

GUARDIAN ENSIGN



The Federation of Naval Associations Newsletter

Issue 57 March 2017

ROYAL NAVAL DIVISION
HANDYMEN TO FIGHT ON LAND & SEA

1ST BRIGADE

BATTALIONS:
"BENBOW"
"COLLINGWOOD"
"HAWKE"
"DRAKE"

RECruits WANTED



2ND BRIGADE

BATTALIONS:
"HOWE"
"HOOD"
"ANSON"
"NELSON"

RECruits WANTED

VACANCIES FOR RECRUITS BETWEEN THE AGES OF 18 AND 38
CHEST MEASUREMENT, 34" - HEIGHT, 5' - 3 1/2"
PAYMENT FROM 1/3 PER DAY. FAMILY ALLOWANCES.
Besides serving in the above Battalions and for the Transport
and Engineer Sections attached,
MEN WANTED
who are suitable for training as Wireless Operators,
Signalmen, and other Service with the Fleet.
Apply to the Recruiting Office, 112, STRAND, LONDON, W.C.

I wish you all a happy and healthy 2017. I trust you have all survived the icy temperatures and the wind and rain we have been suffering over the last few months; hopefully we can now look forward to Spring.



As many of you will be aware, Brian Joy sadly CTB, and his funeral took place on 1st February in Ruislip.

Our Chairman, Peter Webster, is steadily improving from a recent operation, and we wish him a speedy and successful recovery. Terry Woodward is also recovering well. He tripped on a step in his room whilst at the Survey Ships Reunion and broke his hip!

In January I attended the CONA meeting in Portsmouth on behalf of Peter to represent the FNA. We enjoyed presentations from the Royal Navy & Royal Marines Charity (RNRMC), the Military Mutual Insurance, the Marine Society & Sea Cadets (MSSC), and the UK Holiday Group.

Our project of contacting lapsed members has been quite successful. For many the reason for lapsed membership was the fact that, like the FNA, there had been changes of Committee members and these things slip through the net, but we now have some associations returning to the fold.

I hope you have all booked up for our next Reunion & AGM in Southport on 21-24 May at the Prince of Wales Hotel. If not, the booking form can be found on the last page of the GE. Proposals for the AGM will include: the election of a new President; the election of Gary Eaton to the Council; to discontinue our charity status; and discontinue our membership of COBSEO. AGM & Reunion 2018 will be held in Derby, more details at this year's AGM.

I am looking forward to seeing you all, and enjoying some reminiscing over a pint, or two!

Cliff

A Farewell to Joy, Brian that is

Many friends and Shipmates of Brian gathered at the Breakspear Crematorium on the 1st February. As well as family members, a "streak" of Tigers (HMS), HMS Ganges Association, RNA and members of Brians Masonic lodge were present. There were four Standards: the FNA Standard; the HMS Ganges Association West London Division Standard, carried by Des Kerrigan; the RNA Uxbridge Standard, carried by Paddy Minns; and the South Harrow RNA Standard. Our FNA President elect, Robbie Robson, was there to see to the formalities; many tributes were read out by the independent Celebrant Jonathon Kustow. After the service we gathered at the Royal British Legion Club South Harrow for a tot and buffet, and of course a few pints.



I must apologise to those attending at the Crematorium for sitting down during the service but my arthritic knees would not let me stand for that length of time. The smartness of the Standard Bearers was spot on, and the piping party were also up to the mark.

As Mary and I had travelled down that day we decided to stay over and booked into the Premier Inn in North Harrow. Using post codes for navigation the SatNav took us to the Crematorium in Harrow and the RBL Club in South Harrow. However, on leaving the RBL I couldn't find the address for the Hotel although I knew it was in the SatNav. Unfortunately all the addresses began with HA so I punched in what I thought was the correct code and off we went, only to discover ourselves back at the Crematorium, (thanks Brian!). After a process of elimination we eventually arrived at the hotel.

