



The Rum Tub or Norrie's Nocturnal and Nautical Natter

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Activities for Bored Pensioners to Stay Amused.

1. Sit in your parked Car at the roadside wearing a Yellow Hi-Viz Vest or coat in your parked car with sunglasses on, and point a hair dryer at passing cars. See if they slow down.
2. Every time someone asks you to do something, ask if they want fries with that.
3. When paying a Bill at the Bank write in the stub of your entire cheque book, write for marijuana.
4. Skip down the street rather than walk and see how many strange looks you get. Be careful of out-of-control cars!
5. When out having a meal or at a pub meal Order diet water with a serious face.
6. If you are out shopping or in a public place and you have an inclination to sing, Sing Opera!
7. Five days in advance, tell your friends you can't attend their party because you have a headache.
8. When leaving the zoo, start running towards the car park shouting 'Run for your lives! They're Loose!'
9. Pick up a box of condoms at the chemist, go to the counter and ask where the fitting room is!

HMS Ulster

Rum Tub

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Editorial

By Shipmate Norrie Millen



Hi! Shipmates,

As we rapidly approach Christmas and all the festivities, it seems so long since I published the last newsletter in July. It was felt that it was too much for me to produce one every other month, so only three (including this one) this year. Still it has allowed a huge build-up of material, therefore you are in for bumper Christmas edition which hopefully will keep you interested and amused for a while.

I don't seem have had a single minute to spare with various personal and health issues, both my son and I. I even managed to crash my mobility scooter skidding on some wet leaves; mind you the skinful of vodka possibly reduced my reaction time! In doing also managed to lose my mobile phone, which had my name and address on a card so the finder could have easily returned it if they so chose, which they didn't I had the phone locked anyway and to make sure it was of no use to anybody, had Samsung deactivate the phone and SIM card. The good news is by doing so I was able to retain my number on a replacement SIM card. The bad news I have to re-install all of my contacts. Luckily all photographs were on The Cloud.

So I guess the message is, make sure that your phone and other valuable stuff is in a secure pocket/place before you go dashing about!

The way I see it anyway!

Crossed the bar

Fair Winds and Calm Seas on their Eternal Patrol

RIP

AB Allen Smith

October 9th, 2022

Navigators Yeoman 1958-60

RIP

M(E) Mick Morris

November 2nd, 2022

1958-60

WISHING YOU AND YOUR FAMILIES A HEALTHY AND HAPPY 2023



UK To Train Australian Nuclear Submariners



By Ben Westcott (Bloomberg) submitted by Shipmate Kevin Maguire

September 4, 2022

Australian sailors will be trained by the UK Navy on board its nuclear-powered submarines, the next step Australian submariners will begin training on the newly commissioned UK Royal Navy Astute-class submarine, HMS Anson.

Australia's Defence Minister Richard Marles joined British Prime Minister Boris Johnson at the commissioning of the HMS Anson Astute-class nuclear submarine in the UK on Wednesday.



Australian Submariners will begin training on Astute Class submarine HM S/M Anson

Johnson said Australian sailors would train on the HMS Anson.

Marles said in a statement

Thursday that Australia was "working hand in glove" with the UK on building the skills

which would allow them to one day field their own fleet of nuclear submarines. The timeline for the training wasn't disclosed.

"The technology, capability and lethality on show is truly impressive and Australia looks forward to

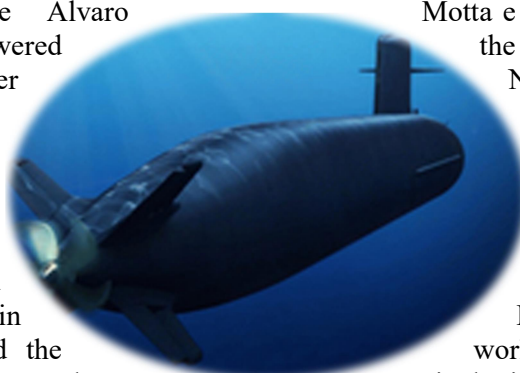


HM S/M Anson commissioned on 31st August following a ceremony at BAE Systems in Barrow
Credit: Royal Navy

Brazilian submarine *Álvaro Alberto*

From the Internet

The Brazilian submarine *Álvaro Alberto* is a nuclear-powered attack submarine under construction for the Brazilian Navy by the Brazilian state-owned naval company ICN. The construction is part of a strategic partnership signed between France and Brazil in 2009, which also included the total transfer of technology and support for the construction of four enlarged conventionally-powered Scorpène-class submarines. The namesake will be a tribute to the Navy vice admiral and scientist *Álvaro Alberto da*



Álvaro Alberto from astern

Motta e Silva, who was the responsible for the implementation of the Brazilian Nuclear Program. He also served as President of the United Nations Atomic Energy Commission between 1946-47, and as President of the Brazilian Academy of Sciences for two terms, from 1935-37 and 1949-51.

Brazil is the seventh country in the world, after the United States, Russia, United Kingdom, France, China and India, to field nuclear submarines, and will become the first since 1987 to join the group of nuclear submarine operator's, when India began its use of

the INS Chakra, a former Soviet Navy Charlie-class submarine.

History

The Navy's nuclear submarine project dates back to the 1970's, more practically between 1976 and 1978. It was decided by program officials at the time that Brazil should obtain the three vital processes before start the construction of a nuclear submarine. The first point was the nuclear fuel cycle domain, known internally as the *Ciclone* project. Second the development of a nuclear reactor for the use in the future submarines, the *Remo* project. As a third point, the development of the knowledge to design and build a hull to accommodate the developing reactor, the *Costado* project.

Fuel cycle domain

The beginning of the project for the domain of the nuclear fuel cycle and nuclear reactors took place in 1979, in that year, under the military regime with leadership of the Army general Ernesto Geisel and later general João Figueiredo, two enthusiasts of the nuclear technology, the government secretly joined the Institute of Energy and Nuclear Research of Sao Paulo (IPEN) where it started to work in the most ambitious military program to date. In 1982, the scientists won its first major victory after adopting the ultracentrifugation technique for enrichment and learning about uranium hexafluoride technology in the city of Poços de Caldas, Minas Gerais. In the same year, the project researchers achieved isotopic uranium enrichment with centrifuges built entirely in Brazil.

To support the experimental activities of the research and development program of the fuel cycle and nuclear reactors, the Aramar Experimental Center (CEA) was built in the state of Sao Paulo. The center is home to testing facilities, experimental validation laboratories and some special workshops. It is also responsible for uranium enrichment on a small industrial scale, but sufficient to power existing nuclear research reactors in the country. Over a period of approximately 20 years, the country acquired the full nuclear fuel cycle and was able to begin the construction of the naval nuclear reactor

Naval nuclear reactor

In 2014, after many years and a series of problems, delays in federal funding and program freezes, the first naval nuclear test reactor was built on land at the Aramar Experimental Center,

with the aim of enabling the technological, industrial and operational processes of nuclear installations applicable to ship propulsion. In 2018, the prototype of the naval nuclear reactor for the Álvaro Alberto, known internally as the Brazilian Multipurpose Reactor was launched.

Submarine hull

At the beginning of the project in 1979, the Navy did not know the processes for the submarine hull construction. First it was necessary to acquire new and modern submarines that could be built in Brazil. The first were the Type 209 class of German origin. In 1982, the country signed contracts for the construction of five new navy submarines, four of them on Brazilian territory, at the Rio de Janeiro Navy Arsenal. The country also invested in the modernization of its facilities and in the training of the national industry, as well human qualification.

In 2009, Brazil purchased four enlarged Scorpène-class conventionally-powered submarines from France in a deal of US\$ 10 billion, with total technology transfer agreement, giving to the country the knowledge for the design and construction of modern submarine hulls. The first Brazilian Scorpène-class submarine, Riachuelo, was launched on 14 December 2018. The project was initiated in 2012 through the Submarine Development Program (PROSUB), with the Itaguaí base in Rio de Janeiro as the submarine development and manufacturing point. From 2010 to 2012, a group of 31 engineers, 25 officers and 6 civil employees, received theoretical training by the DCNS in Cherbourg. In 2018, more than 400 Brazilian engineers worked on the nuclear submarine project staff, originally formed by the group that received training in France

The Brazilian Navy modernization program plans the development and construction of six SSN submarines. In the Brazilian doctrine, the *raison d'être* of the national defense strategy is to develop deterrence capability against a possible hostile force to the national territory. The country understands that with its future nuclear fleet, at least some of its weapons will be able to survive the first strike of an enemy and prevent further attempts at aggression.

Another rationale is to support the defense of the so-called Blue Amazon (Portuguese: A Amazônia Azul), a resource-rich area covering about 4,500,000 km² (1,700,000 sq mi) off the Brazilian coast. This area is the country's



Brazilian Navy Badge

exclusive economic zone, home to a huge diversity of marine species, valuable metallic minerals and other mineral resources, petroleum, and the world's second largest rare-earth reserve.

Brazilian nuclear policy]

The country has a policy of no nuclear weapons since the 1990's. Nonetheless, experts at the Los Alamos National Laboratory have concluded that Brazil developed the technological capability to field nuclear weapons. If the country's current policy on this type of armament change, Brazil would be able to produce highly enriched uranium using centrifuges like Resende for this type of armament. Instead, the country opted for working in the development of a nuclear submarine fleet and is the only non-nuclear weapon state on the verge of launching a nuclear submarine.

