. The point of the Choir is to bring people together and to have fun. Then, after practice and more practice, you will be performing at the Concert in October 2025. Please contact [cml@rnassoc.org](mailto:cml@rnassoc.org) in the first instance to register your interest.

## ➤ REMEMBRANCE SERVICE

A Service of Thanksgiving for the life of Vice Admiral Sir Clive Johnstone KBE CB will be held at 12 noon on Tuesday 10 September 2024, at St Margaret's Church, Westminster, London SW1P 3JX.



# Christmas

## COMPETITION

IT MIGHT SEEM LIKE A LONG WAY OFF  
BUT IT'S ONLY A FEW MONTHS AWAY!

GET CREATIVE WITH CHRISTMAS IMAGES  
FOR THE RNA CHRISTMAS CARD AND  
CALENDAR COMPETITION.

SEND YOUR  
PHOTO OR PIECE OF ARTWORK TO

**ENGAGEMENT @ RNASSOC.ORG**

Judging 31st August  
deadline 29th August





## ➤ TAKE A TOUR THROUGH FIVE CENTURIES OF ENGLAND'S MARITIME HERITAGE

Martin Randall Travel, the UK's leading cultural tour operator for small group tours, is running a Maritime Heritage tour later this month that is designed for those with a passion for the historic links between England and the sea. 'Maritime England - Royal Navy and Merchant Navy in the history of the nation' – the first tour of its kind in Martin Randall Travel's programme - will be led by Dr James Davey, curator at the National Maritime Museum from 2011 until 2017 and currently lecturer in Naval and Maritime History at the University of Exeter.

"I am so excited to be leading this tour," said James. "As a former curator, and now a university lecturer, I love talking about Britain's maritime past and am thrilled to have this opportunity to share my expertise." Although the tour focuses generally on the 18th and 19th Centuries it ranges across five centuries, tracing the rise of Britain as a maritime and global power from the 16th Century to more recent times.

"The start of the tour concentrates on the 16th and 17th Centuries, when England was but one European power attempting to exploit the maritime world," said James. "We'll explore the Pool of London and visit the Docklands Museum, the National Maritime Museum and Royal Observatory, all of which reveal that disaster was as common as victory in these years.

"Perhaps most significant and poignant is the concluding visit to the Mary Rose Museum in Portsmouth. This is, in my opinion, the most

remarkable cultural heritage site in the country. Not only is it an amazing archaeological story, it's also a fascinating social history museum that gives real insight into the lives of 16th Century mariners." Throughout the tour the significance of the sea to Britain's national identity will be evident through its legacies and relevance throughout the last 500 years, and the sheer dominance of British maritime muscle will become clear – in 1840 some 40 per cent of world trade was British and by 1900 around 80 per cent of the world's shipping was registered in England..

But it won't be all museums and statistics – that would be a shame in high summer. Visits to Chatham Historic Dockyard and Bucklers Hard in Hampshire (*pictured below*) will allow tour members to appreciate the built environment of Britain's Naval past as well as (hopefully) enjoying some sunshine.

The fortifications along the South Coast that kept Britain safe will also be considered, and the opportunity to step aboard iconic ships including HMS Victory and HMS Warrior in Portsmouth will bring history to life. At the heart of the tour will be the high water mark of the Royal Navy's reach and power in the 18th and 19th Centuries, from the wooden walls to the age of steam when the Navy was the driving force behind the British Empire, but there will also be consideration given to the role of commercial shipping throughout the period.

The tour runs from 27 August until 2 September 2024 and prices start from £2,820. Full details of the itinerary and practical considerations can be found at the Martin Randall Travel website - <https://www.martinrandall.com/maritime-england>

**Image of Greenwich (top of page) by Dorin Seremet on Unsplash (<https://unsplash.com/>)**



# MEMORIAL SERVICE FOR LISBON MARU

A Memorial Service for those who died in or were affected by the sinking of the Lisbon Maru will be held on Wednesday 2 October this year at the National Memorial Arboretum.

Lack of funds mean there will be no organised catering following the service.

Following the service and lunch last year relatives were invited to organise a structure that would enable events such as this to continue into the long term.

Several relatives have been working hard in a Steering Group to set up just such a structure, which will be known as the Lisbon Maru Memorial Association (LiMMA), which will be formally set up in the near future.

For this year a Crowdfunder page has been set up seeking donations to help cover the significant cost of organising the service. The link is: <https://www.crowdfunder.co.uk/p/lisbon-maru-memorial-service-2024>

The primary aims and objectives

of the association are:

- Maintaining the Annual Memorial Service to honour the memory of those affected by the Lisbon Maru tragedy.
- Fundraising for continued activities and future projects: they aim to raise funds to support these memorial services and other initiatives.
- Educational outreach: they are committed to educating future generations about the events surrounding the Lisbon Maru.
- Preserving POW histories: they are working to compile a comprehensive database of the prisoners of war (POWs) involved in the Lisbon Maru incident, sharing their stories and experiences with the public. LiMMA conducts its meetings online, utilising platforms such as Microsoft Teams. These meetings are held monthly and are crucial for planning and organising our activities. Looking ahead, they may require

personal or corporate sponsorship to sustain activities, and are seeking individuals with expertise in fundraising and sponsorship to assist in securing essential funding. If you possess skills or connections in this area, they would greatly appreciate your support. Please contact them if you are interested in contributing: Anthony Jones: [limmauk@outlook.com](mailto:limmauk@outlook.com) and copied to Brian Finch: [bfinch1941@gmail.com](mailto:bfinch1941@gmail.com) Lisbon Maru was a 1920 Japanese cargo liner converted to an armed troopship during the war. It was torpedoed by an American submarine on 1 October, sinking the following day. On board were 700 Japanese army personnel, who were evacuated; of the 1,816 British POWs from the Battle of Hong Kong, held in the hold in appalling conditions, around 800 men died; it is claimed that most of the deaths were as a result of them being deliberately trapped in the hold by their captors, or being fired on as they tried to escape.

## SPECIAL RATES FOR YACHT CLUB MEMBERSHIP

George Danelatos, membership manager for the Royal Thames Yacht Club, has contacted us with news of a new membership opportunity.

"In anticipation of our 250th anniversary in 2025 we have launched a new membership category for Royal Navy Officers irrespective of rank that offers them a reduced rate," said George.

"By joining the Royal Thames RN personnel will have access to all the privileges that come with being a member the Club, such as:

- Access and use of the Clubhouse in London with its two dining facilities, two bars, various private function rooms and 34 cabins
- Discounts and partnerships with leading brands
- Special in club promotions such as 10% Discount on food and beverage and a free meal for you on your birthday (T&Cs apply)
- Use of the club's two fleets of keel boats; 12 Sonars in QM Reservoir and 6 J/70s in Shepard's Wharf, Cowes.

"The Royal Navy memberships available take two forms, we have one for active officers and one for retired officers; the requirements for them to join as one of these two categories is that they are or have been on the active register for eight years or more; the discount available to them is:

- Serving Officers – 75% Discount on the current Full Yachting Member fees and no entrance fee
- Retired Officers – 50% Discount on the current Full Yachting Member fees and no entrance fee."

The club's prospective member application form,

2024 membership brochure and the Direct Debit mandate are available to download at the same location from where you downloaded this edition of the Circular.

The fee for a Serving Officer and a Retired Officer currently is £406.25 and £812.50 respectively; in order to become a member, they need to secure the support of two current members of the Club who would be willing to act as their proposer and seconder for their application; if they are not familiar with anyone who may be suitable to support your application, they will be elected as a 'Temporary member' in order to give them some time to search for suitable members to support their application.

## FINAL CALL FOR CENOTAPH CEREMONY

**Calling all shipmates who wish to march with the RNA at the Cenotaph, Whitehall, on Sunday 10 November. The RNA lead off, and make up the largest contingent of Column E of the veterans' parade.**

**We still have some places left so if you would like to march, please email Sara at [ams@rnassoc.org](mailto:ams@rnassoc.org). The deadline is 1200 on Friday 16 August, after which Sara will forward the final set of names and details to the RBL for tickets to be issued.**

**After the Cenotaph Parade 2024, the RNA will host a reception sandwich lunch at the Civil Service Club, 13-15 Great Scotland Yard, SW1A 2HJ, all those marching are warmly invited to join us there.**

## ► TAKE A CHANCE ON THE RNA LOTTERY

Just a reminder that you could win up to £25,000 in the Royal Naval Association Weekly Lottery, which gives supporters the chance to win some wonderful cash prizes as well as backing our rank-blind network of serving, veterans and family members of the Royal Navy. Once players have registered online they will be entered into the draw every Friday they are in credit (£1 per line, per week). Captain Bill Oliphant, Chief Executive of the RNA, said: "Our lottery is an exciting way of fundraising for and with at least 50 per cent from each £1 donated supporting the work we do, we will be able to help those in our community who need it most. "The RNA is free to join but relies on donations to help continue the good work. "Since Covid, we've done so much more in the welfare/wellbeing space with our veterans, and having an RNA Lottery allows us to do even more. "Please do sign up and play our lottery, and if you're not a member – join us!" Visit [www.RNALottery.co.uk](http://www.RNALottery.co.uk) to sign up.

## ► DATES FOR OUR DIARY

Would all Area Secretaries please let Central Office know of the planned dates for their Area meetings for the remainder of this year and throughout 2025. You could also let the Comms team know of any significant dates for the Longcast in the Semaphore Circular.

## ► 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](mailto:rna.camping.caravan.motorhome.club@gmail.com)

Classic Cars – Mike Burnham: [hon.secretary@rnarayleigh.org](mailto:hon.secretary@rnarayleigh.org)

Cricket – Mark Smith : [Markmiff1962@gmail.com](mailto:Markmiff1962@gmail.com)

Cycling – Craig Fulton: [craig@govguide.co.uk](mailto:craig@govguide.co.uk)

Decorative Ropework – Bob Jones: [oldsalt69@hotmail.co.uk](mailto:oldsalt69@hotmail.co.uk)

Divers – Bill Lawless: [billylawless40@yahoo.com](mailto:billylawless40@yahoo.com)

Fishing – Gus Honeywood/Selwyn Davies/John Stephenson: [rna.fishing.sig@gmail.com](mailto:rna.fishing.sig@gmail.com)

Golf – Colin Dinsdale: [rna.golfers@gmail.com](mailto:rna.golfers@gmail.com)

Model Makers – Gary Daisley: [RNA.Modelmakers@gmail.com](mailto:RNA.Modelmakers@gmail.com)

If you are interested in forming a Special Interest Group please contact [admin@royalnavalassoc.com](mailto:admin@royalnavalassoc.com)

## ► MONDAY NIGHT FIRESIDE CHATS

Next Monday's Fireside Chat will be on the subject of SSAFA, the Armed Forces charity, from the point of view of David Griggs, a SSAFA caseworker and a member of the RNA. The speaker for the following week (Monday 12 August) has yet to be

confirmed - keep an eye on our social media channels, particularly Facebook, for further details. There will be no Fireside Chats on 19 and 26 August (block leave, shipmates...). We are working on the autumn

programme, and there are still some spaces to be filled, so if any shipmates have a suggestion (or would like to volunteer to talk on a subject of which they have some knowledge) then please get in touch with the Comms team on [comms@rnassoc.org](mailto:comms@rnassoc.org)

■ 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](#)

\* Lecture subjects may change at short notice.

