ARMY

RAOC ENLISTED BOYS' & BOYS' SCHOOL RAOC

JUNIOR LEADERS BATTALION RAOC & REME

RAOC APPRENTICE COLLEGE

JUNIOR LEADERS REGIMENT RAOC & RCT

NEWSLETTER

XIV

HONI·SOIT QUI MAL·Y·PENSE

R E M E

ROYAL CORPS OF TRANSPORT

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Introduction and Welcome

Dear Members,

A very warm welcome from our Founder and Chairman Paul Jones, all your Association Committee Members who work behind the lines, George Tether, Bill Chamberlain, Dave McCarthy, Brian Wild, Allan Jones and lastly, me the Editor of the Ex-Boys' Association Newsletter, Adrian (HW) Hayward-Wills, to the Fourteenth Ex-Boys' Association and Winter Edition Newsletter for 2010.

We hope that this Fourteenth Winter Edition Newsletter finds you well and refreshed after the long Summer Break and the 2010 Reunion!

As you know, it is our intention to produce two Newsletters (Summer and Winter) per annum, with a publication in June and December of each year. This Winter 2010 Ex-Boys' Association Newsletter, provides a further format to reach its members in addition to our extensive and ever expanding website and includes photographs from the 2010 Reunion; an in depth article on the Sailing Yacht Thunderbolt and an interesting article on the National Defence Medal – So go on, give the wife a £10.00 note and tell the wife she can go shopping and you want some change!

Furthermore, there is an article on the Army Apprentice Memorial at the National Arboretum in Staffordshire and the RAOC Gazette going on-line, on the RAOC, REME and RCT Ex-Boys' Association Website – this is worth a read!

The Summer Newsletter 2010 was received with one rave review! Below is the kind comment the Committee and I received: -

"An excellent piece of work that must have taken quite some time to put together…" **IL**

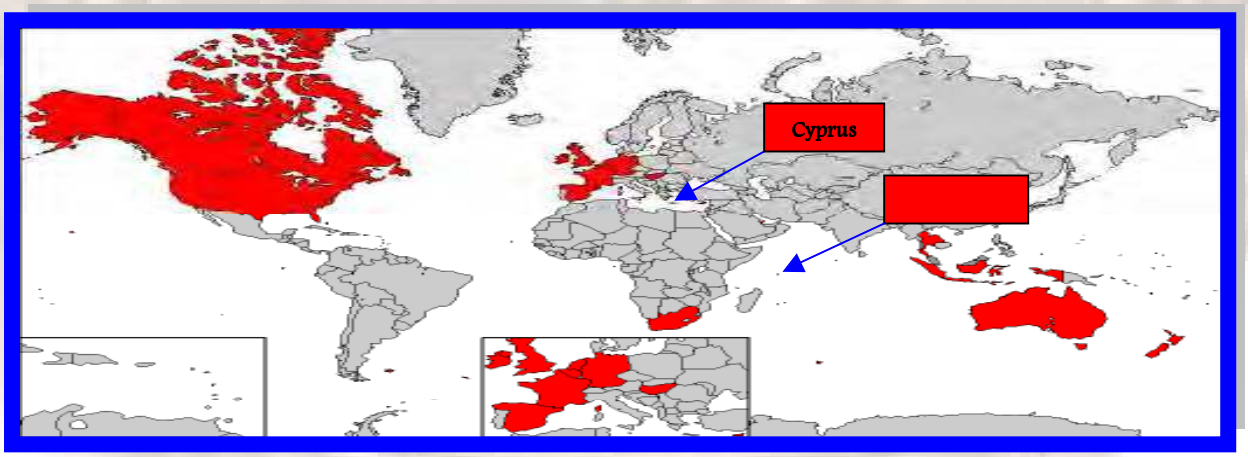
The RAOC, REME and RCT Ex-Boys' Association website and accompanying Newsletters are excellent platforms for members to stay in touch with each other. An awful lot of work – *all voluntary* – goes into these two portals for the Association. Feedback in any environment is essential for growth and prosperity; on behalf of all Committee Members of the Association please make use of these excellent facilities.

The website – *updated almost on a daily basis* – and newsletter, is without doubt one of the best websites and newsletters currently available to the ex-forces community. Please take a few moments of your time to visit the Website and the Newsletter – it would be very much appreciated by ALL on the Committee.

Clearly we are always on the look out for interesting "*copy*". Should you wish to include any articles for the Newsletter, please feel free to contact The Editor Adrian HW via the Contacts Page on our website which is www.juniorleadersraoc.co.uk

Membership

Our Founder and Chairman Mr. Paul Jones is absolutely delighted to report that membership has grown continually and in the month of August – *our third Bi-Annual Reunion Dinner of 2010* – we were delighted to announce we had reached our **552nd** Member!



We are or course, as an Association, delighted to announce that membership continues to grow on a worldwide basis, as can be observed on the above map – we have members as far and wide as Seychelles and a Committee Member in Cyprus However, Bill Chamberlain needs more leads from you, including former permanent staff other ranks and officers – please see Lost Pals section further on in the Newsletter.

A lot of time and effort by the Committee Members - *on a purely voluntary basis* - is spent "*behind the lines*" on recruiting and processing ex-boys to become members of the Association. Bill Chamberlain either conducts this by a direct mail process or via a telephone call.



There are several younger members of the RAOC, REME and RCT Ex-Boys' Association whom will recognise the above logo, taken from an early edition of the RAOC Gazette – 1930's! – this logo will now form part of the Newsletter that will introduce and encompass the regular important notices of the Newsletter.

For example, the Association Forum; Membership Numbers; New Members; Reunion Notices; information pertaining to the various Associations of the RAOC, REME and RCT; The Thunderbolt Magazine and perhaps finally, items for sale within the Association Shop.



In its simplest form, "*Station Topics – At Home*" will form the regular "Standing Orders" of the Association Newsletter; editorial after this section will include information not seen before within the Newsletter, for example articles on Junior Leaders Boxing or Football. I will regularly include this page and above screen capture, for the benefit of our newest members of the Association, some of whom perhaps may have not seen previous Newsletters.



Did you know, that in addition to this Bi-Annual Newsletter, there is another area in which there is more up-to-date information that provides members with information pertaining to ALL the new photos that have been uploaded, new Thunderbolt Magazines donated and to recently joined members to the Ex-Boys' Association? Well, this arena is entitled "Ex Boys' Forum".

The Forum for members is not only easy to navigate but it provides up to the minute information relating to the Ex-Boys' Association and to RAOC and REME matters as a whole. Information that is posted on the Forum Part-1 Orders is the best way to follow with what's happening and who's new to the Association. Below is a screen capture of said Ex-Boys' Forum.



Remember! As Members, it's our Association but your Forum!

George Tether has kindly included the possibility of linking members of the Ex-Boys' Association to their own web sites from the "Members" list. In computing, a hyperlink (or link) is a reference to a document that the reader can directly follow. For example, on the Members List and on the Personal Profile, a link will be visible at the bottom of the Profile enabling Members to visit another Website.

You can have up to two private link-addresses shown on your introductory-profile (the one on the "members" page, that all visitors can see). Please e-mail George directly with your link (s), should you wish it/them to be published. An example is sited below:-

Name	**Lawrence (Frank) TIDSWELL**
Regimental number (1st.4) & Corps	2391 .... RAOC
Enlisted	10.1962
3C9bWbcl	Watts ..... B
Passed out with rank	12.1963 .... J/Pte
Discharged with rank	12.1963 ....
Occupation now	Hotel owner
862	898
For Members	» 'Members' click here to see Frank's Forum-Profile
	» has no personal photo album
Non-members <click here> for access to the "Contact-Form" if you want to contact this member.	
Members personal web-link(s)	www.sunburstinn.com
	www.gulfbeachvacationcondos.com

Membership Numbers





Date	Membership Numbers	Membership History of the Ex Boys' Association
Oct-09	483	Hallowe'en brought Membership to 483 Members – Spooky!!
Nov-09	494	The heavy rain brought Membership to 494 Members!!
Dec-09	496	Santa Claus brought our membership to 496 and the end of the Noughties
Jan-10	505	500th Member – Excellent News!
Feb-10	514	Despite the Snow, we managed to increase our numbers to 514
Mar-10	520	The Easter Bunny brought us our 520th Member
Apr-10	530	St. George kindly brought us to 530 Members
May-10	538	The General Election for a new Parliament brought Membership to 538
June-10	544	Hot Sunny Weather gave us 544
July-10	552	Summer Holidays took us to 552 Members
Aug-10	561	Our Ex-Boys' Association Dinner brought Membership to 561 – Cheers!!!
Sep-10	567	The Cricket Betting Scandal took us to 567 Member, How's Zat!
Oct-10	571	Hallowe'en brought Membership to 571 Members – Scary!!
Nov-10	570	Due to a bereavement of Association Member, Membership level now at 570



RAOC BOYS' SCHOOL
RAOC & REME BOYS' SCHOOL
RAOC & REME JUNIOR LEADERS BATTALION
RAOC APPRENTICE COLLEGE
JUNIOR LEADERS REGIMENT RAOC & RCT