Characteristics

Álvaro Alberto has many similarities to his conventional predecessor of the Scorpène class.

Named after: Admiral Álvaro Alberto

Ordered	2009
Cost	US \$7.4 billion (Development & Constriction [2020])
Laid down	2018
Launch	2029
Commission	2032-34
Pennant No.	SN10
Type	Nuclear attack submarine
Displacement	6,000 tons
Length	100 m (330 ft)
Beam	9.8 m (32 ft)
Propulsion	Brazilian Multipurpose Reactor, 48 MW (64,000 hp), LEU 7%
Speed	25 knots (46 km/h; 29 mph)
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Propulsion	Brazilian Multipurpose
Reactor, 48 MW (64,000 hp), LEU 7%	
Speed	25 knots (46 km/h; 29 mph)
Range	Unlimited range, 10-25 years
Endurance	Unlimited in terms of
propulsion, air and water, but otherwise typically 70-75	
days, based on the amount of food carried and endurance of	
the crew	
Test depth	350 m (1,148 ft 4 in)
Complement	100 officers & enlisted men
Armament	6 × 533 mm (21 in) torpedos
	Cruise missiles
	Naval mines

The first Brazilian nuclear submarine will have a beam of 9.8 m (32 ft) to accommodate the pressurized water nuclear reactor (PWR). Its 100 m (330 ft) length and 6,000-ton displacement will be propelled by a 48 MW (64,000 hp) fully-electric propulsion system.

The advantages of an SSN over a conventionally powered SSK are much longer endurance (a nuclear submarine can stay submerged for months and does not need refueling), and higher speed. Unlike most SSKs, SSNs do not have to surface periodically for air, which would compromise their stealth. Their roles include intelligence gathering platforms, insertion and exfiltration of special forces teams in addition to traditional hunter-killer SSN roles. The most prominent roles of the SSNs, is the capability to launch cruise missiles, giving a significant overlap between cruise missile submarines (SSGN) and traditional attack submarines



Royal Navy steps up North Sea energy patrols

Submitted by Shipmate Kevin Maguire

A British frigate has been deployed to work with the Norwegian navy on increased surveillance of offshore oil and gas installations following the rupture of two pipelines. The industry is working more closely across boundaries, and with security and intelligence agencies, to protect assets against sabotage. Military planning also extends to protection of trans-Atlantic telecom links, which have become vital highways for the global economy, and which are hard to defend. Two pipelines under the Baltic Sea have been belching gas - spelling bad news for the environment, and for European security. As both Nord Stream pipelines were ruptured at around the same time, it's hard not to conclude that this was sabotage.

Two Royal Navy ships, the Type 23 frigate F82 HMS SOMERSET, and the patrol vessel H88 HMS ENTERPRISE are currently working in the North Sea with the Norwegian navy protecting the network of undersea pipelines bringing oil and gas to Britain. NATO blames Russia - though it's not obvious to me why Russia would sabotage pipelines that have, until recently, secured for it a lot of foreign earnings and made

Europe dangerously dependent on Moscow's whim. Far to the north, drones have been spotted around Norwegian offshore oil and gas installations. They're unwelcome and unexplained, and it's not clear if they're controlled from sea or land. Norway's government responded with an announcement that it is stepping up security around its offshore energy assets. To the west and south, in British waters

linking 282 oil and gas producing fields, there is a colossal quantity of infrastructure, plus a fast-growing tonnage of equipment to harvest the wind, each turbine linked to the mainland by subsea cables.

Across international sea boundaries, there are more than 1,300 oil and gas installations in the North Sea. All of them are vulnerable to acts of sabotage by those with a grudge against Western Europe, a desire to undermine those countries' energy security, and an ability to deliver on that threat. Platforms in the North Sea are part of the UK's energy infrastructure. A map of the North Sea's platforms and pipelines shows what a sizeable chunk of the British economy lies a long way from its coast. This was factored in to the



F82 - HMS Somerset



H88 - HMS Enterprise

development of oil and gas during the Cold War. And now that near-hostilities between NATO and Russia have become a fact again, those security concerns have been revived. That's why the Ministry of Defence has deployed a Royal Navy frigate to work with the Norwegian navy. It's reported to be HMS SOMERSET, although that is not being confirmed. A tweet this week from the MoD said it is there "to reassure those working near gas pipelines". This "increased maritime presence" is explicitly in response to the "deliberate damage" to the Nord Stream pipelines in Swedish waters, it said.

For a decade, there was no maritime surveillance by RAF aircraft, but that changed between October 2020 and January this year, when nine P-8A Poseidon aircraft were based at RAF Lossiemouth in Moray. Their primary role is finding and tracking submarines in the North Atlantic, so recent events have made that function more than merely a distant threat. Offshore Energies UK, representing the oil and gas sector, briefed a fortnight ago that it has stepped up its co-operation across companies and with other countries in countering any such threat. That includes the Netherlands, Denmark, Germany and particularly Norway. Internet cables 'easy to find' The efforts are co-ordinated through the Centre for the Protection of National Infrastructure, based in Whitehall's business department, drawing on links with the Ministry of Defence and intelligence services. Its job is to monitor

threats to 30 sectors, including nuclear power, emergency services, online infrastructure and offshore energy. Offshore, the first line of defence around producing platforms is a 500m (1,640ft) controlled zone, patrolled by a stand-by vessel. Mark Wilson, health, safety and operations director at Offshore Energies UK, said the raised awareness of security issues was "precautionary" for now, with no increase in the threat level since last February. "We want to make sure we act in a way that is proportionate, pragmatic and prepared," he said. Attacks on North Sea oil and gas installations could get messy for the environment, and dangerous for the thousands who work offshore, but at least as big an economic impact could be achieved by targeting telecoms links across the Atlantic. Commercial internet traffic is heavily dependent on those cables. They are long, relatively easy to find if you have a submarine fleet, and hard to defend against a foreign submarine fleet that is determined to cut them.



Still drinking gin? It's time to turn to the dark side

From the Daily Telegraph submitted by Shipmate Kevin Maguire

‘The quality of the rum category has jumped massively in the last year and a half, and the new rums that are coming out are far superior to straightforward What does a festive party-goer in 2022 have in common with an 18th century sailor? A penchant for rum.

Experts say the spirit of the season is spiced rum with sales overtaking whiskey for the first time, reaching £1 billion in the 12 months to July. At the same time, sales of Britain’s biggest gin brands are in decline, according to data from The Grocer. As the Christmas party season approaches, it might be time to spruce up the drinks cabinet.

“We’re seeing a significant growth in rum, not just spiced, but golden rum, dark rum,” says John Vine, spirits buyer for Waitrose. The pandemic years have turned us all into amateur mixologists. Over this period, says Vine, there were two years of double digit growth in rum sales – 60 or 70 per cent - and they’ve remained strong.

Raise a glass to the rum renaissance. The drink originated in the Caribbean and was, famously, the fuel of pirates. The Royal Navy had a rum ration of a “tot” per day, introduced in 1731. Mojitos, daiquiris and [pina coladas](#) have been among the most popular cocktails for decades. But among domestic drinkers, surely rum could never take the place of our beloved gin and tonic?

Ahead of the festive party season, Britain restocking its drinks cabinets – and experimenting with spiced rum.

Over the past two years, rum sales have declined less than gin, with the latter still accounting for a bigger turnover. But that could all be set to change as spiced rum is racing to catch up.

“The quality of the rum category has jumped massively in the last year and a half, and the new rums that are coming out are far superior to straightforward Bacardi,” says Vine. “We’ve got rums from the UK, Bermuda, Venezuela, Jamaica, Barbados, Cuba.”

There are new brands cropping up everywhere from the Seychelles to Scotland. “Covid accelerated a growth in tequila and rum, and probably accelerated a decline in gin, predominantly driven by flavoured gin,” says Vine.

Perhaps it was Nigel’s “Farage Gin” that killed the UK’s passion for all things juniper-themed. Or the sheer overexposure: take your pick of pink gin, fruity gin or gin afternoon tea.

When compared with a mai tai, a dark and stormy or a “champagne piña colada” – the favourite of bartender and industry journalist Tyler Zielinski – a G&T seems a little bit dull.

The rising interest in rum is also being driven by a young, adventurous audience who aren’t afraid to experiment with cocktails.



Rum was a favourite in the Royal Navy
Credit: Don Price Fox Photo's

“Rum is one of the most diverse spirits; it’s only matched by mezcal in terms of the vast spectrum of flavours,” says Zienlinski. “There’s a really big boom in the spiced and botanical rum category. Craft brands are coming up with their own ‘spice expressions’ that reflect the local area, using botanicals from that region to infuse their rum.”

There are four “expressions” of rum, explains Ian Burrell, founder of the RumFest festival: white rum which is clear in colour; golden rum, which is slightly coloured by the time it has spent ageing in the barrel; dark rum – a nod to Navy-era rum – which is weightier, cask-aged and caramel coloured; and spiced rum, made from distilled white rum with spices and flavours added.

The spirit itself is made from distilled sugarcane molasses, syrup or juice. The sugarcane is fermented, distilled and then sometimes aged in a cask. It’s a common misconception that the colour of a rum indicates how long it has been aged – even white rum can be aged and then filtered through charcoal for a transparent finish.

The recent growth in spiced rum sales is down to the fact that the quality has rapidly improved. “It’s no longer just rum with added vanilla and sugar – people are making more complex flavours with different types of peppers and Caribbean spices, or experimenting with

fruit skins and peels,” says Burrell.

