

Society Members Bulletin



2012 marks the 140th anniversary of the founding of the Society in 1872, but you may ask, what else happened in that auspicious year?

- The Mary Celeste set sail from New York, disappeared and was found abandoned.
- HMS Challenger set sail from Portsmouth on a 4-year scientific expedition.
- Britain paid the US \$15 million for damages during the Civil War.
- Vaughan Williams, Bertrand Russell, Roald Amundsen and Heath Robinson were born.
- Samuel Morse, inventor of the electric telegraph, died at 80.
- First ever FA cup final between Wanderers and Royal Engineers at the Kennington Oval.
- Luther Crowell patented a machine that manufactured paper bags .
- The first mail-order catalogue was issued by A M Ward .
- World's largest gold nugget (215 kg) found in New South Wales.
- Admiral Jellicoe joined the RN as a cadet in 1872 and was posted to HMS Britannia.



- Queen Victoria was on the throne.
- The Albert Memorial was opened.
- William Gladstone was Prime Minister.
- Americans were still fighting the Apache Indians.
- The Third Carlist war began in Spain.
- Britain introduced secret ballot voting.
- The Portland breakwater was completed.
- The Licensing Act introduced for public houses.
- Work started on building the Seven Sisters Colliery.

Date for the Diary:

HMS Collingwood Open Day, Saturday 26th May 2012

RNAS Yeovilton Air Day, Saturday 23rd June 2012

Armed Forces Weekend in Plymouth, Saturday 30th June and Sunday 1st July 2012

March 2012

Edition No.3

Royal Naval Engineers Benevolent Society

Founded in 1872

ROYAL NAVAL ENGINEERS' BENEVOLENT SOCIETY

Society Member's Bulletin

Volume 3, Issue 1
March 2012



Welcome to the third issue of the Bulletin and I hope you enjoy the articles and information included within.

Well, the society is 140 years old this year and things seem to be going well with a busy 2011 behind us and a potentially busy 2012 ahead. Now that a new General Secretary has been appointed we should start to get better traction and open up avenues of communication with the 'admiralty' and the senior movers and shakers in the navy.

The new website is up and running and gives you the opportunity to leave comments. Please log in and have a look around and leave a comment. Did you know that our website RNEBS.co.uk is ranked 2,634,456 in the UK (sourced from URLSpy.co.uk) with less than 300 visitors per month? Come on chaps, lets get the visitor figures up and get a better ranking.

The old 'Rule' book has now been replaced with the 'Members' Handbook" and will be sent out to all members at the same time as this issue of the Bulletin.

Is there anyone out there who has a complete set of Rule books since they joined up? I have only managed to find 1998, 1993 and 1987. Who has the oldest book? Send your answers to the usual postal or email addresses and I will publish the results in the next edition. Sorry, no prizes.

Mark Stevens

Editor, Society Members, Bulletin

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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

Where's the Incentive?

Mark Stevens

Reading the two quotations on the RH side of the page you may form the impression that the recent transition from Artificer to Engineering Technician (ET) will actually improve the work situation for young engineering recruits. However there is no evidence here that candidates will be promoted within a given timeframe to the rank of Petty Officer.

Prior to the introduction of ETs, all artificer apprentices were certain to be promoted to Leading Hand after 4 years, acting Petty Officer after 5 years, confirmed Petty Officer after 6 years and Chief Petty Officer after 7 or 8 years depending on your selected branch and a promotion board. So provided there were no major mishaps along the way and you passed your initial Navy Department exams, you knew exactly when the promotion and pay rises would come.

I would guess that most artificer apprentices in past years joined up as artificer apprentices because there was that guarantee of rapid promotion and that was why they did not join up as ordinary mechanics. The question is, *Would you have joined up as an engineering mechanic if the option of being an artificer was not available?* I for one absolutely would not have. These days if you have a couple of A-levels in your pocket and you want to join the RN, there is that difficult choice of joining up as an engineering technician or as an officer, as there isn't anything in between.

Take the hypothetical case of a new joiner who has already been awarded a BTEC National Certificate/Diploma or perhaps an HNC/HND. The recruiting office and branch development information will say that you will pass up the promotion ladder quickly. In reality, your face does not fit or you don't get on with your boss on a ship and get a not so good write up and you don't get selected when you think you should. With current cost cutting measures in force, especially for officer promotions, there will be a tendency not to promote ratings as often as they should be.

Basically, where is the incentive to join up as a rating if you don't know when the promotions are going to be. There are two possible scenarios here, the first being that as there are more people wanting to join up, you may need better academic qualifications to beat the competition, so yes you may join up as an overqualified ET. Secondly, if you have a fist full of qualifications, you could be better off going into a non military occupation where the starting pay is likely to be greater and there are more opportunities to progress further up the management chain.

What do you, the reader, think of this situation, I would be interested to hear your thoughts on this. Please email your comments to the following:

Man.sec@rnebs.co.uk and/or Contrabyte@gmail.com

Or post your contribution to the Managing Secretary.

A Royal Navy spokeswoman said:

"This change of rank better reflects the job of -artificers in the 21st century and recognises the continued evolution of naval engineering.

"As an improved method of training, becoming an ET also improves the career training available to sailors, broadens their employability and increases their opportunities in the Navy."