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

Date	Presenter	Subject
Mon 5 August	David Griggs	SSAFA, the Armed Forces charity
Mon 12 August	Mark Hamblin, Head Brewer	Powder Monkey Brewery, Gosport
Mon 19 August	No Fireside Chat	
Mon 26 August	No Fireside Chat	

**Please note: we will have an online form available for future Fireside Chats which will allow participants to give feedback on the kind of subject matter they enjoy and would like to see more of - please make sure you fill in the form to help us provide the service you want!**

# ➤ BRANCH NEWS

## Chatham Branch

Shipmates at Chatham branch joined in the celebrations to mark Mayor Of Medway Cllr Nestorov's appointment as Admiral of the River Medway, an honour initially granted to the City of Rochester by King Henry VI in 1446. The event was once again facilitated by the wonderful Rochester Cruising Club, who treated shipmates to a weekend of two cruises, one to Hawkwood Stone and the other to Queenborough, Sheerness. This historical event, steeped in tradition, was attended by Medway Town Sea Cadets, who were quite frankly splendid on board MY Patriot. As a mark of respect and tradition they cast a tethered wreath into the waters whilst a piper played a lament. MY Patriot remained stationary whilst other vessels passed by. RNA Chatham are extremely grateful to Commodore Denis Welch, Fred Trice, all the skippers and organisers of the cruises at RCC, and also to Chef Tanya and contributors for the wonderful food

laid on following the cruises. Their hospitality is exceptional. The event was covered by local TV station KMTV and broadcast around Kent. Chatham branch members who had just returned from the very successful RNA Annual Conference in Cardiff were straight back into the swing of it by taking part in Armed Forces Day events in the town. Around 8,000 people gathered at the Historic Dockyard Chatham site, surrounded by so much maritime history surrounded by so much history. There was also a very strong presence of Standard Bearers under the watchful eye of Area 2 Chairman S/M Steve Susans, who knows a thing or two about the art of the standard bearer.





**Swansea and Rhondda Branches**  
Royal Naval veterans - and RNA members - were in the running for honours at the Welsh Veterans Awards 2024.

And two of our shipmates left the Vale Resort near Cardiff with their efforts rewarded.

James Cadmore, a member of Swansea branch, had been shortlisted for Leader of the Year Award, and he had two bites at the cherry on the evening, as he is the Operations Manager for homelessness charity Alabaré, which was also up for an award.

And when the final results were announced, James had a gold and silver - Alabaré won gold in the Employer of the Year class (sponsored by Credas) and James took silver in the Leader of the Year category (sponsored by Eyes Front). James, who has also worked in the Police Service on the Counter Terrorism Specialist Firearms Unit, said: "As the Operations Manager for Wales at Alabaré, I support homeless veterans by managing the largest supported housing operation in Wales and transforming this service to better meet their needs."

At Alabaré James' focus has been on transforming the Wales operation to better support homeless veterans by securing partnerships with other charities and organisations. James has led an enhancement of the services, offering veterans the best opportunities to achieve independent living in Wales. One of the veterans James has helped through Alabaré said: "I suffer from mental health issues and anxiety, and arriving at one of James's supported houses with nothing but a pair of shorts was a daunting experience. However, James has been a true gentleman and has significantly helped me on my journey over the past six months."

Rhondda branch also had a shipmate in the mix - and S/M Gordon 'Pop' White also returned home with a prize, winning a Bronze award for Lifetime Achievement. Centenarian Pop is



#### Falmouth Branch

The Falmouth branch meeting on 23 July saw shipmates help celebrate three birthdays on the night.

S/M Jim Argo is shown cutting the cake (top right) along with S/M Caroline Johnson (above right), who both had birthdays on the day. In the main photo (above) is S/M Kay Stevenson, ex-Dental Wren, who also celebrated her 95th Birthday that day.

The cake - and a tot - were enjoyed by all Branch Members attending.



#### Shrewsbury Branch

The most popular event of Shrewsbury branch's busy social calendar saw shipmates and guests enjoy the annual summer barbecue at 'The Pig & Whistle' - aka the Chairman's garden and bar! Despite an early shower the sun shone for the afternoon and in true Naval tradition everyone was suitably fed and 'hydrated!'. The event was celebrated with a good measure of Shrewsbury Gin Company's HMS Beagle Navy-strength edition, donated by a local gin bar in the town. With an alcohol content of 57 per cent it certainly went down well.



### Coventry Branch

After a gruelling seven-month deployment protecting shipping in the Red Sea and Gulf of Aden, destroyer HMS Diamond finally returned to UK waters.

Before they returned to Portsmouth to be met by their loved ones, an Affiliation Day in Plymouth was held which included a few hours at sea.

Four members of Coventry branch were initially invited to attend; in the event five went along - thanks go to S/Ms Steve Akers, Mick Kerry, Allan Owens, Mick Rollason and Andy Henworth who attended on behalf of the branch.

Whilst the Affiliation Day was scheduled for Friday 5 July, the visitors left Coventry on Thursday morning to get in a bit of sightseeing, to reminisce about their Royal Navy service and to enjoy the atmosphere of Plymouth once again (that's a story for another day!).

At 0830 on Friday they arrived at the Naval Base, and before long it was time to embark onto the PAS boat to take them out to join HMS Diamond, which was at anchor in Plymouth Sound.

It was certainly a sight to behold, seeing her back home and being welcomed by the Captain and crew onboard.

Once she set sail, the Coventry party was well looked after by all, taken on a tour of the ship and given plenty of opportunities to chat about her recent deployment, the hostilities the ship encountered in the Red Sea and the difficult conditions the crew experienced onboard.

A flying display was given by a Wildcat helicopter which was certainly a sight to behold and a wonderful experience.

After four hours at sea and a spot of lunch, Diamond returned to anchor and to embark some family, friends and distinguished guests to sail with the ship's company to Portsmouth whilst those who attended the Affiliates Day

disembarked, to return to the Naval Base before heading for home.

HMS Diamond then continued her journey to Portsmouth, marking the welcome end of their challenging deployment. Thank you to HMS Diamond, the Captain and the ship's company for an absolutely fantastic day! Enjoy your well-deserved RnR.

In other news, congratulations are due to S/Ms Steve Akers and Ian Robinson for completing their abseil challenge down the Spinnaker Tower in Portsmouth in aid of the Royal Navy and Royal Marines Charity (RNRMC).

While down in Portsmouth they also attended the Type 42 Association reunion, where they were joined by fellow branch member Mike Kerry.

They all witnessed HMS Diamond sailing into Portsmouth in Procedure Alpha (pictured above by LPhot Kevin Walton, ©UK Ministry of Defence CROWN COPYRIGHT, 2024)

### Aberdeen Branch

**The Tall Ships Races series is coming to Aberdeen next year and the RNA Aberdeen branch members are planning to get involved. They would be delighted if shipmates from other branches would come to Aberdeen during the event and help them out, celebrate with them, work with them, or even just come and enjoy the spectacle.**

**The Tall Ships Races will be Scotland's biggest event in 2025, and is expected to attract at least 400,000 visitors from July 19 to July 22. Aberdeen will be the only UK host port for the Tall Ships Races, Europe's largest free family festival.**

**See <https://www.tallshipsaberdeen.com/>**



### **Purley Branch**

Well, what can one say about the indomitable Anne Macleod-Carey? Anne will not thank her shipmates for making a fuss, and you would never realise, but she has just celebrated her 100th birthday.

Anne, who lives independently at the Royal Alfred Seafarers' Society in Banstead, Surrey, became a member of Purley branch in April 2023 – having been an RNA member some years ago of a now-disbanded London branch - after several Purley members had the pleasure of visiting Royal Alfred for a coffee and a natter.

And wow, what an amazing person she is! Anne always says her shipmates have brought her so much companionship, joy and pleasure, but in actual fact they think it really is the other way around.

Being a World War 2 veteran, Anne was awarded automatic Life Membership with the RNA, and they were very proud to be able to present her Life Membership Certificate shortly after Anne joined the branch early last year - and she has rarely missed a meeting since.

Anne joined the Wrens in 1943 and trained at HMS Cabbala with 600 sailors and 400 Wrens for three months, learning Morse and Semaphore to become a Visual Signaller.

Anne would be on duty in the unlit lighthouses, constantly watching the horizon for enemy ships, every working day being different. She has many stories to regale branch members with, from her long and varied career as well as her time in the Wrens.

On 14 July Purley branch held their annual barbecue and it was an amazing day. There were about 40 members and guests and it was just too tempting not to seize the opportunity to make a bit of a fuss of Anne. Contrary to the dry, cloudy and not-that-warm weather forecast, as no doubt Anne could have told them it was the most fabulous sunny but not-too-excessively hot, still day – absolutely perfect. Anne couldn't have signalled it better.

Central Office had clocked Anne's special birthday and very kindly contacted Purley branch, sending a bottle of Pusser's and a scarf to be presented to Anne, and some Once Navy, Always Navy coasters which were proudly used for the BBQ see the photos. Banyan outfit was agreed as rig of the day!

Anne was naturally thrilled and gave a lovely speech, as did some of her shipmates, and albeit a few days early at that time, she was presented with a home-made chocolate birthday cake - moist and very tasty as per Anne's liking - with five candles representing 20 years each.

To no one's surprise the candles were successfully blown out with minimal huff and puff...

Thank you Anne, your shipmates say they are privileged to know you and are so pleased to have you as a member of their merry branch. Happy Birthday, Shipmate!



**Rosyth and West Fife Branch**

Rosyth and West Fife held a most successful Branch Dinner at the Pitbauchlie Hotel, Dunfermline.

Members and their guests met in the hotel lounge at 1800, where pre-dinner drinks were enjoyed from the bar (below right) and they mustered for group and individual photographs.

The menu was excellent and the food was first class. Of course, all that food was washed down by generous amounts of wine. There were no complaints!

This was followed very quickly by the Loyal Toast, and then a Toast to Absent Friends.

Naturally, none of this would have gone ahead without their guest of honour, RNA Deputy National President Cdre Mark Slawson, who gave a great after dinner talk.

This was followed up by a special presentation to Shipmate Jim Stewart - his well-deserved award of Life Membership (above).

The event was finished off with a collection for the staff, who were smartly turned out and were exemplary in their execution of their duties.

During the final stages, of course, there was the disco!

Overall, a very good evening was had by all.

A huge BZ goes to S/M Norman Thoroughgood for his tireless efforts, and those of the Committee to make the evening a huge success.





### Spalding Branch

Preparatory work for the HS2 high-speed rail link between London and the Midlands was under way at St James's burial ground in the Euston area in 2019 when workers discovered a coffin bearing a nameplate which indicated the remains were those of Capt. Matthew Flinders RN. Matthew Flinders was no ordinary Naval officer. Inspired by the tale of Robinson Crusoe, the young Flinders joined the Royal Navy in 1789 at the age of 15, initially as a servant in the cutter HMS Alert but then in quick succession as an able seaman in the third rate HMS Scipio then a midshipman in third rate HMS Bellerophon. Flinders was on William Bligh's second breadfruit voyage' to 'Van Diemen's Land' (now Tasmania) and Tahiti, sparking a passion for exploration that remained with him for the rest of his career. He served at the Glorious First of June, seeing his captain and mentor Capt Thomas Pasley get his leg torn away by a shot, then went back Down Under, establishing that Van Diemen's Land was in fact an island, and later circumnavigating Australia - Flinders is also responsible for establishing the country's modern name, and also invented the Flinders Bar, a vertical soft iron strip placed on a compass binnacle to counteract magnetism, which is still used today. On his way home from explorations in 1803 Flinders was forced to put in at Mauritius (then known as Isle de France) where he was detained by the French for six years (the two countries were by then at war, and the scientific nature of his voyage cut no ice with his hosts. He spent his time on the island writing accounts of his voyages and preparing maps for when he returned home. That happened in October 1810, by which time his health had suffered. He died in London of kidney disease in 1814, was buried at the St James's ground, and over the years alterations to the site meant his grave became lost. Back in 2019, Flinders' descendants suggested his remains be re-interred in Donington, Lincolnshire, the village of his birth, but the Covid pandemic intervened. Plans to return the body to his home village were dusted off again in 2023 and the date was set for July 2024. Over the course of a weekend there would be a service celebrating Flinders' life, attended by 400 children from nine local schools, the reburial of Flinders' remains, and a service of



thanksgiving for his life. Spalding branch, which at eight miles from Donington is the nearest RNA branch, gave notice it wished to be involved with the reburial, and S/M Terry Day was chosen to liaise with organisers. It was agreed that a Guard of Honour at the Church entrance and departure door was required for all three days, plus Standard Bearers to take part in the funeral procession through the village and down to the church. Accordingly, the call went out to all branches in No 9 Area for volunteers, which was enthusiastically embraced. In a blink of an eye it was Friday 12 July and time for the