EX BOYS' ASSOCIATION





New Members

540 **22/06/2010 Simon Mark ENGLAND - Bruneval 1976-78**

541 **22/06/2010 David Frederick VINCE - Baker 1958-60**

542 **25/06/2010 William John STOKER - Gordon 1961-63**

543 **27/06/2010 John Alexander McDOUGALL - Arnhem 1982-83**

544 **29/06/2010 Bruce SPENSER - Gordon 1968-71**

545 **05/07/2010 James Anthony DOHERTY (REME) - Gordon 1957-58**

546 **06/07/2010 James McCRUM - 1950-51**

547 **13/07/2010 Michael Eric TUCK (now DALY) - Mulcahy 1967-69**

548 **14/07/2010 Alexander Hastings CAMPBELL (REME) - Alamein 1979-80**

549 **16/07/2010 James Frederick ALBON - Hill 1962-65**

550 24/07/2010 James Joseph BRADY - Baker 1963-65

551 **27/07/2010 Clayton Francis PRATT - 1965-68**

552 **28/07/2010 Steven Robert SMITH - Arnhem 1984-85**

553 **19/08/2010 Robert HAYES (REME) - Steevens 1971-73**

554 **19/08/2010 Anthony Leonard KNOTT - Aden 1979-80**

555 **19/08/2010 Kenneth Roderick STENT (REME) - Body 1956-58**

556 **19/08/2010 Stephen Carl BROWN - Mulchay 1969-71**

557 **21/08/2010 Simon GRIMSHAW - Alamein 1984-85**

558 **24/08/2010 Roy Anthony DOUCH - Body 1963-65**

559 **24/08/2010 Francis Huey MURRAY - Body 1962-64**

560 **24/08/2010 Michael CARTWRIGHT - Body 1967-69**

561 **31/08/2010 John WAGSTAFF - Gordon 1963-64**

562 **01/09/2010 Ian Christopher MOLDEN (REME) - Hill 1969-71**

RAOC BOYS' SCHOOL
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EX BOYS' ASSOCIATION

New Members

563 **02/09/2010 David Edward Albert GUYATT - 1954-55**

564 **10/09/2010 Samuel CAMERON - Aden 1979-80**

565 **19/09/2010 Charles BUTCHER - Benghazi 1984-85**

566 **19/09/2010 Jonathan AYRES (REME) - Barossa 1976-77**

567 **23/09/2010 David SMITH (REME) - Rowcroft 1970-72**

568 **01/10/2010 Martin John ESSER - Body 1966-68**

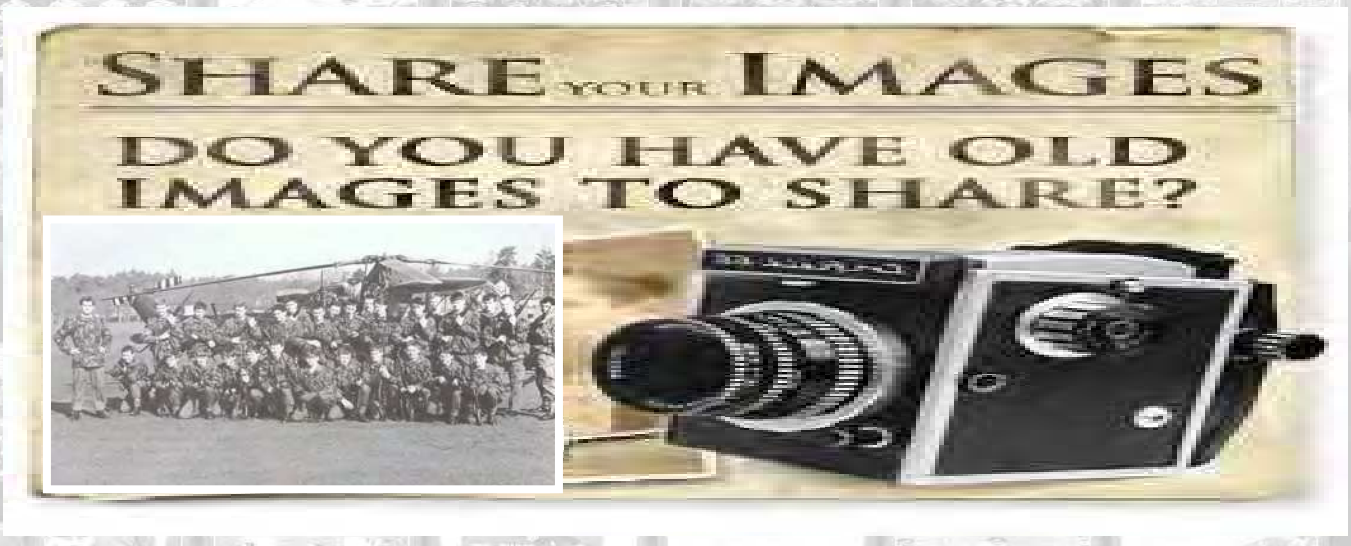
569 **19/10/2010 Stephen Trevor HUGHES - Cutforth 1971-74**

570 **19/10/2010 Brian Edward JAMESON - Baker 1961-64**

571 **21/10/2010 Ian HATCHER - Watts 1964-64**

PHOTO GALLERY PHOTO GALLERY PHOTO GALLERY PHOTO GALLERY

Members will be interested to know that we have a continuing and ever expanding library of images available that may well be from their era whilst in Boys Service. Please take a few moments and look at the Photo Gallery, which is updated on a regular basis. When Members of the Ex-Boys' Association send photos etc to be scanned, would they be kind enough and place the correct postage on the envelope? As the receiving Post Office charges an extortionate amount in excess handling fees!!



We NEED **your** input of photographs to keep the site ALIVE, KICKING and interesting!!



Some recent donations/additions include photographs from the following members:-

Col. Kerry Curtis – 1976/1978 Album, David Taaffe – 1973/1975 Album, Richard Noble - Sports Gallery,

Ian Townsend – 1970/1972 Album , Vivian Trout – Mini Reunion, Bruce Spencer, 1967/1968 Album, Alfred Vickers, 1955/1957 Album

Bob Prior-Sanderson 1958/1960 Album; Mike Wray 1958/60 Album: Roger Hill 1958/60 Album; Baz Walker 1961/63 Album,

Jim McCrum 1948/1950 Album, Roy Crowshaw Corps of Drums Album, Ian Hatcher 1964/66 Album

Photo Index of the Ex-Boys' Association

George Tether has been particularly busy (in fact, he always busy for the Association!) with the photo indexing of **ALL** our photos that have been kindly donated to the RAOC, REME and RCT Ex-Boys' Association.

You will find this section when you click on to the Photo Gallery Section of the Home Page. Simply scroll down the page until you find the subject matter or years you are looking for and then click the line under the photo on the main-index page, thanks to George, it couldn't be simpler.

General Information

There are now quite a few new web sites that have information associated with the RAOC, REME and RCT. Additionally, there are many ex-boys and permanent staff from the RAOC, REME and RCT that do not know of these different sites or whom do not use a computer. If you know anyone who is an ex-Boy or Junior Leader or perhaps an ex-member of the Permanent Staff, then please try and pass them on any information to assist our organisation to grow and expand our site and find a venue for them to meet up with old friends and former colleagues.

If on browsing the site you recognise any faces in the photographs or perhaps there is a mistake in a location or name of an individual, please feel free to inform the Site Administrator so that we can update the information. Additionally, if you can remember any names and dates of people who served with you, we would also like this information to complete the roles for historical purposes.

If you have any recommendations to improve the Website or this Newsletter, please feel free to provide your ideas for consideration via www.juniorleadersraoc.co.uk

RAOC on Line



The Aim of RAOConLine Forum is to foster comradeship between those who served in the Royal Army Ordnance Corps of all ranks, trades, ages and gender; including those former RAOC Members still serving.

RAOConLine forum is FREE for all to view and only requires a simple on-line FREE registration to enable you to reply to or post new messages. The RAOConLine Fellowship Branch of the RAOC Association exists for former RAOC to interact beyond the Forum

If you are not already a member, perhaps you should consider RAOConLine who will put you in touch with the nearest Branch of the RAOC Association and perhaps former comrades in the Royal Army Ordnance Corps.



If any member would like to submit articles for inclusion - for example, a book review or anything connected with Boys Service - into the next Edition of the Ex-Boys' Association Newsletter - please contact in the first instance



Adrian Hayward-Wills

Alamein Platoon (RAOC) 1981 – 1982





RAOC Association

In 2007, the RAOC Charitable Trust converged with The RLC Association Trust and RAOC funds were transferred to the RLC. These funds and those of the RPC, ACC and RLC are invested as a long term reserve.

Income from the RLC Days Pay Scheme supports benevolence, fraternity activity and administration of the Forming Corps Associations, managed by the RLC RHQ Secretariat.

The RAOC continues to maintain two committees; the RAOC Council which replaced the Board of Trustees, and the RAOC Association which continues to function as before.

The Association aims to create and cherish comradeship, foster the interests of members and their families, look after those who suffer hardship by maintaining contact with members and the appropriate welfare agencies, which includes; SSAFA, the British Legion, RLC Benevolence and the Army Benevolent Fund.

Regular meetings, social events and the twice yearly RAOC Gazette provide the means for all members to contribute to the successful achievement of these aims.

The Association has 21 Branches with approximately 2500 members! There are 15 regional branches which cover the following areas: Ashchurch, Berks/Hants/Surrey, Bicester, Birmingham, Chilwell/East Midlands, Corsham/Bristol, East Anglia, Isle of Wight, Kineton/Didcot, London, Merseyside, Newcastle, Salisbury, Scotland and York.

In addition to these local branches there are a further 6 branches with country wide membership; RD & MTI, RAOC On Line, Golf Society, Rugby Football, TA and the Vehicle Specialist Fellowship.

All these branches run their own social gatherings while there are two main events each year which are organised centrally: the Association Reunion, AGM and Dinner in April, and Corps Sunday in July.

Membership is open to all personnel of the Regular and Territorial Army who served in the RAOC, RASC/RCT, RPC, ACC and RLC. Former members of the ATS and WRAC who served with the RAOC will also be most welcome to join. Membership fees vary and are paid to the branches.

The RAOC Officers' Club, which remains independent of the RLC, has 750 members and holds its AGM and Dinner in October each year, membership costs just £5.00 per year.

Two RAOC Gazettes are published each year and delivered to members of the Association and the Officers' Club. The Gazette includes the dates and applications for attendance at the RAOC social events organised by the RAOC Secretary and RHQ The RLC.

If you would like further information, please contact the RAOC Secretary at the following address:-

Dettingen House
The Princess Royal Barracks
Deepcut
Surrey
GU16 6RW

Telephone: 01252 – 83 33 76

Email: raocassociation@rhqtherlc.org.uk





Royal Electrical & Mechanical Engineers

The aim of the REME Association are:-



- To foster the esprit-de-corps and well being of the Corps.
- To keep those who have served in or with REME in touch with one another with a view to keeping alive a spirit of comradeship.
- To establish links between the serving and ex-Service members of the Corps with a view to helping the former during resettlement from Service to civilian life.
- To help, in conjunction with the REME Benevolent Fund and other welfare agencies, both serving and ex-Service members of the Corps and their dependants who find themselves in difficult circumstances.