Quotation from the official Royal Navy website referring to a career as an Engineering Technician

Promotion

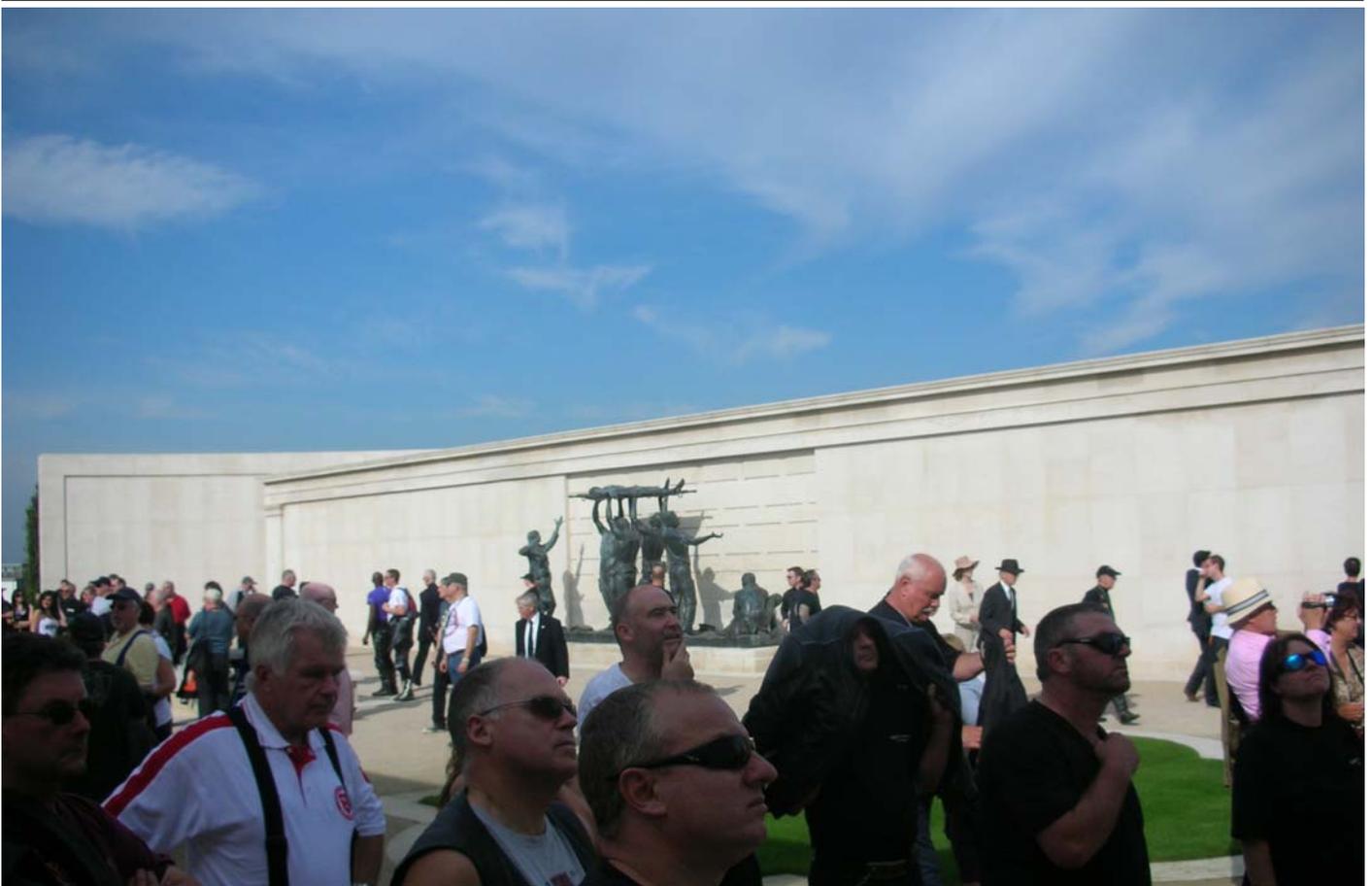
You'll start your career as an Able Rate. With some experience and further training, you could be promoted to Leading Hand. After that, you may go on to become a Petty Officer, Chief Petty Officer, then a Warrant Officer. If you show the right commitment, skills and academic ability, you may also have the chance to become a Commissioned Officer. You'll be chosen for promotion on merit, so if you work hard, you can quickly rise through the ranks.

© Royal Navy

A Memorable Day at the NMA

During the RNEBS members visit to the National Memorial Arboretum in Staffordshire, on the 1st October, to dedicate the Engineers Memorial, we shared the day with some 15,000 bikers and other followers who turned up to show their support for the armed forces.

For those who have not visited the Armed Forces Memorial, it is quite impressive and is quite moving to look at the long lists of names of those who have died in the service of their country since the second world war. It was interesting to note that no names appear under the date 1969.



The following text is © The Royal British Legion 2011.

The **National Memorial Arboretum** is the UK's year-round centre of Remembrance; a spiritually uplifting place which honours the fallen, recognises service and sacrifice, and fosters pride in our country. The Arboretum is part of The Royal British Legion family of charities.

Sited in the heart of the Nation, with 50,000 maturing trees and over 200 memorials, it is a beautiful and lasting tribute to those who serve their country or who have died in conflict.