We all, I am sure, wish Brian a safe haven and a calm sea. Brian brought a lot of Joy to the lives of those who were his shipmates, family and friends. He was a great fundraiser; Editor of the Guardian Ensign; he will be missed by many.

Yours Aye
Dave Poyser
Vice Chairman FNA

2017 - Year of the Royal Navy

According to the MoD 2017 is set to be the year of the Royal Navy as it prepares to welcome new ships to the fleet, following one of their busiest years since the end of the Cold War.

Key milestones in 2017 include:

- HMS Queen Elizabeth, will sail from Rosyth, ready to conduct sea trials in summer and debut in Portsmouth later in the year;
- Her younger sister HMS Prince of Wales will enter the water for the first time in the summer as work on her continues and is due to be formally named in the autumn;
- Design and Manufacture will begin on the multi-million pound Crowsnest, the early-warning 'eyes in the sky' system for the helicopters that will protect the new carriers;
- In the summer, steel will be cut on the first of eight Type 26 frigates in Glasgow;
- The first of four Tide-class tankers, RFA Tidespring - crucial for supporting the new aircraft carriers - will arrive from South Korea in the spring to undergo UK customisation work;
- Similarly, in the spring, the first of the Navy's five next-generation patrol ships, HMS Forth will begin her sea trials;
- The fourth Astute Class submarine will enter the water for its commissioning phase in spring;
- The keel for the seventh and final Astute-class submarine - as yet unnamed - will be laid in 2017 as work continues apace on the fifth and sixth, HMS Anson and HMS Agamemnon in Barrow;
- The opening of the first permanent Royal Navy base East of Suez in nearly half a century.



FNA Polo shirts

If you are interested in purchasing one of the FNA Polo Shirts, please contact Dave Poyser on Tel: 01623 822079 or Email: dave.poyser43@btinternet.com.



£18 each



£13 each



Name Badges

If you would like one of these name badges, please contact Ivan Hayward
13 Moor Ley, Birdwell, Barnsley, South Yorks,
S70 5RP
Tel: 01226 283384
Email: i.hayward384@gmail.com

MSSC - Marine Society & Sea Cadets

TS ROYALIST is the Sea Cadets flagship, a training brig that takes twenty-four cadets to sea for six day voyages. The vessel was designed by Acubens, built during 2014 / 2015 at the Spanish shipyard of Astilleros Gondán.



Since 1971 Sea Cadets has championed the transformational experience an offshore voyage can offer a young person. The former flagship sailed over 200,000 nautical miles, taking 30,000 cadets on unforgettable adventures. The new flagship enables The Marine Society and Sea Cadets charity to continue offering the opportunity for generations of cadets to come.

The brig design draws on large faster yachts, offering greater use of space, with better all-round sailing ability and performance. Faster and easier to handle than the previous flagship, it is more economical to run - ideal for providing young people offshore sailing, assisting them to learn greater seamanship and sailing skills.

Maritime heritage and nautical training, including leadership and teamwork run deep in the charity's ethos and culture. As the flagship of Sea Cadets, TS ROYALIST will continue to play a pivotal part in this. For many young people, a voyage is a life changing experience, leaving them with a profound sense of achievement, self-worth and the confidence to take on the challenges of adult life. The Marine Society and Sea Cadets believe that a voyage at sea gives young people critical life skills, helping to make them leaders, seafarers and guardians of our communities in the future.

A Matelot

A Matelot is not born...he is made out of leftovers. God built the world and the animals and then recycled the gash to create this dastardly weapon. He took the leftover roar of the lion, the howl of the hyena, the clumsiness of the ox, the stubbornness of the mule, the slyness of the fox, the wildness of the bull and the pride of a peacock then added the filthy evil mind of the devil to satisfy his weird sense of humour.