The spiced rum category is really driving the market, because you can import molasses and make your rum accordingly in a [British] distillery – it can be made quite quickly and effectively.”

Chef and Telegraph columnist Mark Hix favours Black Ven rum, which is brewed in small batches in Devon, near Lyme Regis (£48, blackvendistillery.com). When it comes to which Caribbean rum is best, one name comes up again and again: Foursquare, the Barbadian distillery owned by the Seale family, who can trace their roots on the island back to the 1650’s.

“Richard Seale is the master distiller at Foursquare and he’s a bit of a legend in the rum industry,” says Vine. Doorly’s Five Year Old Barbados Rum (£26, Waitrose), produced at Foursquare, is a beginner-friendly pick worth trying. “It’s excellent in a rum and coke,” he says, “and there’s nothing wrong with that. Plus it’s great



"There's a rum out there for everybody because of the different flavour profiles"

Credit: Jonathan Knowles



ROYAL AIRFORCE COMMANDOES

Formed in 1942, disbanded 1946

Royal Air Force Commandos were formed from units of the RAF during the WWII. They were formed in 1942 and served in the European and Far Eastern theatres of war before being disbanded in 1946. In 1944 RAF Commandos of the Second Tactical Air Force suffered very heavy casualties landing at Dog Green Sector of Omaha Beach to establish field operations in support of the American army.

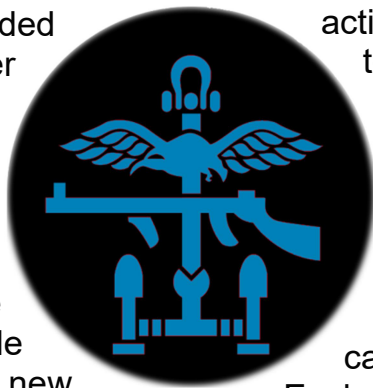
The commander of Combined Operations Louis Mountbatten on 22 January 1942 recommended that the RAF create a number of Commando units. These units, called Servicing Commandos, would accompany the Allied Armies when they invaded Europe, either to make German airfields serviceable or to make operational the new airstrips built by the Army Airfield Construction Units. Eventually 12 Servicing Commandos were formed in the UK and three in the Middle East. The force consisted of 2,400 officers and men skilled, in aircraft maintenance, armaments, communications and airfield activation skills and were capable of working on all types of aircraft to keep them flying

under all kinds of conditions.

These Commando Units were trained on similar lines to the Army and Royal Marines Commandos. Each Commando unit comprised two or three officers and between 150 and 170 other ranks. They were equipped with Jeeps, motorcycles and up to 15 three-ton trucks. Commando units were involved in the major seaborne landings, either going in with the initial invasion forces or giving active support in other ways to keep the aircraft flying.

As well as the 15 Servicing Commandos in Europe and the Middle East three smaller units were formed in India and called Servicing Parties.

Each Servicing Party comprised one officer and 30 men. These units were part of the RAF Support Group and supported the Chindits during Operation Thursday. After the surrender of the Japanese Forces in August 1945 they took over Japanese held airfields, assisted in the evacuation of Allied



prisoners of war and undertook other peace keeping duties in Java, Thailand and French Indo china.

In the Mediterranean, Servicing Commandos took part in operations in North Africa, Landings in Sicily, Landings in Italy and Landings in the South of France. Servicing Commando units also took part in the Normandy Landings and afterwards some units were withdrawn for service in the Far East.

The Royal Air Force Servicing Commandos were trained to do two jobs. The first was to maintain, repair, refuel and arm operational Allied aircraft during the assault phase of a major landing close to the advancing front line.

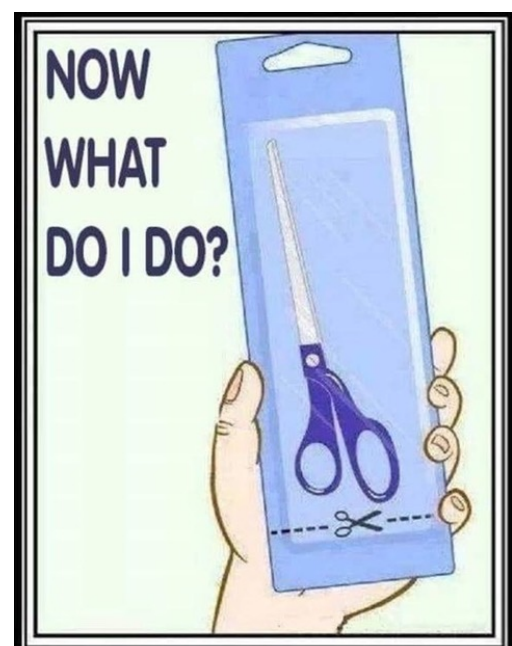
The second was to vigorously defend themselves and the aircraft in their charge against enemy attack.

They were volunteers and all highly skilled technicians. Their training included physical training, vehicle

driver and amphibious training, rearming and refuelling aircraft, weapons drill and use of revolvers, bren guns, tommy guns, grenades, anti tank rifles, live firing exercises at night, etc. They wore army style khaki uniform instead of their RAF blues.

Their extensive training culminated in a course at the Combined Operations Training Centre, Inverary where, upon successful completion, they were permitted to wear the Combined Operations Badge.

This small article shows the extent of their versatility and their contribution. Some senior people in the Air Ministry never supported Lord Mountbatten's proposals and were quick to disband the SCUs but their existence cannot and should not be denied. They have a place in RAF history and deserve our gratitude.



New Advanced Submarine Will Increase The Turkish Navy's Firepower



The lead submarine of the project, **PIRI REIS**, while floated in the water for the first time in Golcuk Shipyard. The flank array sonars are notable for being much longer than on the Type-214. Few other details are available however. Overall the current iteration of the MILDEN design appears a sensible design. It balances Turkey's desire to grow local industrial and technological capabilities with a design which is not too ambitious. MILDEN promises to take Turkish shipbuilding to the next level, joining the elite few which can design and build submarines. Source : NavalNews

Submarines are a core part of Turkey's growing naval power. Particularly in the Black Sea where NATO allies do not have submarines. The new MILDEN class submarines promise to further expand the Navy's capabilities. Turkey's arms industry has risen to prominence in the past few years. Armed drones, such as the Bayraktar TB2, have grabbed headlines in Ukraine, and orders around the world. Warships, missiles, rail guns and tanks are also worth noting. This rapid growth extends into the silent world of submarines.

photo) Turkey's first indigenous submarine, the MILDEN, is taking shape. It will be larger and more capable than the country's current German-designed boats. A new model of the submarine, shown by the shipbuilder, provides valuable insights into its current design. The model was revealed by Golcuk Naval Shipyard who build Turkey's submarines. Starting in 2025 they will construct 6 MILDEN (Milli Denizaltı : National Submarine). Based on license production of German-designed boats, the Golcuk Naval Shipyard has a strong foundation in submarine technology. Currently the yard is building 6 Type-214TN submarines, known locally as the Reis Class, for the Turkish Navy. These

incorporate significant locally produced systems. And they follow some 11 Type-209 submarines from 1981 to 2008. Outwardly the submarine has some hints of the Type-214's influence, particularly at the stern. But it features a distinctive streamlined bow which resembles Japan's latest submarines. The sail is narrower and the casing more clearly angled. The new submarine will be significantly larger than the Type-214. Displacement will be around 2,700 tonnes, compared to 1,860 tonnes for the 214. Length will be greater too, increasing from 65 meters (213 ft) to over 80 meters (262 ft).

Key Capabilities Of The New Submarine Tayfun Ozberk, a Defence Analyst and veteran of the Turkish Navy, says that the main reason for the increased size will be armament. "It is about the enhanced firepower. Although there is no official statement about the weapons load, many analysts believe that it will be capable to carry and fire GEZGIN strategic land attack missiles." The GEZGIN is an indigenous weapon roughly analogous to the U.S. Navy's Tomahawk and Russian Kalibr. In its submarine form it is expected to be encapsulated so that it can be shot from the submarine's torpedo tubes. The capsule will then rise to the

surface and launch the missile. Another Turkish missile which Ozberk suggests might be incorporated is the Atmaca anti-ship cruise missile. This new weapon is beginning to replace the venerated Harpoon aboard Turkish Navy warships. An encapsulated version may be developed to replace the Sub-Harpoon aboard Turkish submarines. Turkey is also developing its own heavyweight torpedo, the AKYA. Being larger, and carrying more types of weapon, it is also expected to carry more weapons. The Type-214 can carry a maximum of 16 torpedo-sized weapons, the MILDEN will surely carry more. Like the Type-214, MILDEN will have a AIP (air independent Power). However it is unclear what form this will take. AIP allows the submarine to operate submerged for longer without having to snorkel to recharge the batteries. Reis-class submarine. Ozberk points out that with six Reis class submarines and

six MILDEN, Turkey will have 12 AIP submarines in the second half of the 2030s. AIP is one of the few technologies Turkey seems likely to import rather than attempt to develop locally. Another may be the masts. However the sonar, combat system and decoys are likely to be indigenous. The lead submarine of the project, PIRI REIS, while floated in the water for the first time in Golcuk Shipyard. The flank array sonars are notable for being much longer than on the Type-214. Few other details are available however. Overall the current iteration of the MILDEN design appears a sensible design. It balances Turkey's desire to grow local industrial and technological capabilities with a design which is not too ambitious. MILDEN promises to take Turkish shipbuilding to the next level, joining the elite few which can design and build submarines.