Visitors from all walks of life number around 300,000 per year, including Service personnel, veterans, students of all ages, groups and individuals. Over 200 special events are held annually. The Act of Remembrance, including a Silence, is observed daily in the Millennium Chapel.

The Arboretum, situated on land gifted by Lafarge, is home to the striking Armed Forces Memorial which commemorates those who have been killed on duty or as a result of terrorism from the end of the Second World War to the current conflict in Afghanistan.

An £8 million redevelopment campaign has been launched to create a world-class Remembrance Centre worthy of those who give so much to our Country.



The Training Ships known as HMS Fisgard

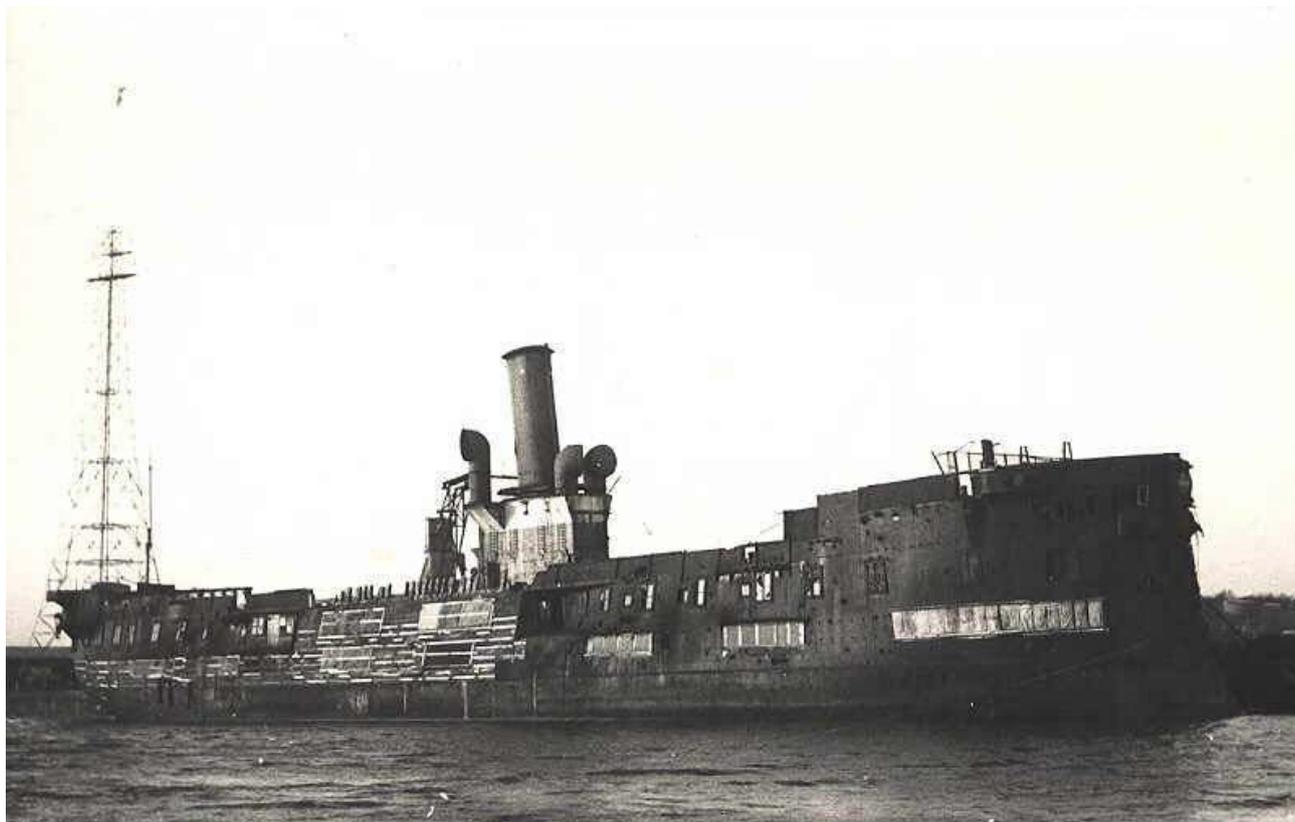
After the second HMS Fisgard was finally broken up Chatham Dockyard in 1879, the training establishment that had been established on board continued on a number of successive ships. Back in the 1800s, the navy regarded barracks as expensive and not conducive to maintaining good discipline. As most naval personnel lived afloat, if they were not on a sea going ship they would be berthed on old wooden hulks known as "receiving ships". There were at one time, four ships used to train artificers and were known as Fisgard, Fisgard II, Fisgard III and Fisgard IV.

1. HMS Audacious was *Fisgard* from 1904 to 1914. This was an ironclad battleship built at the Napier shipyards, launched in 1869, was removed from active service in 1902 and finally converted to a training ship in 1904. However in 1914 it was re-designated as a repair ship and renamed the *Imperieuse* until in 1927 it was sold off and broken up after 57 years of service.
2. HMS Spartiate was *Fisgard* from 1915 to 1932. This was a Diaden class protected cruiser built at Pembroke Dock and launched in 1898. She became a training ship for stokers in 1914 and was renamed Fisgard in 1915. It was sold off and broken up in 1932.
3. HMS Invincible was *Fisgard II* from 1906 to 1914. This was also an Audacious class ironclad battleship built at the Napier shipyards and launched in 1869. After many years of service she became a depot ship at Sheerness in 1901 when her engines were removed, was renamed *Erebus* in 1904 and then converted to a training ship for artificers at Portsmouth and renamed *Fisgard II* in 1906. The ship came to a watery end when it sank off the coast of Portland in 1914 with a loss of 21 lives whilst being towed to Scapa Flow.



