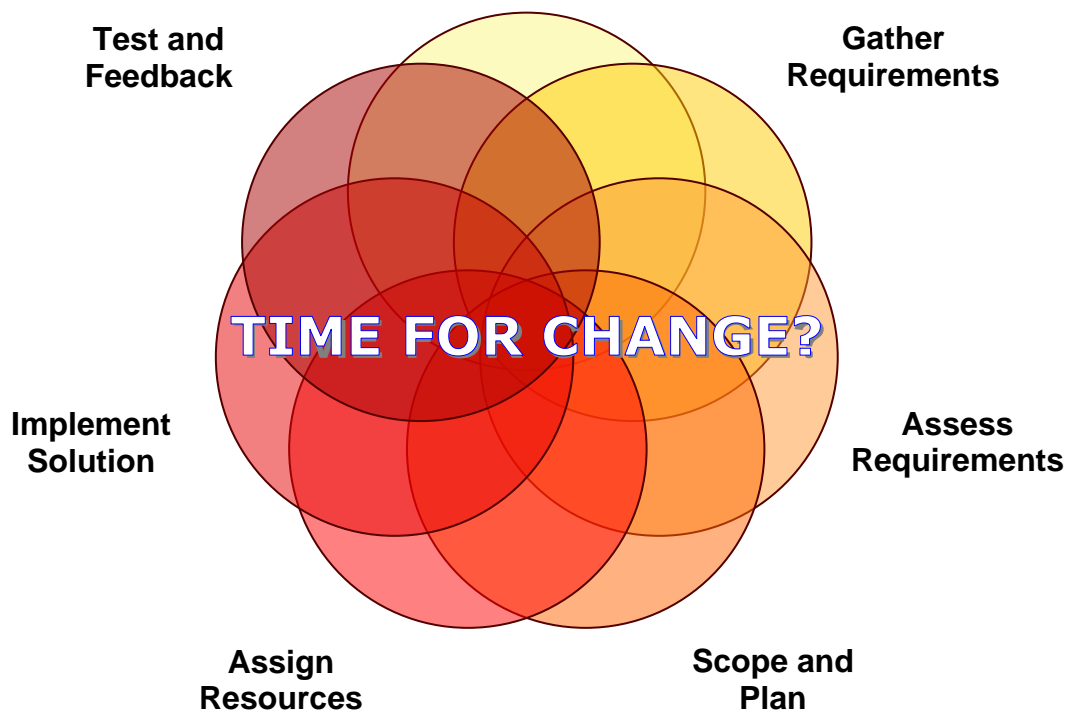


# **Society Members Bulletin**



## **RNEBS Transformation**



Is it time for a change? Artificers are no longer being trained in the Navy and within 20 years or so there will be no artificers left serving. Should we change the structure and ethos of the society and should we do it now? The Executive Council need your help to find out what you the membership want to do. Read more on page 3 and sent in your ideas and suggestions. Lets make the changes the right changes.

Spring 2011  
Edition No.2

**Royal Naval Engineers Benevolent Society**  
Founded in 1872

**Return address—153, PO12 3AX**

# ROYAL NAVAL ENGINEERS' BENEVOLENT SOCIETY

## Society Member's Bulletin

Edition 2

February 2011

Welcome to the second issue of the Bulletin. By most accounts the first issue was well received even though there were some spelling mistakes and grammatical errors. No matter how many times you read the text there is always something missed by the computer or the human eye.

I have had correspondence from a few members and from one who has submitted some information for publication but I find that I still have to trawl the depths to find things that may be of interest to readers.

The management team of the RNEBS no longer has any serving members and consequently it is getting more difficult to stay in touch with what is happening around the fleet and shore establishments. We have to rely more and more on members contacting us with questions or requests that we can then act upon and hopefully provide the required answers and solutions.

Our big event this year will be the dedication of the Engineers Memorial at the National Memorial Arboretum. More details can be found on the back page. This will be an excellent opportunity to meet friends and colleagues and in most cases, to talk about old times, old ships and what you have done and achieved since leaving the Navy. It is intended to issue a Newsletter in June/July that will give further details of the dedication event.

