

Society Members Bulletin



Summer 2010
Edition No.1

Royal Naval Engineers Benevolent Society
Founded in 1872

ROYAL NAVAL ENGINEERS' BENEVOLENT SOCIETY

Society Member's Bulletin

Volume 1, Issue 1
June 2010

Welcome to the first issue of the Society Members Bulletin. We hope you enjoy reading the content.

The RNEBS was formed in 1872, when Artificers were recruited into the Royal Navy, primarily to improve service conditions and career prospects and introduced a system of Contributions and Benefits, so as to aid any member who became a victim of misfortune.

The RNEBS remains at the forefront of progress for RN Engineers, campaigning on issues such as Legal Representation.

The RNEBS produces & distributes the 'Naval Engineering Review' (NER) as well as regular newsletters from the Executive Council.

We hold monthly meetings in Gosport and Plymouth areas.

The RNEBS is open to all E.T.'s and Officers promoted there from.

The fact is, that any Technician can aspire to the rank of Rear Admiral and is in part due to the efforts of the RNEBS.



New Publication Format

By request from members the Society has introduced this new vehicle for your news and news that is not strictly engineering related and is not directly related to the running of the Society.

The Society Member's Bulletin will only appear when there are enough tales, dits and stories of note from the members. Some newsletter information will appear on some of the pages as it will replace one of the present newsletters.

There will also be information from the other parts of the Society like charities run for your benefit by the Society.

There will be a lost and found section to look for friends that might know their other friend are - like friends re-united but just for us.

One of the improvements planned is to enable members to log into the RNEBS website where other information can be found. Details of what information will be available and how to access it will be provided. We are aiming to make it more professional to provide a better service to our members.

Opinions expressed in the Society Member's Bulletin do not necessarily represent the views of the Executive Council of the Royal Naval Engineers' Benevolent Society, E&OE.

Distribution:

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Articles and correspondence submitted for publication, also communications relating to advertising etc., should be addressed to:

Member's Bulletin, 113 North Hill Plymouth PL4 8JY

Useful RNEBS contacts

The RNEBS Offices
Shearsby Suite
113 North Hill
Plymouth
PL4 8JY

Managing Secretary
Mr Chris Heaver
39 Copse Road
Plympton
Plymouth
Devon
PL7 1PZ
01752 342547
07989 263304
man.sec@rnebs.co.uk

Editor
Naval Engineers Review
Mr Steve Woodford
24 Brookfield Road
Churchdown
Gloucester
GL3 2NZ
ed.ner@rnebs.co.uk

Editor
Society Members Bulletin
Mr Mark Stevens
contrabyte@gmail.com

Webmaster
Mr Steve Else
113 North Hill
Plymouth
PL4 8JY

RNEBS Managing Secretary Chris Heaver

Ex-Chief Marine Engineering Artificer (EL) (SM)

During the 'resettlement phase' towards the end of my 22 Year Career Service one of the more memorable courses was 'Technical Authorship'. At that time Technical Authors were perceived as 'Author First – Technical Second' and after that particular course I thought to myself - No way!

During my last three months service (Spring 1993) I applied for at least 400 jobs, in various disciplines and locations, and probably got four (unsatisfactory) offers.

At some stage I had registered with the Regular Forces Employment Agency (RFEA) and, during my terminal leave, they gave me a telephone number for a prospective employer at Sizewell B Nuclear Power Station.

That 'phone was answered by a former SM MEO of the mechanical variety, who passed me on to his colleague, a former SM MEO of the electrical variety. One week later I was interviewed at his home in Tavistock and subsequently worked at Sizewell B for almost two years, earning pretty good money. The work, oh that was just producing Instructions for Operation and Maintenance of Nuclear Steam Raising Plant (Technical Authoring!)

The down side was the drain on energy and funds for travel and temporary accommodation. So my primary aim was to get a job nearer to Plymouth.