In addition, the aims of the REME Benevolent Fund are:

To assist or benefit any such persons serving or having at any time served in the Corps or being dependants, wives, widows (whether or not remarried) or issue of persons (whether living or dead) serving or having served in the Corps as may from the time being be in need of charitable assistance or benefit. The REME Benevolent Fund welcomes donations and legacies to assist it in its work.

The REME Benevolent sells Christmas cards in furtherance of its work and details can be obtained from the Secretary. The REME Association has the following branches within the United Kingdom. Most branches meet monthly and details can be obtained from the REME Association Secretary. Life membership of the REME Association costs just £10.



Join

The Secretary of the REME Association

Captain G M Anderson (Ret'd)
RHQ REME
Isaac Newton Road,
Arborfield, Berkshire, RG2 9NJ
United Kingdom

Tel: 0118 976 3219
Fax: 0118 976 3672

Email: association@reme.org.uk

Royal Army Service Corps & Royal Corps of Transport Association



SERVING
Ex-regimental members
and their families

Patron: HRH The Duke of Gloucester KG GCVO.

President: Major General G.E.C Carrington CB, CBE Chairman: Lieutenant Colonel R.E Wills.

Controller: Lieutenant Colonel M.J.B Graham

For the past several hundred years, men and women have served in transportation regiments for land sea and air in British Army units; they have been imperative in the movement of vehicles, supplies and personnel and have often seen action on the front lines some have even been awarded medals for gallantry and valour.

Strong comradeship to regiments, squadrons and units have forged deep loyalties and bonds that often last for a lifetime. Ex-personnel and those who have worked closely with these regiments can retain their link by becoming members of The Royal Army Service Corps and the Royal Corps of Transport Association.

The Association, as we know it today, was the result of the formation of The Royal Corps of Transport (RCT) in 1965 but the origins can be traced back over two hundred years to the first South African wars of the eighteenth century, when a memorial fund was set up to look after the interests of returning war veterans.

The first major development was in 1927 when Royal Army Service Corps (RASC) clubs and funds were amalgamated to form The Royal Army Service Corps Association. At that time there were Branches world-wide, from European Countries in the West, through Egypt in the Middle East to China in the Far East. Following the Second World War many new Branches were formed throughout The United Kingdom by men who wished to retain those bonds of comradeship forged in difficult times.

In 1939, there were 10,000 members of the regiment but by 1945 there were 135,000 and one soldier in ten was wearing an RASC cap badge, as such the association has been there to embrace and to aid a vast number of ex-personnel.

In 1965, the Corps was re-named The Royal Corps of Transport and the association assumed its present title. Membership then included some ex-members of The Royal Engineers whose trades had been transferred to the new Corps. The Association is for all former members of the regiment and for those who have had close links, members often participate in the meetings and activities of branches closest to them. Branches interact with each other on a regional and national basis through direct contact and through the association HQ



The Controller
RASC & RCT Association
Dettingten House
The Princess Royal Barracks
Deepcut
Camberley
Surrey GU16 6RW

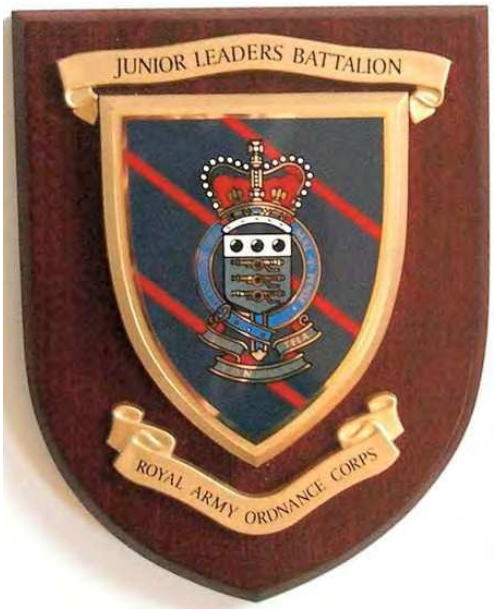
Tel: 01252 833391 Ext 5391 (Controller Secretary)
01252 833397 Ext 5397 (Accounts/Shop)
01252 833398 Ext 5398 (Benevolence)



RAOC Ex-Boys' Association Wall Plaques

Our Founder and Chairman, Mr. Paul Jones has commissioned and secured a limited number of RAOC Wall Plaques. These superb quality wall shields are on sale for £20 plus £2.50 postage. If paying by PAYPAL, please add an additional £2.00 please to cover PAYPAL's fees.







These delightful plaques can be obtained by contacting Brian Wild - Secretary and Treasurer - providing your name and address and a cheque for £22.50 made payable to: - "***Ex Boys' Association***"



For further details:-

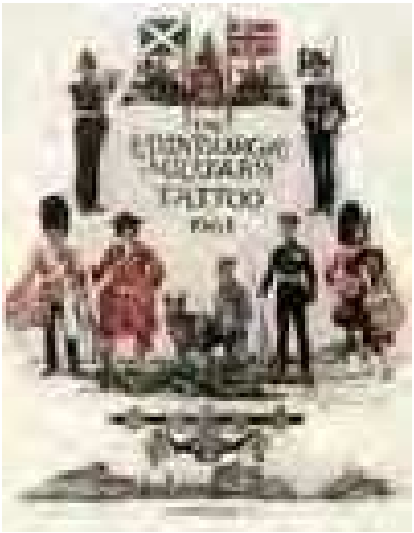
E-mail Brian Wild using the Contacts Page on

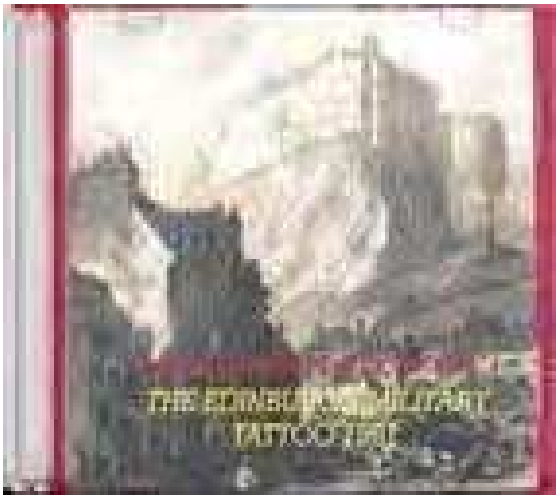
The Ex-Boys' Association Website

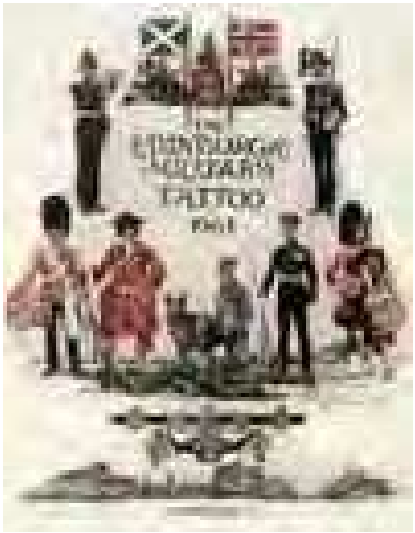


CD of Edinburgh Tattoo - For Sale

There is also a CD of the Edinburgh Tattoo of August 1961, £10 plus £2. Post and Packaging. If paid for by PAYPAL, please add an additional £2.00 to cover PAYPAL's fees – many thanks. For further details, please e-mail Brian using the Contacts Page on the Website.







The Thunderbolt College Magazine.

Members of the Association may be interested to know that we are now – *thanks to members of the Ex-Boys' Association* – in possession of a fine collection of College Magazines known as The Thunderbolt.

This Magazine is currently on-line and is free to Members wishing to download a copy for their records. The Thunderbolt Magazine provides a unique and personal insight into College life.

Below are examples currently on-line of the Thunderbolts we already have. Clearly the Association is keen to obtain a complete collection and would welcome further donations. Please contact Adrian Hayward-Wills or George Tether in the first instance via the Contacts Page.



Reunion 2010

"Home again after another reunion, what can I say, "bloody brilliant", I guess would be enough. My personal thank you to all those behind the scenes,who have once again made the event a success. If I'm still around in 2012 you can count on me to turn up again. The venue is first class, the dinner just great."
Bob Walker











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EX BOYS' ASSOCIATION

RAOC, REME & RCT

Ex-Boys' Association

Bi-Annual Reunion Dinner

Saturday 7th August 2010

The Holiday Inn

Coventry









RAOC BOYS' SCHOOL
RAOC & REME BOYS' SCHOOL
RAOC & REME JUNIOR LEADERS BATTALION
RAOC APPRENTICE COLLEGE
JUNIOR LEADERS REGIMENT RAOC & RCT

EX BOYS' ASSOCIATION

It is with immense pleasure that the Committee Members of the RAOC, REME and RCT Ex-Boys' Association welcome you to our 3rd Bi-Annual Reunion Dinner.

If you have any questions concerning the Ex-Boys' Association, the Annual Reunion or the Holiday Inn, please do not hesitate to contact either a Committee Member or the Concierge in Reception at the front of the Hotel.

As we enjoy ourselves tonight and over the reunion weekend, it is important to remember with pride and respect, those ex-boys who are unfortunately no longer with us.

We very much hope you enjoy your Annual Reunion weekend.

Mr. Paul D. Jones
Founder and Chairman

Committee Members

Mr. George Tether
Mr. Bill Chamberlain
Mr. Brian Wild
Mr. Dave McCarthy
Mr. Adrian Hayward-Wills

Event Organiser

Mr. Jim Ferguson









RAOC BOYS' SCHOOL
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RAOC APPRENTICE COLLEGE
JUNIOR LEADERS REGIMENT RAOC & RCT
EX BOYS' ASSOCIATION

Speeches and Toasts



Mr Paul D. Jones
Founder and Chairman
(Speech)

Toast
Mr. Paul D. Jones
"The Queen"

Mr. Bill Chamberlain
Committee Member
(Speech)

Toast
Mr. Bill Chamberlain
"Absent friends....."