Fisgard II on the right (previously the Erebus) and an unknown ship possibly another Fisgard on the left

4. HMS Hercules was *Fisgard II* from 1915 to 1932. This was a central-battery ironclad built at Chatham Dockyard and launched in 1868. After serving in the Channel Fleet, Mediterranean Fleet and as a guard ship in the Clyde, she was modified in the early 1890s and then held in reserve until 1904. She was then renamed *Calcutta* and served as a depot ship in Gibraltar until 1914 when it was towed to Portsmouth and became a training ship for artificers under the name of *Fisgard II*. It was finally sold off and broken up in 1932.



Fisgard II previously the Hercules

5. HMS Hindustan was *Fisgard III* from 1906 to 1920. This was a two-deck fully rigged second rate ship of the line built in Plymouth Dockyard and launched in 1841. She was used as a training ship from 1868, renamed *Fisgard III* in 1906, renamed *Hindostan* in 1920 and was sold off in 1921.
6. HMS Terrible was *Fisgard III* from 1920 to 1932. This was a Powerful class armoured cruiser built by J&G Thompson at Clydebank and launched in 1895. After spending some years serving on the China Station she was laid up in 1904 and spent the first world war as a troop ship and an accommodation ship. Renamed *Fisgard III* and converted to a training ship in 1920, she was finally sold off and broken up in 1932.
7. HMS Sultan was *Fisgard IV* from 1920 to 1931. This was another central-battery ironclad built at Chatham Dockyard and was launched in 1870. She spent the next six years serving in the Channel Fleet then transferred to Mediterranean duties when in March 1889 she grounded on an uncharted rock, flooded and sank. In August of that year she was refloated and sent to Portsmouth for repair and modernisation. From 1896 to 1906 she served in the reserve fleet and was converted to an artificers training ship and renamed *Fisgard IV* in 1920. However in 1931 she was converted into a repair ship and regained her original name *Sultan*. From 1939 she was a depot ship for minesweepers at Portsmouth until being sold off and broken up in 1947.

Where Do We Go From Here?

There have been some discussions amongst members in section meetings and the question has been asked, "If we continue down the route of a "tiffs only" society, what happens to the money in years to come?"

There are a number of options available and here are four that have been mentioned at one time or another:

- ⇒ We nurse the pot of money and then give it all away to a suitable organisation where the RNEBS name can remain intact.
- ⇒ We increase the benefits gradually so that as the membership numbers decline, the pot gets progressively smaller.
- ⇒ Wind the society up now.
- ⇒ Keep it going as best we can and hope that some of the younger members will take over and run the society in years to come.

The following is a response from one of our members, Bob Pointer...

Reading "what next for the RNEBS" contributed to by a colleague (Rod Lampen) from my days in the college of knowledge, it is apparent that the problems of recruitment that the RNEBS experiences are similar to that faced over society in general. Gone are the days when we were enrolled into the society, during two class, in my case it may have been in the tool-room in the factory.

An organisation that I have been involved with for some years, secretary for the past seven, itself being of a similar age to the society, experiences the peaks and troughs of attendees. I have reached the stage of feeling that the end of the line has been reached, but like many we go for the extra mile.

Being involved with Trade Unions, Trade Associations, the society or general community experience not only has its benefits or rewards but also a degree of job satisfaction, a sense of achievement.

Like the society, age becomes a major factor, there is the lack of new blood, I need those still in full time employment to take the reins, those who realise the problems that exist within work and the community. Those before my predecessor realised that they had continued past their sell buy date, I do not wish to go down the same path.

The Navy of today, I know from talking with serving tiffs while at a reception onboard HMS Richmond, has changed from when I joined up down "the point" many years ago. Technology has advanced and continues at an astonishing rate.

I know from my own problems and those experienced in community groups that there is another attitude of attendance only when there is something in it for them.

Regards, Bob Pointer

I came across this blazer badge on a well know buyers website and thought that it looked familiar until I read the inscription— "RN Electrical Artificer 1868". One could be fooled into thinking that this is a copy of the RNEBS crest until you realise that the RNEBS was not founded until 1872.

