



CNOA

Chatham Naval Officers' Association



The CNOA Newsletter for August 2020

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HMS Queen Elizabeth © Crown Copyright MoD Navy 2020

HMS QUEEN ELIZABETH RETURNS TO PORTSMOUTH FROM SUCCESSFUL OST

HMS Queen Elizabeth R08 arriving back in Portsmouth on 02 July 2020 after a period at sea conducting Operational Sea Training.

The carrier has cleared her penultimate hurdle for front-line duties after ten hugely-demanding weeks around the UK, preparing for her maiden deployment in the new year.

A final package of training in the autumn – working alongside NATO and US allies – will confirm her ability to act as a task group flagship, so that she can lead a potent carrier strike force on front-line operations anywhere in the world.

Chairman's Flag Hoist:



Dear Fellow members,

I hope this newsletter finds you all well. Thank you for your contributions; we are trying to make the newsletter larger than normal to keep those in lockdown entertained.

Suzanne is doing a fantastic job, on which many of you have taken the time to comment, supported by Graham doing his vitally important technology bit.

Since our last newsletter we have shared the memories of Nick Nicklin, of what life was like for him in the RN in the sixties and seventies. If any of the members would like to share a story, we would love to read it; also, remember we have our membership book where some members have contributed a one-page article on their lives at sea. We welcome more contributions to show the fantastic range of stories from our members; this is held in our historical files for generations to come.

I read recently that the Royal Marines Commandos are to get a new uniform in the most significant transformation since WW2, the Future Commando Force (FCF) programme. The NATO-procured uniform, from US-based company Crye Precision, is lighter weight, faster drying and more breathable. For the first time, the white ensign features on one sleeve as a clear indication of the Royal Marines' integration in the Royal Navy. (*More on this later – Editor*)

This year ARNO celebrates its centenary; as you can imagine, Covid-19 has put a hold on much that had been planned to mark the anniversary.

HMS Kent has been operating inside the Arctic Circle. *En route*, the Type 23 frigate marked the 75th anniversary of VE Day by holding a service on the flight deck, in the area where HMS Edinburgh was sunk following a German attack. This must have been very moving for Commanding Officer Cdr Matt Sykes RN, whose grandfather, CPO Frank Hodges, served in HMS Edinburgh and was rescued after the ship sank.

Meanwhile HMS Medway continues to prepare for further Caribbean tasking with disaster relief training in the British Overseas Territory of Montserrat, joined by Merlin Mk4 from 845 NAS deployed from RFA Argus.

Yours Aye,

Jon

Jon Vanns
Lt Cdr (SCC) RNR
CNOA Chairman

2020 Future Speakers & Events: Subject to revision

22 July: Whilst in lockdown your committee has been meeting regularly and carrying out business. We would like to try an online lecture for all our members. Guy Bartlett will present “Concorde, an icon of the Sky” on Wednesday 22 July, at 19.30. Details to follow by email when finalised. We welcome you and your household to join us and, if it works, we can extend to other subjects. Guy has not done an online lecture so this is a first for him as well. Please mute your device when Guy is presenting.

14 August: CNOA is on leave

11 September: Guy Bartlett – Stealth Aircraft, State of Art War Machines

9 October: Vanessa Nicholls – Dementia Friends

23 October: Trafalgar Night Dinner, Officers’ Mess, Brompton

13 November: Derek Goodwin – Reflections of Marine Engineering Sales

11 December: Cdre Bryant – President’s Address

16 January 2021: New Year’s Luncheon, Bearsted Golf Club

Additional events will be included as details become available.

As always, we are most grateful to those who send items for this Newsletter. **All such contributions by the 5th of each month please.** Please email contact@cnoa.org.uk with articles, news items and photographs.

Derek Ireland (Hon. Secretary) and *Suzanne Wood* (Newsletter Editor)

Could other CNOA members also provide short presentations based on their own service-related experiences for the CNOA meetings? **Yes, of course they could!** Please let Jon Vanns know or email contact@cnoa.org.uk

Fire and fury from the Queen’s Frigate on weapons trials From MOD Navy

HMS Lancaster has recently completed a fortnight flexing her military muscle off the south coast as she prepares for renewed front-line duties.

After a spot of maintenance in her home base of Portsmouth, the frigate put to sea in early June to focus on the ‘business end’ of Royal Navy operations: warfare.

The ship is gearing up for her first operational duties in nearly five years following a period of extended readiness and a two-year refit in Devonport.

That overhaul gave her numerous new systems and sensors, from Artisan 3D radar (the grey slab that spins on top of the main mast) to the Sea Ceptor air defence system (the Mach 3 missiles which take out airborne threats up to 15 miles away).

Sea Ceptor has replaced Sea Wolf missiles, which only possess about half the Sea Ceptor’s range.

Those systems, as well as the ship’s company, will face a two-month-long test in September when the Queen’s Frigate – she’s named after the monarch in her role as Duke of Lancaster and was launched by Her Majesty Queen Elizabeth II on 24 May 1990 – undergoes Operational Sea Training.



Akin to 'pre-season training' for Royal Navy warships, it ensures the 180-plus sailors and Royal Marines on board are ready for every possible eventuality on deployment.

That includes, however unlikely, preparing for chemical or nuclear incidents by donning precisely fitting respirators. HMS Lancaster has a self-contained inner citadel to protect her ship's company in the event of radioactive fallout or biological threats, but its protection does not extend to working on the upper deck.

Firefighting and damage response teams were exercised in the bowels of the frigate and the 4.5in main gun was thoroughly put through its paces at maximum elevation, maximum depression and maximum rate of fire (two dozen rounds per minute) which truly tested the gunbay team handling 21kg shells beneath the turret. Shells leave the barrel at speeds in excess of twice the speed of sound and have a maximum range of 15 miles.



A firefighting team gets some fresh air after a galley fire exercise on board HMS Lancaster. © Crown Copyright MoD Navy 2020

“It was great to finally be back at sea and use the gun,” said Petty Officer Alan Bates. “Having joined Lancaster over a year ago as the maintainer, to get to function the gun was fantastic. We are now ready to move forward in our training. A lot of the junior members of the crew have never heard or seen the gun fire so it was a great demonstration to them about the impact the gun can provide.”

Further training and equipment trials over the following ten days focused on the 4,500-tonne warship's other weapons and sensors – every day bringing her one step closer full operational status.

“Lancaster's story from engineering project to ship and warship is now in its final few chapters,” said the frigate's Commanding Officer, Commander Will Blackett. “She is a fantastic ship, with a fantastic team and plenty more to offer UK Defence over the months and years ahead.”

HMS Lancaster is the third ship in the class and was originally allocated the pennant number F232 until it was realized that 232 is the Royal Navy report form for groundings and collisions and therefore considered unlucky.

A general-purpose frigate (ie one that is not fitted with a Towed Array for Anti-Submarine Warfare), HMS Lancaster is one of the few 'stag' ships remaining in the fleet, having some female officers but mess decks that are men only.

HMS Lancaster has a crew of 185 personnel on board, she is capable of 28 knots top speed and has a maximum range of 7,800 miles. Her future duties will include acting as the Fleet Ready Escort (FRE), patrolling and protecting the UK's waters.