*Mark Stevens*

Mark Stevens

Editor of Society Members Bulletin and Newsletter

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. The RNEBS also cannot guarantee the accuracy of any information provided by contributors. Information sources and photographs will be accredited where possible or where known.

Distribution:

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Articles and correspondence submitted for publication and 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 Engineering 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

## What Next for the RNEBS

J. Jefferis, R. Lampen, D. Fletcher & M. Stevens

Due to problems in liaising with divisional and course officers, and the lack of active members in the Portsmouth area, it has become increasingly difficult to recruit new members. If this trend continues the RNEBS population will grow ever older and it will be more difficult to keep in touch with the many changes in the modern navy and to gauge the requirements of the younger members and those we wish to attract to join the society.

It has been stated that if the RNEBS was ever to close its doors and shut down, a society like this with benevolent interests would never be allowed to get going again. Thus in our minds we should keep on going.

The main problem is that the Navy has stopped directly recruiting artificers and fast tracking them to senior rate level. Unfortunately there is no guarantee that suitable persons, those with the requisite academic qualifications, joining the navy today, will ever get to be a Chief in seven or eight years as we did in the past. The whole ethos of training has changed and long gone are the trades that can complete a trade test and make a replacement spare item.

There could and would be differences of opinion on a possible name change but why stop at just a name change? The Executive Council of the society has the responsibility to determine both the functioning and the future of the organisation. This 'white water' turbulence, started by members thoughts, may force us to examine the very essence of the RNEBS - basic purpose, identity and relationship with our members. The RN has completely changed the Artificer brand so maybe we should be looking at some form of transition and come up with a strategy for the future.

Future discussion will look at the society and its role in the 21st century. This will require a considerable amount of effort from serving members in providing a set of requirements to the Executive Council. They will then look to determine whether the society can realistically satisfy these requirements given the resources available to us and the constraints that we will face.

Transformation takes time and a certain amount of planning to achieve the end result. We do however need the support of the membership to give us direction and purpose, so do send in your ideas and suggestions to the Bulletin editor for initial coalition. Updates and progress reports will be published approximately every six months in the Newsletter and Bulletin.

Please email your ideas and suggestions to the following:

[man.sec@rnebs.co.uk](mailto:man.sec@rnebs.co.uk) and/or [contrabyte@gmail.com](mailto:contrabyte@gmail.com)

Or post your contribution to the Managing Secretary.

## HMS Collingwood WETG End Of Term Prize Giving

Just to keep you informed this terms' recipient of the RNEBS Chatham Memorial Prize was awarded to Lt Nadia Robertson RN.

## Where Are They Now?

Have you lost touch with a class member or someone who you served with on a ship or submarine?

Although we cannot release the address or contact details of members, we can help you by either forwarding your message or by printing your request with a phone number or email address for them to contact you.

Please remember that not all artificers are members of the Society, so we may not be able to assist. Other organisations such as the Fisgard Association and The Old Caledonia Artificer Apprentices' Association (OCAAA) may have similar facilities to help you.

## Book Reviews

Have you read an interesting book lately that has some relevance to the Royal Navy or Engineering in general? If you could write a short review we would be happy to print it.

## Size Matters...

Is the size of the lettering in this publication ok for you to read? Do you need it to be larger? Please remember that the bigger the font the less words can be included.

# 50th Anniversary of the Launching of HMS Dreadnought

Bob Pointer

As part of the celebrations, I attended the unveiling of one of the Dreadnought Benches by the Dreadnought Association President, Rear Admiral Paddy O'Riordan and the Mayor of Barrow-in-Furness, Councillor Rory McClure. This was followed by refreshments in the Town Hall and a tour of the same. Previously the entourage had toured the shipyard and visited the cemetery where an early Holland submariner, John Henry Curtis, is buried and where a headstone was dedicated to his memory.