Col. Kerry Curtis
Guest of Honour
(Speech)

Mr. Adrian Hayward-Wills
Committee Member
Toast
"The Ex-Boys' Association"



Master of Ceremonies
Mr. Adrian Hayward-Wills





RAOC BOYS' SCHOOL
RAOC & REME BOYS' SCHOOL
RAOC & REME JUNIOR LEADERS BATTALION
RAOC APPRENTICE COLLEGE
JUNIOR LEADERS REGIMENT RAOC & RCT
EX BOYS' ASSOCIATION

Menu

Starter

Farmhouse pâté, apple chutney and toasted Ciabatta
or
Grilled chicken, crispy bacon and tomato salad

Vegetarian option
Soup of the Day

Main Course

Lamb rump, mint crushed potatoes, green vegetables and red wine sauce

Vegetarian option
Roast red peppers, couscous, goats' cheese and new potatoes

Dessert

Profiteroles with chocolate dip
or
British cheese and biscuits

Followed by

Tea/Coffee with Mints

A Glass of White or Red wine will be served to each diner at the table






Traders
BAR & GRILL



1902 **The Royal Army Ordnance Corps Gazette** 1992

The Journal of the Royal Army Ordnance Corps and Ordnance Services, and the Official Organ of the RAOC Association

The requirement for a Corps journal - ***The RAOC Gazette*** - was first mooted at Woolwich in the 1880s and begun in 1896 with hectographs. A Hectograph is a printing process which involves transfer of an original, prepared with special inks, to a pan of gelatin or a gelatin pad pulled tight on a metal frame. After transfer of the image to the inked gelatin surface, copies are made by pressing paper against it. Hectography, requiring limited technology and leaving few traces behind, has been deemed useful both in low-technology environments and in clandestine circumstances where discretion was necessary.

In the earlier 20th Century, the process lent itself to small runs of school classroom test papers, church newsletters and science fiction fanzines. Prisoners-of-war at Stalag Luft III (the scene of The Great Escape) and at Colditz Castle during World War II, used an improvised hectograph to reproduce documents for a planned escape attempt. Well I didn't know that!

Anyway, these were created and sent to South Africa during the Boer War (1900-1901). The first Editor was Lt. Leon du Plergny, formerly a Conductor and known as the "Plug" by his clerks! The first printed edition was published in 1906 and continued uninterrupted until 1914. It was published post-war from 1920 until 1993 as a monthly magazine. The RAOC Gazette is still published every 6 months as a Membership Newsletter of the RAOC Association and as a sub-section of' The Sustainer, House journal of The Royal Logistic Corps. The latter is a quarterly magazine published as the Autumn, Winter, Spring and Summer editions.

Ex-Boys' Association Committee members, Bill Chamberlain and George Tether, have been refreshing the Corps Gazette pages on the site with a new layout. This is now complete and has been an absolute labour of love and has taken Bill nearly four years of painstaking work to complete and they are the first original RAOC Gazette entries to be made available on the web; the benefits to historians and family tree researchers alike are immense.

Many front covers of the RAOC Gazette featured Boy Soldiers/Junior Leaders – below are some excellent examples. The extracts of the RAOC Corps Gazette found on the Ex-Boys' are scans taken from the originals; when an extract has been used to enhance an article in the Ex-Boys' Association Newsletter, then a reference to the Gazette will appropriately be made. Please see below wording for an example:-

RAOC Gazette Extracts have been collected by the Ex-Boys' Association and are produced with the kind permission of the RLC/RAOC Museum and the RAOC Association

These Corps Gazettes are a unique reference to the RAOC but in particular to life as a Boy Soldier. As in all other sections of this website and extensive Newsletter, we are totally dependent on material sent in by you, our fellow members. Comments on this new feature from Members, via the Forum or Newsletter, would be most welcome.

In conclusion, if you have ANY material that may help to complete the picture of life as a Boy Soldier, be it photos, Gazettes, memories, certificates, badges or any other item you think may be of use to the site, please do not hesitate to contact Bill, George or Adrian.









Veterans Badges



In a previous Newsletter - Issue 10 (Winter 2008) - there was an interesting article on the HM Forces Veterans Badge. As you know, the HM Armed Forces Veterans' Lapel Badge was launched in May 2004 by the Minister for Veterans, to raise the profile of veterans by assisting the wider public to recognise them.

The first veterans badge was issued to Lord Healy, a veteran of the Battle for Monte Cassino, on 10 May 2004, which initiated the roll out of the badge to the generation who served in the Second World War. Since then eligibility to apply for the badge has been extended in sequential phases and now all veterans are eligible to apply. Furthermore to this editorial, there is an article on a national campaign to obtain a medal for veterans contained within this Newsletter – read on……

The badge (as above) is an enamelled, engraved and pinned, lapel badge featuring the words "HM Armed Forces – Veteran", which encompass the Tri-Service, Anchor, Crossed Swords and Eagle motif. Its symbolism is intended to unite all veterans in recognising the commonality of their service, to encourage a sense of unity and community between surviving veterans and to ignite public recognition of our veterans and their continuing contribution to society. However, since its inception, there has been a plethora of unofficial badges manufactured.

Below are some examples of these badges and all available on eBay! None of which, the RAOC, REME and RCT Ex-Boys' Association authorise or sanction etc, etc, blah, blah, yakety yak!!



World War II
1939-45



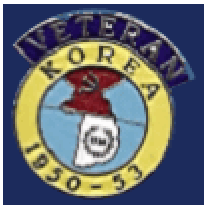
Palestine
1945-48



Suez Canal
1945-56



Malaya
1948-60



Korea
1950-53



Cyprus
1955-59



Vietnam
1959-75



N. Ireland
1969-98



Falklands
1982



Gulf War
1990-91



Iraq War



Afghanistan



nationaldefencemedal.webs.com

Members of the Association may be interested to know that there is an active campaign for Veterans to obtain a

National Defence Medal

similar to that issued by HM Queen to Commonwealth Countries.

Who are they?

They are a dedicated group of HM Armed Forces Veterans who are actively lobbying the Government and Ministry of Defence to bring about a change. The campaign is represented by all Three Services and boast wide and varied backgrounds but we have a common goal to see our fantastic Armed Forces and Veterans given a right, fair and official award.

In a time when respect for our nation is diminishing those who have taken pride in serving it should be given the opportunity to display that commitment.



The 'Information Updates' page is regularly refreshed with their current findings and activities. You can also find archived articles which chart their journey for this campaign.

- The NDM campaign does not have any specific political allegiance; we call for cross party consensus
- We have no financial donors or sponsors, but rely on dedicated volunteers to spread the message
- If any visitors to the site would like to offer any direct help with the campaign please contact us

"……The object of giving medals, stars and ribbons is to give pride and pleasure to those who have deserved them. At the same time a distinction is something which everybody does not possess. If all have it, it is of less value. There must, therefore, be heart-burnings and disappointments on the borderline. A medal glitters, but it also casts a shadow. The task of drawing up regulations for such awards is one which does not admit of a perfect solution. It is not possible to satisfy everybody without running the risk of satisfying nobody. All that is possible is to give the greatest satisfaction to the greatest number and to hurt the feelings of the fewest……"

Winston Churchill (Prime Minister) – 22nd March 1944

It is their belief that an NDM is a reasonable and proper way for the nation to demonstrate to all HM Armed Forces that their service is appreciated. A small token of recognition for putting themselves at the mercy of the Country's leaders in the hope it will act in the citizens best interests. A medal that can be "officially" worn on parade with pride.

The Veterans Badge is an unofficial MoD offering and it's purpose is different from the NDM. The NDM Campaign see it however, as a first step to proper recognition.

"There's nothing more important to troops than a medal - they are incredibly emotive and they mean the world to soldiers."

Patrick Mercer, MP for Newark and former infantry commander – Daily Telegraph 19/04/2008

Below is an example of a letter sent by the NDM Committee to HM Government.
The letter is self-explanatory and well worth the read.

I am sure that you are aware that when someone enlists in His or Her Majesty's armed forces they are effectively writing a blank cheque to the country saying, "Here is my life, use it as you will". Sometimes that cheque is cashed, as we have lately seen all too frequently in Iraq and Afghanistan and sometimes it is not. Whether or not the cheque is cashed depends entirely upon the whim of the MoD. How they are employed and where they are deployed is completely out of their hands. Never the less all understand the risk when they enlist; all are prepared to pay the ultimate sacrifice should it be necessary.

I am sure that you know of the National Defence Medal (NDM) campaign that has been running for some time, and that you are also aware that several veterans' organisations and many thousands of individuals are currently seeking a medal in recognition of particular periods of their military service. Among these are the Cold War, British Nuclear Test Victims, National Servicemen and post armistice Korea to name but four. All are throwing their wholehearted support behind the NDM concept.

Please forgive me for stating the obvious but the MoD, HD Committee and the current Government, now have an ideal chance to seize the initiative and settle a number of medal issues in one decisive action. Quite simply, the issue of an NDM would be a golden opportunity to sweep the board clean with one medal covering all claims since 1945. The NDM is quite simply one for all! I have studied ad nauseam the claims made about protocols that supposedly make the granting of such a medal 'impossible', and I have seen for myself just how many times the 'impossible' has been achieved when it suited the purposes of the powers that be.

I will not go into detail in this letter but I can assure you that enough examples and precedents exist to make an absolute mockery of any claims made that 'this is simply not done', because it has been done and quite often too! To be frank, the claims made about no precedents and so forth are arrant and palpable rubbish that do not stand up to close scrutiny. You must also be aware that the British panoply of medals is rapidly becoming the only collection left among Commonwealth, EU and NATO nations not to include some form of Defence Medal broadly available to all ranks and all branches of their Armed Forces. As far as we are concerned, this anomaly is unacceptable and it is simply intolerable that a similar form of appreciation is not available to British Forces personnel and veterans.