The Formidable Class frigates

The backbone of the Singaporean Navy

From the Internet submitted by Shipmate Kevin Maguire

Formidable class frigates are heavily modified versions of the La Fayette class frigates. Weighing in at 3,200 tons they are light but pack a very powerful punch relative to their



RSS Intrepid 69, RSS Steadfast 70, RSS Tenacious 71, RSS Stalwart 72 & RSS Supreme 73

size and weight.

16x A50 VLS - Aster 30 missiles
16x A43 VLS - Aster 15 missiles
8x Harpoon SSMs
2x B515 Triple tubes (torpedo launchers)
1x Oto-Melara 76mm Super Rapid gun with stealth



cupola.

Formidable class frigates are so well armed that it's roughly equal to that of the USN constellation class frigates which weigh 7,000+ tons. However, armaments aren't the only factor in deciding how good the Formidable class is.

Singapore is a city state, 728.6 km².

As you would expect, maintaining 6 truly formidable frigates isn't going to be a piece of cake for a country smaller than some cities. As such, operational cost is a big factor. Each ship needs to be as capable as possible while

being as small as possible. This is why the Formidable class frigates are so heavily armed while being small and light.

For Singapore, the Formidable class frigates aren't just good, they are the best. Globally, the formidable class frigate is one of the best out there, it is stealthy, it packs a punch, it has a decent range and speed, doesn't cost a fortune, is proven,

and overall a very good frigate for any navy out there on a budget that's not too tight but not too free.

The Singaporean Navy (RSN) currently operates 6 formidable class frigates.

RSS Formidable, 68, RSS Intrepid 69, RSS Steadfast 70, RSS Tenacious 71, RSS Stalwart 72 & RSS Supreme 73

Ramform Titan - Unique shaped ships

From the internet

The Ramform Titan has a fair chance of winning the prize for one of the oddest shaped ships afloat.

These vessels are built to do seismic surveys of the sea bed, by towing streamers behind. This vessel is 105m long and incredibly 70m wide, one of the widest in the world. Reason for the extreme width is to tow as many streamers in parallel as possible.

Ramform Titan, launched in 2013, is the most powerful class of seismic ship ever. It is fully integrated with GeoStreamer technology for optimal results and offers high equipment redundancy, with fast deployment and recovery of up to 24 steerable streamers plus steerable sources.

Power, tow-density, and redundancy are essential to maximizing high-quality seismic data production. Our Ramform Titan-class deliver all of them. Three variable pitch propellers provide 1.8 Megawatts of power, more than sufficient to tow her enormous spread of multisensor recording equipment. The propulsion system permits full operations with just two

propellers, and just one of the fully-separated, dual engine rooms. Two stern-launched work boats permit streamer maintenance also in marginal weather. Maintenance can increasingly be carried out at sea without impairing operations.

Ramform Titan has 24 streamer reels, 16 abreast with a further 8 in a second row. The back deck layout is augmented by six independent source array handling booms. Together these enable faster deployment and recovery, with increased flexibility and safety, which make it possible to fully utilize the operational weather window. Steerable sources and streamers, combined with automated gear-handling systems increase flexibility and efficiency. This is an ideal platform for ultra high-density 3D acquisition, and reliable, compatible 4D projects.

This vessel is designed to take full advantage of our GeoStreamer technology. In normal operating mode, Ramform Titan is equipped with 16 streamers, though she is capable of towing 24 streamers if required.



Some interesting Obituary's

Rear Admiral Martin 'Whisky' Wemyss –Obituary

From the Daily Telegraph, submitted by Shipmate Kevin Maguire

Invited to Princess Elizabeth's 21st-birthday party, he arrived late at the wrong entrance and bumped into an amused King George VI.

Rear Admiral Martin "Whisky" Wemyss, who has died aged 94, was "teacher" on the make-or-break course for would-be submarine captains known as "the perisher".

Three times a year from 1961 to 1963, for 15 weeks at a time, Wemyss would take six students – mostly British but with some overseas students – on the Commanding Officers' Qualifying Course (COQC). The sobriquet "perisher" was derived from its initial name, Periscope School. Wemyss, formally known as commanding officer, was "teacher".

As a highly proficient and respected submariner he recognised that the course he had inherited differed little from that which his father had undertaken in 1925. He was determined to apply standards vigorously, and under him there was a higher-than-average failure rate, which shifted the course's reputation toward notoriety and gave the name "perisher" a darker connotation.

Wemyss tested skilled submariners to see if they had the nous and the character to

command a submarine safely and effectively. Visits and lectures were followed by drills on an attack simulator and practical experience at sea on manoeuvres and operations.

"The job of teacher," Wemyss wrote, "was not just to teach procedures, tactics and the like, and to pass on his own experience, but to make sure we all remained alive while the students still had their L-plates on.

Passing or failing the course was largely determined by the student himself. He was put through an increasingly tiring and testing time, [and] if he could establish his own confidence and relax, he would pass with a smile. If he could not cope, his confidence would ebb away, and he would fail himself – and be glad that he would not be required to

bear the responsibility for a submarine and the people in it. Only once did I have to tell an individual that he was not suitable when he thought otherwise."

The seagoing part of the course took place in the crowded waters of the Clyde, and to the north and west of Ireland. On his last course were two Germans – the first, he thought, to command submarines since the Second World War. "I learnt to dislike them," he said. There were two Israelis, who were "splendid", as he recorded in his guileless memoir, *A Cold War Sailor*, self-published earlier this year.



Captain Martin Wemyss commanding the destroyer Norfolk in 1973

Martin 'Whisky' Wemyss who helped to make the 'perisher' course a daunting prospect for aspiring submarine captains



Lt. Weymss on midget submarine XE7 in the Gareloch

Martin La Touche Wemyss, a scion of the Earls of Fife, was born on December 5 1927 in Cambridge, where his mother's family lived, while his father was serving on the China station. In wartime, his father, Commander David "Dicky" Wemyss DSO, DSC (the latter of which he was awarded three times), was a submariner turned U-boat hunter who in wartime had commanded the 2nd Escort Group after the death of Captain "Johnny" Walker. Martin's mother was Edith Mary Digges La Touche.

After the family home was bombed during the Plymouth Blitz, young Wemyss joined Westbury House prep wearing his McDuff tartan kilt, the only clothes which had not been destroyed.

His education continued at Shrewsbury, where the headmaster prepared him to read Classics at Cambridge, but a visit to his father's ship, Wild Goose, inspired him to follow his brother Gavin into the Navy. He joined the training cruiser Frobisher as a special entry cadet in 1945, and as a midshipman his training continued in the cruiser Nigeria, "For 16 life-affirming months ... we did not learn a lot about the Navy, but we grew up and learnt a lot about life."

A highlight of his midshipman's time was an invitation to Princess Elizabeth's 21st-birthday party in Government House, Cape Town, with his term-mate Alan Hensher. Wearing the best uniforms which the gunroom of Nigeria could put together, the boys arrived late at the wrong entrance and bumped into an amused King George VI, who told his equerry: "Put them down for a dance with the girls."



Lt. Wemyss at the dive control of XE12 in 1951



HMS Norfolk off Toulon during Exocet missile system trials in the 1970's



Lt. Wemyss on HM S/M Sentinel alongside HM S/M Tudor

In 1949 Wemyss joined the trade and served in the submarines Alaric and Totem before joining the X-craft unit under Lt Cdr Donald Cameron, VC. Wemyss's two years in miniature submarines was a turning point in his professional and personal life: there was no one to turn to for advice in times of stress or crisis and his self-confidence grew apace.

His talent was also recognised by authority, and at a relatively young age he stood by Scorchers, building at Vickers in Barrow, and in 1953-54 he was a staff officer on the Attack Teacher training device, which simulated tactics at sea, then at Port Bannatyne, where he helped to analyse submarine attacks and exercises.

His next boat was Tabard, based at Londonderry, before he passed his own "perisher" in 1956, with Lt Cdr "Rud" Cairns as his teacher. Then, still a lieutenant, he was appointed to command Sentinel, based in Malta.

He recalled: "From the first day, Sentinel and I seemed to be friends, I had a team of officers and ship's company to dream for ... I was so young and so junior, but so well-trained, that we did things without knowing that we were not meant to do them, and were forgiven."

Wemyss's next appointment was at the submarine desk in Naval Intelligence (1958-60), ideal preparation for his command of Alliance, a submarine specially fitted for covert surveillance of the Soviet navy on exercise in the Arctic.

By the early 1960's Wemyss was one of Britain's most experienced submariners, but paradoxically his early promotion to commander and his two years as "teacher" stopped him from becoming a pioneer nuclear submariner. Instead, his career took another turn and – in part for his



Promotion to Rear Admiral

outstanding leadership – he was groomed to reach the top ranks of the Navy.

In 1963-65 he was a desk officer in the directorate of naval plans, which he found stressful but immensely interesting and educational, before commanding the frigate Cleopatra. He was soon promoted to captain and returned to the MoD as naval assistant to the First Sea Lord, Admiral Sir Michael le Fanu.

In 1970 he returned to the world of submarines as captain of the 3rd Submarine Squadron based at Faslane, overseeing the introduction into service of the first nuclear-powered hunter-killer submarines and the development of new weapons and tactics. Next, he commanded the guided-missile destroyer Norfolk on the trials of the Exocet missile system off Toulon, and in 1974-76 he was back at the MoD as director of naval warfare, continuing his pursuit of modern systems and tactics.