Since then I have continued with similar work for almost two years at the Atomic Weapons Establishment at Aldermaston and for over twelve years at Devonport Royal Dockyard

Keswick to Barrow Charity Race Result

Just a quick note to let you know that the HMS Sultan Keswick to Barrow team achieved a very respectable 2nd place in the annual charity race.

All members of the team completed the 40 miles in 8 hours 40 minutes and, with the exception of some well earned blisters and one very painful knee, were in good health and looking forward to some richly deserved bounty in the form of Beer, Pies and Peas laid on by the Organisers.

While the morning started cold and crisp, the weather improved over the day, which turned out to be almost ideal conditions for the run. The cold breeze from the North chivvied the runners along, but at least it was at their backs! It stayed dry for most of the day with only isolated showers that never came to much and while the Team did not win any trophies this year, they should be rightfully proud of the result achieved.

The RNEBS have sponsored the team for many years and donated £500 which will go to naval charities.

Streamlined Routes to Professional Recognition With IMarEST

The Institute of Marine Engineering, Science and Technology (IMarEST) has recently re-accredited the Nuclear Propulsion Supervisors Course (NPSupC) at HMS SULTAN. Ratings who pass NPSupC, qualify as a Cat A2 Watchkeeper and receive promotion to WO2 will be eligible for streamlined application to become a member of the IMarEST and an Incorporated Engineer (IEng).

Although this accreditation with the IMarEST has been in place for a number of years there are a number of WO2s (especially those who have recently qualified) who are not aware of the process. If you are not a member of the IMarEST and wish to join, please contact me and I will provide you with a brochure. Alternatively visit the IMarEST website at www.imarest.org.

If you have any questions regarding this matter please do not hesitate to contact me on 023 9254 2607 or email me at sultan-segssn@nrta.mod.uk

G N G Handoll
Lieutenant Commander Royal Navy
SEG SSN
NPSupC Course Manager

The First HMS Fisgard

On the 9th March 1797, a French 44 gun frigate named the Résistance was captured by two British frigates, HMS San Fiorenzo and HMS Hymphre whilst attempting to land troops on the coast at Fisguard.

For those who are interested, the National Maritime Museum in Greenwich has an oil painting (cat no BHC0495) showing its capture, painted by one of the leading naval painters of his day, Nicholas Pocock.

Unfortunately there is little published information to be found about where this ship was serving until it was finally sold off in 1814.

The Submariners Bowl

The Submarine service was 100 year old in 2001 and to celebrate this – which was in many ways an achievement of marine engineering – the Society decided to present something prestigious, commemorative and long lasting, and after much discussion we eventually settled on the engraved crystal glass bowl.

This bowl needed to represent the dedication and sacrifice of the early submariner and the ever present danger of 'going under the sea' in ships that were designed to sink.

We were eventually directed to Rear Admiral Frank Grenier, who had turned his hand to the artistic engraving of glass and has been a successful engraver and artist for the last 15 years and is a member of The Guild of Glass Engravers.

He created the design which includes the 612 names of the submarines that were in service between 1901 and 2001. These names form the wave design on the body of the bowl while dolphins swirl around the bottom. On the base is a reference to the Society and around the lip are the words "ROYAL NAVY SUBMARINE SERVICE CENTENARY 1901 – 2001".

The lower drawing shows the original design plan submitted by Frank and the upper photograph shown the completed article.

The bowl was presented to the Dolphin Branch of the Submariner's Association on 23 November 2001 at the RN Submarine