The token 'Veterans Badge' is a convenient idea, borrowed from the Canadians, which is quite acceptable as a symbol that can be worn with any civilian attire, at any time, making veterans easily recognisable in every-day life. It is wholly inadequate for parades and many veterans refuse to wear it on such occasions. As you know, the wearing of a properly constituted medal is an emotional issue for many service people and their dependants because it is by far the best means of honouring those still alive, as well as the servicemen and women who are no longer with us. In addition, an NDM which could be worn with pride at memorial services and parades would act as a unifying and readily visible symbol that would identify and differentiate to the wider public all those that have 'stood to' for Queen and Country.

The NDM, if authorised, would truly constitute a proper and fitting reward for unwavering and loyal service to the Crown. A medal in recognition of selfless service that often involves the uprooting of family and home, as and when required, seems so little to ask for. It, therefore, begs the question of why opposition to the idea is so deeply rooted among those whom we are beginning to see as the faceless 'NO' men of the HD Committee and certain individuals, led by Messrs Coney and Warburton, at the MoD whose raison d'être seems to be to reply to letters concerning medal issues addressed to Ministers and senior officers in a constantly negative fashion.

I'm sure you are aware of how truly worthy veterans, as well as the men and women currently serving, would be honoured by an NDM. One can understand the emotive need for a medal that promotes unity and appreciation among all ranks and all branches of the services.

There is sense and emotion acting as a driving force behind so many of us petitioning our MPs to take up the gauntlet and see that the concept of the NDM is given a proper hearing, with representation from involved groups, so that a workable solution can be found to enhance the as yet undimmed pride of veterans, reward those still serving and allow all who have served, and are still serving, to display a tangible sign that they have 'stood up and been counted' when the need arose.

We need support from everyone, as individuals and organisations, in this struggle to get that which should already be ours and has already been quietly accomplished by so many of our Commonwealth, EU and NATO allies. None of us recall any quibbling or denial by the various Governments concerned when their versions of the NDM were mooted, save only that the Commonwealth countries had to opt out of the Imperial awards system because of the remorseless intransigence of the HD Committee.

I am asking you, as an organisation and as individuals, to support our cause and to lobby your MPs on this issue. This is a passionate campaign with massive and growing support. I hope, by pledging your support, you can have a positive and significant role in righting this injustice. In a time when respect for our nation seems to be diminishing, those who have taken pride in serving it should always be given the opportunity to display that commitment on parade with the United Kingdom's National Defence Medal.

With this in mind I ask that you and your members pledge support for our campaign insisting that the government introduce and issue, without delay, a National Defence Medal in recognition of the loyalty and sacrifice freely given by all those who have served, are serving or who will serve Crown and Country in whatever capacity, whatever rank and whatever service since 1945. I should now like to draw your attention to the website set up to fight for NDM justice so that you can see and digest the emotion and rationale of those veterans for whom an NDM would resolve so many issues. The address is:

http://nationaldefencemedal.webs.com

Yours faithfully,

Ernie Yeomans
(former Sergeant, RAMC
and National Defence Medal Society committee member



Below are *"Press Cuttings"* highlighting the work the NDM Committee do

Post: RAF News
100b Greenwood, High Wycombe HP14 4XE

LETTERS

email: letters@rafnews.co.uk

STAR letters

The winners of the Star letters receive an exclusive RAF News cap

DO THE RIGHT THING

Readers give their backing to campaign for UK's National Defence Medal

I HAVE recently read the remarkable autobiography of Harry Patch. He is in many ways an unusual hero and it is mainly his longevity which has thrust him into the limelight.

As 'The Last Fighting Tommy' from the World War I trenches he immediately evokes respect and admiration.

I also noticed how he wears his commemorative medals with pride, both his National Service Medal and the 'Hors de Combat' to recognise the wounds he sustained in the line of duty. Both of these medals are not covered by any official awards.

I have closely followed the 'bling' debate and it struck me how would those who argue there is no place for commemoratives would make this point to Harry?

> 'I wholeheartedly believe that we should have a more inclusive official awards system'

I have never been a fan of commemoratives, and I wholeheartedly believe that we should have a more inclusive official awards system for our forces, and that this should start with a National Defence Medal (www.nationaldefencemedal.webs.com).

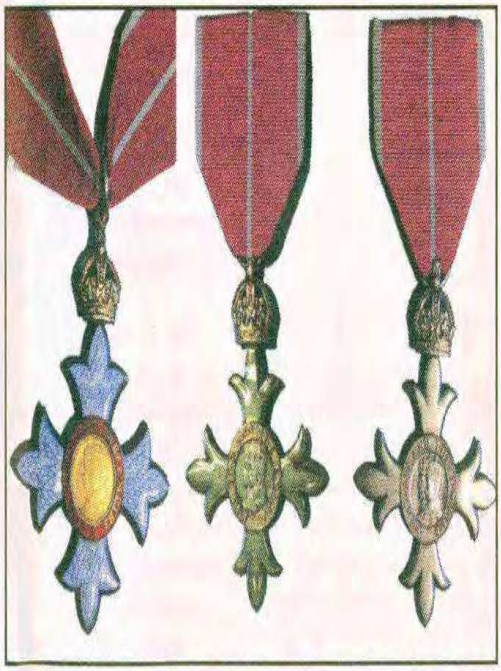
But while we wait for our country to do the right thing by its veterans, I don't think that we can criticise them for choosing to wear symbols that demonstrate their willingness to step up to the mark for the nation's security.

It shames the officials who have allowed this situation to develop in the first place.

Tony Morland, Salisbury

● The UK National Defence Medal (NDM) campaign demands full official recognition for the nation's sailors, marines, soldiers and airmen who have protected the country through all types of political turmoil since World War II.

The campaign's belief is that a National Defence Medal is a reasonable and proper way for the nation to demonstrate to all HM Armed Forces that their service is appreciated.



MEDAL MATTERS: Should the United Kingdom follow the lead of Australia and introduce a National Defence Medal?

● **Do you agree with our star letter writers? Let us know what you think. Write to us with your views to the address above or send us an email.**

FURTHER SUPPORT

SUCCESSIVE governments have continually ignored the loyal and steadfast service from many of our Armed Forces personnel.

The unofficial Veterans Badge is barely visible and is no substitute for a medal.

Many Vets believe we should follow the Australian lead with a National Defence Medal.

Our award system is unfair, archaic and anachronistic, hence diminishing military service.

The British public should rally round and support this laudable campaign, since several Service personnel have nothing to show for years or even decades of service to our country.

Charles Lovelace, Liphook



Missed out on medals

WE have just had Armed Forces Day, yet there will still be ex-serving members of HM forces on parade who do not have a medal to display.

The general public may be unaware that there is a campaign afoot to have the powers that be strike a National Defence Medal to be issued to all who served in the forces, including National Servicemen, since the Second World War.

This would enable those who did not actually receive campaign medals during their service to have some symbol of their service to display on their chests on Remembrance Sunday or other ceremonial occasions.

I understand the Queen has approved such a medal for Australia, Canada and New Zealand. Similar medals are issued in France, Germany, USA and to other allies, while the British requests for parity are refused.

Information on the campaign may be obtained from www.nationaldefencemedal.webs.com

Medal-battle veteran leads march on No 10

A VETERAN campaigner marched on Downing Street demanding medal recognition for all Armed Forces' personnel.

Battling Roy Wilson, of Dorking Way, Harold Hill, wants a National Defence Medal for everyone in the military since the end of the Second World War.

Apart from long-service, the Government have never considered service as the sole justification for an honour. The 77-year-old liaison officer for the National Service Veterans' Association led the march to Number 10, where a report supporting the campaign was handed over.

By JANE BALL

The crusade, which has thousands of supporters, has been spearheaded by Mr Wilson for nearly ten years.

He said: "We want to show the Queen, Government and country that we put our lives on the line. We want a medal."



● *Fighting on...Roy, second right, and other veterans outside 10 Downing Street, where they handed in the report*

More than 100 veterans, from every branch of the Forces, converged on Downing Street where report-writer and former Serviceman Tony Morland, made the handover.

"We've been palmed off so many times. Hopefully, the Government will take time to read the report and realise why this is so important," said Mr Morland. "Almost every other Western nation recognises its forces with a defence medal, so it's a disgrace that our Government don't."

Mr Morland added: "Ex-military men and veterans put a lot of credence in medals. It builds spirit between them. Without it, it seems their service has not really been valued."

The Australian and New Zealand Governments issue a service medal sanctioned by the Queen. But the Association say the British Government refuse to budge on the issue and have even refused discussions.

Mr Wilson said: "All we want is something to put on our chests on Remembrance Day and other occasions to show we were prepared to sacrifice our lives for this country." Copies of the report were submitted to the Ministry of Defence and former Defence Ministers Des Browne and John Hutton. Mr Wilson, who served with the Royal Artillery in the Middle East in the early Fifties, also handed the report to Upminster MP Angela Watkinson.

A Ministry of Defence spokesman said: "British campaign medals have never been awarded for service alone. They are given to honour personnel who deploy on or in support of operational tours which, by their nature, are more demanding and dangerous.

"All veterans can wear Armed Forces' Veterans Badges and 700,000 have been issued. This enables those who have served their county – but not on operations – to receive the acknowledgement they deserve."

Now the dust has settled since the general election and we have a change of government it was felt appropriate to review where we are with the NDM campaign and the way ahead.

There is little doubt, despite all the evidence provided and submissions made by so many on behalf of the Campaign that the previous Labour Government, priding itself in its support to our armed forces, let our veterans down by refusing to recommend to Her Majesty the Queen the award of a UK National Defence medal. Freedom of Information requests even failed to identify any discussions within MOD or anywhere else in Government taking place, which led to the shabby decision by the Labour Veterans Minister.