Crossing the Bar Chaplain (Sea Cadet Corps) Gordon Warren Royal Naval Reserve

The newsletter is late being published as we heard this weekend that Gordon Warren has died after a short illness.

We remember Gordon fondly as the CNOA Chairman who brought Prince Michael of Kent and Lord West to our Trafalgar Night dinners. I am sure many of you will have fond memories of Gordon, including our Chairman whose Flag Hoist was written before this news.

If anyone would like to send their thoughts and memories of Gordon, I will add them next month but meanwhile please find below Gordon's obituary from the SCC, reproduced from a Facebook post, which focuses very much on his work as a vicar after his naval career.

Gordon Warren was born on 13th May 1945 in South Wales, where his pregnant mother had been evacuated during the Second World War. His father was stationed at Milford Haven on Naval convoy duty on Corvettes, starting as an Ordinary Seaman and ending the war as First Lieutenant.

When he was 17, Gordon became a Deep-Sea Scout Leader for five years until 1967, based in Beaconsfield.

Having been ordained on 25th July 1993, Gordon arrived in London's East End in 1998 from leafy Sunbury-on-Thames with doubts at first. He had promised his family that he would compete for an appointment at the St George's Anglican Church in Paris. He was duly short-listed but, because he had little experience of interviews, he thought he would gain some practice by answering an advertisement for St Anne's Church in Limehouse. To his utter surprise, he was offered the job in St Anne's and then the advice started coming in.

"I had friends knocking on the door advising me not to move to Limehouse," he recalled. "They were worried about bringing my wife to the East End with its bad reputation, including an ex-cop who had been stationed at Limehouse and advised me not to go."

As some had predicted, from his arrival, it was not all plain sailing as the appointed Rector of the East End's own 'sailors' church'. "A man tried to stab me 10 years ago (2003)," Gordon recalled to the local press. "I was also once chased in my dressing gown down the street in the middle of the night by a minicab driver with a starting handle after I had asked him not to make so much noise when he sounded his car horn for a passenger at 3am."

Gordon "launched" a floating church in Canary Wharf, St Peter's in West India Quay, a converted Dutch Barge brought from the Netherlands in 2003 that attracted a Sunday evening congregation of some 90 worshippers. He was appointed Chaplain to the Naval Regional Command Eastern England on 1 July 2007 and was proud to be a sea-going submariner chaplain. He was a Governor of Cyril Jackson School in Limehouse and also the Chaplain to the Gold & Silver Wyre Drawers Livery company in the City of London. Gordon was known to take the Remembrance Service aboard HMS Belfast, the battleship museum moored by Tower Bridge.

After Limehouse, Gordon and June headed for Ramsgate where the Sailors' Church in the Royal Harbour officially became the permanent museum for the little ships used in the 1940 Dunkirk evacuations. He took up an appointment as the first Chaplain to the Association.

Gordon was accepted as Chaplain for the Ramsgate and Broadstairs Sea Cadet Corps Unit in April 2016 and he immediately made his pastoral and wise presence felt amongst the Adult Volunteers and the Cadets. His appointment was confirmed the following May. When not on active Submarine Chaplaincy duty, he was to be seen at many parade nights and local community events. His counsel will be sorely missed by the Cadets, the Adult Volunteers, the Unit Management Team and the Commanding Officer.



A seafaring tradition remains strong in the Warren family with Gordon's married daughter being a serving Royal Navy officer. His first grandchild was christened, appropriately, Noah having been born on the wettest day of the year of 2012. Aged 75, he leaves a widow, June, and a grieving family.

Arctic Convoys – a request for information

From Andy Nailor

Historian Hugh Sebag-Montefiore is writing a book about the WW2 Arctic convoys. It has been commissioned by Harper Collins. He is seeking the families of those who participated in these convoys in case they hold vivid written or recorded accounts of what was witnessed, relevant photos or little-known books, or in case they know of the less well known archives or museum collections who hold such material.

Hugh can only use accounts written or recorded directly by the witness. He is particularly interested in accounts of what happened on those convoys where there were battles or where ships were sunk. Suggestions about which less well-known Facebook groups, forums and other social media might help him reach these families would also be useful.

Families who are thinking of contacting him can see what kind of books he writes by Googling 'Hugh Sebag-Montefiore: Official Author Website'. If anyone can help, please contact him at sebags@hsmontefiore.com. You may ring him on 020 7435 1035 if you do not use email or if he has not replied to your email within 48 hours.

New collaborative project with the UK Department of Transport announced

From Seafarers UK



We are delighted to announce that Seafarers UK is working on a collaborative project with the UK Department of Transport and the Merchant Navy Welfare Board (MNWB) to provide free internet access on board ships visiting UK ports where hundreds of seafarers are still waiting to return home.

Working with Port Chaplains and trained ship visitors from welfare organisations such as Mission to Seafarers, Stella Maris and Sailors' Society, the project will use Mi-Fi technology (wireless routers that act as a mobile Wi-Fi hotspot) to provide seafarers with a strong and secure internet connection to connect them with their families and friends.

The MiFi project's pilot year was funded by the ITF Seafarers Trust, and this new partnership project led and managed by the MNWB will provide seafarers with free internet access for one year.

Communications and access to good quality Internet has been seafarers' number one welfare request when onboard and in port as demonstrated by a variety of surveys of seafarers' needs in recent years.

MNWB Deputy Chief Executive Sharon Coveney explains: "Due to the pandemic, most of the centres that provide free internet have had to close and many seafarers remain unable to leave their vessels."

She continues: "Some, but not all, vessels provide their crew members with access to good quality internet and our project will ensure that as many as possible have the opportunity to keep in contact with their loved ones during these difficult times."

Seafarers UK Grants Director Deborah Layde says: "Our joint funding support



MIFI PROJECT EXTENDED!

Connecting seafarers to the rest of the world.



with the Department for Transport and MNWB ensures that not only will a successful pilot evolve but it also demonstrates proactive and collaborative working between Government and Voluntary Organisations. Ultimately seafarers' wellbeing and connectedness will be enhanced around the UK."

New Commando Uniform For Royal Marines From MOD Navy

Royal Marines Commandos are to get a brand-new uniform under the most significant transformation and rebranding programme launched since World War 2.

Elite commandos of the Royal Navy are undertaking a bold modernisation project – known as the Future Commando Force programme – which will overhaul the way world famous Green Berets operate around the globe.

As part of this restructuring, Royal Marines will have a new uniform, fit for a new era of warfare, that is in-keeping with the maritime traditions of the Corps, and also honours their commando forebears.

The NATO-procured uniform – from USA-based firm Crye Precision – is lighter weight, has higher tear-strength, is faster-drying and is more breathable than typical 50/50 cotton/nylon kit. It also has a subtle change in camouflage design – instead of the previous multi-terrain pattern – the uniform now uses Crye Precision's MultiCam pattern.

And, in the week that saw the 80th anniversary of Operation Collar, the first Commando raid of World War 2, the Royal Marines have drawn on their heritage by returning to the traditional Royal Marines Commando insignia, just like the design first worn by Commandos when they launched daring raids into Nazi-occupied Europe.