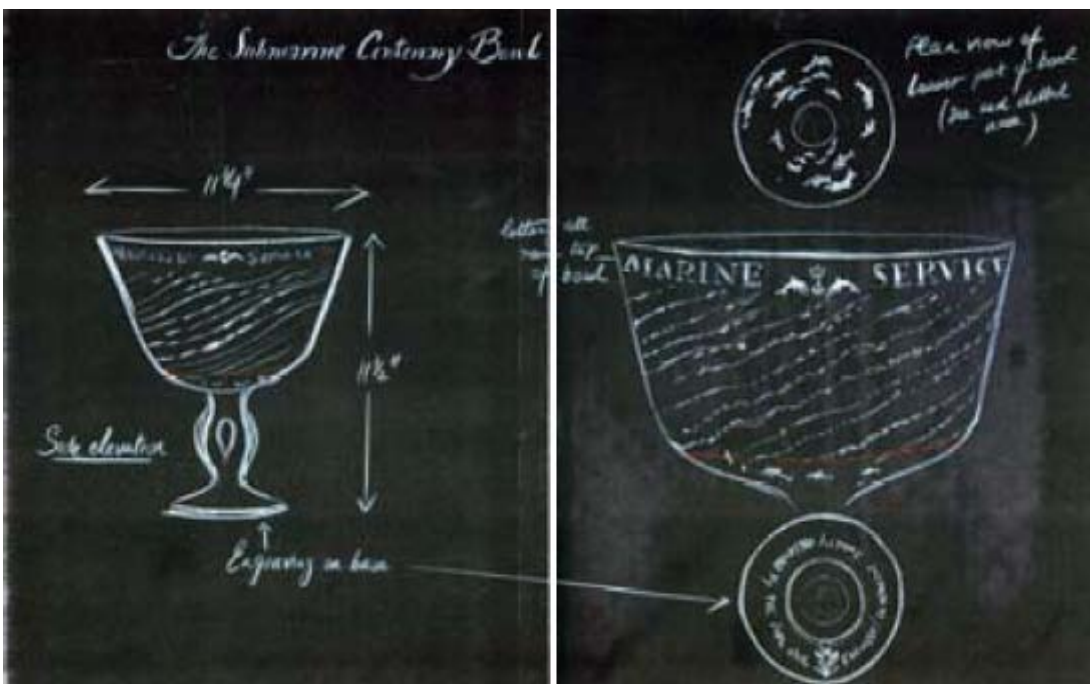


Museum in Gosport by the then Society President Mark Stevens and General Secretary Les Dancy. The Association kindly accepted it on behalf of the RN Submarine Service and placed it in safe keeping with the Museum. It is now on display amongst the historical displays on the first floor of the John Fieldhouse building.

Various RNEBS members from the Portsmouth section have been to the museum on a number of occasions with family and friends and were always received with a warm and friendly reception. The tour of the Submarine Alliance is always

interesting with the added bonus that the guide was an ex-submariner who had service in that class of boat.

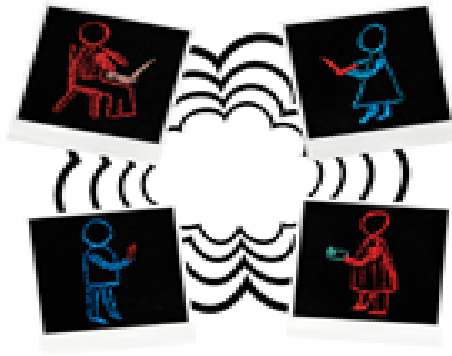
The museum is located on Haslar Jetty Road, Gosport, PO12 2AS. There is a link to their website on our website at rnebs.co.uk.



Five ways to stay safe with social networks

January 2010

Social networks are all pervasive, but aren't always safe. Candid Wueest, a Senior Security Researcher at Symantec, has some top tips for keeping yourself safe online.



Businesses are certainly becoming well versed in the advantages of integrating social networking into the workplace—especially as younger digital natives are starting employment.

However, web-based attacks are now the primary vector for malicious activity over the internet, and many of these are increasingly coming from social networks such as Facebook, Twitter, and YouTube.

By hiding behind the reputation and brand trust built by legitimate social networks, spammers are able to distribute an increasing number of malicious and phishing emails, something that recent research shows is only set to grow over time.