Despite the major set back a successful re-launch of the campaign took place, attended and supported by Members of Parliament and Peers of the Realm. This was followed by the laying down before Parliament Early Day Motion 327, which called for the Labour Government's decision to be rescinded. The motion attracted almost 200 signatures of support from MPs of all Parties. Significantly, over 90% of all Liberal Democrat MPs signed the motion and although a number of Conservative MPs signed the official position of their Party although they would not sign they generally supported it but would *review the award of all medals* once they were in Government. Only the dissolution of parliament for the general election precluded an adjournment debate on the award of the NDM taking place.

So where are we now? Well, we have a new Coalition Government made up of a Conservative Party who pledged to review all medal procedures and awards once in power and a Liberal Democrat Party who strongly supported the award of the NDM. In addition we have a Prime Minister who is actively calling for greater national acknowledgement and awareness of the armed forces, veterans and their families; a Deputy Prime Minister who prior to the election wrote a letter of support for the National Defence Medal and an Armed Forces Minister who has previously stated his support for the medal and signed Early Day Motion 327. In addition we have numerous letters of support from many influential people including Dame Vera Lynn. The future of the NDM has never looked so bright.

I have written to the Armed Forces Minister to draw his attention to the current situation and to seek guidance on how he would now like us to proceed. Clearly our position remains that we would wish the Coalition Government to recommend to Her Majesty the Queen the official recognition of veterans through the award of a National Defence Medal and that a working group be established to work with the Committee on the Grant of Honours Decorations and Medals to decide on the procedures and eligibility of the award. I have to say that in this current financial climate we may have to accept that some financial contribution may be required but this should not deter us from seeking the NDM be officially awarded by Armed Forces Day 2012.

Colonel (retd) Terry Scriven

Co-Chairman UK National Defence Medal Campaign

THE FORGOTTEN HEROES

DENIED BY THEIR COUNTRY

THEY DID THEIR DUTY.....



DAILY EXPRESS

CRUSADING FOR A FAIRER BRITAIN

EXCLUSIVE
By David Pollock

Brown scorns a medal for our forgotten heroes

Chilliad veteran's badge

VETERANS NATIONAL DEFENCE MEDAL CAMPAIGN

HONOURING ALL WHO SERVED

IT'S TIME TO PUT THINGS RIGHT!

http://nationaldefencemedal.webs.com

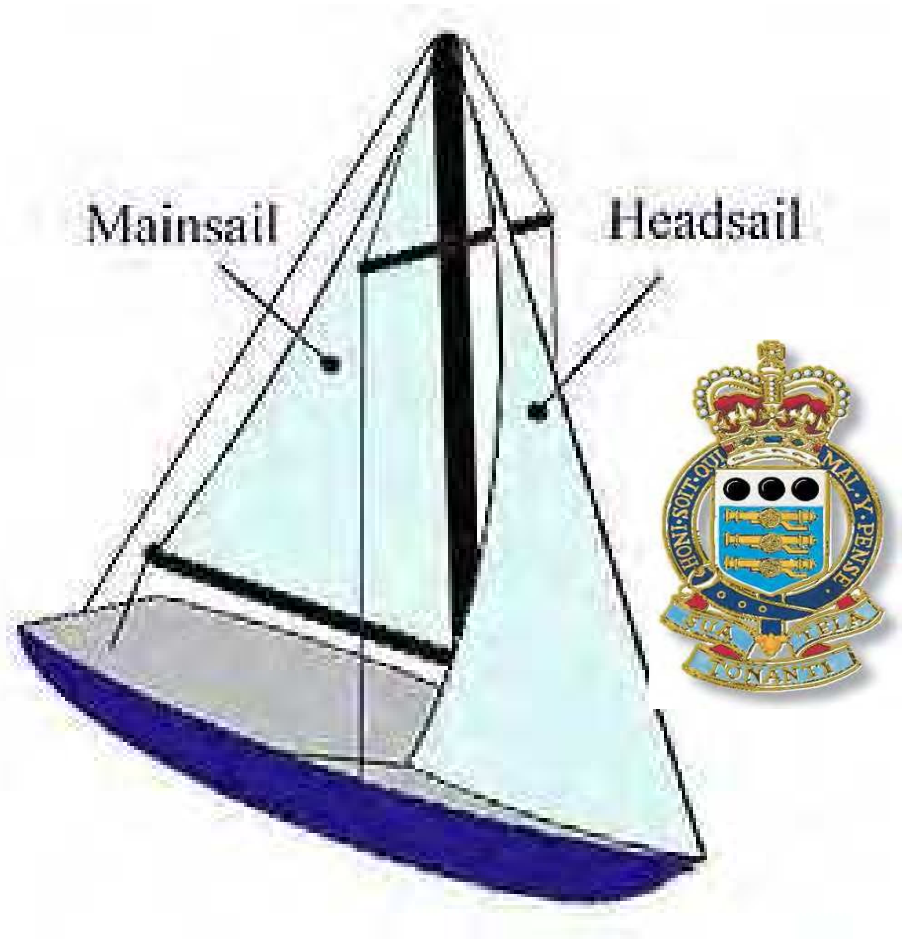
Junior Army Sailing

"Thunderbolt and Thunderer"

Adrian Hayward-Wills

A sailboat or sailing boat is a boat propelled partly or entirely by sails. The term covers a variety of boats, larger than small vessels such as sailboards and smaller than sailing ships, but distinctions in size are not strictly defined and what constitutes a sailing ship, sailboat, or a smaller vessel (such as a sailboard) varies by region and culture.

In 1976, a Yacht was commissioned that bore the name "Thunderbolt" and it was this Yacht that was used by members of the RAOC Apprentice College during Adventure Training. Thanks to a recent dontaion to the Ex-Boys' Assocation by the former Commanding Officer and now Member of the Ex-Boys' Association Kerry Curtis, we are now in possession of the Brass Commissioning Plate that once proudly adorned "Thunderbolt" on her travels. This article attempts – *through use of the College Magazine Thunderbolt and the RAOC Gazette and photographs* - to explain the art of "*offshore sailing*" – (with the yacht "Adelie"), the yacht "Thunderbolt" herself, the RAOC yacht "Thunderer" and lastly, "Thunderbolt's" part in allowing Junior Soldiers to take to the high seas!



Yacht racing is the sport of competitive yachting. There is a broad variety of kinds of races and sailboats used for racing. Much racing is done around buoys or similar marks in protected waters, while some longer offshore races cross open water. All kinds of boats are used for racing, including small dinghies, catamarans, boats designed primarily for cruising, and purpose-built raceboats. The Racing Rules of Sailing govern the conduct of yacht racing, windsurfing, kitesurfing, model boat racing, dinghy racing and virtually any other form of racing around a course with more than one vessel while powered by the wind.

Offshore yacht races are held over long distances and in open water; such races usually last for at least a number of hours. The longest offshore races involve a circumnavigation of the world.

Some of the most famous offshore races are the *Sydney to Hobart Yacht Race*, the *Transpacific Yacht Race*, the *Fastnet race*, the *Bermuda Race*, the *2005 Rolex Transatlantic Challenge*, *Hamilton Island Race Week*, the *West Marine Pacific Cup* and the *Bayview Yacht Club North Channel Race*. Several fully-crewed round-the-world races are held, including the *Volvo Ocean Race* (formerly called the *Whitbread Round the World Race*), the *Global Challenge* and the *Clipper Round the World Race*.

South African yacht clubs organise the South Atlantic Race (the former Cape to Rio race), the Governor's Cup from Cape Town to St. Helena Island and a race between Durban and Mauritius – but that's another story! Anyway, Single-handed ocean yacht racing began with the race across the Atlantic Ocean by William Albert Andrews and Josiah W. Lawlor in 1891; however, the first regular single-handed ocean race was the *Single-Handed Trans-Atlantic Race*, first held in 1960. The first round-the-world yacht race was the *Sunday Times Golden Globe Race* of 1968-1969, which was also a single-handed race; this inspired the present-day *VELUX 5 Oceans Race* (formerly the *BOC Challenge / Around Alone*) and the *Vendée Globe*. Single-handed racing has seen a great boom in popularity in recent years. There are or perhaps were two such Yachts associated with the RAOC, one was the Thunderbolt and the other was The Thunderer. This article is about both these yachts as they appear in the College Magazine "The Thunderbolt" on numerous occasions. However, for the purposes of this article and to clarify, it was the yacht "Thunderbolt" that was the College's Yacht. Thunderbolt was commisioned in July of 1976, having being built ar the College by Civlian Lecturers M.F Watson and M.F Johnson.

Junior Leaders/Boy Soldiers were keen to sail - *as can be seen from this article* - not only in the yachts Thunderbolt, Thunderer, Monique Marie, Adelie at the Pier Cellars Adventure Training Centre and a now long forgotten Rescue Launch but also aboard the Training Ship TS Foudroyant! TS Foudroyant, Monique Marie, I hear you say?! Well , for Pier Cellars, the Rescue Launch and TS Foudroyant read on**…….**

What or where is TS Foudroyant?



TS Foudroyant featured many times in training Junior Soldiers of the RAOC, indeed there is an article on this particular ship in the College Magazine Thunderbolt dated 1974! – Which is currently online and ready to view!

HMS Trincomalee, later named TS Foudroyant is the sole floating survivor of more than 300 sailing frigates built for the Royal Navy. Constructed to the design of the Admiralty by the East India Company in Bombay in 1817, the teak-built ship had two major commissions - to the West Indies and to the Pacific from 1847 - 1857. She was later a drill ship and spent 15 years at Hartlepool from 1862.

Saved from being broken up in 1897, she was purchased privately for training youngsters and re-named TS Foudroyant, being based at Falmouth and Milford Haven before being towed to Portsmouth in 1932. During World War II she was mobilised with HMS Implacable and both ships were commissioned as HMS Foudroyant for training new entry ratings. After the war Foudroyant carried on training young people until 1986 under the Foudroyant Trust. By then, in view of her deteriorating condition, the Trustees decided to cease the training programme and attempt to restore her as near as possible to her original configuration.

After careful consideration of around 30 possible locations, Hartlepool was chosen for the restoration work and later as the ship's new permanent home. The Teeside Development Corporation saw her as an icon of the renaissance that was under way in the town, and there was much local enthusiasm for the project.