The flash with red writing and navy-blue background will be worn once again, as Commandos evolve to conduct more raids from the sea, persistently deployed to counter the threats of the modern-day battlefield.

For the first time the White Ensign features on one sleeve, as a clear indication of the Royal Marines' integration with the Royal Navy. The iconic Fairbairn-Sykes Dagger patch of 3 Commando Brigade Royal Marines has been redesigned and is based on the first pattern of the legendary fighting knife made in 1940.



ROYAL MARINES COMMANDO

The new Royal Marines Commando flash is inspired by World War Two insignia. Features red text on a navy blue background. Removable if tactical scenarios demand.

ROYAL NAVY INSIGNIA

A 'tactical' White Ensign shows that the Royal Marines are part of the Royal Navy. It is the first time since formation in 1664 that the Ensign will be worn.

THE NEW ROYAL MARINES UNIFORM

The patch of 3 Commando Brigade Royal Marines now features the first pattern Fairbairn-Sykes Fighting Knife, which was designed in 1940. The Para wings are now in black, with a green background.

From the Crye Precision fourth gen field and combat range, new combat shirt and trousers and utility jacket. Utility belt made by TMH Trading GmbH.

- High-strength utility belt
- Ergonomic design and fit
- Lightweight
- Knee protection
- Fast drying
- Highly breathable
- Built-in adjustability
- Windproof and water-resistant jacket
- High tear strength

COMMANDO HISTORY

Lieutenant Colonel Ben Reynolds RM, who led with the procurement and design of the new uniform, said: "The Royal Marines are integral to the Royal Navy and an extremely versatile elite force, able to operate from mountain and Arctic wastes to jungle and littorals.

“The Royal Marines’ Commando Uniform 2020 reflects our distinctiveness and the unique capabilities we bring to defence, in addition to the Royal Navy’s eagerness to invest in our development towards the Future Commando Force.

“The practical benefits to this uniform shouldn’t be underestimated. It has been specifically selected to serve commandos as they carry out operations all around the globe in the most extreme environments.” Marines are already receiving the new combat shirt and trousers, field shirt and trousers, a utility jacket and utility belt and will begin wearing the new uniform from this Autumn.

The new uniform – which harks back to the fabled Commandos’ heritage while modernising their equipment – is part of a wider transformational drive which will change the way Royal Marines operate. Under the Future Commando Force programme more Royal Marines will operate from the sea, utilising new and innovative technology as high-readiness troops, forward deployed and ready to react, whether that’s war-fighting, specific combat missions such as Commando raids, or providing humanitarian assistance.

Minister for the Armed Forces, James Heapey, said: “The Royal Marines require a uniform that they can rely on in the most hostile of environments on earth. This robust, breathable and lightweight kit will ensure our Commandos remain fighting fit and able to deal with the full range of threats we rely on them to face.

“It is fitting that on the 80th Anniversary of the first Commando raid of World War 2, this uniform now bears the traditional Royal Marine Commando insignia. A poignant link to their history as the Commando force embarks on a modernisation programme that will keep them in their place as the world’s best amphibious force.”

The Royal Marines’ Commando Uniform 2020 was procured in just over one year, utilising the NATO Support and Procurement Agency, demonstrating the Royal Navy’s appetite to invest in the Royal Marines.

Heavy lift crane prepares to lift capsized Golden Ray

By The Maritime Executive

On Saturday 8 September 2019, *MV Golden Ray* capsized and caught fire within the Port of Brunswick harbour shortly after leaving her berth. The Baltimore-bound *Golden Ray* had barely set sail out of Brunswick, Georgia, and into St. Simons Sound when trouble struck. An emergency call went out at around 2:00 am local and, about two hours later, 20 crew members had been rescued.

Built in 2017 and flying the Marshall Islands flag, *Golden Ray* has a length of 656-feet and was carrying about 4,200 cars when she lost stability and partially capsized, grounding in 31 feet of water on the edge of the fairway. For the past ten months she has been lying on her side while salvagers have been stabilizing the vessel and constructing an environmental protection barrier around the wreck. They have removed more than 320,000 gallons of oil and water mixture to mitigate pollution to the surrounding waters. All 4,200 vehicles remain inside the ship’s cargo holds.

The *Golden Ray* salvage is being led by T&T Salvage, with the intention to dismantle the vessel in situ. The team is now preparing for the final stage of the operation to remove the vessel. The twin-hull heavy lift vessel VB-10,000 arrived at the Port of Fernandina in Florida on 3 July for final modifications and function checks before heading to St. Simons Sound. The lift vessel is currently scheduled to arrive at the wreck site by mid-July. The 255-foot-tall gantries of the VB-10,000 made an impressive sight at the docks in Florida. The configuration of the rigging beams beneath the top of the gantries will be modified to prepare for the lifting on the *Golden Ray*.

Under a plan approved in February, contractors will remove the wreck using the VB-10,000, which will straddle the wreck, and cut through the hull with a large diamond-cutting chain. They will make seven cuts separating the wreck into eight large sections. Each section of the *Golden Ray*, weighing approximately 2,700 to 4,100 tons, will then be lifted by the VB-10,000 onto a barge. Finally, the sections will be transported to a certified off-site recycling facility for further dismantling and recycling.

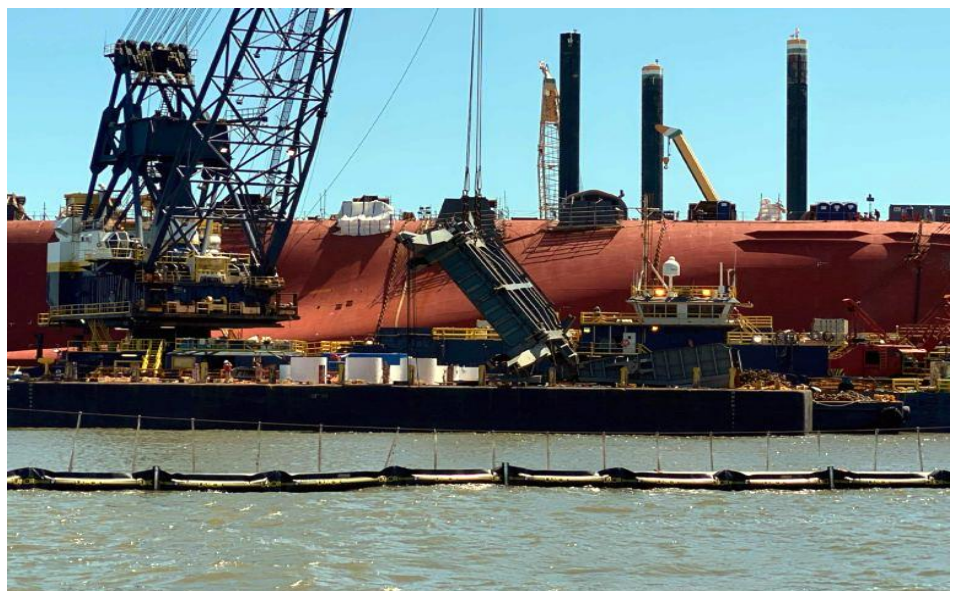


VB-10,000 arrives in Florida Photo by U.S. Coast Guard Chief Petty Officer John D. Miller

“Each individual large-section cut will take approximately 24 hours and, once a cut begins, must continue until that cut is complete,” said John Maddox, Georgia Department of Natural Resource on-scene coordinator. “That means noise through the night during some 24-hour periods. We do not yet know when the cutting will begin, but we will make announcements for cutting operations once they are scheduled.”