**continued on page 17**

School Children's Church Service for Matthew Flinders. The Guard of Honour plus two Standard Bearers were in position at the Church entrance for the schools service, remaining at ease and ensuring a more cheerful ambience than would be normal at such events. On leaving the church many of the children thanked the veterans, putting them all in good spirits for the remaining two days. Matthew Flinders' reburial day started with the church bells continually pealing from 1000 to 1200, and the Standard Bearers mustered by the Matthew Flinders Statue, erected in 2006, 800m from the church. At 1400 the Bishop of Lincoln led the procession from the Statue and proceeded through the village to the church, with the Standard Bearers following. Sea Cadets from the county lined the route, and guests at the service represented many countries. At 1415 Matthew Flinders' coffin was carried by serving Royal Navy personnel and halted at the Church Door, a gun Salute was carried out by the Royal Navy, and a final Salute before the interment was given by the Guard of Honour. The Service was conducted by the Bishop of Lincoln, and the coffin was anointed with holy water to signify his christening. A Bosun's Call sounded during the section of the ceremony when Capt Flinders coffin was lowered into its final resting place. Soil from Donington, Australia, Mauritius and London was scattered within it to symbolise his journey throughout life. Flinders' remains were interred in the corner of the church of St Mary and The Holy Rood, the first burial within the Church for more than 300 years. As well as commemorations it was a time of celebrations and the whole village was in a carnival atmosphere, with everything culminating in a fireworks display. For the Sunday Service the Guard of Honour and Standard Bearer with No 9 Area Standard was positioned around the grave during the Service. The gravestone was positioned and sealed on 25 July. It is believed that never in British history has a reburial of this magnitude been conducted in such a small village.



**Birchington, Minster and Monkton Branches**  
16 members of Birchington, Minster and Monkton branches marked Black Tot Day at S/M Shirley Wood's garden. A memorable afternoon with tots of Pusser's rum and the new bottle of Pusser's Rum Painkiller (non-alcoholic).



**S/M Rattler Morgan manning the Area 7 stall at the Swansea Air show**

### St Neots Branch

St Neots branch had a very busy June and July. St Neots Armed Forces two-day event was held over the weekend of 22-23 June. The branch gazebo was duly erected for action for a two-day fund-raising effort. The weekend was well attended by some 5,000 members of the public. The sun shone and the temperature was high on both days. The gazebo has two tombola tables, one for adults, the other for children, which is always popular and a magnet to attract the parents to the adults' table! Although a fundraising exercise, it is also excellent for recruiting as our gazebo is always an attraction. Visiting us were some 50 members of the countrywide RNA Caravan and Camping Special Interest Group who enjoyed several days in the town's riverside campsite. Several former Wrens held an enjoyable Tea Party -



or was it an Alcohol Tea Party? - and branch members were invited to the barbecue.

The branch holds a lunch on the third Wednesday of each month at the

Three Horseshoes, Graveley, which is always well attended by members, and by members from Royston branch. Members were delighted to host their newest recruit, 100-year-old David Berry, a World War 2 Fleet Air Arm veteran introduced by Lt Cdr Derek Francis, Officer Commanding the RN Unit at local RAF Wyton and now an RNA member of the branch himself. David was a TAS Rating flying in Fairey Swordfish. He was a delight, sharing his stories. NCM and branch member S/M Keith Ridley presented David with a Certificate of Appreciation expressing the Association's gratitude for his war service, and his Award of RNA Life Membership.

The annual Branch Picnic was held at St Neots Riverside Park. The gazebo as usual attracted attention from several members of the public. The park is an extremely popular part of St Neots, and a bonus was the Littleport Town Band playing in the park close to where we were sited. The sun shone and members had a most enjoyable afternoon.





### Portsea and Portsmouth Branch

Portsea and Portsmouth Branch Chairman S/M Tom Frank represented Central Office in presenting Life Membership of the RNA to S/M Len Chivers on his 100th birthday. Len is the last survivor of K-class destroyer HMS Kipling, which was sunk by German bombers off Egypt in May 1942; 29 of her ship's company of 250 died in the sinking. The model pictured above is of HMS Kipling.

### Conference business

There were some loose ends of Conference business to be tied up, which was achieved in the weeks after the Cardiff extravaganza. S/M Annie Powell received a rum maiden as her prize for winning the lottery at the Annual General Meeting - all the money raised is used to help members in need, and we are very grateful to all our members' hard work and dedication to helping their Shipmates. Two visitors - Area 3 Chairman S/M Soapy Watson and Central Office Membership Secretary S/M Sara Field - paid a visit to Woking branch, where Soapy presented Branch Secretary S/M Keith Tarling with the Briggs Rose Bowl. The trophy is awarded to the branch with 30 or fewer full members recruiting the most new members in the year as a percentage of their membership. Woking were unable to send a delegate to Conference this year, hence the special presentation

### Wansbeck Branch

A Certificate of Appreciation was presented to Ken Walton (*pictured*), former Treasurer of Wansbeck branch, at his home on behalf of his shipmates - a well-deserved honour for 15 years plus as Treasurer and 20 plus as a branch member. Secretary Derek Wilkinson and Committee member George Phillips and new temporary treasurer Jennifer Wilkinson did the honours.



The branch has been well-represented at a number of events around the area in the past few weeks.

D-Day 80 saw a remembrance service and parade at Blyth Cenotaph in Ridley Park attended by stalwarts from the area.

On 10 June, Branch Secretary S/M Derek Wilkinson attended a funeral for a former Paratrooper at Blyth Crematorium., while four days later two shipmates attended a parade and service in remembrance of the end of the Falklands Conflict in 1982, attended by more than 70 ex-Service and local schoolchildren.

On 17 June there was a really good attendance for former paratrooper Jimmy Richardson's funeral at Newcastle Crematorium. Three days later there was a service and parade outside St Mary's Church in Newcastle in remembrance of the Aden Veterans from 1967, many of whom were ex-Royal Northumberland Fusiliers - a number of Wansbeck members attended.

Shipmates also turned out on 21 June for the funeral of former Royal Marine Anthony David Hyde(82) at Blyth crematorium. S/M Derek Wilkinson and three former Marines formed the guard of honour. Later that day Derek visited a branch member - a former Wren - who has terminal cancer.

On Armed Forces Day branch members attended a hog roast event at Newsham & New Delaval Club, near Blyth, which was free.



# ➤ FIGHTING WITH PRIDE CHARITY LAUNCHES 2024 REVIEW AND DIRECTORY

The Fighting With Pride Review and Directory 2024 has been officially launched. The LGBT+ military charity launched the print and digital editions of their Review and Directory 2024 publication at an event partnered with The Veteran UK, and hosted by one of their most recent Pride in Veterans Standard (PiVS) signatories, AtkinsRéalis.

The event was attended by 60 representatives of the Armed Forces and partner organisations, including a number of newly-appointed MPs.

The Review element of the book aims to raise awareness of the history of the ban and the campaign to lift it, including 25 short accounts of veterans it impacted, a short history of Fighting With Pride (FWP), and an introduction to their community team.

It also includes forewords from their Patron, Sir Andrew Gregory, the three Defence Chiefs (the First Sea Lord, the Chief of the General Staff and the Chief of the Air Staff) and Director Kate Davies CBE, of NHS England.

The Directory element of the book introduces the Pride in Veterans Standard and lists all 208 organisations that had signed up to PiVS before the book went to print.

That number has since risen to 213 members and is growing steadily. The latest list of PiVS signatories can be found on the FWP website at <https://www.fightingwithpride.org.uk/>

The Review and Directory is accessible as a 148 page-turning digital copy on their website at <https://theveteran.uk/fighting-with-pride-review-directory-2024/> Alternatively, a free pdf copy can also be downloaded through a link to their publication partners at The Veteran.UK (see links below). Printed copies can also be purchased online at The Veteran

UK website shop. A limited number of printed copies have been shared with FWP's team members for displaying on their Pride stands or raising awareness at other events, so if you see them please do ask if they might have any available.

Download the guide from <https://theveteran.uk/product/fighting-with-pride-review-directory-2024/> Read via a online web-based reader at <https://theveteran.uk/fighting-with-pride-review-directory-2024/>

RNA Member and part of TheVeteran.UK Team who put together Fighting With Pride - LGBT+ Military Charity's Directory and Review - Mike Davis-Marks (right) is pictured with Alan Spence (Director at The Veteran UK) and Caroline Paige MBE, Chief Executive

Officer of Fighting With Pride, at the book's launch event. The RNA is a proud member of the Fighting With Pride's Pride in Veterans Standard programme, highlighting its commitment to being inclusive and welcoming to LGBT+ veterans, serving personnel, and their families.

Bill Oliphant, General Secretary of the Royal Naval Association, said: "The Royal Naval Association is honoured to be part of Fighting With Pride's Pride in Veterans Standard programme, underscoring our unwavering commitment to inclusivity and support for LGBT+ veterans, serving personnel, and their families. "With over 20,000 shipmates, we are dedicated to creating a safe and welcoming space for all.

"The incredible campaign that



Fighting With Pride has fought over the last couple of years is an ethos which very much chimes with our own; being a force for good and ensuring that the spirit of the Royal Navy is a safe space for all.

"We stand as a rank and judgment-free association, proud to support those affected by historical mistreatment and committed to upholding the values of inclusion and respect."

FWP was created on the 20th anniversary of the lifting of the ban on LGBT+ service, known as the 'gay ban', on 12 January 2000. The charity aims to support LGBT+ veterans, serving personnel and their families, particularly those who were affected by the ban. Before that date, thousands of LGBT+ personnel were removed or forced from service, despite having served with pride, often for many years.

According to the FWP website: "In the years ahead it is our aim to restore the military covenant and bring this community back into the military family.

"We are working with Veteran supporting organisations to build capacity for LGBT+ Veteran support, to recognise their service and help resolve the challenges they face in their lives beyond military service.

"FWP is a 'lived experience' LGBT+ charity, supporting those seeking help and a resource for those who seek to help them."



# IT'S WORLD CHAMPIONSHIP UCKERS TIME AGAIN

A highlight of the Royal Naval Association's calendar for some of our members is the UCKERS WORLD CHAMPIONSHIPS here in Portsmouth. The Royal Maritime Hotel is the host for the second year as we hope to continue on from last year's success. The Royal Maritime Hotel are great supporters of the Royal Naval Association, offering discounts on food and drink, as well as stays here in Portsmouth - they incidentally sponsor the refreshments for the World Championships for which all competitors are exceptionally grateful.



Dubbed the 'Pompey Cup' by some, UCKERS has over the last three years developed its own identity and, as they say, has been 'growing legs' on a daily basis.

In the last year alone we have seen the organisation [UCKERS.com](http://UCKERS.com) launch an app in this space, those that are playing online are enjoying playing 'on the go' and this is going from strength to strength for them.

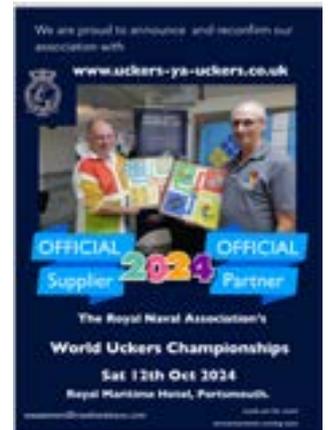
For me at RNA Central it has been my job to get more people playing across the community, create situations where UCKERS can be used as a tool to engage people in conversation, have some fun but importantly keep the tradition alive - more and more branches and areas are regularly sending photos and telling us of their enjoyment and the fun they are having directly from playing.