The reception at the dock museum was attended by our local member of parliament John Woodcock MP, the Mayor and his wife Wendy McClure. Rear Admiral O'Riordan, who was the CO of Dreadnought between 1972 and 1974, gave an amusing speech at the unveiling of the Dreadnought exhibition attended by members of the Dreadnought Association, Barrow Submariners Association and invited guests, together with representatives from the Shipyard, some of whom had worked on Dreadnought.

The fireworks display, like the 2008 Jubilee Bridge was an outstanding event in colour and sound. The day finished in the British Legion, which did include an issue of rum to toast the Dreadnought. All in all a good day.

## The First CPO's

The substantive rate of Chief Petty Officer (and Leading Hand) was introduced in Admiralty Circular No, 121 of 14th June 1853. Before this there were only the rates of Petty Officer 1st and 2nd Class.

This was also the date when the continuous service began where seaman entering the navy were given a CS number and were entered in the Continuous Service Engagement Books which listed date and place of birth, physical characteristics and a summary of service to date.

This was done to overcome the difficulties in recruiting and retaining men but it also enabled those already serving to claim a pension after 20 years service.

The first Engine Room Artificers were introduced in 1868 during the navy's transition from sail to steam power.

## The Second HMS Fisgard

The second HMS Fisgard was a fifth-rate frigate launched from Pembroke Dockyard in 1819 and spent the next 24 years being laid up in ordinary. This was the term used for ships that were kept in the reserve fleet. In 1843 she was activated under the command of Captain John Duntze and spent a number of years in the Pacific. On returning to English waters in 1847, Fisgard proceeded to Woolwich where she became the harbour flagship under the command of Commodore James Bremner.

Between 1848 and 1872 Fisgard was used to train naval engineers and was a depot ship for personnel stationed ashore. In 1858 the flag transferred to Commodore James Drummond and in 1868 to Commodore William Edmonstone. Fisgard became a training ship, attached to the naval college at Greenwich from 1873 to 1878 and was finally broken up Chatham Dockyard in 1879.



HMS Fisgard tied up alongside Greenwich. © National Maritime Museum



# The New RNEBS Website

As notified in the last Bulletin, we are in the process of changing the look and feel of the RNEBS website and bring it into line with those of some of the other RN affiliated groups and organisations.

With this in mind we have approached a number of professional web site designers and have asked them to provide quotations for the following requirements.

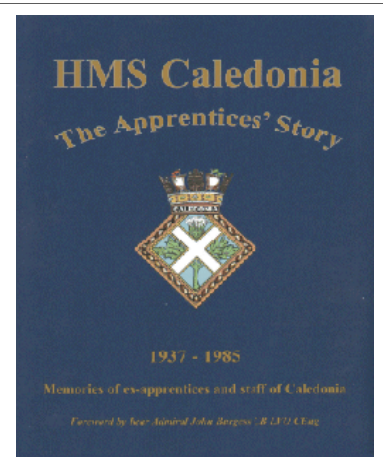
- The ability for visitors to leave feedback on the website, whether this is via a LIVE forum or email feedback facility. This must be email client independent. The administrator has the option to moderate comments before they are posted and capture user data by stipulating that a user must sign up to comment.
- Ensure website is branded as per RNEBS standard look and feel.
- The ability to pull in RSS Feeds from other sources (RSS Fetcher - a simple plug in that fetches desired RSS feeds and displays it wherever you want). RSS stands for Really Simple Syndication and are web pages that are subscribed to and are designed to be read by computers rather than people. The RSS Feed populates a particular zone on a web page with the desired content.
- Provision of ticker tape technology to provide LIVE updates. This plug-in allows short notices to be scrolled (ticker-tape style) or faded (in and out) on your home page. Each message is valid for a set number of days from its creation (or update) date and can also be de-activated to keep it from being displayed until you are ready to let the world see it.
- Provision of a System Event Calendar, that when clicking on a date, details of any system events / changes are displayed. With a friendly user backend GUI to add new events.
- Area on homepage (Central to page) to provide call statistics and other information. (Dynamically updatable via content management page).
- Provision of knowledge base style functionality. Blog post categorisation, tags and archiving should be covered by default application functionality.
- Allow in hosting resources for 50% growth in website growth.
- Specify web services based on a concurrent load of circa 20 concurrent users.
- The website should use modern web technologies and should be accessible through the most common browsers.
- The site is to be standalone and not a branch of an existing site.
- The ability for administrators to manage the content of the website via a user friendly GUI (graphical user interface). This page needs to be secure - i.e. content and user administrator interface.
- A small number of RNEBS officers will require administration and editing rights