With employees increasingly accessing social networking sites on their business PCs and laptops, any attack via social networking platforms can place company data directly at risk. Here are some of the simple acts that

businesses can share with their employees to ensure they are protected from common social network attacks:

1. Don't click on unknown links.

Sharing links via Facebook or Twitter is a common act, but avoid clicking on blind links where the destination website cannot be seen in the URL (as is increasingly common with URL-shortening applications such as bit.ly).

These links can open you up to malicious attacks and place sensitive company data in a vulnerable position

2. Don't share personal information.

Avoid including personally identifiable information when communicating online, such as date of birth, postal address, and certainly not bank details.

Savvy online criminals can piece together information from different sites in order to steal individual identities and run up massive bills on company credit cards, or even create a fake passport in an employee's name.

3. Set strong passwords.

Simple acts, such as developing strong passwords that are changed at least every 45-60 days, can dramatically improve IT security with minimal intrusion on time. Encourage employees not to save passwords on default settings when using the internet, as anyone who misplaces their laptop can make it very easy for the unscrupulous to access sensitive data.

4. Beware fake friends.

A common phishing attack that users are seeing occurs when criminals hijack social networking accounts and distribute messages to all the contacts in that individual's contact book.

Clicking on a message from a 'fake friend' such as this can lead to an external site that allows malicious code to enter your computer system. If you receive a message that seems out of character, always confirm who the sender is before opening.

5. Invest in security software.

Don't cut corners when it comes to anti-virus software. You might think you're being economical in the short term by simply downloading some free software online but once a malicious piece of software manages to enter your computer, it can cost a fortune to fix, and that £60 can start to feel like a bargain.

The British Computer Society has recently launched a campaign to raise awareness of the importance of safe and secure internet usage. Are you a savvy citizen? Find out at <http://savvycitizens.bcs.org>.

Published with kind permission of the British Computer Society.

And Finally...

One final tip is to always backup your data to CD or to another computer in the unfortunate event that your computer crashes or your data becomes corrupted. Get into the habit of doing this every month or every week depending on how much data you generate.

The Engineers Memorial

At long last, the RNEBS initiated Memorial to Royal Naval Engineers has been designed, crafted, completed and finally placed in the National Memorial Arboretum at Croxall Road, Alrewas, Staffordshire, DE13 7AR.

It is intended that this memorial will be officially unveiled in the near future and a dedication ceremony to be convened sometime in the late summer of 2011.

Anyone wishing to know more about dates etc., of the unveiling, please contact the Managing Secretary.

The process started out several years ago when the General Secretary, Les Dancy and the Life Vice President, Vic Blackman first proposed the idea of having a memorial that would recognise the achievements and sacrifices made by not just artificers but all Royal Navy engineers. There were many branch discussions about how big it should be, what images and words should be displayed, who can we get to produce it and how much should we spend. Eventually we did get some consensus and the process to commission the work began.

There is much contained within the shape and words of the memorial and this will be explained in a plaque, still to be provided, that will be placed next to the memorial. For those who manage to visit the arboretum and actually see it before that time we will try to explain some of the ideas incorporated.