A Matelot evolved into a crude combination of John Dillinger, Errol Flynn, Beau Brummel and Valentino: a swashbuckling, beer-swilling, love-maker. A Matelot likes girls, rum, beer, fights, uckers, runs ashore, pubs, jokes, long leave and his mates. He hates Officers, rounds, divisions, saluting middies, reggies, joss men, and navy scran.

He is brave drinking beer, abusive playing crib, brutal defending his pride and passionate making love. He can start a brawl, create a disaster, offend the law, desert his ship, make you lose your money, your temper and your mind. He can take your sister, your mother, your aunt and, when he is caught, get his Divisional Officer to vouch for his integrity.



A Matelot is loved by all mothers, sisters, aunts and nieces but hated by all fathers, brothers, uncles and nephews. He has a girl in every port and breaks more hearts and causes more fights than any other man yet, when he is off to sea, he is missed more than any other.

A Matelot is a mean, hard drinking, fast running son-of-a-bitch but, when you are in trouble, he is a strong shoulder to lean on, a pillar of wisdom and a defender of the faith and cause. He fights for his mate and dies for his country without question or hesitation.

This is a Matelot, and I'm proud to have been one!

Anon

A Brief History of the Royal Navy

No navy or fleet existed in any shape or form in England until the reign of King Alfred (871-901). His first seaborne engagement was in 882 against four Danish ships in the Stour estuary, and in 895-7 Alfred built longships to his own design and defeated the Danes off Essex and in the Thames estuary. It is for this reason that King Alfred is often claimed to be the founder of the British navy.

During the reign of Edward the Confessor (1004-1066), the maritime institution of the Cinque Ports was established. This was composed of five ports, Dover, Hastings, Romney, Hythe and Sandwich, later Rye and Winchelsea were added. Its purpose was for the prompt mobilisation of merchant vessels into a navy to fight against pirates and enemy attacks.

In 1190 Richard I introduced the Laws of Oleron into England. These were a code of maritime law originally enacted by his mother Eleanor of Aquitaine. The laws dealt with the rights and responsibilities of ships' captains in relation to discipline, mutiny, pay, cargoes, sickness on board, pilotage and the like.



In 1340 the Battle of Sluys was the first naval battle fought in ships, although the fleet was made up of mainly commandeered merchant vessels. This is deemed to be the first time a naval dispatch had been sent, when the King wrote to his son, the Prince of Wales. The English fleet being commanded by Edward III. Edward III became known as the 'king of the seas'. In 1391

Earl of Rutland was appointed as the first Lord High Admiral.

In 1415, the Henry V's English invasion force was carried across the channel by 1500 ships and boats, to fight in Agincourt. Henry V built the Jesus, the first ship of 1000 tons, followed by the Grace Dieu of 1400 tons.

The Tudor period was the great age of discovery and the beginning of world expansion. In 1495 Henry VII built the first dry dock at Portsmouth. Henry VIII inherited seven warships from his father, which he increased to twenty-four in the early part of his reign.

Henry VIII had ships built which had improved sea-worthiness and armaments, and in 1514 the Henry Grace a Dieu the largest warship in the world was

launched. It was the first ship with heavy guns, and this led to an end of archers firing on ships and hand to hand fighting, and so developed a new technique of sea warfare.

In the same year Trinity House was inaugurated to develop navigational aids such as lighthouses, buoys and beacons, the latter being used to signal the invasion of the Spanish Armada in 1588. In 1540 Henry built the first naval dock in Britain at Portsmouth, in 1546 he established the Navy Board, which remained almost unchanged for 300 years, created the Office of Admiralty, and set up the administrative machinery for the control of the fleet. For his achievements Henry VIII was known as the father of the English navy. From the Tudor period, England produced many eminent naval officers.

The British navy became the Royal Navy after the restoration of the monarchy under Charles II in 1660. In 1661 Sir William Penn and Samuel Pepys established the Naval Discipline Act which included the articles of war and founded the Royal Navy by statute. In 1664 the Royal Marines were set up. Charles II founded the Royal Society of London to encourage scientific knowledge of astronomy, biology, geographical exploration, navigation and seamanship.