Promoted early, again, to rear admiral, Wemyss thought his time as Flag Officer Second Flotilla (1977-78) on deployments to the Far East and in the North Atlantic was “pure joy”. However, his appointment as Assistant Chief of Naval Staff (Operations) (1979-81) was a sideways move which did not challenge him intellectually. He became bored, and not yet 55, he retired early.

On retirement he was clerk to the Worshipful Company of Brewers for 10 years but, by his own admission, left under a cloud in 1991.

The red-haired Wemyss, who was made a Companion of the Order of the Bath in 1981, was quick-tempered, had a fierce intelligence, and was a voracious reader, who with his brother enjoyed the epithet “Whisky”. In old age he preferred his own company and grew his vegetables in straight lines.

His marriage to Ann Hall at the Savoy Chapel in 1952 was reported in Tatler and, after their divorce, he married Libby Alexander in 1973. She survives him with a son and daughter of the first marriage and a son and daughter of the second.

Rear Admiral Martin Wemyss, born December 5 1927, died September 10 2022

Captain Alan Hensher, RN Retired - Obituary

His squadron received the Boyd Trophy for their skilful flying in the narrow gap between the jungle canopy and dense cloud

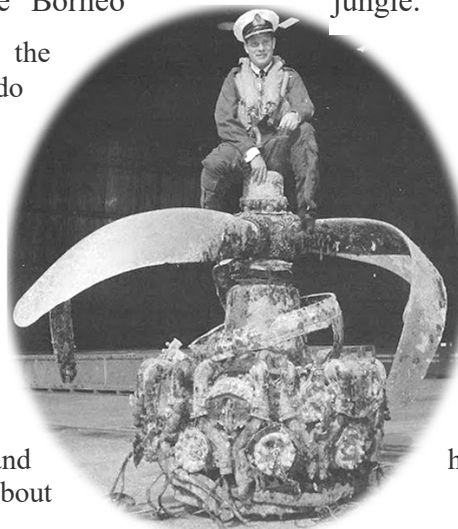


Captain Alan Hensher, who has died aged 94, was an ardent advocate of naval air power who led his young pilots in appalling flying conditions

Captain Alan Hensher, naval helicopter pilot who served in Borneo with the carrier HMS Albion, the ‘Grey Ghost.’

over the Borneo jungle.

In 1962 the commando carrier Albion was about to cross the Equator in the Indian Ocean, and captain about be ducked in tribute to



Captain Hensher (late 1960's) reunited with the dredged up engine of his Sea Fury in which he ditched off Cornwall in 1951

King Neptune, when a “flash” signal arrived ordering her to proceed to Borneo at full power. Briefly, some thought that this was some bizarre twist to the crossing-the-line ceremony, but a rebellion had broken out in Brunei and Borneo, prompted by Indonesia’s opposition to the creation of the Federation of Malaysia.

Hensher, in command of the embarked Wessex helicopters of 845 Naval Air Squadron, ordered immediate readiness. Within five days of the signal, Albion had landed Royal Marines of 40 Commando at several places on the coast, and in the next month Hensher's helicopters had flown more than 1,200 sorties. Because of her frequent appearances off the coast at first light Albion quickly became known as the "Grey Ghost".

Hensher identified the need for forward operating bases, which had to be carved out of the thick jungle, despite heavy rains which forced 845's helicopters to fly in a gap that was often less than 50 feet between the dense cloud and the 200 feet-high tree canopy.

He also ordered his helicopters to fly in pairs, so that if one were forced down the other would be able to locate it, and he inspired the aircraft maintenance staff, who worked in primitive conditions.

Building on the Navy's established practice of giving operational command to the commander on the ground instead of referring decisions back to some distant headquarters, Hensher established a rapport with the army at every level and ensured a successful campaign. The achievements of 845 NAS's achievements were all the more remarkable because 14 of Hensher's pilots had less than 300 hours' flying experience.

The squadron was awarded the Boyd Trophy for its feats of aviation, and Hensher was appointed MBE.

Of Huguenot descent, Alan Anthony Hensher was born in London on June 9 1928, the son of a furniture manufacturer. He entered the Royal Naval College as a cadet in 1942: he was small and pugnacious, and it was predictive of his career that he should play in the

college rugby 1st XV, the hockey 1st XI, and become captain of boxing.

As a midshipman, he completed his training in the cruiser *Nigeria* (1946-48) when she was escort to King George VI and the royal princesses on the 1947 royal tour to South Africa. Hensher first learned to fly in Tiger Moths, and subsequently flew the Seafire and then the Sea Fury and Wyvern fighters for 827 NAS in the carrier *Eagle* (1951-52).

Subsequently he flew the anti-submarine Firefly before converting to jets, but after qualifying in night fighting, and while serving with 891 NAS, he developed ear problems which were to trouble him for the rest of his life.

After gaining his watchkeeping ticket in the dispatch vessel *Surprise*, Hensher retrained as a helicopter pilot, flying the Westland Whirlwind anti-submarine helicopter in 820 NAS in Northern Ireland and in the carrier *Hermes* in the Far East (1958-59).

He then served two years with the US Marine Corps based at El Toro in California, where he flew several types of helicopters. He learnt the latest, advanced state of the USMC's thinking on amphibious operations – and also to "barbecue, and to appreciate the stringency of the martini".

After command of 845 NAS, Hensher joined the staff of the Director of Naval Air Warfare (1964-66), held the unusual appointment of assistant defence attaché (Navy) at the British Embassy in South Vietnam (1966-67), and served as CO on the helicopter unit at the Joint Warfare Establishment at Old Sarum in Wiltshire (1967-68).

While Commander (Air) at HMS Seahawk, the Royal Naval Air Station at Culdrose (1968-69), and Hensher was reunited with the engine of Sea Fury VR934, in which he had ditched in 1951. He recalled that he was "20 miles from the coast of Cornwall, enjoying some aerobatics, when there was a sudden change in the beat of the engine and a loss of power. I turned north for the coast, but continued to lose power, and ditched near a group of fishing boats, and touching down at about 95 knots in a cloud of spray."



Alan Hensher, centre, with former Fleet Air Arm associates at a Remembrance Day parade



Alan Hensher, carrying the large wreath, with the Fleet Air Arm detachment on Remembrance Day.



Alan Hensher appreciated fine wines

That was the last he saw of VR934 until a trawler dredged up the engine and he was obliged to have his photo taken sitting on top of it, observing, "You may judge which of us has worn the better in the intervening 18 years."

Hensher returned to the Far East as Commander (Air) in the carrier Albion in 1970-72 and then to the Directorate Naval Air Warfare (1973-74), where he assisted the future Admiral of the Fleet Sir Ben Bathurst in writing the first drafts of the staff requirement for the Wildcat and Merlin helicopters.

On promotion to captain, Hensher's career took another unusual turn. He became a student at the Canadian National Defence College at Kingston, Ontario, and served as naval adviser in Ottawa (1976-78). He held an appointment at the headquarters of the Commander-in-Chief Fleet at Northwood (1979-80), before a final appointment, as naval attaché at The Hague (1981-83).

In retirement Hensher worked for the Cancer Research Campaign for two years, then in the family furniture, property and self-storage business.

An ardent advocate of naval aviation, he was chairman of the Fleet Air Arm Officers Association (1991-96), and campaigned hard for the Fleet Air Arm Memorial, "Daedalus", which was unveiled by Prince Charles at Embankment Gardens in London in 2000.

A lifetime golfer – he was a member of Liphook Golf Club – and watercolourist (though he never sold a picture); he was the owner of a 1967 Jaguar/Daimler and 1975 Rolls Royce Corniche Convertible. He liked to cook and appreciated fine wines.

In 1955 Alan Hensher married Val Ingram. She predeceased him and he is survived by their two sons: for many years the Canadian Joyce Dawson was his companion.

Captain Alan Hensher, born June 9 1928, died August 28 2022



Captain Hensher with his family outside Buckingham Palace in 1962 following his appointment as OBE.
Credit: Bill Cross/ANL

He was determined, he said, to 'tell the truth as I saw it, even when it was not always convenient'

Admiral of the Fleet Lord Boyce, who has died aged 79, was the Chief of the Defence Staff from 2001 to 2003, and challenged the Blair government's legal authority in the run-up to the Iraq War.

In 1997-98, Boyce was Commander-in-Chief Fleet, Commander-in-Chief Eastern Atlantic Area and Commander Naval Forces North Western Europe, taking up these offices shortly after Tony Blair had become prime minister. For a few weeks in early 1998 Boyce also became acting First Sea Lord while his predecessor Sir Jock Slater was ill, and he formally became First Sea Lord in late 1998.

Boyce found this period



Admiral Boyce, right, onboard HMS Victory in 1997 with his successor as Second Sea Lord, Admiral Sir John Brigstocke during the change-over ceremony.
Credit: Jon Garthwaite

"comprehensively knacker", but was successful, through the Labour government's Strategic Defence Review, in helping to shift British defence policy towards a maritime, expeditionary role and away from land-based campaigning with a defensive position on the central front in Germany.

Blair authorised several small-scale military interventions, and in a speech delivered in Chicago in 1999 he announced what would become known as his "ethical foreign policy", advocating greater use of armed forces to protect a civilian population, rather than exclusively to protect national interests. Boyce thought that Operation Palliser in May-June 2000 – British intervention to end the civil war in Sierra Leone – was an exemplar of this new policy: "a quick in and out, and not too much mission-creep".