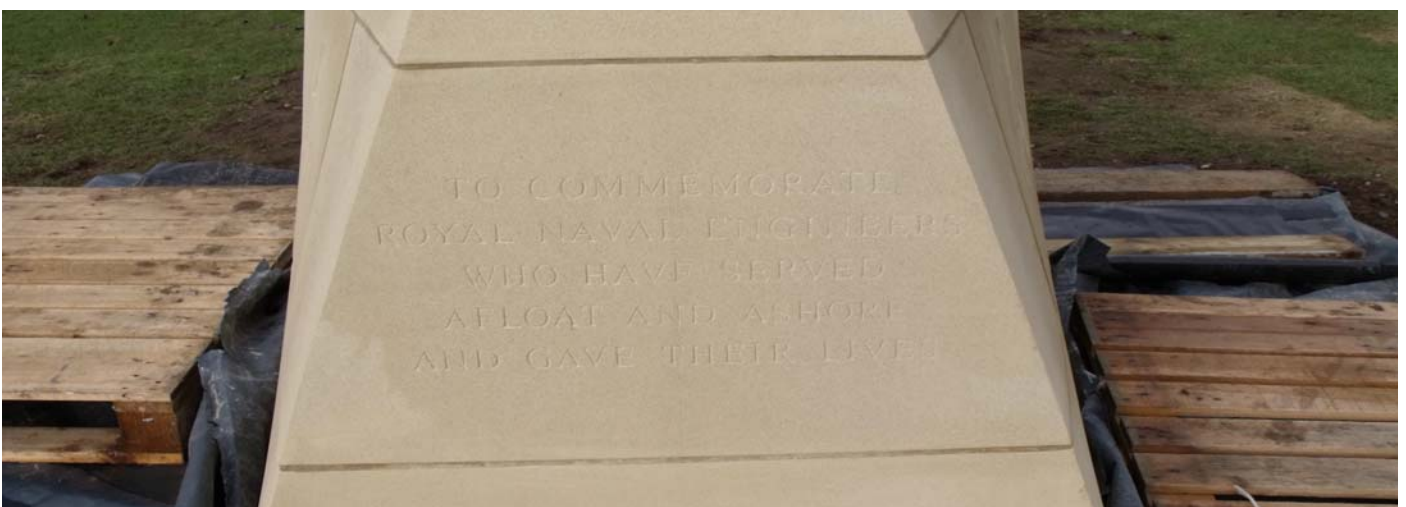
The basic shape is a pinnacle, to remind us that all engineers aspire to reach the pinnacle

of their trade. The memorial is constructed of stone, starting out with four sides transforming into three at the top. There are many reasons behind four into three but the simplest explanation we could think of is that of the four points of the compass to the three main base ports.



On the top of the memorial is the image of what the bible states was the first artificer, Tubal Cain, "...and as for Zillah, she also bore Tubal-Cain, an instructor of every craftsman in bronze and iron...".

This image of a skilled engineer was adopted by the society on its founding and was incorporated into the society crest. A propeller and a lightning strike are carved into the sides and the dedication on the front edge. There are also words on the small triangle, to remember the engineers who lost their lives in service to their country and their comrades in arms, often protecting others from harm.



The National Arboretum is open every day, except Christmas day and entrance is free, except for car parking at £2.00 per day. Guides and maps are available at the shop. You can also find more information at www.thenma.org.uk/

The National Memorial Arboretum



Memorial Dedication

The proposed date for the dedication ceremony is Saturday the 1st of October 2011, or the nearest Saturday to this depending upon availability. This is an open invite to all, so if you are interested in attending then please inform the Managing Secretary by phone or post or email.

Further details will be promulgated once the date is confirmed and a schedule of activities can be agreed. So please note this in your diaries.

The members of the Executive Council and the branch officers hope you all understand the feeling and effort that went into ensuring this memorial was erected in remembrance of friends and comrades known and unknown.

To all the Royal Naval Engineers that lost their lives in the past and will lose their lives in the future. We will remember them.



We included this picture of the giant sawing machine out of interest, as it is just a tad bigger than the ones we used in workshops.



HMS Fisgard Memorial

The Fisgard Association are planning to erect a Memorial to all Artificer Apprentices who passed through HMS Fisgard at Torpoint in Cornwall.

The Memorial Stone will be similar to the one at the National Memorial Arboretum and will be made out of Cornish Granite. It will be erected within the Trevol Business Park which now occupies the land that was once HMS Fisgard.

The date of the dedication has not yet been arranged but they anticipate a date no earlier than October 2010. OCAAA members would be welcome to attend.

The Final Parade of the Engineering Artificer



On 12th February 2010, a considerable number of Society members including the Managing Secretary Chris Heaver and General Secretary Les Dancy, assembled, with friends and colleagues and ex artificers representing other societies, at HMS Sultan to witness the final passing out parade of the Royal Navy Engineering Artificers—the class of 2010.