During the eighteenth century, in 1714 the Board of Longitude was created and offered a prize for solution to discovering longitude at sea. The problem was solved by John Harrison's chronometers in the latter part of the century. In 1751 warships began to be rated by being divided into six divisions depending on the number of their guns e.g. a first rate having over 100 guns and sixth rate having under 32 guns. In 1782 signalling with twenty-eight flags using a numbered code was introduced by Admirals Howe, Kempenfelt and Knowles.

This was further developed in 1796 by the introduction of semaphore by Sir Home Popham and Rev. Lord George Murray. Fifteen semaphore stations were installed from London to Deal, and its success led to a further ten stations being set up between London and Portsmouth.

1795 saw the compulsory introduction of lemon juice to prevent scurvy on board ships. In the same year the Admiralty's Hydrographic Department was

established and the first Admiralty chart was issued by Alexander Dalrymple in 1801. From 1819, the Admiralty was given permission to sell its charts to the Merchant Marine and since then the world has been navigated almost entirely on British Admiralty charts.

The nineteenth century saw the beginning of Arctic exploration. In 1822, the first steam vessels, HMSs Comet and Monkey, were brought into use for towing ships of the line out of harbour when the wind was unfavourable. The Admiralty became the single organisation responsible for every aspect of the navy in 1832 when the Navy Board was merged into it. In 1853, continuous service in the navy was introduced under which seamen could make service in the navy a career and earn a pension at the end of it. This meant the end of impressment as a means of recruitment. HMS Warrior, the first ironclad warship, was built in 1860.

At the turn of the twentieth century the submarine was developed. By World War I 74 had been built. In 1906, the first all big-gun battleship HMS Dreadnought was built, becoming the most powerful ship in the world at the time and making all other ships obsolete. In 1912, the Royal Naval Air Service was formed, and in 1918, HMS Argus was the first ship built to enable aircraft to take off and land with an unobstructed deck over the whole length of the ship. In 1923, HMS Hermes was the first purpose built aircraft carrier and the Fleet Air Arm came into existence a year later. The latter part of the century has seen the development of nuclear submarines and missiles.

Today the Royal Navy is the third strongest maritime force in the world after the USA and Russia.

© National Museum of the Royal Navy, 2014

During a commercial flight a CPO was seated next to a young mother with a baby. When her baby began to cry during the descent for landing, the mother began nursing her infant as discreetly as possible. The Chief pretended not to notice and, gallantly offered his assistance with the various baby articles upon debarking. When the young mother expressed her gratitude, he responded, Gosh, he sure was hungry! Somewhat embarrassed, the mother explained that her pediatrician said breast feeding would help alleviate the pressure in the baby's ears. The Chief sadly shook his head, and exclaimed.....And all these years I've been chewing gum!

The new UK £1 coin

The new £1 coin will enter circulation on 28 March 2017. The current £1 coin is being replaced for the first time in over thirty years because of its vulnerability to sophisticated counterfeiters. Approximately one in thirty £1 coins in circulation is a counterfeit.



The new coin has a number of features that make it much more difficult to counterfeit. Its 12-sided distinctive shape makes it instantly recognisable, even by touch; it's made of two metals. The outer ring is gold coloured (nickel-brass) and the inner ring is silver coloured (nickel-plated alloy); it has an image like a hologram that changes from a '£' symbol to the number '1' when the coin is seen from different angles; it has very small lettering on the lower inside rim on both sides of the coin, One pound on the obverse "heads" side and the year of production on the reverse "tails" side; it has grooves on alternate sides. and a high security feature is built into the coin to protect it from counterfeiting in the future.

The new coin's dimensions are different from the current round £1 coin. It is thinner than the round £1 coin; it is lighter; and it is slightly larger.