At the recent IMC sailing camp in Ipswich - Soapy Watson tells me 'we had ALL of the nationalities learning to play of an evening, from 8 year olds to 20 year olds, as well as staff.

At least one member of staff hopes to have her own , bespoke board made for the family by Steve Moffat - Ucker Ya Uckers, who is our board-game producer and kindly sponsors the WORLD CHAMPIONSHIPS with prizes.

I have tried to reach out further into the community and had hoped to stage an English, Irish, Welsh and Scottish championships meaning people don't necessarily have to travel to Portsmouth each time. Dave Buckingham of

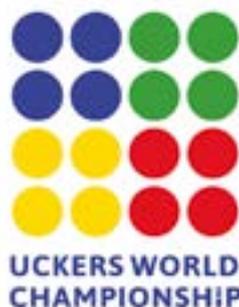


BUILTH WELLS has successfully held TWO - that's right TWO Welsh Championships supported by the Central team, played in June 2023 and 2024.



An attempt to host an English championship in May 2024 - saw a number of cancellations the night before AND on the day so that never took place but my thanks go out to the Wallesey branch for potentially being the host for the games that never happened.

We have been talking to both Ireland and Scotland with regards to an event in the next year - Glasgow held an inaugural Area Uckers championship recently after a face to face area meeting , which is merely the start and the club in Belfast has been talked about for a potential date (to be announced in 2025).



Locally branches like Waterlooville hold an annual competition in memory of a club member who crossed the bar and regularly get a great number playing - Southend held an open day and 'come and play' Uckers which was well received and there is hope for a future event later in the year. These are just examples and there are so many more that haven't been mentioned and highlighted in recent circulars - KEEPING THE TRADITION ALIVE.

If you are playing for fun and competitions please send an update into Central Office so we can stay up to date and promote what you are doing.

We have got boards in local pubs like the Ship Anson in Portsmouth- you just have to ask the bar and in between other activities - even the Umpires took their break to play in a carpark.



A recent conversation with the Second Sea Lord identified that it was a tradition to be kept alive, but sadly may not be as popular as it once was across the Navy -

counterbalance that with Steve Moffat's recent delivery of a large number of boards to HMS Prime of Wales and some exceptional pictures of sailors playing in the Norwegian

Fjords, the Royal Naval Association is interacting with today's Royal Navy to keep it moving through the ranks and as part of the 'extra curricular' offering in messes throughout the world. The RNA has had an exclusive board made and are waiting to send to Base Warrant Officer Billy May out in Bahrain as we speak as well as supporting Victory Squadron at HMS Collingwood with a brand new design.



We have people and high hopes of ways to keep this alive in the next 12 months - making UCKERS a feature on everyone's calendar.

So a quick roundup of the UCKERS world according to me David Macaskill in Central Office -

If you want to play in the World Championship in Portsmouth 12th October 2024 930am. Registration

Drop me an email asap : [engagement@rnassoc.org](mailto:engagement@rnassoc.org)

Doubles games will take place first and singles games will take place later in the day.



**Dave MacAskill**  
Engagement

engagement@royalnavalassoc.com | 07596 530499  
Royal Naval Association, Building 1/87 Scott Road, HM Naval Base, Portsmouth, PO1 3LU, UK

[royal-naval-association.co.uk](http://royal-naval-association.co.uk)



JOIN HERE FOR FREE

# ► GROUNDBREAKING EXHIBITION OPENS

After its launch at last year's London International Shipping Week, a groundbreaking exhibition spotlighting the inspirational stories of women in maritime has come to Portsmouth.

Members of the public will be able to experience the free, thought-provoking SHE\_SEES exhibition hosted in Boathouse 4 at Portsmouth Historic Dockyard, spearheaded by UK-based global safety and education charity Lloyd's Register Foundation.

The exhibition, hosted in partnership with Portsmouth Historic Quarter and the University of Portsmouth, taps into archive materials from across the UK and Ireland to uncover the extensive history of trailblazing female voices in the maritime industry and aims to change the tide on diversity.

More than just looking into the past, the exhibition highlights a persistent gender imbalance. Recent research from the International Maritime Organization, found that women currently only account for just 29 per cent of the overall industry workforce – a figure that drops to two per cent when it comes to female seafarers within the crewing workforce.

Blending striking visuals, art and storytelling, the SHE\_SEES exhibition features portraits of inspiring women working in the maritime industry. It also includes two new portraits from Portsmouth-based women – Betzy Shell, Boatbuilder, and Emily Ball, Boatkeeper Assistant (*pictured*). Louise Sanger, Head of Research, Interpretation & Engagement – Heritage & Education Centre at Lloyd's Register Foundation, said: "We're thrilled to be bringing SHE\_SEES to Portsmouth, one of Britain's most significant cities when it comes to Naval history.

"When we started working on this project, we had one mission in



mind: to set the record straight on women's contributions to maritime, now and throughout history. There is so much the industry has to offer, but we need more representation first to inspire young girls to explore potential careers there – so we hope our exhibition will be a catalyst for change.

"We're incredibly grateful for the support and contributions we've received from the University of Portsmouth and the Portsmouth Historic Quarter. We're looking forward to welcoming people from Portsmouth and further afield – and hopefully inspire more girls to consider a career in maritime." The exhibition also features research from Dr Melanie Bassett, historian and Research Fellow in Public Engagement at the University of Portsmouth. Dr Bassett is a member of the University's Centre for Port Cities and Maritime Cultures (PCMC),

which focuses on the past, present and future importance of urban-maritime cultures and communities across the globe. Her research has examined the crucial role that women played in the city's Historic Dockyard during World War 1. Dr Bassett said: "We are delighted to bring this fascinating intergenerational exhibition about the role of women in maritime industries to Portsmouth, and to tell the stories of Portsmouth Royal Dockyard and the Royal Navy. "Women have had limited visibility in the maritime sector and this exhibition is an important testament to their continued contribution and presence. The exhibition is striking in scale and impact, celebrating the role of maritime women by fusing history, photography and textile art installations in a thought-provoking way. We hope that it showcases these maritime pioneers and inspires the next generation to follow in their footsteps."

Entry for the exhibition is free; visitors should ask for a 'Historic Quarter Pass' at the Portsmouth Historic Dockyard's Visitor Centre, which gives free access to the site excluding ticketed attractions. The SHE\_SEES exhibition is open in Boathouse 4 for visitors between 10am and 4:30pm. To find out more, visit [hec.lrfoundation.org.uk/whats-on/rewriting-women-into-maritime-history](http://hec.lrfoundation.org.uk/whats-on/rewriting-women-into-maritime-history)



# OBITUARIES

## Shipmate Bill Bradford

William Arthur Bradford (known as Bill) crossed the bar on 5 July at the age of 86.

Born in March 1938, Bill joined up in April 1956 and served until April 1970, leaving as a CPO Mechanician.

Bill had travelled the world with the Navy, serving in Malaya and Suez as well as spending time hunting Russian submarines.



The ships Bill served in were numerous and included HMS Sultan, Victory, Cassandra Bellerophon and Devonshire. In 2010 he joined the Brethren to



live at Lord Leicester's Hospital in Warwick, and loved his time there in a community of veterans. Bill was well known, and much loved in Warwick, and will be sadly missed.

## Shipmate Bert Draisey

Herbert (Bert) Draisey; born in Swansea, Bert served as an Army Cadet during the war, manning a Bofors gun in the Mumbles during the Swansea Blitz, and could have become an Army officer but decided to join the Royal Navy as a Stoker.

Bert served in HMS Vanguard 1947-49, doing work-ups in the Mediterranean ready for a Royal tour by King George VI which was later cancelled due to the King's ill health.

He also saw action in the Korean War, when his ship was fired on by enemy junks, killing a gun crew.

Bert served seven years in the Royal Navy and five as a Reservist; he spent two year on board destroyer HMS Cockade in the Far East, including Korea, Japan, Hong Kong, Singapore and China.

Bert died on 3 July at the age of 95.

## ➤ WHAT TO DO WHEN A LOVED ONE DIES

The death of a loved one is a devastating event, and the emotional impact can be overwhelming. In the midst of grieving the loss there are, inevitably, actions that must be taken and are required by law or will ease the bereaved through a difficult period in their lives. Here we outline the main thing to consider after a death, as outlined by the government on the gov. uk website.

The first step is to register the death within five day (eight days in Scotland), which includes weekends and bank holidays. Once registered, you can obtain a death certificate and the relevant forms to allow the funeral to go ahead.

Next you will need to let the government and various agencies know about the death.

In most of the UK (not Northern Ireland) you might be able to use the online 'Tell Us Once' service, which means the information is distributed to the relevant departments, including HMRC (for tax purposes), DWP (for pensions and benefits), the Passport Office, the DVLA (for driving licences), local councils (for Blue Badges, Council Tax support etc), the Armed Forces Pension Scheme and Veterans UK.

Other organisations that need to be informed include banks, mortgage

providers, insurance companies, utilities that the deceased may have had a contract with, including water and power, landlords or housing associations where appropriate, and perhaps a workplace pension provider. As this is happening you can also proceed with making arrangements for the funeral, which can usually only take place once the death has been registered. You might need to check whether the person who died had already made arrangements, including pre-paid funeral plans, or had expressed wishes for the service or ceremony. If you hire a funeral director, choose one who is a member of either the National Association of Funeral Directors or the National Society of Allied and Independent Funeral Directors, which have codes of practice and should provide a price list when asked. Some local councils run their own funeral services, perhaps including non-religious burials, and the British Humanist Association and the Institute of Civil Funeral can also help with non-religious funerals.

You should also check whether you might be eligible for bereavement support if your partner has died. Don't forget that your own tax, benefits and pensions may change depending on your relationship

with the deceased, and you will need to inform the relevant agencies.

Next you will need to put a value on the deceased's estate, for the purposes of seeing whether inheritance tax is due. It may be easier to hire a professional, such as a solicitor, to help with this task, unless it is a very simple calculation.

You will also need to find out whether probate is required - probate is the legal right to deal with a person's estate when they die. You cannot move money around, or sell a property, until you have probate, and once again it might be easier to employ a specialist to help you through a process that can be complicated. Once probate is granted you can deal with the estate, which may include paying any taxes owed by the deceased, and then distributing the estate as set out in the person's will or by law.

There might also be some loose ends to tie up - small things that can easily be overlooked such as cancelling newspapers or milk deliveries.

There may also be pets that need to be rehomed.

For further details on the steps to take, and links to organisations who can help, see the gov.uk website at <https://www.gov.uk/when-someone-dies>



## ➤ AUGUST SWINGING THE LAMP

'Swinging the Lamp' events are drawn, by permission, from the Naval history reference book **The Royal Navy Day by Day**, written by Honorary Shipmate Lawrie Phillips and published by The History Press ([www.thehistorypress.co.uk](http://www.thehistorypress.co.uk)). The book is issued to all HM Ships and Establishments and is 'probably one of the most well-thumbed and valued books that Captains of HM Ships possess'. It is currently available online for around £45 (search ISBN number 978-0750982665)

### 1 August 1825

It was on or around 1 August 1825 that the sloop HMS Fury became beached, or trapped in the ice, in Prince Regent Inlet

while searching the Arctic Sea for the fabled North-West Passage. The 370-ton craft was one of two sister ships on Sir William Parry's expedition, the other being HMS Hecla. Fury was launched at Rochester in April 1814 as a bomb ketch, a mortar platform designed to bombard shore targets. In 1820-1 she was converted for Arctic exploration and re-rated a sloop. She made her first trip to the Arctic in 1821 but Parry was forced to turn back at the frozen stretch of water north of Hudson Bay, Canada, now known as Fury and Hecla Strait. The ships set out again on Parry's third expedition in May 1824, this time heading for Baffin Island, but progress was slow as it was a year of particularly heavy ice and the ships overwintered on the eastern shore of Prince

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**HMS Hermes at Mombasa in January 1968. See 4 August. Image from IWM collection (HU 129859)**

Regent Inlet. The ships worked free of ice in July 1825 but bad weather drove the ships towards the western shore, where Fury was forced into the shallows by wind and ice pressure at the beginning of August. Fury was beached in an attempt to repair the damage but it became clear that she was beyond repair, so with the ice advancing once again her stores were removed and she was abandoned on 25 August at the point now known as Fury Beach. Her crew were taken aboard Hecla, but most of her stores were left on the shore. Hecla returned to England two months later. The stores were later found by Sir John Ross's expedition of 1829-33 – a fortunate event as his paddle steamer Victory became trapped in ice and the party relied on Fury's stores to survive until they were rescued. Fury's fate is uncertain – she could have been crushed by ice on the shore and her timbers scattered or drifted out into open water during a later thaw and sunk.