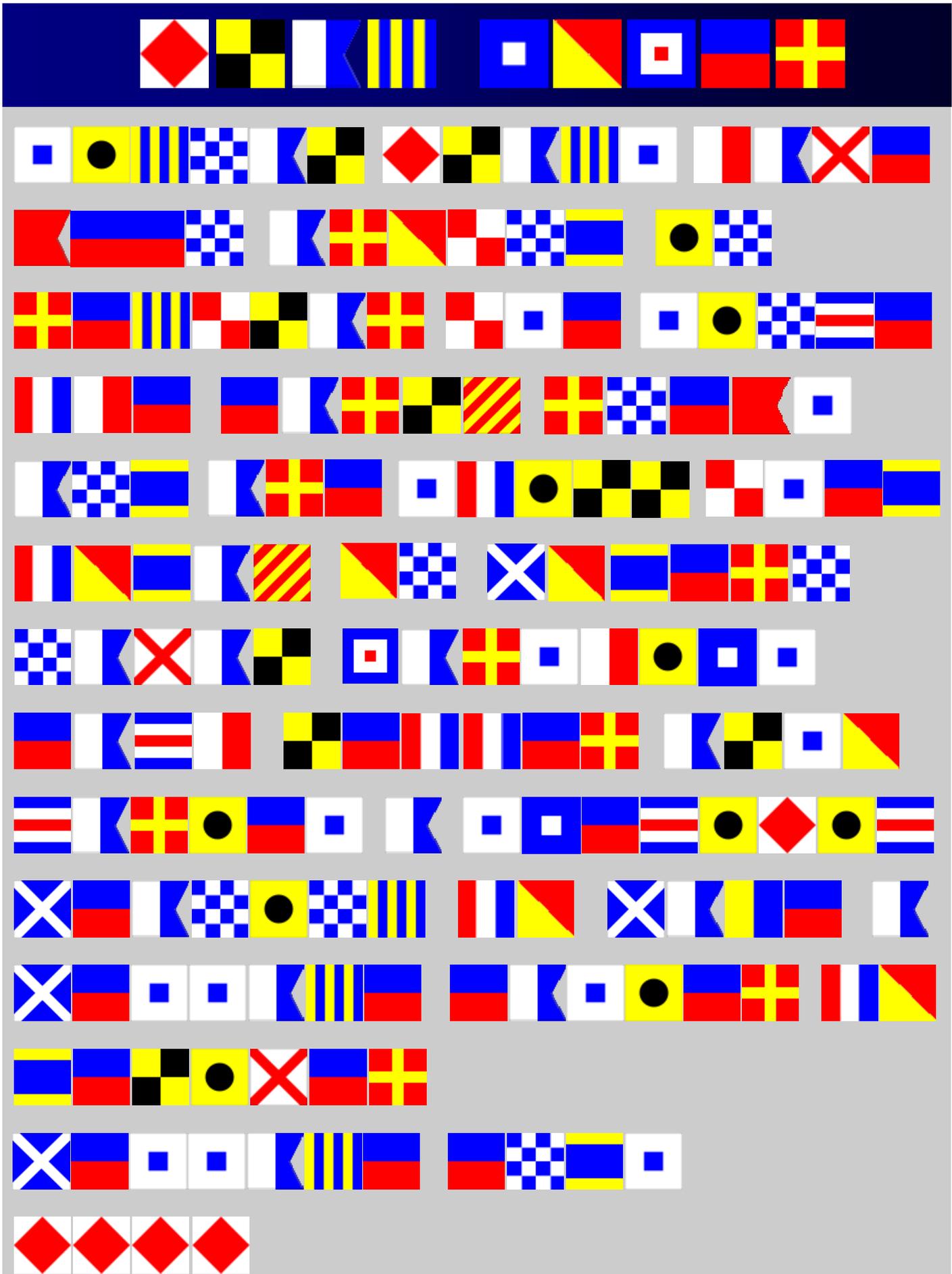


Does anyone have a blazer badge or a photograph of one that is older than 1868? Perhaps we can do an article on the various engineering badges.

Future Articles

As well as progressing the 'Fisgard' series to completion, I will be looking into small arms, close range weapons and other topics of interest.

If you have something you would like to see printed, please send me an email with your text and pictures to contrabyte@gmail.com



Solution can be found on page 12

Calling all Air Branch Artificers Your Royal Navy Historic Flight Needs You...



Fly Navy Heritage Trust Supporters Group Standing Order Mandate

Thank you for joining the FNHT Supporters' Group. Your subscription (£20.00 minimum per annum) helps to sustain the Royal Navy Historic Flight and thus perpetuate our living memorial to all who have served in the Fleet Air Arm, particularly those who gave their lives in the service of their country. More can be pledged annually or monthly, of course. A single donation is very welcome, or perhaps even a legacy in your will.

Thank you for your support.

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START DATE:	
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DATE:	
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ARE YOU SERVING IN HM FORCES?	

*Please note you must pay an amount of UK Income Tax and/or Capital Gains Tax at least equal to the tax that the charity claims on your donations in the appropriate tax year, currently 28p for each £1 you give (eg £5.60 for a £20.00 Donation).
You can cancel this declaration at any time by notifying the charity.

**Please complete & return this form to:
Fly Navy Heritage Trust, RNAS Yeovilton, Ilchester, Somerset, BA22 8HT**

Registered Charity Number: 1117272

Submarine Safety in Barrow-in-Furness

Bob Pointer

New Royal Navy's Submarines (currently the Astute class) are constructed in the BAE System's Barrow in Furness shipyard and are subject to legal obligations with regard to Nuclear Safety issues.

Every three years BAE has the legal duty to provide residents living within a 2Km radius information in the form of a thirteen page booklet detailing advice with what action should be taken in the unlikely event of a nuclear incident giving rise to a radiation emergency. I keep it readily available at home and the subject has also risen at my school governors meetings.