By the time this publication is delivered to you, we hope that the website will be up and running, perhaps still in test mode but hopefully in live and available for members to participate and contribute comments and information.

## HMS Caledonia

### The Apprentices Story 1937—1985

If you are interested in knowing the history and the collected memories of engineering ex-apprentices and staff who served at Caledonia, The Old Caledonia Artificer Apprentices' Association (OCAAA) has produced a thumping big book that would be of interest to all artificers past and present. This book, compiled by Gil Harding, can only be obtained from the OCAAA via their website [ocaaa.org](http://ocaaa.org). The cost of the book is £15.00 with £5.00 p&p.



# A Trip to Bomb Alley

Mark Stevens

For those amongst you who were involved in the Falklands Conflict back in 1982, how many have returned or have thought about returning, either to have a person reflection of past events or to see the things that you didn't see before.

I was on board HMS Antrim when it was supporting the troop landings at San Carlos Bay, and where we sustained relatively light damage compared to some of the other ships, apart from the 1000lb bomb that ripped right through back of the Seaslug magazine. Fortunately it did not explode and the ships company cut through the flight deck and using wooden shear legs, winched the bomb out and dropped it into deep water. As they used to say, better out than in.

There are of course only two ways of getting to the islands, by ship and by plane. A number of the smaller cruise lines offer the opportunity to travel to the Falklands as part of a larger package of visits and excursions, but you would only get about half a day at Stanley and that does not give you much of a chance to look much further that you can drive in a couple of hours.

Return flights to the Falkland Islands are

offered by the Chilean airline LAN at around £1100 per person and require travellers to stay in Chile for one night each way. The leg from Chile to Mount Pleasant Airport and vice versa only operates on Saturdays, so the minimum length of stay is one week.

The MOD also offer direct flights from Brize Norton twice a week but at a hefty £2200 per person. However there is a bit of a silver lining in this cloud. The South Atlantic Medal Association 1982— SAMA(82) can offer a sponsored indulgence scheme for those who have been awarded the South Atlantic Medal. This does not stop family and guests from using the MOD flights but they would have to pay the full fare. For more details take a look at the [sama82.org.uk](http://sama82.org.uk) website. For details of island tours and other information you can look at the "International Tours & Travel" website. They can arrange accommodation and a variety of fixed and customised guided tours to most of the obvious places like San Carlos, Goose Green, Darwin, Pebble Island, Port Howard and a number of the memorials.

I intend to go back for a visit one day, but would like to hear from anyone who's made the trip and what the experience was like.



# Novel Defect Detection Technique for T-class Submarines

Issued by Keep In Touch Ltd on behalf of Babcock International Group PLC  
© Marine & Technology Division, Babcock International Group

An innovative engineering solution developed to address a costly and time-consuming issue in submarine maintenance programmes is to be applied next month for the first time since being qualified for use, on Trafalgar class submarine HMS *Trenchant* during the current Revalidation and Maintenance Period (RAMP) being undertaken by Babcock at Devonport Royal Dockyard.

The new development is a technique deploying leading edge Non Destructive Testing (NDT) technology to enable the propulsion tailshaft on HMS *Trenchant* to be inspected for defects and revalidated in-situ, with significant benefits over conventional removal methods.