Work on the wreck is also proceeding to prepare for the final cutting and lift operation. In June, using acetylene torches, workers cut the ramp off the *Golden Ray* that had been used to load vessels. The ramp was removed in four sections to reduce the amount of stress the 275-ton ramp placed on the hull, and to reduce the amount of weight of the stern section to prepare for the lift.

The removal of the overturned *Golden Ray* in St. Simons Sound, Georgia is likely to top \$400 million, according to the insurer handling the claim.



Car ramp removal in June 2020 - U.S. Coast Guard photo by Petty Officer 1st Class Anthony Clark

The team also released in February a brief animation showing how the life operations will be completed. The “St. Simons Sound Wreck Removal Animation” can be viewed on YouTube at: <https://youtu.be/0uJlwQDrXPA>

Black Tot Day

By Lt Cdr Jon Vanns

Black Tot Day (31 July 1970) was the last day on which the Royal Navy issued sailors with a daily rum ration (the daily tot).

In the 17th century, the daily drink ration for English sailors was a gallon of beer (about four litres), although frequently small beer was used with an alcohol content below 1%. Due to the difficulty in storing the large quantities of liquid that this required, in 1655 a half pint (284 ml) of rum was made equivalent and became preferable to beer.

Over time, drunkenness on board naval vessels increasingly became a problem and the ration was formalised in naval regulations by Admiral Edward Vernon in 1740 and ordered to be mixed with water in a 4:1 water to rum ratio and split into two servings per day.

In the 19th century, there was a change in the attitude towards alcohol due to continued discipline problems in the Royal Navy. In 1824 the size of the tot was halved to one-quarter of an imperial pint (142 ml) to improve the situation. In 1850, the Admiralty's Grog Committee, which was convened to investigate the issues surrounding the rum ration, recommended that it be eliminated completely. However, rather than ending it, the Royal Navy further halved it to one-eighth of an imperial pint (71 ml) per day, eliminating the evening serving of the ration. This led to the ending of the ration for officers in 1881 and warrant officers in 1918.

On 17 December 1969 the Admiralty Board issued a written answer to a question from the MP for Woolwich East, Christopher Mayhew, saying, "The Admiralty Board concludes that the rum issue is no longer compatible with the high standards of efficiency required, now that the individual's tasks in ships are concerned with complex, and often delicate, machinery and systems on the correct functioning of which people's lives may depend." This led to a debate in the House of Commons on the evening of 28 January 1970, now referred to as the 'Great Rum Debate', started by James Wellbeloved, MP for Erith and Crayford, who believed that the ration should not be removed. The debate lasted an hour and 15 minutes and closed at 10:29 pm with a decision that the rum ration was no longer appropriate.

31 July 1970 was the final day of the rum ration and it was poured as usual at 6 bells in the forenoon watch (11:00 am) after the pipe of 'up spirits'. Some sailors wore black armbands, tots were 'buried at sea' and in HMS Collingwood, the Royal Naval Electrical College at Fareham in Hampshire, there was a mock funeral procession complete with black coffin and accompanying drummers and piper. The move was not popular with the ratings despite an extra can of beer being added to the daily rations in compensation.



A special stamp was issued, available from Portsmouth General Post Office, with the slogan "Last Issue of Rum to the Royal Navy 31 July 1970."

Black Tot Day was subsequently followed in two other Commonwealth navies (the Royal Australian Navy having already discontinued the rum ration in 1921):

- 31 March 1972 was the final day of the rum ration in the Royal Canadian Navy.
- 28 February 1990 was the final day of the rum ration in the Royal New Zealand Navy

Editor's comment: May you all enjoy socially distanced tots of rum (or maybe even a small beer) to commemorate the 50th anniversary of Black Tot Day.

New autonomous vessel could take up duty guarding offshore wind farms

By The Maritime Executive

A group of technology companies and researchers have released a concept design for a new autonomous guard vessel for offshore installations such as wind farms. Manned guard vessels pose several operational challenges, including the cost and the dull nature of the task, which makes it difficult to recruit and retain qualified mariners.

"Guard vessels perform an essential job; however, it is not the most exciting one for crew. Combined with the fact that conventional guard vessels are mostly outdated and thus aren't necessarily the most comfortable, let alone sustainable, it can be difficult to find well-trained crew willing to do the job", said Pelle de Jong, the founding partner of LISA.

The consortium – C-Job Naval Architects, LISA Community, Seazip Offshore Service, Sea Machines, MARIN and eL-Tec Elektrotechnologie – has proposed an autonomous, battery-electric design that would reduce the size and cost of the guard vessel platform.

Their Autonomous Guard Vessel (AGV) is designed for surveillance of offshore structures



like wind farms, substation platforms and cable routes. Using sensors and computing power, the AGV would continuously monitor marine traffic with radar, AIS and visual input. Any intruding vessel would be contacted with information on how to safely navigate the area and would be physically escorted away from the site by the AGV. The encounter would be recorded to provide video footage in case of any violation or accident.

The AGV does not require crew onboard, so accommodations can be eliminated, meaning the vessel will be considerably smaller than existing guard vessels. The smaller size creates a number of opportunities, including reduced propulsion requirements and the possibility of using batteries.

"The ship has solar panels across the top which allows for the continuation of navigation and communications in case the batteries run out of power", said Rolph Hijdra, Autonomous Research Lead at C-Job Naval Architects. "Contrary to current guard vessels, the AGV will continue to be operational even with rough sea conditions and have minimal underwater noise owing to the smaller size, reduced propulsion requirements and absence of a diesel engine."

The AGV is designed to recharge its batteries at an onsite charging station. Depending on the situation, charging could be either via a cable connection to the on-site equipment – such as an offshore transformer platform – or locally generated.

The consortium envisions the deployment of multiple autonomous guard vessels per site, and they would take turns in monitoring the area and recharging. One fully charged AGV would remain on standby at all times in order to provide support for the AGV on active patrol. "For example, when an intrusion is detected, one of the AGVs will monitor, warn, and escort the intruding ship to safety, while the others continue normal operations. Alternatively,

it could take over from a monitoring vessel in case the battery runs out of power", said Harm Mulder, operations manager at SeaZip Offshore Service.

In the rare event that human intervention is required, the AGV would be connected to a command centre, which could take over remote control in order to deal with an unusual situation. The centre could be located either on shore or aboard a "mother ship."

Anti-submarine warfare – by sea and air

I thought it may be interesting to readers to see two stories about the same NATO exercise, one from the Royal Navy's perspective and one from above via the Royal Air Force's P-8A Poseidon – Editor

Royal Navy joins major NATO sub-hunt exercise in Iceland From MOD Navy

On 29 June, Royal Navy warships, helicopters and a submarine began a 14-day battle in Icelandic waters. More than 500 British submariners, sailors and aviators locked horns for NATO's annual test of anti-submarine forces in cooler climes.