Annually, the Local Liaison Committee, comprising BAE Systems Submarine Solutions (BAESSS), local authorities, emergency services, MOD, representatives of public, other agencies and organisations, convene to ensure compliance with on-site legal and contractual obligations which might affect the public and communities.

This years meeting was held at the Divisional Head quarters of the Cumbrian Fire Service in Barrow in Furness. As a Borough Councillor, this is one of several committees that I sit on.

Receiving the meeting details, my first thought was "its forty years since I was at HMS Sultan". Any fears that I had regarding technical details were soon displaced on finding that one attendee was also ex-Fisgard, albeit well after my time.

At the previous meeting, the Chairman requested that consideration be given to increasing the visibility of these meetings with the opportunity for the general public to witness proceedings and to ask relevant questions. The related technicalities would have to be discussed, with members being consulted, together with the possibility of a split meeting.

The agencies concerned, monitor the licensee's, BAESSS, actions on site in relation to incidents, operations, maintenance, projects, modifications and safety case changes with all matters that may affect the on-site safety. This is achieved by responding

to where improvements are deemed necessary and measures implemented within practical time scales to provide a satisfactory demonstration in the sites emergency procedures. From reading the reports, it becomes apparent that the agencies are involved in all matters relating to improvements in training, management, good practice, safety culture and documentation.

The cooperation among staff was noted, the scenario for exercise purposes have been well conceived, planned and executed. Although there are some shortcomings, these may be considered due to the interfaces of the component parts of the arrangements.

Management changes can have its own impact upon all involved, it was noted that the chairmen of Emergency planning are regularly rotated to prevent complacency.

For the residents of Barrow, we can be grateful that while a degree of risk exists, the scale of that risk is of a low probability, there exists an organisation that continues to monitor BAE Systems, a culture of mobility within the organisations maintains this high standard, thus retaining the means of continuity necessary when there are gaps in the build programme. This I know from personal experience having spent nineteen years in the shipyard.

I found it helpful to talk informally with others after the meeting, including my own experiences within the yard, its culture, but also the requirement for continuity within the build programme with the ultimate aim of retaining the equipment, the technical skills that are vital to prefabricate, construct, outfit and commission the complex systems that make up a Nuclear Submarine.

The security of the supply chain, which stretches across the region and the country is vital to the timely completion of orders within budgets. The expertise of the committee is also involved within the Sellafield complex, which will require this level of expertise in the years that Sellafield becomes an integral component in the West Cumbrian Energy Coast. Finally I hope that I will be able to attend the next meeting.

The Pingat Jasa Malaysia Medal. Have you got yours?



This medal is awarded to British veterans and others who served in operations in Malaya/Malaysia between the 31st August 1957 and the 12th August 1966 only. Her Majesty the Queen gave permission to wear this medal on 8th of August 2007 after intense lobbying from a number of veterans groups.

If you already hold a General Service Medal with a 'Malaya' or 'Borneo Peninsula' clasp you should apply. For further details please see: -

www.veterans-uk.info and/or write to: -

Mr Fred Burden
Membership Secretary
National Malaya & Borneo Veterans Association
44 Meadgate Avenue
Great Baddow
Chelmsford
CM2 7LQ
Tel no: 01245 495238

Please note that the application process can take up to one year.

Signal Flag Solution

For those people having difficulty decoding the message of page 9, here is the solution.

Flag Power. Signal flags have been around in regular use since the early 1800s and are still used today on modern naval warships. Each letter also carries a specific meaning to make a message easier to deliver. Message ends FFFF

Extract from Hansard 26th April 1883, Commons Sittings—Questions

MR. STEWART MACLIVER

Asked the Civil Lord of the Admiralty, If it is true that two years have been added to the term entitling Naval Artificers to pension, and that men who are invited to re-enter after ten years' service are required to engage for twelve years more, and suffer loss by deferred rise of pay owing to this extension; and, whether the new conditions, while favourable to new entrants, have proved so unsatisfactory that the men who have been ten years in the service are found unwilling to re-enter for the extended period?

MR. CAMPBELL - BANNERMAN

Sir, the Question of my hon. Friend refers, I think, to engine-room artificers. The new terms of service, which may be accepted at their own option by men now serving, include a longer period of service for pension, the rate of pension being, of course, increased. The men have been called upon to elect whether they will accept the new conditions as a whole, setting their advantages against any drawbacks they may discern in them, or continue to serve on the old terms. Returns have not been received from all the stations, and it is, therefore, not yet possible to say definitely how far the new conditions are accepted by the men; but my hon. Friend will understand that men at present in the Service can in no way suffer by the new Regulations, as it is optional with them, if they prefer it, to complete their service for pension under the old conditions in every respect.

Book Review

Rod Lampen (RNEBS Trustee) recommends his son's book *The Knickerbocker Glory Years* – especially the section on Navy food.

Synopsis

Martin Lampen is thirty-seven years old and in every one of his thirty-seven years of living and dining in Britain, he hasn't eaten a single truly great meal. Is it linked to the fact that we Brits regard any artificial drink with pineapple flavoring as 'tropical'? Could it be something to do with our penchant for crinkle-cut crisps? And just why are British breadcrumbs yellow? This is a hilarious, nostalgic and irreverent look at British cuisine past and present in all its flavorless, stodgy splendor, and an indispensable A-Z guide to the not-so-wondrous world of British cuisine. All the joys and tragedies are in here, from buffet cars and boil-in-the-bag gammon supreme to white wine sauce and Wagon Wheels. For Royal Navy readers there is dockyard tortoises, babies' heads, tonsil varnish, yellow peril etc etc.