Above all, however, Hartlepool had a skilled workforce available who were capable of undertaking the task, having recently completed the refurbishment of the Royal Navy's first ironclad, HMS Warrior, which by then had moved to Portsmouth.

In 1987, the Trincomalee was brought to Hartlepool, and after much research and fundraising the restoration programme began in earnest on January 1, 1990. The ship was berthed afloat in Jackson Basin and the work started with the removal of many of the non-original features that had been added during her training days. There were several key decisions at this time, such as the use of opepe to replace decaying teak, the manufacture of hollow metal masts rather than wood to aid services, maintenance and ventilation, and the use of sophisticated detecting equipment to identify decayed timber.

In 1992, the ship's name officially reverted from TS Foudroyant to her original as HMS Trincomalee. By the autumn of 1996, there was sufficient funding to allow the ship to be moved into the adjacent dry dock at Hartlepool Historic Quay to begin the crucial work on the below-the-waterline hull structure.

A major grant of £4 million from the Heritage Lottery Fund allowed this to go ahead and by the latter part of 1999 the lower hull had been restored and "copper-bottomed". A traditional silver nail ceremony was held to celebrate the completion of the work and the ship was refloated, with inclining experiments to check stability.

Much had still to be done, however, in fitting-out within the ship and to interpret the conditions and equipment on board during her commissioned days. A particular innovation in the restoration has been the inclusion of two platform lifts that now provide access for the disabled to the three main decks - but most significant of all has been the retention of more than 60 per cent of the original fabric.

Over the past 11 years the Trust has raised £10.5 million towards conservation. Major contributors, besides the Heritage Lottery Fund, have been the Teeside Development Corporation, English Heritage, Hartlepool Borough Council and the European Regional Development Fund. The project has absorbed 750,000 man-hours of specialist craft and technical work, and it is estimated that the Trust has injected into the local economy, as a direct result of the project, more than £8 million in wages, services and purchases.

The Trust has also provided a major visitor attraction from what was little more than a hulk, and employed nearly 50 local people at the height of the project. The Mayor of Hartlepool, Cllr Doug Ferriday told Navy News: "Hartlepool Borough Council is delighted to be supporting this superb project that has saved the vessel for the nation, and which is now for the education and enjoyment of the public, particularly here in the North East."

Current Chairman of the Trust Col Michael Stewart said it was a project by which other ship restorations might be judged.

"We now have to move on and secure a visitor centre that will complement and do full justice to the restored ship in order to display her magnificently and conserve her for the future."

He said the local Sea Cadets - who have adopted the name TS Trincomalee - were regular users of the ship and had excelled themselves at ceremonial duties on many formal occasions.

For information and for the benefit of Ex Boys of the Association, HMS Trincomalee is open every day at Hartlepool Historic Quay from 10.30 a.m. Admission prices are £6.50 for adults, £5.30 for concessions and there is a family ticket for £15.00. Tours with audio guides or in guided groups are available and the ship can also be chartered for a range of functions and weddings. Tel 01429 223193 for details.



Mike Phillips (Foster) – Circa 1970/1971

Mike says about the above photograph:-

…...on outward bound down in Portsmouth with Steevens platoon on HMS Foudroyant a training ship and one of Nelsons flagships…..

A **flagship** is the lead ship in a fleet of vessels, a designation given on account of being either the largest, fastest, newest, most heavily armed or, for publicity purposes, the best known. In military terms, it is a ship used by the commanding officer of a group of naval ships. The term originates from the custom of the commanding officer (usually, but not always, a flag officer) to fly a distinguishing flag.

Used in this way, "flagship" is fundamentally a temporary designation; the flagship is wherever the admiral's flag is being flown. However, admirals have always needed additional facilities; a meeting room large enough to hold all the captains of the fleet and a place for the admiral's staff to make plans and draw up orders.

1902 The 1992
Royal Army Ordnance Corps Gazette
The Journal of the Royal Army Ordnance Corps and Ordnance Services, and the Official Organ of the RAOC Association

Junior Leaders' Battalion RAOC

THE CHIEF ITEMS of interest this month are the new rescue launch which we have at last managed to buy and the achievements of our cross country team in a friendly match against the Junior Para Coy and in the junior Army cross country race held at Blackdown on 25th February.

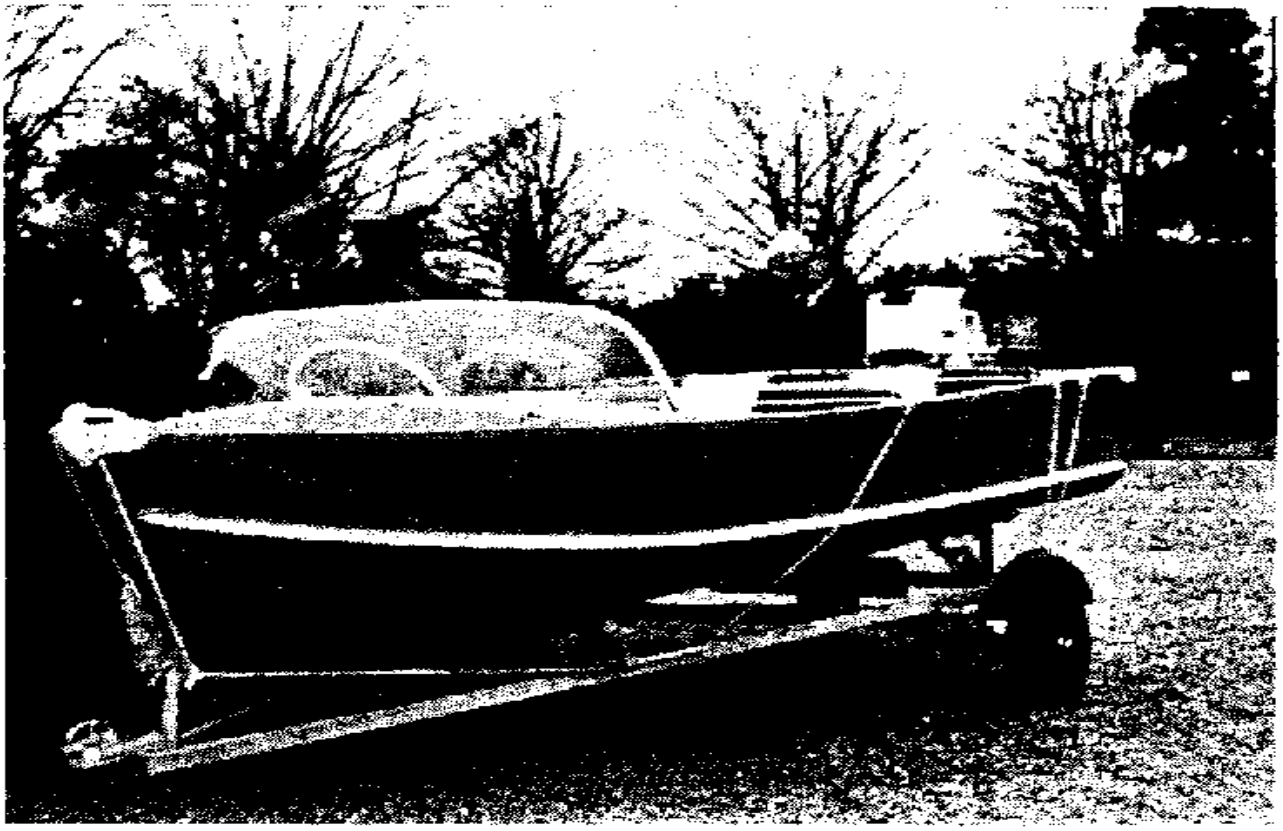


Photo Cpl. Kitson, RAOC

The new rescue launch recently bought by the Battalion.

The new rescue launch, which is to improve the safety measures for our sailing and canoeing fraternity, is pictured here and is an extremely fine boat having a 20-hp outboard motor which will drive her through the water at 20 knots. We are running watermanship courses under the able direction of Mr. Jim Watson to ensure that only properly trained and certificated drivers handle her.

RAOC Gazette Extracts have been collected by the Ex-Boys' Association and are produced with the kind permission of the RLC/RAOC Museum and the RAOC Association

1902 The Royal Army Ordnance Corps Gazette 1992

The Journal of the Royal Army Ordnance Corps and Ordnance Services, and the Official Organ of the RAOC Association

The culmination of the sailing club activities for J/RSM Bate was two weeks 'before the mast' aboard the Sail Training Association's ship, Winston Churchill. Bob Bates's comment was: "I enjoyed my days at sea very much, but I am glad I joined the Army." Regretfully, this term we must say goodbye to him on his graduation to man service, and we all wish him well when he leaves for his first tour in Germany.

Here we continue our sailing notes with the follow-up story of our all-too-short 'affair' with *Monique Marie*. A slightly edited extract from Jim Watson's diary tells the story.

"In the last edition I gave an account of our first offshore weekend aboard Monique Marie. The next weekened, the last in March, we headed for Marcham hoping that the weather would be more kind to us.