However, funds to achieve the SDR were being starved by the chancellor, Gordon Brown, and as First Sea Lord Boyce was determined to win sufficient funding for the Navy, an ambition which he extended to cover all three services when he succeeded General Sir Charles Guthrie as Chief of the Defence Staff in February 2001.

The flamboyant Guthrie's style, some said, had been to cosy up to Blair and his advisers, while Boyce was determined to "tell the truth as I saw it, even when it was not always convenient".

**Admiral of the Fleet Lord Boyce,
Chief of Defence -Obituary**
From Daily Telegraph

He was “irritated but not bothered” that in retirement Guthrie continued to be consulted by Blair and his communications director Alastair Campbell: Boyce was confident that his own instincts and his interpretation of the intelligence would prove to be right.

He was undeterred when during the 2001 invasion of Afghanistan he was ridiculed by US Defence Secretary Donald Rumsfeld for contradicting Rumsfeld’s view that the war would be over by the following year (it lasted 20 years); he spoke out against the US’s proposed ballistic missile defence shield; he thought that the so-called war on terror was a distraction from the long-term threats provided by Russia and China; and he warned that participants in the 2nd Iraq War in 2003 would not be greeted as “liberators with flowers on the end of rifles”.

Boyce also reported to the Blair government that neo-conservatives in Washington were being misled by Iraqi exiles who were promising that a flowering of democracy would follow any invasion, and he warned about the dysfunction he found in Washington.

There was, he said, “poor communication between the Pentagon, the State Department and the White House, and I often found myself briefing my American counterpart on what was going on in State rather than him actually finding out directly”.

But it was at home that Boyce, in his own words, made himself “a burr under the saddle” of the Blair government. Boyce thought that Gordon Brown’s lack of understanding of defence amounted to contempt and put service personnel in danger by refusing to fund training and equipment.



Admiral Boyce on his appointment as Chief of the Defence Staff in 2001.

Credit: Ferran Paredes/Reuters

“Getting money out of the Treasury is like getting blood out of a stone anyway,” Boyce said. “The Treasury didn’t think we were on a war footing [in 2003], a new accounting method introduced by Brown meant the Ministry of Defence was discouraged from holding large stocks, and as a result, the MoD adopted a policy of ‘just enough, just in time’ for equipment delivery.”

Of the Iraq War, Boyce later told the Chilcot Inquiry that the government was without any cohesion in the way it approached the 2003 invasion. “What we lacked was any sense of being at war,” he said. “There was no sense that we had a war cabinet or that we had a cabinet that thought that we were at war. I suspect if I asked half the cabinet whether we were at war, they would not have known what I was talking about. There was a lack of political cohesion at the top – in Iraq’s case, possibly because some people were not happy about what we were doing there.”

Boyce was alarmed that the prime minister had gained an appetite for intervention and had given unconditional support to President Bush in his response to the September 11 attacks. But

Blair had not told his cabinet or his party of this commitment, while Boyce was restricted to high-level planning rather than detailed preparations for war.

Even several months later, Geoff Hoon, the defence secretary, instructed Boyce not to discuss the possibility of war with his chief of defence logistics, as it could be unhelpful to the efforts to secure a

new UN Security Council resolution if it became public that military planning was under way.

As CDS, Boyce’s initial plan in May 2002 was for the deployment in Iraq of a Navy task force and special forces, but after Blair and President Bush met at Camp David in September, he was called upon to prepare a much larger-scale operation, and at divisional strength, not least in order to maximise British influence over US planning.

Although Boyce continued to be concerned that the defence budget was too small, by March 2003 British forces were preparing to enter Iraq from the north



Mike Boyce in 2001 during a MoD briefing about British & American bombing in Afghanistan.

Credit: Rob Bodman



On a visit to RAF Wittering in 2001 to fly in a Harrier.

Credit: Ian Jones

through Turkey, until Turkey vetoed that plan. Nevertheless, some ships had been sailed “not knowing whether they were going to turn left or right when they got to the Mediterranean”.

Meanwhile, there were growing anti-war protests in the UK, and the three service chiefs presented their concerns about the legality of the war to Boyce. Boyce himself was concerned for the morale of the Armed Forces and for his servicemen and women and for their families, some of whom were being abused by

protestors.

So, in the months leading up to the invasion of Iraq, Boyce pressed for an assurance from the attorney general in “clear and simple words” whether the proposed military action would be lawful or not.

Some thought that the opinion which was eventually wrung from the attorney general was equivocal, but it did not matter to Boyce, who “wanted to make sure that we had this anchor which has been signed by the Government law officer ... It may not stop us from being charged [in a court of law] but, by God, it would make sure other people were brought into the frame as well.”

Asked if he meant the prime minister and the attorney general, Boyce replied: “Too bloody right!”

The normal length of appointment of a CDS is two or three years with a short extension, but Boyce’s outspokenness had prompted Alastair Campbell to question whether he wanted to be sacked: meanwhile, Boyce resigned himself to winning the Iraq war. Victory was declared on April 9 2003.

Michael Cecil Boyce was born in Cape Town on April 2 1943, the son of Commander Hugh Boyce and an Afrikaner mother, Madeleine, née Manley. His father recalled the prophetic words of the doctor who announced the birth of his first-born: “This little admiral is doing well!”



2003 with Lieutenant Naomi Howard, Operations Officer on Survey ship, HMS Roebuck, as she explains recent tasks carried out.

Credit: Tony Leather/PA

Admiral Boyce, and a ‘burr under the’ of the Blair government before the Iraq War

Mike inherited his faith, his self-restraint and his work ethic from his parents who, with their free church backgrounds, were firm believers in self-improvement, and skimmed themselves to achieve good educations for their three boys: Philip Boyce became a professor of psychiatry in Sydney, and (Sir) Graham Boyce a diplomat.

Mike was educated at Fernden School, Haslemere, and Hurstpierpoint College before joining Dartmouth in 1961 under the short-lived Murray Scheme, the last time the Navy attempted to give its officers a complete education.

During his fourth year under the Murray scheme, Boyce spent two

weeks in the submarine Auriga, where he was “impressed by the mixture of professionalism and piracy”

on-board, and, when an emergency occurred, the quickness and competence with which the incident was handled.

So in 1965 he volunteered for “the Trade” (as the Submarine Service was nicknamed), and also specialised as a torpedo and anti-submarine warfare specialist. In 1970 he served briefly in the diesel-engined submarine Oracle, commanded by the future Admiral Sir Hugo White, whom he described as a “remarkable” role model.

In the early 1970’s, Boyce stood by Conqueror, building in Cammell Laird’s yard at Birkenhead.

Conqueror’s construction was delayed by industrial action and by sabotage of the ship’s gearbox before she was commissioned on November 9 1971, the last nuclear submarine built by Cammell Laird.

Boyce was also qualified as a shallow-water diver, and to fulfil his compulsory minimum diving hours per month, he would drive to the Lake District and sit on the bottom of Windermere for the necessary time.

He was fortunate to be selected early to attend the “perisher”, the make-or-break course for potential submarine commanders. The teacher was Commander Terry Woods OBE, a hard-playing submariner from whom the austere and abstemious Boyce learnt much. Years later he would recall: “The highlight – bar none – of my life is still that



Admiral Boyce with the Queen at Sandringham in 2003 at the unveiling of new gates a gift from the Armed Forces.

Credit: Tim Graham Photo Library

moment in 1973 of assuming command of HMS Oberon as a lieutenant, fresh from the perisher.”

In 1977-79 he was the first appointee as Staff Warfare Officer (Tactical Systems), responsible for introducing into the submarine service a new tactical data-handling system; his shrewd insights into software and mathematical problems which Ferranti had sown into the system, made him, in Ferranti's eyes, a difficult customer.

As a newly promoted commander, he was given the nuclear-powered attack submarine Superb (1979-81). When he was appointed OBE for special operations against the Soviet navy (vividly described in Peter Hennessy's 2015 book *The Silent Deep*) Boyce observed: “I wear the medal, but it is for the whole crew.”

Boyce enjoyed close links with the Special Boat Service. As a junior officer in the submarine Ocelot in the Far East he had been responsible for liaison with a young [Paddy Ashdown](#), the future Lib Dem leader, with whom he formed a lifelong friendship. While Ashdown was conducting trials in clandestine operations, in particular covert landings from submarines, Boyce was infused with huge admiration for the Royal Marines of the Special Boat Service (SBS).

Much later, as CDS, Boyce preferred to use in operations the reticent SBS over more publicity-hungry forces – for example, in November 2001, sending C Squadron SBS to seize the airfield at Bagram in Afghanistan.

In 2003-04, Boyce sympathised when the SBS sought a more independent identity as a service not exclusive to the Royal Marines but a tri-service organisation open to all. Subsequently, he accepted the honour of becoming colonel commandant of the SBS. In retirement he advised Ashdown on a book about the SBS, which after Ashdown's death, was completed by Saul David as *Silent Warriors* (2021), for which Boyce wrote the foreword.

Boyce was never overtly ambitious: “I just did whatever job I was given well, and people gave me a better job to do,” he said, and he rose swiftly in general service. Promoted to captain in 1982, he commanded the frigate *Brilliant* (1983-84). He was a calm and understanding captain in charge of submarine sea training 1984-86, a leading student at the RCDS in 1988, and a successful Senior Naval Officer, Middle East, in 1989.