Reviews

'Lampen taps into a rich vein of culinary catastrophe from stir-in sauces to Coronation Chicken' - *Daily Mail*

'For a book on food, it is anomalously queasy; a bit like a cross Channel ferry canteen, it seems designed to put you off eating. Often this is simply because laughter turns out to be the best appetite suppressant.... (Lampen is) a bastard child of Mike Leigh and Delia Smith....A writer of wit and warmth whose book is a joy' - *The Times*

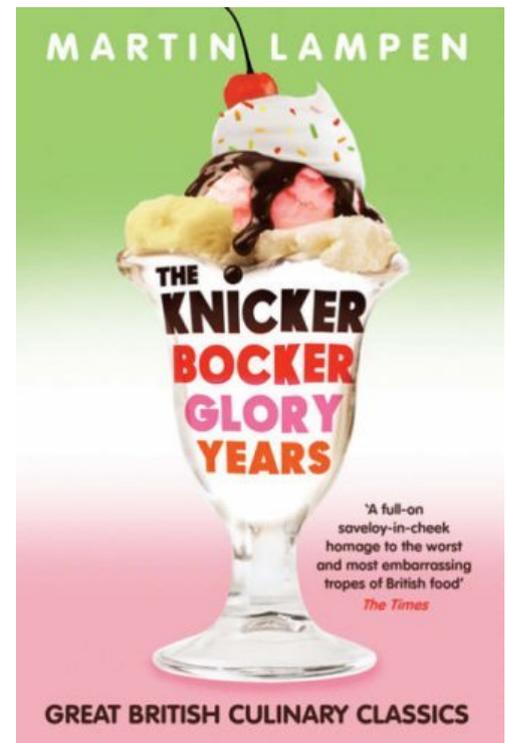
Book details

Published 20/10/2008

Publisher Bloomsbury Publishing PLC

ISBN 9780747592969

Available online or in store at Waterstones, Amazon, W H Smith, Tesco, Play.com, Bloomsbury



Obituaries

MemNo.07022, F. T. McDonald, who joined the Society in November 1952, gained a commission, claimed Free Life Membership in 1997 and passed away in August 2010.

MemNo.07269, K. Lowden, who joined the Society in January 1957, gained a commission, claimed Free Life Membership in 2001 and passed away in November 2010.

MemNo.09576, R.W. Painter, who joined the Society in February 1967 and passed away in February 2011.

MemNo 08949, R. Davidson who joined the Society in January 1965.

MemNo 10800, I.G. Arundel who joined the Society in February 1973.

MemNo 07723, W.P Rattray who joined the Society in July 1961 and passed away in October 2011.

Ships Badges for Sale

This email came from Ed Buscall (Series 27) who lives in Canada and who has produced a CD of all ships badges that ever were and we thought it may be of some interest to members may like to purchase it?

"After 10 years of work, I have completed restoring ALL the RN Ships' Badges for all ships/ establishments/FAA squadrons. In total approx. 2650 badges. This does include a few "unofficials".

The directory list on the attached case insert gives an idea of the badges on the DVD. I have produced a DVD, with all these badges and am selling it for Cdn\$40 (Approx £25). That may seem expensive but works out at about 1p per badge, each of which took from 1 hour to 30 hours to produce. When one removes the cost of the CD Mailer; Printable DVD; CD Jewel Case; Photo Glossy paper for jewel case insert; Ink cartridges to print insert & finally, Postage to ship, it actually leaves only a small sum to cover work.

The badges are all A4 size and print very well on Photo Glossy paper, for framing. Anyone interested in purchasing a copy can log onto PayPal and follow the prompts inserting my email address - edbuscall@shaw.ca and, of course, enter your own name and address, On receipt of a message from PayPal, I will send a copy of the DVD. The DVD is copyright and is for personal use only and it may NOT be used for any commercial purposes.

Cheers, Ed Buscall

All Tied Up...

Here at RNEBS HQ we are having a bit of a problem in selecting a new society tie as we are in need of some new replacements. These are some of the options: -

1. Keeping the existing tie but just making it a bit longer.
2. A diagonal striped tie with colours that would represent the Marine and Electrical branches, hence purple and green in equal proportion

A tie with shadow lettering

1. A blue tie— this suits all and you can wear it with anything.
2. Take the gold Tubal Cain with head and place that at the bottom of the tie - maybe along with 1872?
3. What about the crest at the bottom of the tie?

Do AAs, OAs and Shipwrights have a different branch colour? Is the lettering more important than the colour or the colour more important than the lettering. We are not all old ERA's so perhaps a change from the maroon would be a change for the 21st century.