### **2 August 1962**

Fleet radar picket destroyer HMS Battleaxe was seriously damaged in a head-on collision with frigate HMS Ursa during overnight exercises off the Clyde Estuary, effectively ending her career. The 1,980-ton Weapon-class destroyer was launched at Yarrows in Scotstoun in June 1945 and commissioned in October 1947, one of only four of the class of 19 to be completed as the end of the war meant a reduced requirement. Their weapon and sensor fit was also amended to better suit an anti-submarine warship. On 24 October 1954 Battleaxe collided with sister ship HMS Scorpion during exercises in the Bay of Biscay, punching a 5ft hole in her bow although she was able to return to Devonport unaided. Along with her three sisters, Battleaxe was converted to a radar picket ship at Rosyth in the late 1950s. After a spell in the Mediterranean, Battleaxe returned to home waters including

fishery protection patrols. On 25 August 1960, while carrying out steam trials in Portsmouth Harbour alongside minelayer HMS Apollo, steam was accidentally fed into her turbines and she lurched forward, breaking Apollo's mooring lines and sending her into frigate HMS Wakeful. Apollo suffered a damaged stern while Wakeful had buckled plates and a crumpled bow where she was pushed into a caisson. Her unruly behaviour continued on the night of 1-2 August 1962 when she struck HMS Ursa with such force that she was deemed uneconomical to repair. After lying at Rosyth for a couple of years she was towed to Blyth Shipbuilding for scrapping.

### **3 August 1943**

German Type VIIC U-boat U-647 was declared missing on 3 August 1943 during her first war patrol, and it is thought she struck a mine – possibly making her the only U-boat lost to

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the Faroes-Iceland barrage, a “singularly unproductive and defensive enterprise”. U-647 completed a training programme on 31 May 1943 at which point she was assigned to front-line service. The 770-ton boat, with a complement of 48 sailors, was not heard from after she radioed in on 28 July while heading through the Iceland passage. The wreck was found in 1977 near the Frigg gas field north of the Shetlands.

#### **4 August 1967**

Helicopters from HMS Hermes landed members of the Hong Kong Police on top of a skyscraper in an anti-communist operation on 4 August 1967. Riots had broken out in the colony in May 1967, mirroring strife in nearby Macau which sparked a strong military response from the Portuguese authorities but ultimately resulted in concessions to Communist sympathisers. Strikes, street protests, transport disruption and general unrest saw increasingly violent clashes between protesters and police with hundreds of arrests, and left-wing groups set up ‘strongholds’ in the buildings of sympathetic organisations such as newspaper offices and banks. With rumours emerging of the Chinese seeking to intervene, and deaths mounting on both sides, protesters resorted to home-made bombs which caused further disruption to life in the colony. And it was to one of these strongholds, on the roof of a building, that helicopters from Hermes transported members of the local police force, who searched the building and found a bomb ‘factory’ as well as a medical post for treating protesters. Later that month a popular anti-communist radio commentator was ambushed by a ‘death squad’ who burned him alive in his car, which proved something of a turning point. The violence and bombings began to subside in October, and with the Chinese authorities ordering left-wing groups to desist at the end of the year the crisis was effectively over – but they succeeded in the introduction of social reforms over the following years that helped the colony (later an Overseas Territory) become an economic powerhouse. The conduct of the Hong Kong Police was lauded by the British for their relative restraint during the period, and in 1969 were granted the privilege of using the title Royal Hong Kong Police by Queen Elizabeth II. Commando carrier HMS Bulwark was also on standby to intervene if necessary, and stood by from 30 May to 12 June with 40 Cdo Royal Marines embarked.

#### **5 August 2000**

Former Temp Lt Alec Guinness de Cuffe RNVR died at the age of 86 at Midhurst in West Sussex and was buried at Petersfield. Born in London in April 1914, Guinness never knew for sure who his father was; his grandfather on his mother Agnes Cuff’s side served in the Royal Navy. After working as an advertising copywriter Guinness started working in theatre, becoming friends with the likes of Ralph Richardson and Peggy Ashcroft. He served in the RNVR during World War 2,

starting as a rating in 1941 before receiving a commission as a temporary Sub Lieutenant in April 1942, with promotion to Temporary Lieutenant the following year. He commanded a Landing Craft Infantry during the Allied invasion of Sicily (Operation Husky) and went on to support Yugoslav partisans in the Adriatic. At one point during the war Guinness was granted special leave in order to appear in the Broadway production of *Flare Path*, a play by Terence Rattigan about a wartime love triangle involving an RAF bomber pilot and his actress wife. After the war Guinness’s career and reputation soared – he starred in several Ealing comedies, *The Bridge on the River Kwai*, *Lawrence of Arabia*, *Doctor Zhivago* and the original *Star Wars* trilogy, appearing in nine of the British Film Institute’s Top 100 British films and winning an Oscar, a BAFTA and a Golden Globe along the way.

#### **6 August 1972**

Carrier HMS Eagle was towed from Portsmouth to Plymouth where she lay for six years, providing spare parts for HMS Ark Royal. Eagle was laid down in the Belfast yard of Harland and Wolff in October 1942 as HMS Audacious, one of a class of four aircraft carriers, but after the war ended two were cancelled and the ship took on the name of the third of class, going down the slipway on 19 March 1946 as HMS Eagle. She was completed in 1951 to her wartime spec (sister Ark Royal was upgraded as she was built) and was accepted into service in March 1952, with an initial air wing including Supermarine Attacker jets, Fairey Firefly ASW aircraft and somewhat underwhelming Blackburn Firebrand strike fighters. The carrier had an angled flight deck added in 1954-55 and took part in the Suez Crisis of 1956 before undergoing an extensive rebuild from 1959-64 that included cutting-edge sensors and processing kit, air conditioning, upgraded accommodation, a new angled and armoured flight deck and a completely rebuilt island, making her the largest carrier in the Fleet at over 50,000 tons. She was refitted again in the mid-1960s but plans to upgrade her to operate the McDonnell Douglas Phantom were never put into effect, and an incoming Conservative government in 1970 announced that HMS Hermes would be converted to a commando carrier and HMS Eagle withdrawn, as there was not enough money or manpower to run two large strike carriers (Ark Royal remaining in service; though in general she was regarded as being in a worse material state than Eagle she had been successfully upgraded to accommodate Phantoms). Eagle was paid off in Portsmouth in 1972, all useful equipment was removed and used to keep Ark Royal running while the hulk was towed to Devonport on 6 August 1972, where she remained until 1976, when she was deemed no longer useful and was sold for scrap. She ended her days in a breaker’s yard in Cairnryan, Scotland, in 1978.



#### **7 August 1980**

HMS Scylla began five days of hurricane relief work in the Cayman Islands after Hurricane Allen struck the previous day. Scylla was a Leander-class frigate, built at Devonport and launched on 8 August 1968. The 3,250-ton frigate was heavily involved in the Cod Wars of the 1970s, but in August 1980 was on duty in the Caribbean when Hurricane Allen tore through the region. Allen, the first named storm of the season, was a monster of a storm, one of the most intense in history, and the only Atlantic hurricane on record to that point with sustained wind speeds in excess of 190mph. It brushed past the Cayman Islands on 6 August with wind speeds of 115mph, damaging buildings and infrastructure though no deaths were reported. Sailors from Scylla were tasked to help put Cayman Brac back on its feet, delivering emergency supplies, restoring power and other essential services, rebuilding some houses and repairing roofs on others. Destroyer HMS Glasgow was involved in similar work in St Lucia as Hurricane Allen smashed through the Caribbean and on into Mexico and the United States, killing 269 people in all and doing damage estimated at almost \$1.6bn dollars. On return to the UK Scylla underwent a refit and saw further service in the Caribbean and the Gulf through the 1980s. By 1993, following a ten-month refit in 1990, Scylla was the last of the Leanders still in service, but her deployment to the South Atlantic that year proved to be her last – beset by mechanical problems (not least steering issues) it became clear she had reached the end of her active life and she was withdrawn from the Fleet at the end of 1993. That was not the end of her useful life – in 2004 she was sunk

by the National Marine Aquarium off Whitsand Bay in 24 metres of water as an artificial reef, and by 2021 some 250 species of marine life were recorded as being present in or on her hull. She also proved a major draw for divers, though she presented a risk – two experienced divers died in her in 2007 after becoming disorientated in a compartment clouded with silt, and two more highly-experienced divers drowned in her when they became trapped in her engine room in 2021 and ran out of air, causing the Aquarium, which manages the site, to advise divers to view, and use hatches and holes cut in her flanks to peer into the interior, but not to enter the sunken frigate.

#### **8 August 1914**

U-15 made the first submerged attack of World War 1, firing a torpedo which missed battleship HMS Monarch off Fair Isle. With war declared, Germany had sent ten of her 24 operational U-boat out into the North Sea to hunt enemy ships on 6 August 1914, though one immediately turned back with engine problems. On 8 August U-15, a 500-ton Type U-13 submarine with a crew of 29, encountered battleships Monarch, Ajax and Orion on gunnery practice off Fair Isle, between Orkney and the main Shetland archipelago to the north of Scotland. U-15 fired a torpedo that missed, thereby claiming the honour of the first underwater attack by a submarine in the Great War – an attack that ruffled the feathers of the Admiralty and hinted at the potential threat of the U-boat. Sadly for the matrosen on board U-15 there would be precious little time for them to bask in the minor glory of

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their deed – the very next day she was stranded on the surface while repairs were being carried out to her engines (the sound of hammering apparently carried across the relatively calm waters of the North Sea) when light cruiser HMS Birmingham spotted her and attacked. Though U-15 attempted to escape, she was rammed and split into two, sinking immediately with all hands. U-15's sister U-13 also failed to return from her that first war patrol, believed to be the victim of a mine.

#### **9 August 1916**

HMS B10 sunk by Austrian aircraft at Venice while under repair - the first submarine to be sunk by enemy aircraft, albeit while in harbour. B10 was one of a class of 11 boats built in the mid-1900s, and by the time of World War 1 she was serving in the Mediterranean. The 320-ton petrol-powered vessel, with a crew of 15, were rudimentary and relatively ineffective in war – they generally carried just two torpedoes, after the firing of which they were rendered harmless as they had no secondary armament such as a deck gun. Relieved at the Dardanelles by the larger and more powerful E-class submarines, B-class boats were redirected to Venice in 1915 for operations in the northern Adriatic, with B10 being a late arrival as she was undergoing refit, finally reaching Venice in March 1916. A handful of fruitless patrols followed, during which she missed a small steamship, narrowly escaped a tethered mine and was attacked by a flotilla of Austro-Hungarian

torpedo boats. On 9 August, on returning from a patrol, she rafted up next to the Italian cruiser Marco Polo, which was acting as depot ship for British submarines and various other assorted smaller vessels. Later that evening a formation of more than 20 Austro-Hungarian naval aircraft attacked military targets around Venice, and one bomb blew a large hole in B10's hull, flooding and sinking her – although her crew had time to escape and there were no casualties. She was refloated on 23 August and Italian dock workers began to attempt to restore her to working order, but having failed to drain the boat's petrol tanks a fire broke out and the dry dock had to be flooded, causing further damage to the boat. B10 was subsequently plundered for equipment and spare parts, then scrapped locally.