A rigorous inspection regime is required to ensure safety and operational effectiveness. (The tailshaft operates in a high fatigue salt water environment which can cause problems if seawater has been able to seep beneath the protective glass reinforced plastic (GRP) layer). Traditionally this has involved removal of the tailshaft (which may be up to 20 metres long and weighs some 20-25 tonnes), and machining off the GRP layer, to inspect and revalidate it. This is a costly and time-consuming process, and will often find no problems. The new method saves considerable time and money, as well as avoiding potential delays during docking periods, thereby contributing to improved submarine availability.

The novel solution was developed by a Babcock-led team including the MoD Maritime Equipment Services team (who had approached Babcock to find a solution), Frazer-Nash Consultancy, and NDT industry partners Imes and Sonovation.

Instead of removal for external inspection, the new technique enables the tailshaft to be inspected from inside the tailshaft bore, using advanced NDT technology to penetrate the wall thickness and identify defects on the external surface from within. This is extremely technically challenging, as the sensors have to be able to identify small defects (typically 1.5 mm) through a comparatively thick wall (50-200mm) at up to some 20 metres distance, and must distinguish between corrosion pits, cracks, and welded machining repairs.

Specially developed equipment is fed into the hollow tailshaft through a four inch aperture at the outboard end of the shaft, featuring a section of track held between two centralising spider assemblies. A transducer carrier with ultrasonic probes moves up and down the track and sweeps round, indexing 1-2 degrees at a time around the full 360 degrees. Extensive trials and testing during a three year development programme have demonstrated that defects can be accurately located, sized and categorised using this new system. This data is then analysed to determine the implications on the life of the tailshaft and confirm that it is fit for purpose, or identify the need for repair or replacement.

“Previous attempts to address the issue had not been successful, due to the significant challenges involved either in using external NDT inspection techniques or in deploying equipment through the centre of the tailshaft,” Babcock Integrated Technology Project Manager Steve Cann explains. “The solution our team has developed is right on the cusp of the technologically possible, in order to meet the considerable demands successfully.”

Commenting on the use of the new technique on HMS *Trenchant*, Babcock Submarine Operations Director Devonport, Gavin Leckie, comments: “The technique allows the condition of a tailshaft to be assessed in about a month. When you consider that removing and replacing a tailshaft normally takes in the order of 18 weeks and ‘burns’ over 9000 man hours, the cost and time benefit to this RAMP and future programmes is enormous.”

The new tailshaft inspection technique is now fully operational following full qualification last year. MoD Maritime Equipment Services Head of Shafting Jon Nicholson states: “We now have a robust, cost-effective alternative for the management of tailshaft safety, with the potential to save considerable time and money during docking periods. Moreover, the ability to inspect and revalidate tailshafts in-situ now means that inspections can be carried out on a three yearly basis, at both Devonport and Faslane, with potential to provide added safety and submarine availability benefits.”



# Sea Viper—the Navy's New Missile System

Mark Stevens

Sea Viper is the new surface to air missile system installed on the Type 45 destroyers. The PAAMS system consists of the following sub-systems: -

The SAMPSON solid state, active phased array, multi function air tracking radar, is produced by BAE Systems and is capable of tracking several hundred targets up to distances of about 250 miles with real-time location updates. This whole radar rotates at 30 rpm, giving it an extremely fast scanning rate, and is virtually immune to enemy jamming. Active arrays provide far higher range and accuracy than the older style of mechanically scanned arrays.

The S1850M 3D long range air surveillance radar produced by BAE Systems and Thales. The radar is capable of automatic detection, track initiation and tracking of up to 1,000 targets up to a range of 250 miles.

The SYLVER A50 vertical launch system designed by the French naval defence company DCNS, consisting of 6 x eight-cell modules giving 48 vertical launchers installed forward of the bridge.

The MDBA ASTER modular family of vertically launched missiles are manufactured by Eurosam, a consortium comprising of BAE Systems, EADS, Finmeccanica and the Thales Group, under the direction of MBDA, a French-Italian consortium.