Exercise Dynamic Mongoose, which began in Reykjavik, involved around a dozen warships and submarines – nuclear, such as Royal Navy hunter-killer HMS Trenchant, and diesel-powered – and around 2,000 military personnel drawn from Canada, France, Germany, Norway, the UK and US.

Leading the charge above the waves were Portsmouth-based frigates HMS Kent and HMS Westminster, each a dedicated submarine hunter, and each with a specialist submarine-hunting Merlin Mk2 helicopter embarked.

A 14-strong team of aviators and engineers from 814 Naval Air Squadron from Culdrose in Cornwall provided the helicopters for both ships.

HMS Kent took part in Dynamic Mongoose having spent the spring focusing on tracking submarines in the Arctic, Baltic and, just one week prior to the exercise, working with carrier HMS Queen Elizabeth in home waters.



"The exercise sees the combined team of HMS Kent and her Merlin pitted against other nations' submarines playing 'the enemy', a complex game of cat and mouse which everyone prides themselves in winning," said Lieutenant Commander Sid Shaw, in charge of Mohawk Flight onboard HMS Kent.

814 Flight with their Merlin Mk2 onboard HMS Kent © Crown Copyright MoD 2020

"Preparation involves every member of the Flight. The team are experienced operating from a small flight deck and hangar. It's a harsh environment but one that Mohawk Flight pride themselves in operating safely in."

The engineers contended with choppy seas of four to five metres to prepare the Merlin helicopters as the frigates crossed the North Atlantic. Each helicopter was expected to be flying for up to eight hours a day – operating in a harsh environment and using sensitive, hi-tech equipment including a ‘dipping’ sonar, lowered from the Merlin, or a sonobuoy, dropped in the ocean to listen for the presence of submarines.

“It’s great to see a different side of the Navy compared to the day-to-day living on an air station,” said Air Engineering Technician Alex Thomas on board HMS Kent.

“Integrating with the ship’s company and learning what they do has changed my outlook on working and living at sea.”

As well as submarine-hunting helicopters such as Kent and Westminster’s Merlins, assisting the hunt in Atlantic skies were long-range maritime patrol aircraft, including, for the first time, one of the RAF’s new P-8A Poseidons.

Dynamic Mongoose is the second of NATO’s two annual anti-submarine workouts, following Dynamic Manta (‘Dynamic’ denotes an exercise, words beginning with ‘M’ indicate that it’s maritime) off Sicily back in February.

Dynamic Manta tests the ability of submarine hunters in warmer seas; **Dynamic** Mongoose – which alternates between Norway and Iceland every other year – focuses on the hunt in the cooler waters of the Atlantic, as temperature plays a key role in the effectiveness of sonar; the sea off Iceland **was** five degrees cooler than the Mediterranean around Sicily back in February.

“Dynamic Mongoose remains one of the most challenging exercises and is an excellent opportunity for NATO nations’ naval forces to practise and evaluate their anti-surface and anti-submarine warfare skillsets in the challenging environment of the North Atlantic,” said Rear Admiral Andrew Burcher, Commander NATO Submarines.

“This exercise is a unique opportunity to enhance naval forces’ war fighting skills in all dimensions of anti-surface and anti-submarine warfare in a multinational and multi-threat environment.”



Exercise Dynamic Mongoose final sail-past © Crown Copyright MoD 2020

First NATO exercise for RAF Poseidon From MOD RAF

The RAF's newest anti-submarine aircraft has participated in a multi-national training exercise for the first time since arriving in the UK in February.

NATO exercise Dynamic Mongoose has seen personnel from CXX Squadron join ships, submarines and aircraft from six nations to hone anti-submarine warfare (ASW) and anti-surface warfare skills with the new Poseidon MRA1 aircraft in the challenging North Atlantic.

Vice Admiral Keith Blount, Commander of NATO's Allied Maritime Command said: "Exercises today seize opportunities for NATO and Allied nations to sharpen war-fighting skills by focussing on high-end capabilities. Dynamic Mongoose will ensure we remain prepared for operations in peace, crisis and conflict."

Officer Commanding 120 Squadron, Wing Commander James Hanson said: "Participation in Dynamic Mongoose offers the trained crews of CXX Squadron a chance to hone their skills cooperating with ships, submarines and aircraft from a number of NATO partner nations, as well as the Royal Navy.

"The exercise offers my crews a great opportunity to be tested against highly professional opposition in the exercise environment, and I know that the crews have relished the chance to show what they can do with our extremely capable aircraft."

Locating and tracking a submarine requires close coordination between ships and aircraft, and Dynamic Mongoose focussed on nuclear-powered submarines in a 200-by-200 square nautical mile box of open ocean.

The RAF Poseidon Captain flying the mission said: "We worked closely with other Maritime Patrol Aircraft in the area to track several simulated targets, relaying this information back to the Task Group on the surface.

"Commonality between platforms along with shared tactics, training, and procedures means that when we do this for real, we are able to quickly locate, identify, and track targets beneath the waves."



Poseidon P-8A taking off from RAF Kinloss © Crown Copyright MoD 2020

On one sortie, using the sophisticated sensor suite fitted to the aircraft, an RAF Poseidon launched simulated attacks within 10 mins of taking over contact from a US Navy Poseidon. This sortie also offered the CXX Squadron crew the opportunity to practise communications, command and control with NATO allies and directed simulated attacks on a submarine by naval vessels.

The RAF Poseidon Captain added: "It was a great training evolution, and exactly what the CXX Squadron crew needed at this stage of their tactical development."

This exercise participation, at such a complex and challenging level, is the more remarkable considering that the RAF only took delivery of their first Poseidon MRA1 into Kinloss Airfield in early February. Two Poseidon aircraft will operate out of Kinloss whilst runway works are undertaken at RAF Lossiemouth, scheduled for completion later this year.

About the Poseidon MRA1

Role

Boeing's P-8A Poseidon (Poseidon MRA1) is a multi-role maritime patrol aircraft, equipped with sensors and weapons systems for anti-submarine warfare, as well as surveillance and search and rescue missions.

Capability

The P-8A's comprehensive mission system features an APY-10 radar with modes for high-resolution mapping, an acoustic sensor system, including passive and multi-static sonobuoys, electro-optical/IR turret and electronic support measures (ESM). This equipment delivers comprehensive search and tracking capability, while the aircraft's weapons system includes torpedoes for engaging sub-surface targets.

Type History

Boeing announced the availability of its new Model 737 short/medium-range airliner in 1964. The aircraft struggled to gain orders and Boeing launched into its development programme on little more than hope. The first 737-100 prototype completed its maiden flight on April 9, 1967 and having solved a series of problems, Boeing managed to sell only 30 – the airlines wanted greater capacity. The stretched 737-200 was the aircraft they needed and the 737's success since has been astronomic.