Subsequently, when his first marriage was breaking up, Boyce was Director of Naval Staff Duties (1989-91), when he became renowned for working late, sitting at his desk in darkness except for a banker's green-shaded desk lamp. He said it helped him to concentrate and avoid distractions.

Promoted to rear-admiral, he was Flag Officer Sea Training (1991-92), and as a vice-admiral Flag Officer Surface Flotilla (1992-95), and as a full admiral, he was Second Sea Lord (1995-97).

Created a life peer on retirement in 2003, he sat as a crossbencher, speaking out about the risk to service personnel facing liability for their actions for which he claimed politicians are ultimately responsible.

He gave evidence to the Iraq inquiry, and, though a

member of the Top Level Group of UK Parliamentarians for Multilateral Nuclear Disarmament and Non-proliferation, was a strong advocate that the UK, as one of the P5, should retain a nuclear deterrent. He also launched scathing attacks on the government for Britain's “anorexic” fleet of warships.

Boyce's appointment in 2004 as Lord Warden of the Cinque Ports was inevitably greeted by the headline “Admiral sails into Cinque Ports”. His was a surprise appointment, coming two years after the death of the previous holder, the Queen Mother, and followed a threat by the mayors of the Channel ports to march in full regalia on Whitehall.

It was a surprise to Boyce, too: “A letter came through saying that [Her Majesty](#) would like me to be Lord Warden ... I had only a vague schoolboy history of the Cinque Ports.” He never learnt why he was chosen, but liked to think that it was an opportunity for royal recognition of the Navy and of the Armed Forces for their successes in Afghanistan and Iraq.

His being made Knight Companion of the Order of the Garter in 2011 and his promotion to Admiral of the Fleet in 2014, after the five-star rank had been suspended, were other surprises for Boyce, which he also thought of as the Queen's recognition of the Navy and Armed Forces.

Boyce was involved in some 60 charities and voluntary associations – “Too many,” he said, “but I lost the ability to say ‘no’.” Becoming chairman of the RNLI was very special to him, and other chairmanships which gave him much pleasure were those associated with the Cinque Ports, the preservation of HMS Victory, the London district of St John Ambulance and medical sciences charities, and the Worshipful Company of Drapers.



Meeting the Duke of Cambridge during the unveiling of the Submariners memorial at The National Arboretum in 2022.

Credit: Anthony Devlin/WPA

But he was most keen in his support of ADVANCE, the Armed Services Trauma Rehabilitation Outcome Study, which investigated the long-term physical and psycho-social outcomes of battlefield casualties. Boyce's interest and involvement was always helpful and appreciated.

He was a superb field athlete and champion hurdler, played tennis and squash hard, and later took up another solo sport, windsurfing.

Working for Boyce was not always easy, as he set and expected the highest possible standards, and those who did not know him well thought him severe, aloof, austere and patrician. It was certainly difficult to gain his confidence, but those who knew him well loved him. Even when he was ill and unable to stand for more than a few minutes so as to work a room, something he had always been able to accomplish gracefully, he gave his time generously to others. But he had no interest in writing a memoir.

In 1971 Boyce married Harriette Gail Fletcher; they separated in 1994 and divorced in 2005, and in 2006 he married the South African widow of Vice-Admiral Malcolm Rutherford, Fleur (née Smith), who was his companion while he was First Sea Lord and Chief of the Defence Staff.

Fleur died in 2016 and Mike Boyce is survived by a son and a daughter of the first marriage and a stepson and stepdaughter.

Admiral of the Fleet Lord Boyce, born April 2 1943, died November 6 2022

Lieutenant Commander Frank Nowosielski - Obituary.

Submitted by Shipmate Kevin Maguire

One of his most notable achievements was overseeing the restoration of Victory's foretopsail from the Battle of Trafalgar

Lieutenant Frank Nowosielski, who has died suddenly aged 69, was the longest-serving commanding officer of HMS Victory, Nelson's flagship at the 1805 Battle of Trafalgar, and one of the most enthusiastic and well-informed of Victory's



Lt. Cdr. Frank Nowosielski, left, with Lady Thatcher onboard HMS Victory

Lieutenant Commander Frank Nowosielski - Commanding Officer of HMS Victory who ensured that visitors enjoyed a stirring experience..

modern-day captains.

Nowosielski's time as first lieutenant of Victory from 1989 to 1992 inspired an ambition to become her commanding officer, an appointment which he secured in 1998. He hosted many official functions and met many VIPs, including Russell Crowe, when he was researching his role in the film *Master and Commander: The Far Side of the World*.

He also developed local links presenting leadership prizes to the Admiral Lord Nelson School in Portsmouth, and supporting the Victory Centre at the City of Portsmouth Boys' School which provides support for those with special needs and learning difficulties.

For seven years, Trafalgar Day started early for Nowosielski with radio broadcasts, a service of remembrance onboard, and the laying of a wreath at the spot where Nelson died. The bicentenary of the Battle of Trafalgar in 2005 was particularly busy: he signed first-day covers and certificates of authenticity for items made from Victory's oak, and the actual day finished with a grand dinner in Nelson's cabin, and on the following Sunday a service at St Paul's.

However, one of his greater achievements concerned Victory's foretopsail of 1805, which had lain for

many years beneath mats in a Portsmouth gymnasium when it was rediscovered, in a sorry state, in the 1960's. After a brief period of conservation, the sail, spanning the equivalent of two tennis courts, was temporarily hung in Number 4

Boathouse, Portsmouth, during the Festival of the Sea in 1998.

Showing shot and bullet holes from the Battle of Trafalgar, but missing

pieces which had been taken by souvenirs during its long life, the sail had an extraordinary public reception, with families staring at it in silence as if it was lying in state.

Nowosielski was determined that the sail should be permanently on show and, with the late Rear-Admiral Richard Hill of the Society for Nautical Research, he raised a six-figure sum mostly from the Cristina Foundation via the Argent Funds group. He oversaw the sail's conservation and conceived a scheme to exhibit it. Opened by the Duke of Edinburgh, the display included an audio and lighting presentation using clips from Crowe's film and setting the mood for visitors to imagine the famous battle.

Frank Nowosielski was born on October 5 1952 in Yorkshire, where his Polish father, Franciszek, who had seen his parents shot by the Russians and had fought for the Allies during the Second World War, met his mother, Diana. Young Frank went to primary school in the West Riding and gained his A-levels at Normanton Grammar School.

He failed the Admiralty Interview Board (AIB) in 1970 but decided to join the Navy as a rating, a process which took six months to obtain the necessary security clearance. He trained at HMS Raleigh in Torpoint, Cornwall, where he came top of his course, winning the bosun's call in June 1972, and became a radar operator. His first ship was the frigate Grenville, where he slept in a hammock

and recalled trying to overcome seasickness.

Ten years later, as a leading seaman, he again attempted the AIB, and this time passed. He served briefly in the carrier Hermes as a petty officer before joining Britannia Royal Naval College, Dartmouth, where he passed out top of his class.

Of his long rise from the lower deck to the quarterdeck, Nowosielski said: "There has always been the opportunity in the Navy for people from the lower deck to [become officers] but it's not easy ... [and] you have to have a lot of commitment as well. It has taken me

longer to reach this position [command of Victory] than it would have had I entered as a junior officer, but it has given me a great deal of experience of life on the lowerdeck which hopefully I can use."

Nowosielski was always fair, open, decent and transparent in his dealings. Tall and broad-shouldered, he was a fast rugby winger, but his name was too difficult to shout, so when his side had the ball, the cry would go up "Give it to Nijinsky!"

As a teenager Nowosielski earned pocket money as a caddy on Pontefract golf course; in retirement he joined Wickham Park golf club, playing off a low handicap, and he died suddenly at the 17th hole.

Frank Nowosielski, who was appointed MBE, married Paula Vesey in 1974: she survives him with their two daughters.

Lt Cdr Frank Nowosielski, born October 5 1952, died July 30 2022



Lt. Cdr. Nowosielski with the Duke of Edinburgh as he opens the exhibition showcasing Victory's foretopsail from 1805.



Russell Crowe in Master & Commander. The Far Side of the World: the actor met Nowosielski when he was researching his role.

Credit: AJ Pics/Alamy

Lieutenant Commander Dougie Barlow - Obituary.

Telegraph Obituaries

He was once grasped the Queen Mother's arm to save her from plummeting into the sea

Barlow: known in the ship Fearless as 'top bloke'

Lieutenant-Commander Dougie Barlow, who has died aged 93, once saved Queen Elizabeth the Queen Mother from a dunking.

In September 1975 he was harbourmaster at the shore

Lt-Cdr Dougie Barlow, joined the Navy in 1944 as a Boy 2nd Class and rose up through the ranks

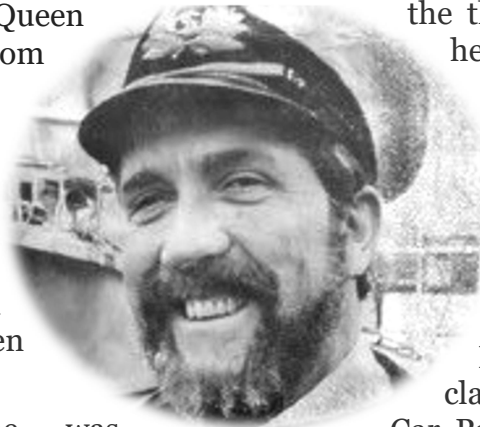
establishment HMS Vernon (now Gunwharf Keys), when while landing in a barge from the Royal Yacht, the Queen Mother stumbled and dropped her handbag.