It was an emotional event for a large number of serving and ex Artificers as they watched the Engineering Artificer move into history. This was the final act that started with the introduction of the Engineering Technician a number of years ago.

The concept of the Engineering Artificer dates back many years, but many recognise the Engine Room Artificer as the first modern artificer.

The Royal Navy first established this branch way back in 1868 from direct entry qualified engineers, often from the Royal Naval dockyards and was further supplemented with the introduction of training for its own boy Artificers in 1903 under Admiral John Arbuthnot "Jackie" Fisher, who was at that time the Second Sea Lord.

Since that date there have been many different types of Engineering Artificer – engine room, electrical, radio, marine, aircraft, ordnance, weapons, control etc and of course the one that really predates them, the Shipwright.

The initial stage of the modernisation process was the start of training for the successor to the Engineering Artificer, the Engineering Technician.

These ratings have been under training for several years now where mechanics of all ranks are having to undergo additional training to enable them to continue as Engineering Technicians.

The first part of the final curtain happened in HMS Collingwood last year and was well attended by society members and which saw the last Weapons Engineering Artificer finish training and past into the fleet.



This year it is the turn of HMS Sultan to host the ex-tiffs comeback as witness to this passing of an era and the memories associated with it - some good, some bad and with some great moments in history, stories and dits, told and retold.



HMS Sultan invited all of their visitors to tour of the facilities and to talk to those who are working as students and teachers and most also had the opportunity to talk to each other whilst partaking of a spot of lunch . Admiral Burgess, himself an ex artificer made good, gave a short address that summed up the movement within the Society.

“Yes we would have liked to retain the title but we haven’t and the new, modern engineer in the Royal Navy is the Engineering Technician and they have a lot to live up to

The morning started with the usual ceremonial passing out parade of regular platoons but also including as a one off special, a platoon of old tiffs, complete with assorted headgear and obligatory mascot. These willing volunteers completed the full parade including markers and marching to the spot.

The march past as viewed from the podium was a sight to behold, and then very suddenly it was all over.

A slight misting of the eyes, a bit of a lump in the throat as we watched the band marching off into the distance, the sound of the music getting quieter and quieter, then silence, just the crunch crunch crunch of boots on tarmac. Tiffies on a parade ground never to be seen again.



and a golden standard of high achievement as a clear yardstick on which to measure themselves”.

The Commodore of HMS Sultan, Commodore Al Rymer stated that this was a historic day for the navy.

Captain Watts later gave a final thank you address at which he promised that he and his staff were mindful of the goals set for them by the very high standards of the former Engineering Artificers which the Engineering Technicians now have to prove themselves against.

It was a day to be moved, but also a day to look at the future and with the hope that the Royal Navy can achieve the what it has set out to do. Time will tell.



The President, Managing Secretary and General Secretary of the RNEBS with some Fisgard Association members with the First Sea Lord Sir Jonathan Bond after the last artificers passing out parade held at HMS Collingwood on the 27th of February 2009



Mr Derek Fletcher

RNEBS President

I left the Royal Navy in 1986 as a CPO WEA with a First Class Honours degree in maths, computing and technology from the Open University. As I had been accepted by Imperial College in London on the MSc Control Systems course, I opted to take my Resettlement course option as a form of work experience and applied to the National Maritime Museum in Greenwich. I was accepted and spent 6 weeks learning about the museum and preparing their collection of scientific instruments for cataloguing.

Studies at Imperial were intense, being mainly maths and computing with some practical aspects, studying at such a prestigious university was a very valuable experience and a complete contrast to life as a Senior Rate in the RN.

After a brief period working in the Civil Service as a HIO I joined Sauer-Sundstrand as an Electro-Hydraulic Engineer. Sauer was a German/American company whose main product lines were hydraulic gear pumps for the tractor industry and variable swash, axial piston pumps and motors for hydrostatic transmissions for the off-highway, mobile market (big machines that move, mainly in the construction and agriculture sectors).