The first major change in the line came with the CFM56 turbofan, which replaced the original Pratt & Whitney JT8D from 1984. In response to continuous improvements in the Airbus A320, Boeing reworked the 737 again, as the 737 Next Generation (NG), with a new wing, full-authority digital engine control (FADEC) and other improvements. Among the NG variants, Boeing selected the 737-800 as the basis of its P-8A Poseidon submission to replace the veteran Lockheed P-3 Orion in US Navy service.

A contract for P-8 development was granted in June 2004 and first flight followed in April 2009. The US Navy announced initial operating capability in November 2013 and the P-8 is now been widely delivered not only to US units, but also to the Indian Navy and Royal Australian Air Force.

The BAE Systems Nimrod MRA.Mk 4 upgrade of existing Nimrod MR.Mk 2 airframes had been underway for some years when it was axed under the 2010 Strategic Defence and Security Review. The MR.Mk 2 was also withdrawn, leaving the UK without effective long-range, fixed-wing maritime cover. Project Seedcorn saw personnel posted into maritime patrol units with allied air arms, maintaining vital skills until the 2015 Strategic Defence and Security Review confirmed the intended purchase of nine Poseidon aircraft for the RAF.

With the P-8 squadron numbers chosen, the type will eventually operate from RAF Lossiemouth, where infrastructure is being prepared for its arrival. The aircraft will be equipped with US weapons, although British weapons may be integrated in future.

Going to Sea – Part 3

By Martin Watts

As Otaio proceeded at full ahead, producing 16 knots downhill, the sea became emptier and the prevailing westerly wind cleared the sky more often than not. I remember the feeling that this five-hundred-foot-long ship, of 13,000 gross tons (then the fourth largest refrigerated vessel in the world) had suddenly become diminished amongst the expanse of the western ocean. Any such feelings, however, were subsumed in routine, as we began classroom and seamanship training in earnest.

In the first session in class, under the instruction of Schoolie, we were introduced to the mathematics we would need to master for the purposes of navigation, cargo handling and stability (the ship not us). We were also informed that we had to learn, off by heart, the first eight Rules of the Road (International Collision Regulations) before shore leave could be granted in New Zealand. I was never sure how legal this was but further (and stronger) motivation was provided by graphic descriptions of the joys that awaited us. We soon became experts in navigation lights, their deployment and meaning. A veritable piece of cake – strictly speaking, not cake but tabnabs served every afternoon at smoko, hot from the bakery, where Paul the baker continued his lifelong attempt to break the world record for the number of bread rolls and tabnabs produced in a day. Paul was an Eastender and very powerful,



View from painting radar mast

having been a successful boxer until too many blows to his head had enabled him to fit in with life at sea. Paul's fingers were the thickest I have ever seen and his hands were veritable shovels but, when it came to decorating birthday cakes, their accuracy and movement would have made Paderewski's digits arthritic in comparison.

Mathematics was interesting and a complete change from school, where I had struggled with the subject until being taught modern maths with matrices and sets. Unfortunately, the only modern idea in NZS Co. was the occasional availability of cashews and peanuts to accompany the ubiquitous cans of Tennant's lager, so it was back to mathematical basics for us. We were issued with a blank exercise book, pencils and erasers, and were instructed to compile our own log tables – remember there were no calculators or any other aids to calculation. We progressed to working out our own trigonometry tables, for plane sailing, and so on until we were introduced to traverse tables and then, new to most of us, the joy of haversines and spherical trigonometry.

At the end of our first voyage, on return to the UK, we were presented with a copy of Norie's tables, including explanation, and took home the latest Nautical Almanac to practise. Neither of these publications were opened until we returned to the Otaio, at the end of a short leave, the following spring. Having written this however, I am forever grateful that mathematics was taught in this way, as it filled in all the gaps in my education and inculcated an understanding of how formulae were proved. This gave us all a distinct advantage throughout our careers and put us ahead of cadets in other companies that were often left to their own devices, eg a case of beer and a set of indecipherable primers.

The same principles were employed in physics, seamanship and stability. Again, I struggled with physics at school, but at sea the practical application of measurements such as moments, breaking strains and effort force equations for block and tackle, brought the subject to life. Schoolie also taught us meteorology, and it was amazing how many buckets were lost trying to take the sea temperature, a situation that was corrected after we learned to tie hitches that resembled the real thing. One particular memory I have is of Schoolie taking us on deck, as we neared the Caribbean, to observe a nearby pod of Orca. I had never seen these fascinating creatures before and as they divided and circled, Schoolie explained they were hunting by driving their prey into the centre of the pod, where there was no escape. These creatures of the deep had obviously acquired this cunning method by observing the Bosun and Lamptrimmer when looking for cadets who were needed for chipping and painting. At least the Orca were better looking.

For practical seamanship training we were in the foc'sle, in a compartment next to the paint locker and above the chain locker. In poor weather, with the outer hatch closed, the smell of cordage and rope, coupled with the fumes of oil-based paint and the pitching movement of the bow, cruelly exposed those prone to seasickness. We soon worked out that it was best to place those who suffered by the hatchway, with a personal bucket (there were only a small number left after the sea temperature experiment), and I could not recall seeing this mentioned in the Green Liar. In charge of proceedings was a veteran bosun, Frank, from the Blackwater in Essex. Frank had nearly half a century at sea and his skin was leathery and heavily tanned with tattoos that had long lost their definition. Frank had half a roll-up permanently stuck to his bottom lip, and this was only lit at smoko, or when our failure to execute the simplest bend or splice drove him to distraction.



View from Monkey Island

Frank had a unique means of communication and instruction; he rarely spoke except to swear at a slow learner, and employed a series of low groans and grunts that were emitted in time with the deft, slow actions of his hands in demonstrating bends, hitches and splices. For example, he tied a bowline by twisting his wrist around the standing part ('none of this f***** boy scout rabbit round the tree b*****'), and this was accompanied by a 'grumph... grumph... bruum'. To be fair, he had us in the palms of his hands and, at first, we did not know whether to laugh or not but, again, as we got to know him, we realised how protective he was towards us and our safety. Wire splicing, however, with vice and spike was a different ball game. After reminding us of the uselessness of the Liverpool splice, which he demonstrated by loading a splice until it unravelled, he seemed to glory in the beauty and joy of the Bullivant splice with the locking feature that brought tears to everyone's eyes. We were all proud to have mastered this and it is with regret that, by the 1990's wire splices had been replaced by factory-made Talurits.

So began our journey to qualifying as Able Seaman, shortly to be replaced by the nomenclature 'Efficient Deck Hand', a true indication of the way shipping was passing from the hands of seamen, stewards and engineers to the calculators, graphs and jargon of the management consultant. In my opinion, jargon is the refuge of someone who cannot explain what they mean, and yet can charge by the hour for selling nonsense that will eventually require more consultancy to fix. On a more positive note, the seamanship training and work as an AB prepared us to order such work in the future, and every rating in the company knew that their officers had carried out every task they were required to perform. This was the NZS way.

With the weather becoming milder as the Otaio headed for the Caribbean, with bunkering scheduled for Curaçao followed by a short passage to the Panama Canal, evening deck sports became a major activity. In addition to playing, I volunteered to write the sports pages of the ship's newspaper, which was edited by Bob, the Senior Radio Officer, who had more spare time than most, correction, anyone who ever lived.