#### **10 August 1512**

Regent (ex Grace Dieu and the English Navy's first two-decker) fought the French Marie la Cordeliere in Camaret Bay, near Brest. Both ships blew up with, it is said, 400 English and more than 1,000 French. Regent was a ship of around 600 tons built at Chatham and launched in 1488 as the Grace Dieu or Grace a Dieu. She was renamed Regent in 1489. By 1512 she was on record as being under the command of Sir Thomas Knyvett, but she did not survive the year. In August 1512 an English flotilla of 25 ships, under Sir Edward Howard, ambushed a Franco-Breton fleet which was being prepared to challenge English supremacy in the Channel. During the Battle of St Matthieu, part

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of the War of the League of Cambrai, the French started at a disadvantage, but the two most powerful French ships – the 1,000-ton Cordeliere and the Petite Louise – faced off with the English force in order to allow their compatriots to escape. Regent, assisted by two other ships, took on Cordeliere while the Mary Rose damaged and drove off Petite Louise. Cordeliere disabled the English ships Mary James and Sovereign then grappled Regent, with the intention of boarding and taking her, but as the two crews fought hand-to-hand on the deck of Regent the magazine of Cordeliere blew up, destroying both ships. Contemporary reports speak of only 20 Bretons surviving from the Cordeliere's crew of 1,250 while some 60 of the Regent's 460 crew were rescued. Over the following days the English fleet went on to capture or burn more than 30 French ships. The battle was one of only two major fleet actions in Henry VIII's reign the other being the Battle of the Solent in 1545, during which the Mary Rose sank off Southsea Castle.

#### **11 August 1855**

Brig-sloop HMS Wolverine was wrecked off the Mosquito Coast of Central America on 11 August 1855. The 430-ton wooden ship, mounting 16 guns, was launched on 13 October 1836, and spent much of her career in exotic waters – she started in the Mediterranean before moving to the Cape of Good Hope and the coast of Africa in 1839-41, during which time she was involved in anti-slavery patrols, losing 17 sailors out of a complement of 115 but successfully removing several slave ships from the Atlantic trade, amongst them Spanish, Portuguese, Brazilian and British vessels. In 1842 she left Plymouth on passage to China, working out of Hong Kong and Singapore from where, in company with other Royal Navy warships, she destroyed a number of pirate vessels. Recommissioned in 1849, Wolverine returned to West Africa before

she took up her final station off North America and the West Indies in May 1854. In August 1855 the Racer-class brig was off the Mosquito Coast – present day eastern Honduras and Nicaragua – when she reported a hurricane around 15 miles north of the Nicaraguan Corn Islands. Sustained wind speeds of 80mph were recorded in this, the third hurricane of the 1855 Atlantic season. No further observations were available as Wolverine went aground on the Courtown Bank on 11 August; her crew were rescued but the ship was lost. Official hurricane records cast doubt on the details of this cyclone, stating that the ship was not lost because of poor weather but because of "reasons unrelated to weather." One version of the incident suggests that the ship was lost because the Officer of the Watch was asleep, the Mate miscalculated the current and the Master had ceased to sound for the depth beneath the keel. Incidentally, the Mosquito Coast did not take its name from biting insects, but rather the Miskito Nation, native people in Central America who inhabited an area of significant interest to the British.

#### **12 August 1917**

Sunderland-built destroyer HMS Oracle rammed and sank U-44 12 miles west of Stavanger in Norway on 12 August 1917. The 1,030-ton three-funnel Admiralty M-class destroyer, capable of 34 knots, was launched just before Christmas 1915 and took up front-line service the following summer, often undertaking anti-submarine patrols. It was on one such sweep, with light cruisers HMS Yarmouth and Birkenhead, that Oracle spotted 940-ton U-boat U-44 on the horizon south of Norway, attempting to disguise herself by using a sail. Oracle immediately pressed home an attack, firing on the German vessel with her gun before ramming it, sinking the submarine along with her crew of 44. U-44 had proved an effective war machine during her

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short career, sinking 20 merchantmen and two Royal Navy auxiliaries as well as taking three smaller ships as prizes. It proved a rare success; Oracle and her sister ships were withdrawn from anti-submarine patrols and instead tasked with convoy escort duties. Oracle survived the war and was placed in reserve in early 1920, but she was found to be in a poor state of repair; she was decommissioned shortly after and sold to be broken up in October 1921.

HMS Oracle s

### 13 August 1918

Admiralty armed trawlers John Gillman, John Brooker, Viola, Florio and yacht Miranda II, sank UB-30 off Whitby. The attacking force did not seem much on paper – John Gillman was built at Middlesbrough the previous year as a 236-ton non-standard Castle-class trawler, while sister ship John Brooker was built on Humberside in the same year. The Castle class, of which almost 300 were built in total, were effective little ships, adapted for patrol, anti-submarine and minesweeping duties. Viola was built in the same

**HMS Oracle turning in Largs Bay during 13th Destroyer Flotilla exercise. See 12 August. Image © The rights holder (Q 74106)**



yard as John Brooker but dated back to 1906, and as a sturdy steam trawler she was designed to stay far out to sea for weeks on end, transferring her catch to boats which shuttled back and forth to fishing ports – she would regularly spend more than 300 days each year at sea. As a wartime auxiliary she patrolled the waters around the Shetlands and Orkneys for submarines, later serving as a minesweeper out of Tyneside. Florio was a product of the prolific Cochrane and Sons yard on the Ouse at Selby, built in 1916, while large team yacht Miranda was originally built by Thornycroft at Woolston as Lord Leith of Fyvie's private vessel and was lent to the Admiralty in 1915 for war patrols. On 13 August 1918 UB-30, part of the German Flanders Flotilla, was observing an Allied convoy off the East Coast of England when the sun reflected off her periscope, attracting the attention of a lookout in John Gillman, which approached almost entirely unseen. At the last moment the 300-ton German boat, on its 19th war patrol and averaging one kill every outing, saw the danger and began to dive, but John Gillman ran over her, bending her periscope, and dropped four depth charges, while Miranda II followed up with a depth charge attack of her own, damaging the submarine. A couple of hours later UB-30 surfaced but found John Brooker and Viola close by; both fired their guns at the damaged boat, forcing it to dive again as depth charges were dropped on her. Around ten minutes later UB-30 broke the surface for the final time, to be met with a renewed attack by John Gillman and Florio, which sent her down for the final time with her entire crew of 26. The wreck was later discovered in around 45 metres of water off Whitby. John Gillman and John Brooker returned to North Sea fishing duties after the war, the former appearing in a GPO Film Unit documentary; John Gillman was scrapped in October 1955, while John Brooker met her fate seven years later. Viola was converted to a whaler by the Norwegians (and renamed, first as Kapduen, then Dias) and plied her trade off Africa before being reassigned to sealing and Antarctic support work out of South Georgia. And there she still lies, rusting away at Grytviken, though there is a campaign to bring her home and restore her as she is of historical significance – she is the oldest surviving steam trawler in the world – see <http://www.violatrawler.net/> After the war the 800-ton Miranda was bought by Trinity House and joined their Harwich fleet as the tender Patricia. She was sold to the Iraqi government in 1947 and broken up in Belgium two years later.

### 14 August 1922

President Sun Yat-sen and his wife Soong Ching Ling escaped from warlord troops in Canton in August 1922, fleeing from Canton after his defeat by Chinese rebels. He was transported to Shanghai in a Royal Navy warship, arriving on 14 August. Sun Yat-sen (1866-1925) was a Chinese

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statesman, revolutionary and philosopher, devoted his adult life to overthrowing the failing Qing dynasty, which fell in 1912. Sun Yat-sen is seen as a pivotal figure in both China (where he is referred to as the "Forerunner of the Revolution") and in Taiwan, where he led the Kuomintang party and is known as the "Father of the Nation". His position in Chinese politics is unusual as he is held in high esteem by both the Communist Party in China as well as the Taiwanese.

### **15 August 1916**

Submarines HMS E4 and E41 collided and sank during exercises off Harwich on 15 August 1916. E4 was built at Vickers, Barrow and launched in February 1912, displacing 810 tons submerged. She was serving with the 8th Submarine Flotilla on the outbreak of war in 1914, and transferred with the rest of her group to Harwich that August in order to carry out offensive patrols in the North Sea. She came close to claiming valuable victims more than once but luck was generally against her as she could not get into a suitable firing position in time. Fitted with deck guns in 1915, she then undertook anti-Zeppelin patrols, narrowly avoiding being hit by bombs on two occasions. E41, built at Birkenhead by Cammell Laird and launched in 1915 was marginally bigger and somewhat more sophisticated than her older sister but had precious little time to prove her worth before disaster befell her, being commissioned in February 1916, just six months before the fatal collision. On 15 August 1916 the 8th Flotilla was carrying out exercises off Harwich, with E41 acting as target boat for the others to attack. While running on the surface at around 12 knots, lookouts in E41 spotted the periscope of the submerged E4 as it approached, and E41 attempted to turn away but the boats collided. E4 sank immediately with the loss of all 33 men on board, while the badly damaged E41 flooded and sank a couple of minutes later; 15 of her crew of 31 escaped. Seven of the sailors made good their escape while the boat was on the sea bed, six floating to the surface through a blown hatch in the conning tower while a senior rate, CPO William Brown, pent an hour and a half in the engine room of the sunken boat before he managed to find a way out. Both submarines were subsequently raised, with E4 joining the 9th Flotilla until the end of the war and eventually being scrapped in early 1922, a few months before her younger sister reached the breakers yard..

### **16 August 1915**

Whitehaven and the nearby settlements of Harrington and Parton were shelled by a German U-boat in the early hours of 16 August 1915.

According to an official communiqué, several shells were fired between 0430 and 0520, but no material damage was caused. "A few shells hit the railway embankment north of Parton, but the train service was only slightly delayed." Additionally, fires were started in Harrington and Whitehaven, but they were soon extinguished and no casualties reported apart from possibly a dog. The Germans claimed that the attack – the first by a U-boat against onshore targets – was aimed at signal stations, Coastguard posts and a lighthouse. But the chief target seems to have been the Harrington Coke and By-Product Plant (thought to have been constructed before the war by a German firm...) which was on the receiving end of around 70 shells from U-24, less than a mile offshore, but which did only minor damage across the site – and managers were confident it would be back in full working order by the end of that week. Far from the German report of the plant (which said the benzole factory, which they claimed was one of the largest and most important in England for the production of explosives, blew up in a mighty explosion).

### **17 August 1939**

New Fleet carrier HMS Formidable became known as 'the ship that launched herself' following a mishap at the shipyard on 17 August 1939. The 23,40-ton Illustrious-class aircraft carrier was designed to survive attacks by building her with an armoured hangar, limiting the number of aircraft she could operate (the heavy hangar could only be a single storey high to avoid making the ship top-heavy) but making it more likely she could continue to operate even after sustaining battle damage. Capable of 30 knots, the ship had a complement of 1,300 men and, with some relatively minor alterations, was able to handle 54 aircraft, though a good many had to be parked outside the flight deck. She was ordered from Harland and Wolff in Belfast in 1937, but her launch day did not go nearly to plan. Just 30 minutes or so before the ceremony was due to begin the wooden scaffold cradle supporting Formidable collapsed and the ship slid down the slipway while shipyard workers were still working on her. Debris killed one spectator, the wife of a shipyard worker who sustained a fractured skull, and 20 other people were injured though the ship was undamaged. The ship's sponsor, Lady Kingsley Wood, wife of the Air Minister, had the presence of mind to fling the bottle of wine at the carrier's bow as it descended the slip, thereby ensuring the ship had good luck. Watch a Pathe New film of the launch at <https://www.britishpathe.com/asset/46826/> And indeed, the ship did avoid serious trouble during the war, though a dozen sailors died when

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**HMS Formidable in August 1942. See 17 August. Image from the Imperial War Museum collection (© IWM (A 11661))**

she was attacked by Stuka dive bombers in May 1941, the damage requiring repairs in the United States. She served for a time with the Eastern Fleet in the Indian Ocean before returning to the Mediterranean for Operation Torch, the Allied landings in French North Africa, Operation Husky (the landings in Sicily) and at Salerno (Op Avalanche). After a refit she joined the attacks on German battleship Tirpitz in Norway in the summer of 1944. The following year saw her back in the Far East, where her armoured hangar came into its own – a suicide attack by a Japanese Zero aircraft crashed onto her flight deck, punching a 2ft hole which caused splinters which killed eight men and wounded more than 50 others; the blast dented the flight deck and debris also pierced steam pipes within the ship. Just over five hours later running repairs had been carried out which saw the ship back up to a serviceable 24 knots and able to handle aircraft once again. She continued to feature in attacks on Japan until the war ended in early September. The first weeks after the war saw Formidable's air group disembark to allow her to shuttle Allied troops and prisoners of war around the Far East before she headed for home, arriving in Portsmouth in February 1946. With more useful accommodation fitted, she continued to ferry personnel around the Empire for a further year. She paid off on 12 August 1947 and as she was in a relatively poor state, much battered by war damage, she was sold for scrap early the following year.