Sea Viper will use the ASTER 15 (short range) and ASTER 30 (long range) missiles. The main difference between the two is that the ASTER 30 is fitted with a larger booster motor that increases the range from 19 miles to approx 75 miles. The longer boost motor also requires that the ASTER 30 is launched from the longer tubed SYLVER A50 launcher. The system is capable of launching a missile every 1.25 seconds and they can accelerate to over Mach 4 within 10 seconds.

The ASTER missile is highly manoeuvrable due to the designed aerodynamic and thrust vector control system and can operate in all weather conditions. These ASTER missiles in one shape or form have been around since the early 1990's.

There has however been one major failing with Royal Navy's Sea Viper, and as far as can be determined through general information sources, this missile system has not actually been proved to work against a supersonic target or against multiple targets, although the ship reported success against a moving target drone in late 2010.



## How Capable are the Type 45's?

The Daring class are categorised as Air Defence Destroyers and were principally designed to replace the aging Type 42 destroyers, fitted with surface to air Sea Dart missile system. However there are a number of capabilities that are not actually fitted.

The ships are fitted for but not with two Phalanx point defence 20mm cannon, and two triple launcher STWS, carrying Sting Ray torpedoes.

There is the provision to fit a pair of quadruple launchers containing RGM-84 Harpoon all weather, over the horizon anti-ship missiles, although there are currently no plans to fit this.

## The Type 26 Frigate

The proposed replacement for the Type 22 and Type 23 frigates will be the Future Surface Combatant (FSC) vessel. Much of the last decade has been spent in looking into and investigating how this replacement would be sized and what its capabilities would be.

BAE Systems were awarded a £127 million contract to fully design the C1 variant that will become the Type 26 frigate, an enhanced anti-submarine warfare capable ship, that will enter service in about 2020 to replace the Type 22's. However this contract meant that two of the Type 45 destroyers, numbers 7 and 8, were cancelled. The C2 variant known as the Type XX will be a more general purpose frigate but assessment work on this has not yet begun.



# Working in the oil and gas industry



## Overview

Extracting oil and gas offshore is a complicated process carried out in a harsh environment. There are around 200 offshore installations, ranging from large structures standing on the seabed, where up to 200 people may work, to smaller floating production facilities that may employ as few as 30. Around 105,000 people are directly employed in oil and gas extraction, with another 65,000—plus involved with its supply chain. Another 97,000 people work in gas inshore, with a further 84,000 indirect employees. Total investment in the UK offshore sector is well over £200 billion and around half the available oil and gas reserves are yet to be produced.

The UK oil and gas extraction industry covers the exploration, extraction and initial processing of North Sea oil and gas (hydrocarbons) from around the UK, both on and offshore. The industry produces in excess of 3 million barrels of hydrocarbons a day (80% of Britain's fuel) and contributed over £30 billion to the UK economy.

The centre of activity for oil and gas extraction is off the coast of Aberdeen, Scotland. Hydrocarbons are, however produced in the other areas of the UK such as the southern North Sea from around offshore Humberside to Norfolk and Suffolk, and offshore from Liverpool and Morecambe Bays.

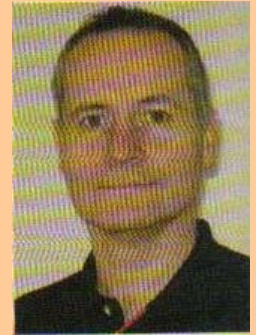
Once offshore, the oil and gas needs to be distributed to the users, storage and delivery systems need to be built and maintained, and appliances require installation and servicing. Oil is pumped to refineries, where it is separated into different grades and then transported by pipeline and tankers to power stations, factories, petrol stations and private houses.

Information sourced from QUEST- February 2009

## BEEN THERE DONE THAT...

### Alan Harrison

After 26 years in the submarine service, Chief Petty Officer Alan Harrison, then a 44-year old marine engineering artificer (mechanical), 'considered it time for a change.