An Electro-Hydraulic division was being set up in Germany to introduce the use of the electronic controls that had been developed in Minneapolis into the European market. Myself and colleagues in France, Germany, Italy and the Low Countries were recruited to develop this market and to reassure manufacturers that the reliability and maintenance concerns regarding the use of electronics in such a hostile environment had been addressed.

Initially the job consisted of a mixture of application design, sales, marketing, prototype development and fault finding in the field. The controls available were nearly all analogue and dedicated to a specific application, often developed for a particular customer in the USA such as Blaw Knox or Caterpillar. Then development of small, powerful micro-controllers and the recruitment of software engineers in Germany meant that the applications could now be defined by software developed for use in standard hardware units.

We were now controlling not only the transmission and a few ancillary functions but moving towards complete machine function control including engine management, GPS and

GSM technology.

My job now became one of discussing projects in UK and Europe with customers such as JCB, developing a specification so that software could be written in Germany or Minneapolis and then coordinating the trials and overseeing the development of the project.

In 2000 Sauer-Sundstrand and Danfoss Fluid Power merged to become Sauer-Danfoss. The merger brought new products into the EH portfolio, mainly the Danfoss PVG valve and electric drives and steering systems.

New small electronic companies were acquired in Italy, Sweden and UK. The acquisition of the UK company bought with it radio and infra red controls, electronic assembly and software development capability. My last job before retiring was managing this company as UK Operations Manager.

Having good academic qualifications is a necessity when seeking employment. The recruiter will probably only glance at the hundreds of applications, so yours needs something to catch attention and invite closer scrutiny and, hopefully, invitation to interview. Also, employers require staff who will be dealing with customers at Senior Manager or Boardroom level to have recognised qualifications.

Aspects of my Naval engineering background were very useful and recognised as such by the company; especially in the days before cell phones and the internet were widely available. One such skill was the ability to carry out fault finding and prototype modification in the field (sometimes literally) away from support and spare parts, often in remote locations such as the Negev Desert in Israel.

My German and American colleagues seemed to find it amusing that I had progressed from working on guided missile systems to mechanical street sweepers.

Experience of working with ammunition in magazines was good grounding for specifying intrinsically safe systems for use on offshore oil platforms.

I found working as a Control Engineer interesting and fulfilling; I had to learn in detail how each different application worked and operated as no two machines were ever the same and different companies had different requirements and ideas. A great deal of travelling was involved, meeting a number of interesting people from around the world and forming friendships which have been maintained to this day.

In Confidence... or Jackspeak to be plane??

These "politically incorrect" gems were taken from military personnel reports and are reproduced here from "In Confidence" a book of comments from tri-service reports. "In Confidence" is written by Surgeon Captain Rick Jolly RN (Rtd).

My DWEO is a "pickle-jar" officer. He can tell you the cube root of the surface area of a pickle jar lid and to two decimal places at that, but has no idea how to get the wretched thing off.

As Navigators Yeoman he is like a lighthouse in a desert – brilliant but useless

In my opinion, this Sea Harrier pilot should not be allowed to fly below 250 feet.

You can often see the commander smiling when something goes wrong – mainly because he's just thought of someone he can blame it on.

By retaining this young man in the Royal Navy we will be depriving an English village of its idiot.

I have come to the conclusion that Artificer Apprentice Y is even smarter than Professor Stephen Hawkin because only a dozen people understand Hawkin, no one can understand Apprentice Y.

Finally, two from HMS Fisgard, the Artificer Apprentice training establishment :

What this Apprentice lacks in skill he makes

up for with animal cunning.

The Senior Engineer Officer believes that only a certain number of heart beats have been allotted to him and is reluctant to use any of them up on the sports field.

Lieutenant Commander P drinks like a fish, but unfortunately he does not drink what fishes drink.