All machines accepting cash, whether it's in exchange for a rail ticket or a chocolate bar, will have to be updated. From 28 March to 15 October 2017 both coins will be accepted by retailers. Machines must be able to accept or dispense both £1 coins, or just one.

From 16 October 2017 onwards retailers are under no obligation to accept the round £1 coin from customers and should not distribute it. However, it will still be possible to deposit the old coins at most High Street banks and the Post Office.



For those of you who remember, doesn't it remind you of the old threepenny bit? The threepenny bit was popular in the Second World War because its distinctive size and shape made it easy to recognise during the blackout. Is the government trying to tell us something?



Blind Veterans UK (formerly St Dunstan's) is a national charity that believes that no-one who has served our country should have to battle blindness alone. It provides vital services and support to ex-Service men and women battling severe sight loss and their families. The charity estimates that there are currently 59,000 blind veterans that would be eligible to access its specialist support.

If you, or someone you know, served in the Armed Forces or did National Service and are now battling severe sight loss, find out how Blind Veterans UK could help by calling 0800 389 7979 or visiting www.noonealone.org.uk.

Sunderland blind veteran, Dennis Taylor, praises the support he has received from Blind Veterans UK, one year on from when he first became a beneficiary in January 2016.

Dennis, 91, lives in Sunderland in Tyne and Wear, but was born in Croydon. He joined the Royal Navy in 1942 and after training at HMS Collingwood he served in Motor Torpedo Boats in the Indian Ocean, patrolling the coast from Mombasa to Dar es Salaam. Dennis was discharged as a Leading Telegrapher in 1946. Dennis said, "I enjoyed my time in the Navy. At 17, 18, 19, everything is an adventure!"

Dennis first started experiencing problems with his sight in the 1980s. He woke up one night in pain feeling like he had a black eye. His left eye was extremely bloodshot over the next couple of days. Sadly when he went to the opticians they told him the retina had become detached and there was nothing that could be done to save his sight.

Dennis coped with having vision in one eye for many years. He didn't let it stop him doing what he loved and in that time he attained two music degrees and wrote three books. He also published compositions for brass bands. Unfortunately his eyesight in his right eye gradually deteriorated and twelve years ago he was diagnosed with macular degeneration, and was forced to stop driving.

Dennis heard about Blind Veterans UK from staff at the Sunderland Eye Infirmary, who encouraged him to get in touch.

Since then, Dennis has been on an induction week at a Blind Veterans UK training and rehabilitation centre and returned to the centre for a computer course. He has received various equipment to help him in the home, including a talking watch, a computer, audio books and equipment to help in the kitchen.

Dennis said, "Blind Veterans UK has been wonderful. The staff at the centre were ever so kind, they couldn't do enough for me. They've been extremely helpful".

FORTHCOMING EVENTS



Please let us have details of your AGM & Reunion in 2017 and 2018

RB & RPA - 6-9 October 2017

The AGM & Reunion will take place at the Mickleover Hotel, Derby. Please contact the Social Secretary to make a booking: paula.gent1@ntlworld.com

RNE & WEBA - 13-16 October 2017

The AGM & Reunion will take place at the Coniston Hotel, Sittingbourne, Kent. Details can be found on the website: www.rneweba.org.uk/

Survey Ships Association - 28-31 October 2016

The Survey Ships Association will be holding its twenty-second reunion at the Aztec Hotel, Bristol on 28-31 October. For information on membership and reunion please send a SAE to The Secretary SSA, 17 Eliza Mackenzie Court, Lindisfarne Close, Cosham, Portsmouth, PO6 2SB, e-mail: secretary@surveyships.org.uk, or telephone 023 9232 4795

RNPSA - 2-6 October 2017

Contact the Secretary, John Dunn, for more details. RNPS Association, Sparrow's Nest Gardens, Whapload Road, Lowestoft, NR32 1XG. Telephone: +44 (0) 1502 586250

ADVANCE Booking Details



'ALL ABOARD' OUR 2017 'IRISH MINI REUNION CRUISE' Full Board from only £199 per person!