Barlow quickly intervened, grabbing the Queen Mother by her arm to stop her falling, while another officer reached down flat on his face into the water to retrieve the handbag. Barlow simultaneously gave directions for the barge to swing its stern out to prevent the

officer's arm being crushed.

"The Queen Mum seemed quite startled," he recalled. "She'd lost her composure and by the time she'd regained it, it was all over, but her handbag was a bit soggy." The incident was not reported at the time, but it was captured in a photograph which Barlow treasured.

The son of a lorry-driver, Douglas Arthur Barlow was born on November 16 1928 at Dartford,



Kent. In 1943, aged 14, Barlow joined the Shaftesbury Homes Training Ship Arethusa (formerly the barque Peking) on the River Medway, where owing to

the threat of German bombing, he and the other boys were evacuated to the Tides Reach Hotel at South Sands in Salcombe.

Barlow joined the Navy in 1944 as a Boy 2nd Class and trained at HMS St George on the Isle of Man, in the same class as the future National Car Parks entrepreneur Don (Sir Donald) Gosling.

In 1945 Barlow was drafted in the troopship Raneë to Sydney, Australia, where he joined the battleship Anson and subsequently served in two other battleships, King George V and Duke Of York before qualifying as a radar plotter.



Lt. Cdr Barlow grabbing Queen Mothers Arm

After near continuous service at sea and while serving in the cruiser "Shiny" Sheffield in 1953-55, he was persuaded by a fellow petty officer, John Parry (father of the present Rear-Admiral Chris Parry), to study for promotion to officer – "an act," he recalled, "for which I was ever grateful."

Having spent time as an instructor at Victoria Barracks, Southsea, Barlow joined the cruiser Newfoundland, when during the Suez Crisis she shelled and sank the Egyptian frigate Domiat (ex-HMS Nith).

Promoted in 1958 to Sub Lieutenant (Special Duties) (Boatswain), Barlow was remembered by the governors of TS Arethusa and presented him with his sword. He served in the frigate Starling (Captain Walker's wartime



Lt. Cdr Barlow at the con of HMS Fearless

command), and in one of the Navy's last coal-fired ships, the salvage tender Barnard.

More service at sea brought him to be the dock control officer of the landing ship Fearless, 1971-73: more simply he was known by the ship's company as "top bloke".

In 1982 he became Assistant Area Staff Officer Sea Cadets and in retirement he continued his interest in youth training, instructing sea cadets in sail on two races to the Baltic and two to the Canaries, and he sailed to Australia in the sail training vessel Aztec Lady for the Tall Ships Race and the 1998 bicentennial celebrations in Australia.

Barlow reminisced that "for me sailing is a passion. I'd hate to be away from the sea, it's a good playground, the attraction

is the subtle differences that each day brings. There is always a challenge."

He was a raconteur who won friends and influence through his fabulous memory for names and faces and their backgrounds.

Barlow married, first, in 1949, Hazel Abraham; they divorced in 1965, and on his 85th birthday he married his long-time companion Jill Smith, a former dancing instructor. "Jill's a natural sailor but," he rued. "I'm not a natural dancer." She survives him with two daughters of the first marriage.

On his 90th birthday, Gosling put a large cheque behind the bar.



Boy Seaman Barlow

Lt-Cdr Dougie Barlow, born November 16 1928, died July 29 2022

Warrant Officer 'Norrie' Norrell.

Served the Queen on the Royal Yacht Britannia for more than three decades - Obituary
From the Internet Telegraph Obituaries, submitted by Shipmate Kevin Maguire

He often acted as minder to the royal children, but was once reprimanded for making the Princess of Wales feel like a naughty schoolgirl

Norrell with his statue by the Royal Yacht Britannia at Leith

Warrant Officer "Norrie" Norrell, who has died aged 87, was a yachtsman who gave unstintingly loyal and dedicated service to the Royal family.

His 34 years' service and 750,000 nautical miles in the Royal Yacht

Britannia, from Able Seaman to Warrant Officer, made him the longest serving "yottie" in the ship which the Queen once described as "the only place where I can truly relax".

"It was the Queen's home," Norrell told an interviewer. "Wherever

she went in the world, she could come back at night to her own staff. It was somewhere where she could kick her shoes off and relax."

Among the earliest state visits during Norrell's service were Princess



'Norrie' Norrell with his statue by the Royal Yacht Britannia at Leith

Margaret's tour of East Africa and the Duke of Edinburgh's opening of the Melbourne Olympic Games in 1956, the Queen's visit to Portugal in 1957, and the opening of the St Lawrence Seaway in 1959. But many of Norrell's memories were much more personal.

He recalled organising treasure hunts for the young Prince Charles and Princess Anne, the children pretending to steer Britannia as though they were driving a car; and teaching the younger princes to fly kites and lay lobster pots. Once he received a note from a royal nanny to say they were learning words they did not understand.

He also recalled a grown-up Charles introducing the first double bed in Britannia, for his honeymoon with the Princess of Wales, and the night when Diana played the piano in the seamen's recreation space, when Norrell reminded her: "Your Royal Highness, you should not be here, I am quite happy to escort you back to your quarters."

The next day he was reprimanded by the Flag Officer Royal Yachts, after the Princess complained that he had made her feel like a naughty schoolgirl.

Norrell helped to organise mock garden fetes in the Yacht and, at a sod's opera, made the Queen laugh at a rendition of We Are The Ovaltineys (the theme to the Ovaltine children's club) using words which had been specially written for her.

Meanwhile Norrell, who had joined Britannia while she was building, rose from triturator operator ("a rather



'Norrie' Norrell in 1978

grand name for the garbage man") to Chief Petty Officer and Coxswain of the Royal Barge, responsible for training other boats' crews and for maintenance.

He progressed to Warrant Officer and Coxswain of the Royal Yacht herself, responsible for the good order and discipline of all ratings. The Queen ignored an edict that Royal Yachtsmen should not be referred to by nickname, calling him "Norrie", and in 1973 he was awarded the Royal Victorian Medal, which is in the personal gift of the Sovereign.

Ellis Victor Norrell was born on December 7 1933 in Portland, Dorset, and educated at Chichester High School for Boys, before joining the Navy at the boys' training establishment, HMS St Vincent, in Gosport. He served in the battleship Vanguard, the depot ships Montclare and Adamant, the minesweeper Lioness, and in the stone frigate Dryad and in Nelson's Victory when he qualified as a radar plotter and as a shallow water diver.



HM Y Britannia at anchor

His father, who had been a Boy Seaman in the previous Royal Yacht, Victoria and Albert, was pleased when in 1954 young Norrell was interviewed and accepted into the Permanent Royal Yacht Service. During his subsequent service in Britannia, his untiring personal effort set an example of sound seamanship and leadership which was an inspiration to all.

In 1988 Norrell was made a member of the Royal Victorian Order, discharged to pension, and

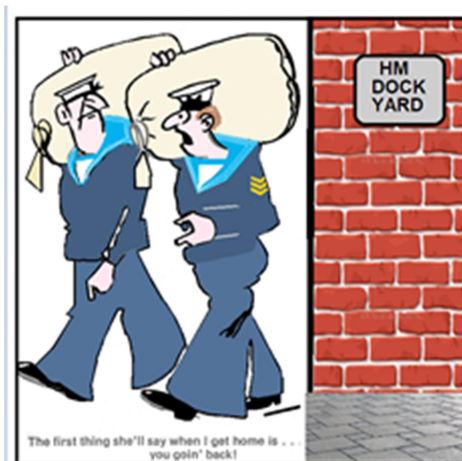
immediately re-employed at Windsor Castle. There he joined the royal household, where he spent the next eight years responsible for the security of Royal heirlooms during refurbishment of parts of the Castle, particularly after the fire in 1992.

Ellis Norrell married, in 1957, Grace Michie, who died in 2005; he is survived by their three daughters.

Warrant Officer E V Norrell, born December 7 1933, died October 9 2021

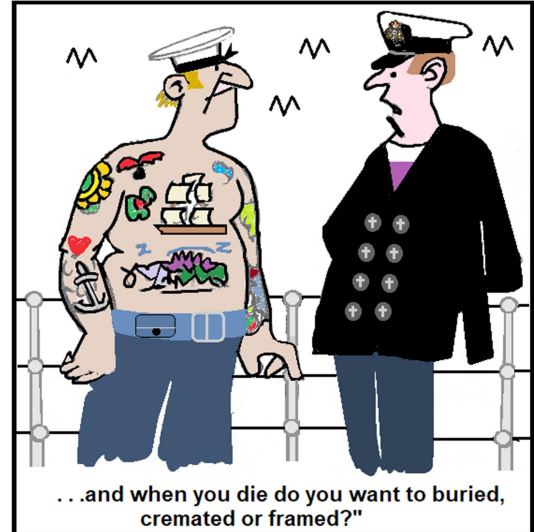
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On a light note





"Alright, if you really insist, I'll put some salt in the water!"



...and when you die do you want to be buried, cremated or framed?"



"I'll murder that Quartermaster who piped 'Hands to Bathe' in dry dock!"



"It'll take more than an afternoon off to bury my mother-in-law, I haven't even bought a spade yet!"



"I told my mum I'd made Able Seaman. She says, 'Be kind to your men!'"



"Diver Dingle located a mine sir, as a matter of fact he fell down it!"