Directory Order

Boom Defence Vessels	Royal Maritime Auxiliary Service
Flag Officers	Royal Naval Reserve
Fleet Air Arm	Royal Naval Volunteer Reserve
Air Stations	Royal New Zealand Navy
NAB	Royal Pakistan Navy
Royal Naval Aircraft Yards	Seaward Defence Squadron
Squadrons	Ships
HM Fast Patrol Boats	(A-Z)
HM Fleet Tugs	Shore Bases
Minesweepers (Coastal)	Abroad
Minesweepers (Inshore)	HM Dockyards
Miscellaneous	Miscellaneous
NATO	Royal Naval Hospitals
Royal Australian Navy	Royal Naval W/T Stations
Royal Canadian Navy	UK
Royal Fleet Auxiliary Service	Tank Cleaning Vessels
Royal Indian Navy	

Copyright Badge Sealed Patterns - MOD (N)
Copyright Restored Badges - Ed Buscall

Degrees of Worth?

Mark Stevens

So you may have spent considerable time and effort in obtaining a post A-level qualification or equivalent, but what is it worth and where does it come in the pecking order of educational classifications.

The Framework for Higher Education Qualifications (FEHQ) was developed to help universities and colleges to place their awards at the appropriate level. Higher education modular certificate, diploma and degree courses are awarded Credit Accumulation and Transfer Scheme (CATS) points where 1 CATS point is the equivalent of 10 hours study.

At Level 4: -

- Certificate of Higher Education
- Higher National Certificates (HNC)

At Level 5 : -

- Higher National Diploma (HND) (240 points)
- Diploma of Higher Education (DipHE) (240 points)
- Foundation Degree (FdA, FdSc) (240 points)

At Level 6 (Undergraduate): -

- Graduate Certificates (120 points)
- Graduate Diplomas (120 points)
- Professional Graduate Certificate in Education (PGCE) - 1 year full time (120 points)
- Bachelor's Degree (Ordinary degree BA, BSc) - 3 years full time (300 points)
- Bachelor's Degree with honours (BA Hons, BSc Hons) - 3 years full time (360 points)
- Bachelor of Medicine (BM) - 5 years full time (780 points)

At Level 7 (Post Graduate): -

- Postgraduate Certificate (PGCert) - 4 months full time (60 points)
- Postgraduate Diploma (PGDip) - 8 months full time (120 points)
- Integrated Master's Degree (MEng, MPharm) - 4 years full time (480 points)
- Master's Degree (MA, MSc, MBA) - 1 years full time (180 points)

At Level 8 (Research Degrees): -

- Master of Research (MRes) - 1 years full time (180 points)
- Master of Philosophy (MPhil) - 2 years full time
- Professional Doctorate (EdD, D.Mid, DBA) - 3 years full time (540 points)
- Doctor of Medicine (MD)
- Doctor of Philosophy (PhD) - 3 years full time

As you can see from the list above, the Foundation Degree, offered by the RN for those artificers that are left in the system, is at a lower level (240 CATS points) to that of a standard degree (360 CATS points), although it is possible to top this up to gain an honours qualification. However a foundation degree does not mean that you are classed as a graduate in the normal sense of the word, i.e. you would not be eligible for direct graduate entry as a Royal Navy Officer or Royal Marines Officer.

Did you know that Royal Navy officers who complete their operation flying training can now be awarded a foundation degree. Also, Warfare Officers who join BRNC without a degree will be registered for a foundation degree in Naval Studies.

Do we now suppose that the newly joined Engineering Technicians will no longer get a foundation degree as part of their training as they progress towards PO? Word on the street is that you are awarded the degree when you get rated CPO. The navy has the Enhanced Learning Credit Scheme that is available to all personnel and can enable them to gain fully funded qualifications such as a full undergraduate degree.

RNEBS Affiliated Charities

Marrack Memorial Prize Fund

Registered 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.

The 2011 Prize winners are:

Course ME276/09/10 .. LET Smith
Course ME276/09/11 .. ET Hazelwood
Course ME276/10/02 .. LET Francois
Course ME276/10/04 .. LET Bailey
Course ME276/10/05 .. ET Allen
Course ME276/10/06 .. LET Bunt
Course ME276/10/07 .. LET Seasby
Course ME276/10/10 .. LET Hinchcliffe

Chatham Memorial Prize Fund

Registered 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.

The 2011 Prize winners are:

Course ME284/10/001 .. POET Moore
Course ME284/10/002 .. POET Kerr
Course ME284/10/003 .. LET Aspinall
Course ME284/10/004 .. LET Hodgkins
Course ME284/10/006 .. LET Elkington

Chatham Memorial Fund FAA SUY Prize Winner 2011

Congratulations to Lt Lee Garth RN who received his award on completion of his SEMC course. Lee has served with 800 NAS, 899 NAS and the Naval Strike Wing and is has been appointed to 848 NAS at RNAS Yeovilton.



Alston Memorial Historical Society

Registered 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 RN, of documents, artefacts, memorabilia and other items connected with engineers of the said engineering branch for the purposes of educating 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.

Marrack Memorial Prize 'Air' Winners 2011

"To reward academic endeavour amongst Royal Naval Engineering Technician trainees. Specifically those under training in HMS Sultan and HMS Collingwood, prior to their advancement to Leading Engineering Technicians to include ME, WE and AIR".

The presentation of the Captain Marrack Prizes to POAET Tullett (LH picture below) and POAET Himsworth was made at HMS SULTAN ceremonial divisions by the Commodore HMS SULTAN, Commodore Mark Slawson Royal Navy, on Friday 1st April 2011.