From the 29TH SEPT-2ND OCT 2017 (FRI-MON)



Your CONA Holiday Service has put together this special 'Reunion Cruise' offer, on board the ever popular Marco Polo, exclusively for veterans and serving members of the Royal Navy and Merchant Navy.

The ports of call include a full day in the vibrant city of Dublin where the warmth of the Irish welcome is equally matched by the endless list of places to see and things to do. There is also a stop in the harbour town of Cobh, the final departure port for the ill-fated Titanic and gateway to America for thousands of Irish emigrants. From Cobh you will also have the optional chance to visit Ireland's second city - Cork - should you wish!

Your Cruise Itinerary:

- Fri 29th September 2017: Liverpool; Depart 1900hrs
- Sat 30th September 2017: Dublin; Arrive 0800 / Depart 1900hrs
- Sun 1st October 2017: Cobh; (for Cork) Arrive 0800 / Depart 1400hrs*
- Mon 2nd October 2017: Bristol Avonmouth arrive 0630hrs - Disembarkation from 07.00hrs
- Mon 2nd October 2017: Coach Transfer from Bristol to Liverpool*



The 'Reunion Cruise' sails from Liverpool to Bristol and all prices include Free return coach travel back to Liverpool on the 2nd October. Alternatively you can start with Free coach transport from Bristol to Liverpool on the 29th September. Port Parking is available in Liverpool and Bristol at a cost of £33 per vehicle for the duration of the cruise.

Pre and post cruise overnight hotel accommodation in Bristol or Liverpool and transfers by coach from selected locations will be available subject to demand. Details available on request.

Full details of both the onboard and ashore programmes will be provided in due course. You can be assured that a number of exciting events are already being planned with a naval theme in mind to ensure this is a 'Reunion Cruise' to be remembered.

Why not add a 'Drinks Inclusive Package' at a supplement of £15 per person per night*. This includes: House wine, draught beer and soft drinks by the glass during meal hours in the restaurants: Draught beer, house wines, cocktails and other alcoholic drinks by the glass from all bars during opening hours (excluding premium brands): Soft drinks and juices by the glass from all bars during opening hours. *The drinks package is only available if all occupants of the cabin book it in advance for the 3 night duration. (Exclusions apply).

FOR BOOKING FORMS PLEASE CONTACT:

By Phone: CONA Holiday Service on 0844 264 2122 **By Email:** conatravelservices@justforgroups.co.uk

By Post: The CONA Holiday Service, c/o Just For Groups!,
The Old Bakery, Queens Road, Norwich, NR1 3PL



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Federation of Naval Association Reunion and AGM

19th-22nd May 2017

THE PRINCE OF WALES HOTEL, SOUTHPORT

ACCOMMODATION BOOKING FORM

£42 per person, per night for bed, breakfast and evening meal

NAME: _____

ADDRESS: _____

Daytime Tel/Mob: _____

Arrival Date: _____ No of Nights: _____

Room Type: Double Twin Single

Special Requirements: _____

A £20 deposit, at time of booking, should be made via cheque, cash or card. Full payment will be required on check-in. There is no surcharge for credit card payments.

Bookings may be made by post or telephone.

Check-in from 3pm; check-out by 10am.

£2 car park charge per night per car.

Please complete this form and send, or phone, to the address/number below, no later than 31st March 2017.

There is a free cancellation policy up until 2pm on the day of arrival. If the room is not cancelled it will be classed as a no-show and the guest may be charged for the first nights stay. Deposits are non-refundable.

Any other enquiries please contact the Sales Team at the Prince of Wales.

Prince of Wales Hotel, Lord Street, Southport, PR8 1JS

Tel: 01704 536688 Fax: 01704 5436932 Email: Conf719@britanniahotels.com