Although I had an extension of service until the age of 50, delaying my departure until then and trying to find suitable employment at that age, in my opinion, was just not viable.

'My training and the various posts held enabled me to put together a very favourable CV, The military discipline and mentality has been a bonus. I didn't realise how much I could sell myself and how much I actually had to offer until a career transition workshop. Also the CV writing was most helpful.' Attending a job fair in Perth in summer 2007 led to interviews and medicals for a job with National Oilwell Varco.

Harrison is now a service engineer based in Montrose. This involves working in the oil a gas sector anywhere in the world, as and when required. He is on his own most of the time, with rig crew assistance when needed; so paperwork and briefing customers are both huge issues as well as the diagnostics required.

Administrative and technical support are available 24/7

He enjoys varied challenges, a friendly atmosphere, professionalism, the chance to travel and the variety of characters he meets. Standards are similar to those of the Navy. He enjoys more contact with his family whilst away from home and the length of time away has been greatly reduced. 'My salary is slightly better. However extensive bonuses relate directly to time spent away from home.'



## Windows for Warships

Some years ago a decision was made by BAE Systems to standardise future development on Microsoft Windows and to use a Windows 2000 based Combat Management System (CMS-1) for the Type 45 destroyer. Some attack submarines have been retro fitted with Microsoft based command systems and will be rolled out to the rest of the submarine fleet including the Vanguard class. Windows for Warships or SMGS NG (Submarine Command System Next Generation). Being based on Windows 2000, W4W will be using a 32 bit operating system, therefore not as good as Vista or Windows 7 which are 64 bit based.

UNIX based systems are inherently less prone to hacking and virus infections and are generally better suited for large scale and intensive number crunching. Most larger business where financial transactions are of primary importance, use UNIX based SUN or IBM P-Series hardware as they are more powerful than Wintel servers (Windows operating system and Intel processors).

It has been reported in the press that some ships have been infected with viruses meaning that some of the non-combat systems had to be shut down, thus preventing access to the internet and emails. IT security must be strictly enforced to prevent cross contamination between combat systems and others.

CMS-1 will primarily consist of a set of powerful servers that connect to the many peripherals via a set of local area networks (LAN)s. For example, the gunnery systems, missile systems, navigation, countermeasures and communications will be discreet and on their own networks, making the system more resilient and less prone to catastrophic failures.

One advantage of using CMS-1 is that all of the personnel stations in the operations room are multi functional where operators can log into a console and set it up for their chosen role. Commands are entered in via touch screens and the several monitors can display a variety of information depending on the situation.

As most people know their way around Windows operating systems it was only a matter of time before it was introduced to military combat systems and going forward it should enable new equipment to be developed and fitted much faster than ever before.

## Merchandising

Generally, the RNEBS has not had much to offer much in the way of promotional items other than pinnets and ties. It's useful to know what the membership would like and where they would the profits to go to? Other than the RNEBS crest we do not have any other logo or mascot therefore cannot offer much variety. However there are a number of items that could be popular for example hip flasks, paperweights, mouse mats, tea towels, key rings, book marks and fridge magnets.

There are also leather wallets, cuff links, polo shirts and T-shirts that could be available, it just depends on what people want and are prepared to buy. Let us know how you want this progressed by contacting the Man Sec or Bulletin Editor at the usual email and postal addresses.

## RNEBS Affiliated Charities

### Chatham Memorial Fund

Reg Charity Number—240857

Administered by Jon Jefferis

Aims and Objectives: The furtherance of the efficiency and well being of the engineering branch of the Royal Navy.

### Marrack memorial Prize Fund

Reg Charity Number—240858

Administered by Jon Jefferis

Aims and Objectives: The furtherance of the efficiency and well being of the engineering branch of the Royal Navy.

### Alston Memorial Historical Society

Reg Charity Number—289693

Administered by HMS Sultan

Aims and Objectives: To provide and maintain an exhibition for members of the public including the engineering branch of the Royal Navy, of documents, artefacts, memorabilia and other items connected with engineers of the said engineering branch for the purposes of education the public and members of the said engineering branch in engineering and its traditions, of furthering esprit de corps through knowledge of its past, and promoting its efficiency.