Bob was an interesting character with more stories than Poe and Witty combined, but two truthful tales have remained with me over the 50 years since I met him. Bob had served in Bomber Command during the war and described the experience of flying in a raid over Berlin as several boring, cold and uncomfortable hours of sitting on one's backside, interrupted by half an hour of blind terror. His other memorable story was about his time as Radio Officer on the Empire Windrush, a seized German ship that was owned by the UK



Forty paintbrushes produce a brilliant finish

government and managed and crewed by NZS after the war. He recalled that after sailing from Jamaica, where dozens of West Indian emigrants had embarked, many stowaways emerged, several of whom had served in the Royal Air Force in the Second World War. They were saved from a stowaway's fate – eight hours work a day for three meals and a secure cabin – by the action of the other passengers in having a whip-round to pay their fare to Britain. I have personally reflected on this especially as the injustice of the Windrush scandal remains unresolved for many. Further, I have seen the records in the Imperial War Museum and National Archives that show black faces in RAF uniform in the Second World War, including one sergeant who won a monthly award for the best air gunner. It is worth noting that 495 volunteers from the Caribbean joined the RAF in WW2.

Moving on to deck sports, here is an extract from one of my early reports:

'M V Otaio Voyage 29 Outward Bound

Deck football commenced at 2010 on Monday 8th November and my team appeared in the first of the two matches that night. I was in goal, Cookie, the starboard watch captain, was playing at back, Mitch and Danny up front. We were drawn to play Johnno, Jersey Joe, Ieru, Sio and Jock. (Note: Ieru and Sio were from the Gilbert and Ellice Islands and had won NZS scholarships to train as deck officers. They were older than the rest of us and, in Pacific islander style, were very large, immovable and great company). From the start we played controlled soccer on the very slippery teak deck and I, in goal, had little work to do. The other team stuck to kick and rush but usually ended up on their backsides. Unfortunately, after 5 minutes, Danny (my best mate) smashed a back pass through my knees and into the net to gift our opponents a goal. Still, we carried on without panic and the elegant Cookie flicked a pass to Danny who, on this occasion, found the right net. That was the half time score. During the second half, constant pressure was placed upon our opponents, with Mitch scoring two goals, with Cookie trying several long-range efforts that were never far away. Thus, the match finished and, from what I have seen of the other matches so far I must conclude that ours is the most resourceful.'

Such confidence! Such bias!

The next instalment will have more sport, the first run ashore in Curaçao and the feeding of the mules in the Panama Canal...

Letter from CO of HMS President

Cdr Richmal Hardinge VR RNR

OFFICIAL



Maritime Reserves

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HMS PRESIDENT
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16 July 2020

Dear Friends of HMS PRESIDENT

HMS PRESIDENT – Royal Naval Reserve update message

Greetings to you all from HMS PRESIDENT, or rather from my home in Kent. I hope you are all keeping well?

I am aware that I haven't seen or communicated with you for some time and am doing so because I consider you to be a friend of or a stakeholder in HMS PRESIDENT. Clearly many months have passed since our ship's company last set foot in our superb facility on the Thames near Tower Bridge, but we have been anything but idle.

Firstly, our headquarters and the First Sea Lord were exceptionally pleased that 900 maritime reservists volunteered for the COVID-19 response. We mobilised over 20 personnel immediately from HMS PRESIDENT to assist with the medical effort, planning, civilian liaison and logistics. Their contribution has been recognised by Civil Authorities and military Chains of Command throughout the length and breadth of the United Kingdom. A number are being extended beyond an initial 3-month mobilisation and once they are part of the COVID Support Force, the Royal Navy's contribution to that will be entirely mobilised reservists.

You may be aware that from February 2020 the Maritime Reserves has a new head, Commodore Melanie Robinson, known as COMMARRES. She is driving hard a complete transformation of the Maritime Reserves, alongside a Royal Navy transformation programme that means we will better support the Royal Navy and sustain our contribution to global operations in the 21st century. In order to provide reservists early to the RN, the focus is on preparation for and training with the Overseas Patrol Squadron in their Offshore Patrol Vessels (OPVs). Together with service on-board the new Aircraft Carrier, HMS QUEEN ELIZABETH, life in the Maritime Reserves has taken a new and exciting course. Importantly we are on a huge recruiting drive and therefore I ask you to please spread your messages of support for us on social media, our Twitter feed [@HMSPresidentRNR](#) and [#RoyalNavalReserves](#) and via your respective organisations.

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To support this, the plan is for HMS PRESIDENT to return to full productivity in September. Throughout the period since March, we have been training virtually, a new concept which has yielded some surprising secondary effects. I am sure you are all finding this in your own organisations. The unit has undergone a modernisation programme ready for the return.

My final message is to say that my Command of the Unit comes to its end in October. The three years have passed very quickly and I have devoted the last few months to leading a very different RNR unit. Details of the next Commanding Officer will be shared with you in due course.

Anyway, for now I hope you find this update informative. I hope that we will soon be able to welcome you for the first time or back to an engagement event or something similar face to face.

Until then, my best wishes and if you have any particular questions please let me know.

Kind regards,



Richmal

R J Hardinge VR
Commander RNR

Korean War – 70th Anniversary From The Royal British Legion, Royal Tunbridge Wells branch

This article is dedicated to all who served in the Korean War, including quite likely some of our own members. The war erupted 70 years ago on 25 June when Communist North Korea invaded the Republic of Korea (South).

81,000 British combat troops fought and 1,100 died in the three-year war, as part of the UN force assembled to defend the South. One of the key episodes was the Battle of the Imjin River when, for three days and nights, a British infantry brigade of 4,000 soldiers held off attacks by 37,000 Chinese troops. Four VCs were won, two at Imjin.

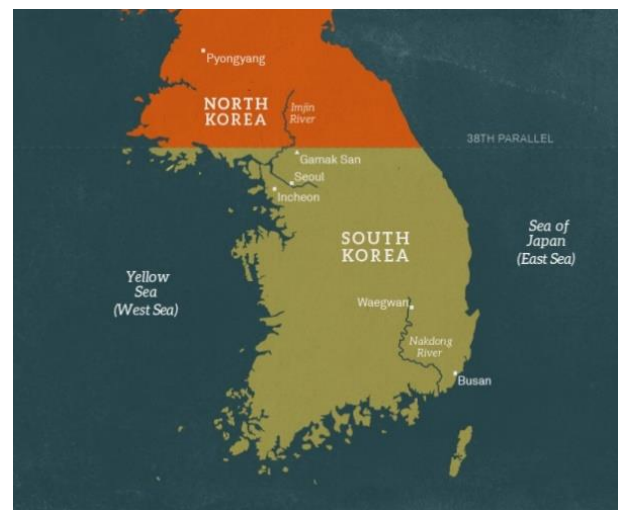
The Korean War 1950-53: the context

After Japan's defeat in WW2, Korea was divided into two along the 38th Parallel under Soviet and US separate spheres of influence. In the north a Communist government was installed, and in the south democratic elections were held and a government formed, based on a free enterprise economy.