### **18 August 1923**

1,100-ton L-class submarine HMS L9 foundered in a typhoon at Hong Kong on 18 August 1923. The Dumbarton-built boat was commissioned in May 1918 and survived the last few months of the Great War unscathed. In 1919 she sailed with depot ship HMS Ambrose to Hong Kong with the 4th Submarine Flotilla, commanded by the appropriately-named Lt E.H. Dolphin. Most of her crew of 39 were ashore, leaving just four sailors on the submarine, none of whom were hurt in the sinking; the boat broke free of her mooring buoy in 120mph winds and struck a merchant ship and the dockyard wall before she foundered – watertight doors, which would have saved her, had not been closed inside her hull. L9 was salvaged within a month and recommissioned, but was later sold in Hong Kong in June 1927 – the first L-boat to be sold - and subsequently scrapped.

### **19 August 1915**

Submarine E1 torpedoed German battlecruiser Moltke in the Gulf of Riga but failed to sink her – the first occasion a dreadnought warship was torpedoed. The 800-ton E-boat, launched at Chatham in November 1912, joined the 8th Submarine Flotilla on commissioning in Portsmouth and by October 1914, along with E5, had reconnoitred the Skagerrak sufficiently to allow the boats to slip through German defences into the Baltic, where she made a real nuisance of herself. An attack on armoured cruiser SMS

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Victoria Louise failed when the torpedo ran beneath her hull, but she managed to sink an auxiliary minesweeper before spotting the 23,000-ton Moltke during the Battle of the Gulf of Riga, partially flooding the surface ship and killing eight sailors. The submarine met her fate off Helsinki on 3 April 1918 along with E8, E9, E19, C26, C27 and C35, which were all scuttled to prevent them falling into the hands of the advancing German army which had landed nearby.

#### **20 August 1864**

The conversion of HMS Royal Sovereign, the only turret ship built of wood, and the first ship in the Royal Navy to carry her main armament outside her hull, was completed on 20 August 1864. The ship was originally laid down as a 121-gun first rate ship of the line at Portsmouth, but during her build she was converted to a 131-gun screw ship. After launch she languished in reserve until in 1862 she was chosen to demonstrate the qualities of a turret ship for duty as a coastal defence vessel. She was cut down to a freeboard of 7ft to

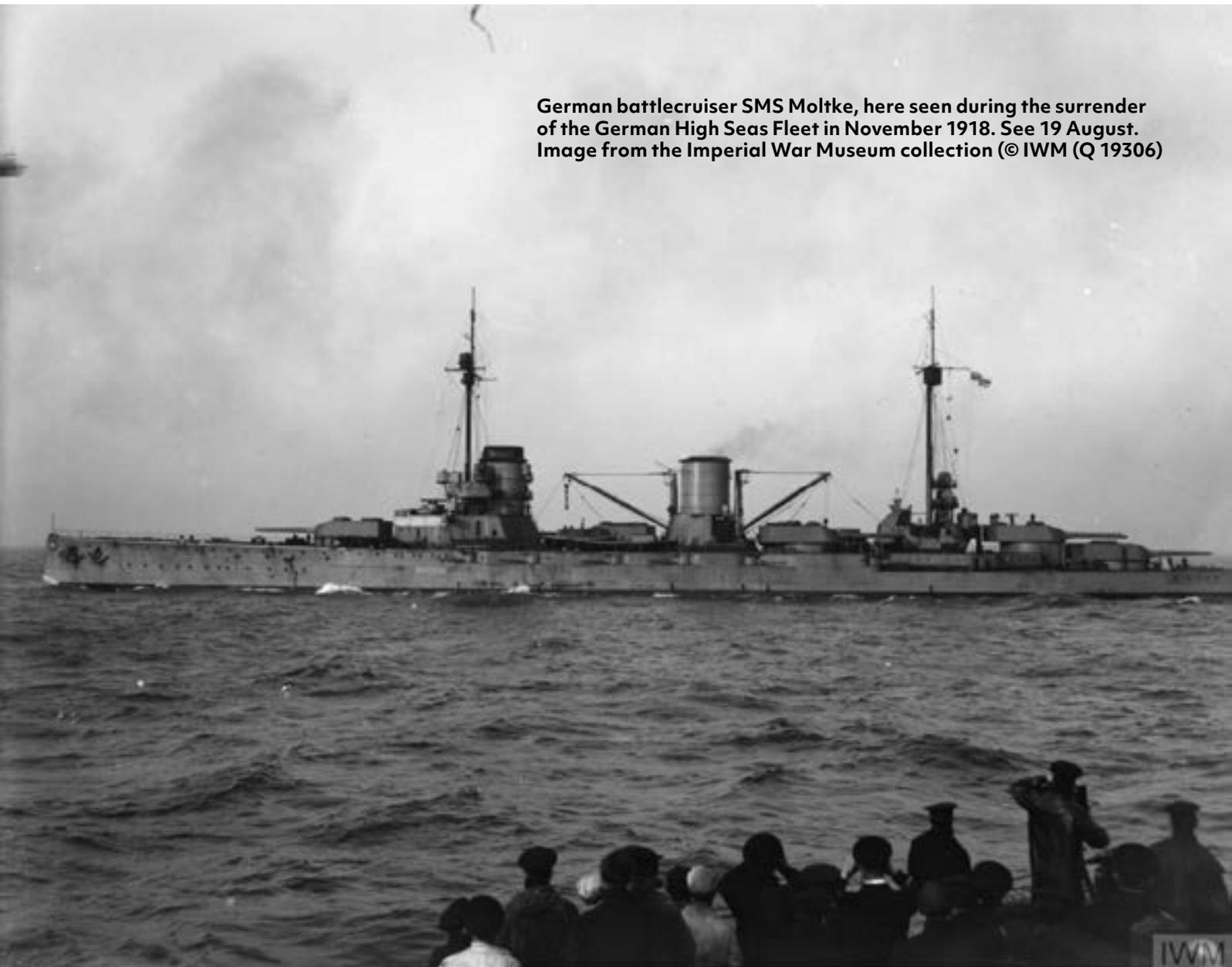
8ft (which had to then be rebuilt as it was found to be too low...) and her hull strengthened to take the strain of the equipment and the force of the recoil when the guns were fired. She started with four turrets, each bearing 10.5in smooth-bore guns firing what was essentially a 150lb steel cannonball; these were replaced by 9in rifled muzzle-loading guns in 1867. Test shots from close range by the 9in guns of HMS Bellerophon damaged the after turret of Royal Sovereign but failed to prevent it operating, thus proving the value of the design of inventor-officer Capt Cowper Phipps Coles. She saw little service, operating in the Channel but mainly being used for gunnery trials; after 1867 she was attached to the naval gunnery school of HMS Excellent and finally went into reserve in 1873. She was sold in May 1885.

#### **21 August 1917**

Sopwith Pup N6430 (Yarmouth), a land-based plane flown off a cruiser, destroyed the 'sky pirate' Zeppelin L23 near Lodbjerg, on the Danish coast on 21 August 1917 – the first such victory

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**German battlecruiser SMS Moltke, here seen during the surrender of the German High Seas Fleet in November 1918. See 19 August. Image from the Imperial War Museum collection (© IWM (Q 19306))**





for a cruiser-based aircraft. L23 had gained a certain amount of notoriety for being the airship that captured a surface vessel, in this case the Norwegian barque Royal, carrying pit props for English mines, on 23 April 1917. Although not a major blow against Allied shipping, the showy nature of the descent and capture – the airship circled its prey before descending and actually landed on the surface of the water briefly to transfer a prize crew of three, as the Norwegians had hastily abandoned their ship – would have caused raised eyebrows amongst Allied commanders. The Zeppelin had also carried out three bombing raids on the UK, dropping almost 12,000lb of bombs. But she was no match for the Sopwith Pup of 2nd Lt Bernard Smart from cruiser HMS Yarmouth. Attacking from 7,000ft, 1,000ft above the airship, Smart dived towards the Zeppelin with guns blazing and the airship went down in flames in the North Sea some 25 miles west of Jutland. The British pilot, who was awarded the Distinguished Service Order for his efforts, reported seeing just one man descend from the sky with a parachute. Smart then ditched his aircraft and was picked up by a Royal Navy destroyer. He later went on to lead the air raid on the Tonder airship base in Denmark, winning a Bar to his DSO. Smart died in London in 1979 at the age of 87.

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**A Sopwith Pup on the aft gun turret of HMS Repulse. See 21 August. The images are from the Imperial War Museum collection (above left - © IWM Q 65585, below - © IWM Q 65584)**



### **22 August 1918**

Iconic battlecruiser HMS Hood was launched at John Brown's yard at Clydebank by Lady Hood, widow of Rear Admiral Horace Hood, on 22 August 1918. Admiral Hood, the great-great-grandson of Admiral Samuel Hood (after whom the ship was named) was killed in HMS Invincible at the Battle of Jutland in 1916, during which the flaws in Hood's original design were shown up in stark and deadly detail as three battlecruisers fell to German guns in the North Sea. Hood was launched with an extra 5,000 tons of armour and bracing which meant she rode low in the water (she was a notoriously wet ship) and was somewhat top heavy – and sadly the late changes did not solve the basic defensive flaws in her design which led to her demise in the Denmark Strait. She was a giant – at 47,400 tons and 262 metres in length she was the largest warship in the world for some 20 years, gaining her the nickname the Mighty Hood. The only ship of four planned Admiral-class battlecruisers, Hood spent much of the inter-war period on high-profile visits and tours as well as training, but by the outbreak of World War 2 she was tired and outdated, ready for a major rebuild planned for 1941. That refit never happened, and she entered the war in a vulnerable state, well behind the curve in terms of naval gunnery. Her weaknesses were exposed in tragic fashion on 24 May 1941 when, during the opening exchanges of the Battle of Denmark Strait, shells from Bismarck and Prinz Eugen struck Hood and caused the warship to suddenly explode, killing all but three of her ship's company of 1,418. The loss of the iconic ship was a blow to British morale, and prompted the Admiralty to pull out all the stops to gain revenge, which was achieved when Bismarck was battered into oblivion three days later – just 116 out of more than 2,200 men on board survived.

### **23 August 1853**

Boats from 36-gun fifth rate HMS Cambrian helped capture or destroy 28 pirate junks at Lingting Island. The island, in the Pearl River estuary in south-east China, sat at the 'outer anchorage' for European ships trading with Canton (Guangzhou), paying customs dues at an official Chinese facility on the island. It later became the centre of opium-smuggling operations as well as a repair base and haven during the monsoon season. The frigate Cambrian spent much of her career on the East Indies Station and would have been familiar with the incessant pirate activity in the region, as well as taking part in the Opium Wars.