# Are you Missing Something?

## Campaign Medals

To claim medals which have never been issued, or to replace stolen/destroyed medals or find out if you are entitled to a medal write to:

MOD Medal Office, Building 250, Imjin Barracks,  
Gloucester, GL3 1HW

Include: Service Number; Full Name; Date of Birth;  
Rank; date of discharge and your current name and  
address. Be aware that there is a backlog of requests  
so expect delays.



## HM Armed Forces Veterans' Badge

All those who served in United Kingdom Armed Forces are eligible to apply for this badge, or their widows/widowers who are in receipt of a War Widows/Widowers Pension. Write to:- Service Personnel and Veterans Agency, Norcross, Thornton-Cleveleys, Lancashire, FY5 3WP

e-mail: SPVA-VeteransBadges@mod.uk

Phone: 0800 169 2277 (UK only) or +44 1253 866043



## The United Nations Protection Force Medal

UNPROFOR was established in February 1992 as an interim arrangement to create the conditions of peace and security required for the negotiation of an overall settlement of the Yugoslavian crisis. In March 1995, the Security Council decided to restructure UNPROFOR with three separate but interrelated peacekeeping operations, UNCRO, UNPREDEP and UNPF which were eventually phased out in January 1996.

90 days of qualifying time was required for the award. Unfortunately UK personnel cannot qualify for both the NATO medal and the UPPROFOR medal in respect of the same period of service.

## Obituaries

Those members who have passed on since July 2010.

**MemNo. 06313**, W.H. Knowles, born August 1928, joined August 1946, died 2010.

**MemNo. 06919**, Marshall Plummer, born May 1920, joined March 1951 and died October 2010. Leaves a widow, Betty Plummer.

**MemNo. 07225**, Derek Roysten Cooper, born February 1936, joined March 1957 and died August 2010. Leaves a widow, Marie Cooper

**MemNo. 05837**, Horace Walter Polhill, born September 1921, joined July 1941 and died May 2010. Leaves a widow, Anne Lucy Polhill

## Your Ideas !

If you have any ideas, suggestions or want to submit an article, dit or other information to be included in the Bulletin or Newsletter, then sent it either by email to [Man.sec@rnebs.co.uk](mailto:Man.sec@rnebs.co.uk) or [Contrabyte@gmail.com](mailto:Contrabyte@gmail.com)

Or post your contribution to the Managing Secretary at RNEBS, 113 North Hill, Plymouth, PL4 8JY



# Dedication of the Engineers Memorial

## Saturday 1st October 2011

As reported in the last Bulletin, the RNEBS initiated Memorial to Royal Naval Engineers has been designed, crafted, completed and finally placed in the National Memorial Arboretum.

So that we can decide whether to book up the function room in the visitor centre, please let the Man Sec (contact details on page 2) know in advance so that we can cater for the correct number of guests. The on-site Arbour Restaurant however serves hot and cold meals and is fully licensed.



### Proposed Schedule of Events (tbc)

10:30—Meet outside visitor centre  
11:00—Attend chapel for Act of Remembrance  
11:30—Make way to Engineers Memorial  
11:45—Dedication of Engineers memorial  
12:00—Photo Opportunity  
12:15—Make way to visitor centre  
12:30—Lunch in visitor centre restaurant  
14:00—Depart site

### How To Get There

By Car—Take the A513 Tamworth then local directions.

By Train—Lichfield Trent Valley Station—5 miles or Burton Railway Station—8 miles.

For further details of buses, taxis and car park charges, visit the NMA website at

[www.thenma.org.uk/index.aspx](http://www.thenma.org.uk/index.aspx)

### National Memorial Arboretum

Croxall Road

Alrewas

Staffordshire

DE13 7AR

Tel: 01283 792333

[info@thenma.org.uk](mailto:info@thenma.org.uk)