To be fair, he has demonstrated an admirable coolness and calm when faced with danger although I would attribute this to a lack of intelligence and imagination.

This Midshipman is still recovering from an unusual accident which occurred at sea when a thought struck him.

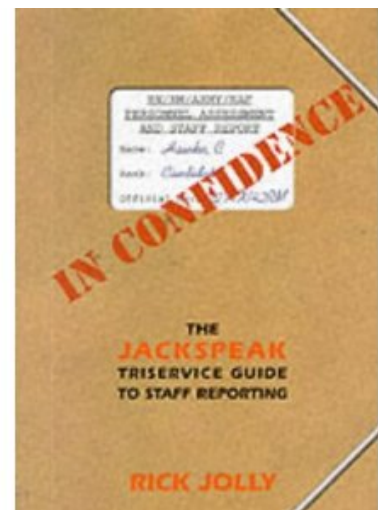
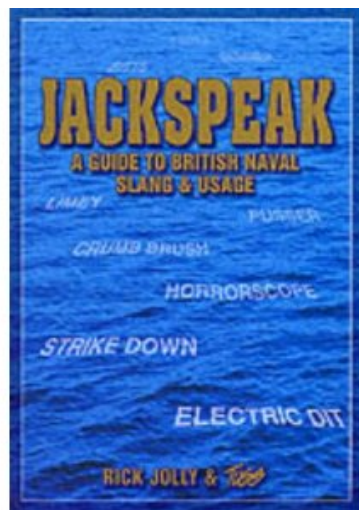
My Medical Officer defines an alcoholic as someone who drinks more than his doctor. We have no alcoholics on my ship.

In short, he is one step ahead of notoriety and two steps astern of fame.

What little remains of this Apprentice's kit is in excellent condition.

"A really brilliant book that shows the humour of the Royal Navy—how officers can get their own back on their subordinates without resorting to physical violence"

The author's royalties from "In Confidence" will be donated to The South Atlantic Medal Association



"In Confidence" and "Jackspeak, The Guide to Royal Navy Slang" are published by and available at £10 each from :

Palamanando Publishing
P.O. Box 42
Torpoint PL11 2YR
www.jackspeak.com



The Society had for many years requested that the Admiralty create a Warrant Officer 2 rank for the Charge Chief Petty Officer (which was known in the past the Chief Artificer). The Army, Royal Air Force and even the Marines had Warrant Officers but for some reason, not the Royal Navy.

The rank of WO2, created on 1st April 2004, was given to the Charge Chief with the understanding that other branches would accept the same requirements and educational levels in the near future.

When this was finally achieved by the then Second Sea Lord Admiral Spencer, the Society had a special certificate created for him and Mr Vic Blackman a Life Vice President of the Society made the presentation on the steps of the Haslar Hospital.

Perhaps it was a fitting place for the presentation to be made as the WO2 rank as been a method to reduce not increase the standing of the Engineer in the Royal Navy, holding back the pay increases for highly qualified engineers while other branches of the Royal Navy without the WO2 rank can progress through the pay scales to the same pay without check or hindrance and no additional need to either prove themselves or improve their qualifications.

As it is now a requirement that for an engineering

technician to progress to the level of Chief Petty Officer they have to obtain a foundation degree, it does not seem likely that other non technical branches are required to have that level of knowledge and understanding.

Did You Know...

The Society has assets valued in the region of one million pounds, including a property at 113 North Hill, Plymouth, PL4 8JY, providing an office, rental income and a secure investment.

Due to the economic downturn we do not get nearly as much in the way of interest payments as we did a couple of years ago, but due to careful financial management by the Managing Secretary and the Trustees, the Society is very much solvent.

Position Vacant

The job of General Secretary is now vacant after the resignation of Mr Les Dancy who held the post for some 16 years. We would like to thank Les for his many years of sterling service and wish him good luck in his other ventures.

If you are interested, then please contact the Managing Secretary by phone, email or post. See page 2 for contact details