### **24 August 1782**

David Tyrie, a Scotsman working in the Navy Office, was hung, drawn and quartered on

Southsea Common on 24 August 1782 for spying – the last man to be executed in this fashion. Tyrie was caught corresponding with French agents and, without any friends in high places to protect him, he was found guilty of treason. His nonchalant demeanour on the day of his execution was noted by many – he chatted to jailers on the way to the gibbet and refused to address the crowd as he was not inclined to pander to the idle curiosity of the masses who had gathered. There was a delay as no one had thought to bring a rope – Tyrie himself expressed astonishment at the oversight – and he read passages from the Bible while a rope and pulley were obtained from a lugger lying just off Southsea beach. The Hampshire Chronicle report on the event said Tyrie was hanged for exactly 22 minutes, then he was dismembered, his heart removed and his "privities cut off" before he was placed in a coffin and buried on the nearby beach. The paper estimates an unlikely crowd of 100,000 onlookers... Immediately after the execution the coffin was dug up from the pebbles by sailors and Tyrie's remains were divided up into small pieces as trophies, souvenirs and good luck charms.

### **25 August 1795**

HMS Spider, a hired armed lugger captured the French Victorieuse off the Texel on 25 August 1795. The 172-ton vessel, armed with 18 guns, was performing reconnaissance duties for Admiral Adam Duncan in the North Sea when they spotted the Dutch fleet off Camperdown on 17 August 1795 and reported the details back to Duncan. Eight days later Spider spotted and engaged two French Navy brigs off the Texel, tying the down until larger warships from Duncan's fleet could join the skirmish. The brigs Suffisante and Victorieuse surrendered to the British and were taken into service as Royal Navy warships – and there was prize money to be shared by Spider's crew as well. The lugger met a sad end on 4 April 1796 when she was run down and sunk by HMS Ramillies, but Duncan defended the ship's master, Lt Oswald, whom he considered a promising officer. Oswald went on to make the rank of post captain.

### **26 August 1858**

HM Ships Magicienne, Inflexible, Plover and Algerine destroyed 100 pirate vessels at Coulan off Hong Kong and south west of Macao in an operation that began on 26 August 1858 and lasted until 3 September. It was an eclectic mix of warships that took on the junks and lorchas around the estuary of the Pearl River. Magicienne was one of the last Royal Navy paddle warships built, being built in Pembroke in 1848-9, and had a minor role in the Crimean War before deploying in the Far East. Inflexible was a more conventional

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HMS Triumph under way after reconstruction. See 28 August. Image from the Imperial War Museum collection (© IWM (FL 5477))



screw sloop of 1,100 tons that was another Pembroke ship, launched in 1845, and also saw service in Crimea as well as the latter stages of the New Zealand War of 1845-7. Plover was an Albacore-class wooden screw gunboat of 230 tons, launched at Northfleet in 1855 and designed to operate inshore for coastal bombardment – a distinct requirement of the Crimean War. Algerine was another gunboat, this time the 370-ton name ship of her class built at Northfleet two years after Plover, and which spent her entire career on the China Station. The action against the Chinese pirates took place during the Second Opium War (1856-60) which saw the Western nations (chiefly the UK, France and the United States) fight with the Chinese Qing dynasty over the right to import opium. It represented the odd position in which the Chinese found themselves – European and American ships were officially banned from entering Chinese rivers and operating in their waters, but local officials recognised that the British, in particular, were highly effective at suppressing the pirate activity that was a blight on all trade. Actions such as that at Coulan were therefore locally welcomed, and became more prevalent after 1842 when the British took over Hong Kong as spoils from the First Opium War – at that time Hong Kong was regarded as one of the so-called Ladrone Islands, from the Portuguese for ‘thieves’. Magicienne was sold for scrap in the autumn of 1866, while Inflexible served under the White Ensign until 1861; she was sold in 1864 and broken up on the Thames later the same year. Plover was lost the year after the Coulan operation during the Battle of the Taku

Forts in north-east China. Algerine was sold into mercantile trade in Hong Kong in 1872 and she was broken up 22 years later.

#### **27 August 1914**

The first Royal Naval Air Service squadron stationed in Europe arrived in Ostend in Belgium on 27 August 1914. The RNAS was formally set up as the air wing of the Royal Navy on 1 July 1914, though the training of Naval pilots had got under way in late 1910 when the Royal Aero Club offered the use of two of its aircraft and qualified instructors to the Royal Navy. The Admiralty advertised for suitable candidates (who should be unmarried and able to afford the Aero Club's fees) and four officers were selected from the 200-plus applications. The airfield, on the Isle of Sheppey in Kent, became the Naval Flying School, Eastchurch. In 1912 the Naval flyers were placed under the newly-formed Royal Flying Corps, which had Army and Naval Wings, but the Senior Service assumed control on the formation of the RNAS two years later. Eastchurch (Mobile) Squadron was created on 8 August 1914 with six pilots and nearly as many aircraft types – the list included a Short S38 (a flimsy coastal patrol and training pusher biplane), a Royal Aircraft Factory BE2a (a reconnaissance and light bomber biplane), a Sopwith Tractor three-set general purpose biplane and a Bristol TB8 trainer and bomber biplane. On 27 August the formation arrived at its new home at Ostend Racecourse, but the stay was brief – on 1 September it moved to Saint Pol in France and was designated No 3 Wing RNAS, later No 3

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(Naval) Squadron. The unit was disbanded briefly in 1915-15 but reformed as a fighter squadron on the Western Front, containing a handful of air aces. The squadron was taken over by the RAF on its formation on 1 April 1918 when it was renumbered 203 Squadron.

#### **28 August 1941**

A landing party from submarine HMS Triumph demolished a railway bridge near Caronia, North Sicily, on 28 August 1941. This was just one incident in a brief, action-packed career for this Barrow-built T-boat, which commissioned in May 19139 just four months before the start of World War 2. Initially Triumph deployed from Dundee and Blyth as part of the 2nd Submarine Flotilla, and she nearly ended her career before the end of 1939, striking a German mine in the North Sea on Boxing Day and limping home missing almost 20ft of her bow – somehow her torpedoes did not detonate, despite the forward part of her pressure hull being damaged. He spent nine month under repair at Chatham before deploying to the Mediterranean where in the course of 11 months she sank more than a dozen Axis auxiliaries and merchantmen; in June she sank the Italian submarine Salpa off Egypt. She also undertook covert missions, landing agents in enemy territory, and it was on one such mission at the end of 1941 that she disappeared; her loss was only discovered when she failed to pick up agents on the Greek coast on 9 January 1942 as planned. It was thought she once again struck a mine, sinking with all 64 hands. Her wreck was

found at 200 metres in the Aegean Sea in June last year, and appeared to have been lost during a deep dive.

#### **29 August 1969**

Submarine HMS Tiptoe, the last operational T-class boat in Royal Navy service and the last of 53 of her class, paid off on 29 August 1969 after 25 years service. The 1,600-ton boat, one of the third and final group in the class, was built by Vickers at Barrow and commissioned in May 1944; her name caused some disquiet – it was Churchill's decision (he believed it indicated the submarine could creep up on the enemy unheard) though the RN ship naming committee found it unworthy of a warship. Her first war patrol was from Trincomalee in Ceylon (now Sri Lanka) and saw the boat cruise along the west coast of Burma (now Myanmar) before setting course for Fremantle in Australia. Her second patrol was more eventful; she sank a couple of coasters and a cargo ship but was attacked by an escort which dropped 13 depth charges, knocking out her torpedo tubes and sonar room. By the end of the war she had, in company with HMS Trump, accounted for three more minor ships. Postwar business included training, trials and some film work -she appeared in the 1950 film Morning Departure; another film link was the pair of satin shoes presented to the boat by ballet dancer and film star Moira Shearer, who had worn them in the 1948 classic The Red Shoes. She was slightly damaged when a freighter collided with her in Tromso in 1955, ran aground in fog in 1964 (right

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HMS Tiptoe under way. See 29 August. Image from the Imperial War Museum collection (© IWM (FL 20080))



**HMS Rorqual. See 30 August.**  
**Image from the Imperial**  
**War Museum collection (HU**  
**129963)**



outside the home of the senior Royal Navy officer for the Clyde area) and was damaged when she was struck by HMS Yarmouth in 1965. As she arrived at Spithead for decommissioning in August 1969 a teenaged ballet dancer danced on her upper deck. She was sold to John Pounds in Portsmouth in April 1971 and scrapped four years later.

### **30 August 1966**

A fuel oil separator in submarine HMS Rorqual exploded on 30 August 1966 while the boat was off Mozambique on passage to Singapore to join the Seventh Submarine Squadron. One rating died and the Chief of the Watch was seriously injured, later dying in hospital ashore at Inhambane. The 1,600-ton diesel-electric submarine was one of the first class built after the war and included lessons learned from German U-boat development. Built by Vickers-Armstrong at Barrow, the boat was launched on 5 December 1956. She suffered mishaps throughout her career. Fire broke out on board in 1958, and in 1963 she became entangled in fishing nets. Three years after the explosion which killed two of her crew in August 1966, Rorqual ran into the American minesweeper USS Endurance at Subic Bay in the Philippines, tearing a hole in the hull of the ship but escaping undamaged. The boat was broken up in Plymouth in the late 1970s. Image: IWM (HU 129963) HMS Rorqual

### **31 August 1937**

Destroyer HMS Havock was attacked by an Italian submarine on 31 August 1937 during the Spanish Civil War, escaping with no damage. The H-class destroyer was built by Dennys at Dumbarton, being launched on 7 July 1936. She was part of the British Mediterranean Fleet enforcing an arms blockade on both the Republicans and the Nationalists in the Spanish

Civil War when, late on the night of 31 August 1937, en route from Valencia to Gibraltar, she was spotted by the Italian submarine Iride, which attacked her with torpedoes. Iride was secretly taking part in the war, and believed Havock was a Spanish destroyer of a class similar to British warships. Havock spotted the torpedoes and turned sharply to avoid them, then attacked the submarine; she was joined by destroyers HM Ships Active, Hyperion and Hotspur and cruiser HMS Galatea in a nine-hour hunt but Iride managed to stay deep and avoid damage. At one point she apparently surfaced by accident and was spotted by the British, but they correctly identified her as Italian and did not believe her to be the boat which attacked Havock.

During World War 2 Havock saw action in the Norwegian Campaign, the North Sea and the Mediterranean, including escort duties; she had a role protecting carrier HMS Illustrious during the Battle of Taranto in November 1940 when Fleet Air Arm Fairey Swordfish torpedo-bombers devastated the Italian fleet in harbour. She sank an Italian destroyer at the Battle of Cape Matapan in March 1941, though 15 of her crew were killed in air attacks off Greece a couple of months later. Eight more sailors died in the Second Battle of Sirte when a shell from the Italian battleship Littorio struck the destroyer, and while Havock was undergoing repairs in Malta she was repeatedly attacked by Axis aircraft. The decision was made on 3 April 1942 to move her to Gibraltar to complete her repairs, but while en route she ran aground off Tunisia and was wrecked; her crew (minus one sailor who died in the grounding) were interned by the Vichy French, but their captivity only lasted until November that year when Operation Torch brought liberation to the country. The wreck of Havock was later destroyed by Italian submarine Aradam.

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<b>21 Sept</b>	4 Area meeting, Redruth and Camborne
<b>12 Oct</b>	World Uckers Championships, Royal Maritime Hotel, Portsmouth
<b>Autumn (tbc)</b>	D-Day Memorials Cycle Event in Normandy
<b>10 Nov</b>	Remembrance Ceremony at the Cenotaph, London
<b>18 Jan 2025</b>	4 Area AGM, Dorchester
<b>15-18 May 2025</b>	Londonderry Battle of the Atlantic 80th Anniversary Commemoration
<b>17 May 2025</b>	4 Area meeting, St Austell

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