The post-War global ideological and military rivalry between the Soviet Union and the West was intense. In 1948 the Soviets had exploded their first atomic bomb. In the same year Stalin imposed a blockade of Berlin which lasted almost a year and was only foiled by massive US and UK airlifts of food and fuel. And the twenty-year civil war in China ended in 1949 with the Soviet-supported Communist Party declaring victory and establishing the People's Republic.

The North's invasion of the South

With Stalin's consent and seeking control of the whole peninsula, former guerrilla leader and Red Army Captain Kim Il-Sung sent the 130,000 strong North Korean army with 151 Soviet tanks over the border. It quickly took the South's capital Seoul and drove the ill-equipped and unprepared South Korean and US troops all the way south to the port of Busan.



UN forces counter-attack

Twenty-one countries including Britain responded to the UN's appeal for help. The Royal Navy, Fleet Air Arm and Royal Marines were Britain's first responders, mounting air attacks and raids. By September, the US-led UN force had been significantly reinforced, and a daring amphibious assault was mounted at Incheon, successfully cutting North Korean lines of communication. This allowed the UN forces at Busan to break out, and they advanced rapidly north, capturing the North Korean capital Pyongyang, not far from the Chinese border.

The Chinese declare war

Unforeseen by the UN, three hundred thousand Chinese troops crossed the border and attacked, forcing the UN to withdraw. By Dec 1950, the Chinese had captured Seoul, and then their offensive was halted. Three months later the UN force counter-attacked, recaptured Seoul, which was by now in ruins, and dug in close the 38th Parallel border.

The 29th British Independent Infantry Brigade Group

The 29th British Brigade held a vital sector of the UN line. It comprised 1st Bn The Royal Northumberland Fusiliers, 1st Bn The Gloucestershire Regiment, 1st Bn The Royal Ulster Rifles and an attached Belgian battalion. Supporting them were a Centurion tank squadron of 8th King's Royal Irish Hussars, 25 pounder guns of 45th Field Regiment Royal Artillery and 4.2 in mortars of 170th Indep Mortar Battery.

Battle of the Imjin River 22-25 April 1951

The British battalions were on hilltops widely dispersed and unable to provide mutual support. No protective mines or barbed wire were laid because their positions were deemed to be temporary. No medium or heavy artillery was available. Their tanks and guns supported them from the rear.



25 pounders in action in Korea

In April 1951, 37,000 Chinese Communist troops launched a Spring offensive. In their path was the 29th British Infantry Brigade who fought off continuous waves of Chinese infantry and sustained artillery and mortar fire for three days and nights. When the assaults seemed overwhelming, they directed their own artillery fire on to their own positions.

Eventually ordered to withdraw, both the Fusiliers and the Rifles fell back successfully under the covering guns of the tanks. Only the Glosters remained. But by night and under cover of mist the Chinese had infiltrated undetected. The Glosters were surrounded and isolated on Hill 235. Attempts to reinforce them failed. Their numbers depleted, and, outnumbered ten to one, they fought on, repelling repeated assaults until finally overwhelmed on the devastated, burning hilltop.

The Brigade lost a quarter of its strength taking 1,091 casualties. The Glosters suffered 59 killed, 180 wounded, and 522 taken prisoner, of whom a further 34 died in captivity. But the Brigade's determined defensive action enabled the UN forces to regroup, and the Chinese offensive to recapture Seoul was broken.

The Bigger Picture

Two British Brigades, later part of the Commonwealth Division, fought in the war. However, most of the fighting was undertaken by the US and Republic of (South) Korea. At the height of the war, the Chinese and North Korean armies numbered 1.2m; US 1.7m, and ROK (South) 500,000. Over 145,000 from Britain and the Commonwealth were deployed.



Centurion tank giving covering fire

While the whole war was characterised by vicious, bloody, fighting in extreme weather conditions, the last phase was a stalemate. In June the Soviets indicated a willingness to end the war, but it took two years before an armistice was agreed, and prisoners exchanged. Many Allied POWs were brutally treated, suffering torture, beatings, starvation, brainwashing and execution. The ROK believes five hundred of its soldiers are still being held.

No Peace Treaty was signed.

The consequences

All units of the 29th Brigade fought with great courage, but the Gloucestershire Regiment and 170 Battery, 45th Field Squadron, Royal Artillery were both awarded a US Presidential Unit Citation, the highest American award for heroism and collective gallantry. 41 Commando Royal Marines also received a Presidential Citation for their separate actions.

Hill 235 is known as 'Gloster Hill' to this day.

The Korean War has never officially ended and Korea remains divided. The same Kim family has ruled the North for three generations keeping their people under a Communist dictatorship amongst the poorest and most oppressed in the world, whilst developing nuclear weapons.

We salute and thank all those who fought.



The Korean War Memorial in London, a gift from the Government of the Republic of Korea



Editor: our sincere thanks to the RBL for giving us permission to reproduce this piece, marking the 70th anniversary of the commencement of hostilities in the Korean peninsula.

VE Day Commemoration Mess Dinner and Dance - UPDATE

From Lt Cdr Derek Ireland

Place: Salomons Estate, Broomhill Road, Southborough, Kent TN3 0TG Tel: 01892 515152

Dress: Service Personnel Rig 2B with miniature medals or 1B, Civilians Dinner suit, or dark lounge suite with black bow tie. Ladies - Evening Dress

A **Formal** Naval mess dinner. Hotel rooms can be booked directly with the venue at a cost of £105 for a double including breakfast. Rooms will be released into the open market on 1st March 2020. Quote Mess Dinner when booking.

- Pre-Dinner Drinks **18.30**
- Dinner Call **18.50**
- The loyal toast to conform with the nation's timing at **19.00**

Starters

A – Sweet potato soup, crispy leeks, garlic croutons

B – Hot smoked salmon, beetroot puree, horseradish, sippett

Mains

C – Free range chicken breast, fondant potato, baby carrots, leeks, red wine jus

D – Orzotto Verde with smoked tomatoes and parmesan crisp (V)

Desserts

E – Warm chocolate brownie with salted caramel ice cream

F – Salomons Estate Eton mess

Passing of the port and toasts, followed by tea and coffee in the conservatory. Then dance the evening away to 'Swing the Bluz'. Carriages at 23.30

Cost is £39 per head (a pre-dinner drink and glass of port included), wine not included and can be pre-ordered or purchased on the night. The event can only host approximately 80 people, so attendance is on a first come first served basis. Please return slip with printed name, choice of food by indicating the letter of menu choice. Contact me if you have a dietary request.

Closing Date for applications is 1 August 2020 unless places have been filled prior to that date.

Payment by cheque or BACS – BACS mark with surname and number of guests to:
Sort code 11-11-08 account 00510406. Cheques payable to *Mr J Vanns*. Payment with menu choice please. (No payment, no place.)

If you'd like email confirmation of receipt of menu choices and payment, please enclose an email address.

Reply to *Lieutenant Commander (SCC) J Vanns MCGI FinstLM. Royal Naval Reserve*
No. 8 Fairfield Ave, Tunbridge Wells, Kent, TN2 3SD or Jonvanns@aol.com

Name	Postnominals	Starter	Main course	Dessert



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