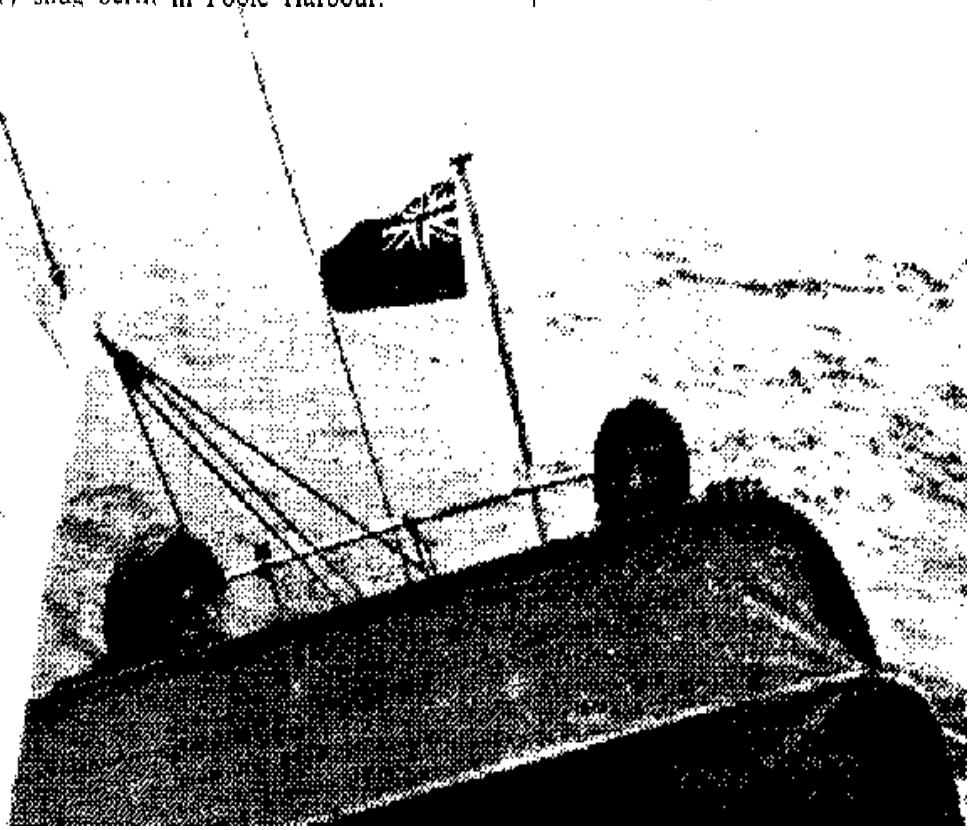
"We boarded *Monique Marie* at 4 pm, stowed kit and food and by 5 pm were heading down creek for Poole Harbour. Within fifteen minutes the crew very efficiently hoisted main and foresail and, with a Junior Leader at the helm, we successfully negotiated the tricky channels. By 6.30 pm had tied up for the night in a very snug berth in Poole Harbour.

"5 am Saturday: Reasonable weather forecast—force 4 north-easterly wind—cup of tea—slip moorings—heading for the Solent.

"While we were still in Poole Bay two of the boys cooked breakfast, and by the time we were out in the open sea all the crew had been fed—pots washed and stowed—and the real object of the weekend began—offshore sailing.

"The boys were divided into watches, and each boy helmed—took bearings—plotted our position—steered by compass—set and changed sails and generally learned the many aspects of real sea sailing. The afternoon shipping forecast warned of the wind backing to the west and so reluctantly, but sensibly, we returned that evening to our snug berth in Poole.

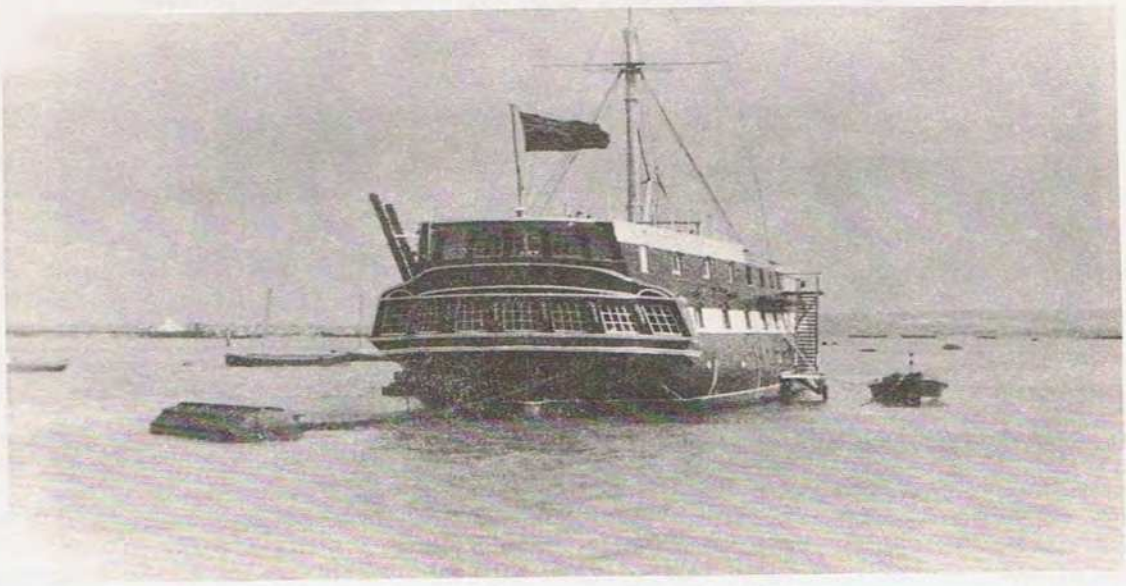
"An excellent evening meal aboard—two hours ashore and an early night. Sunday morning proved ideal weather for sailing and by 6 am we had slipped our moorings, breakfasted under way and by 7.30 am, under full main and Genoa, were heading westwards in ideal conditions. Coming about—reaching—running—the crew experienced a wonderful day's sailing and all too quickly our second weekend was over. Thanks to the grant from Southern Command and the organisation and enthusiasm of Capt. Alan Wilkinson the sailing club has moved into a new era of activity.



1968

RAOC Gazette Extracts have been collected by the Ex-Boys' Association and are produced with the kind permission of the RLC/RAOC Museum and the RAOC Association

THE TRAINING SHIP FOUDROYANT



Saturday, 16th May was the day Steevens Platoon joined the Navy for a week. Every person in the Platoon left Deepcut glad for the break, yet inwardly despairing at the thought of 15 hours training per day on T/S Foudroyant.

We arrived on the ship to find a rather different kind of ship to what we had expected. I had seen a picture of the Foudroyant and I was expecting something like HMS Victory but was surprised to find there were hardly any cannon and even more surprised not to see any rigging on the ship.

The Foudroyant was built in 1817 and was formerly called the 'Trincomalee'. It is now the oldest sailing ship still afloat and used as a training ship for young people. Training includes sailing, rowing, steering motor powered boats, etc. The "crew" as we were called slept in hammocks and once we got in nobody seemed to want to get out. The only disappointment we had during the week was coming back to "rundown" Blackdown" after a thoroughly enjoyable week.



Aboard the T/S Foudroyant

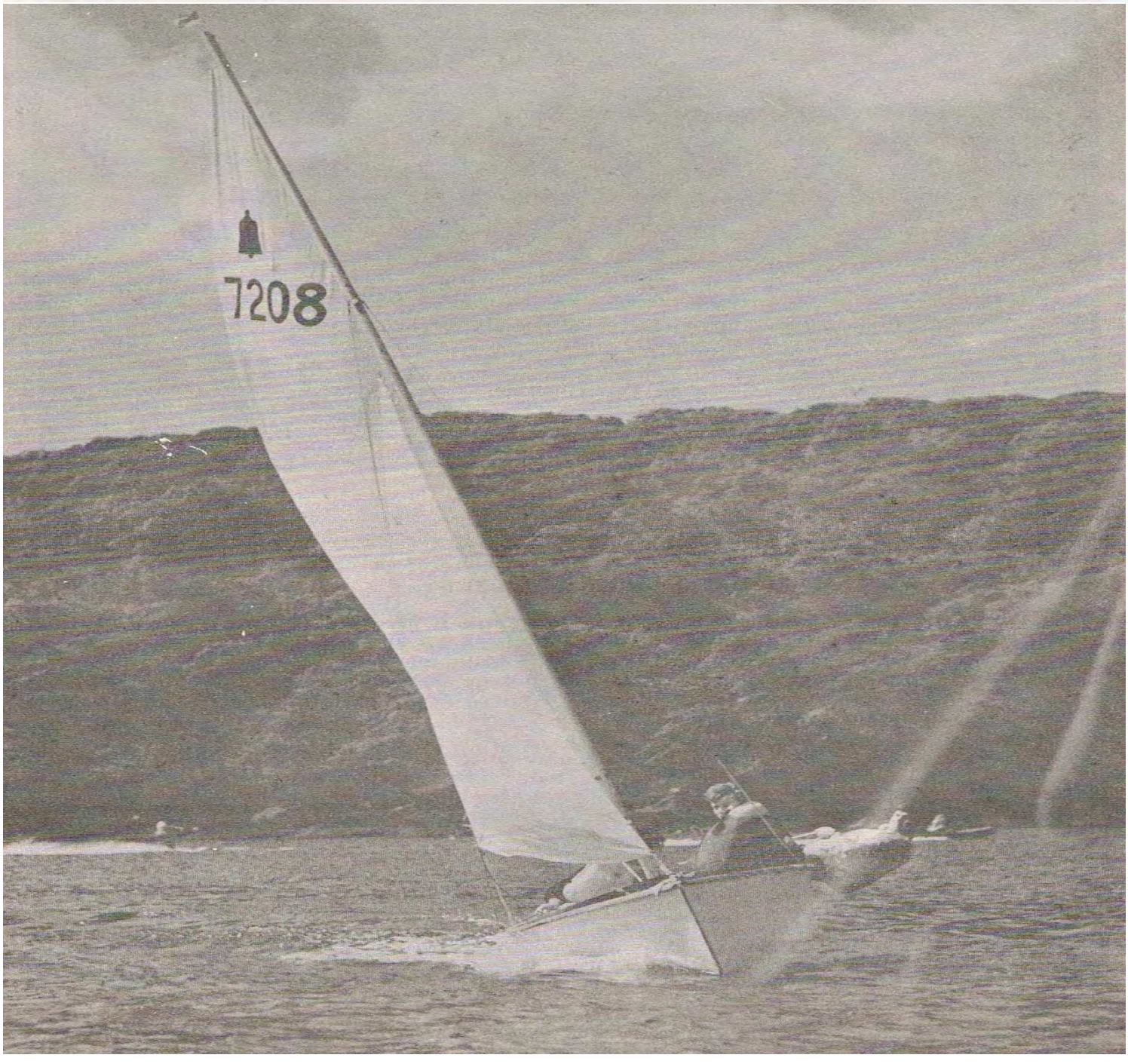
SAILING - PIER CELLARS

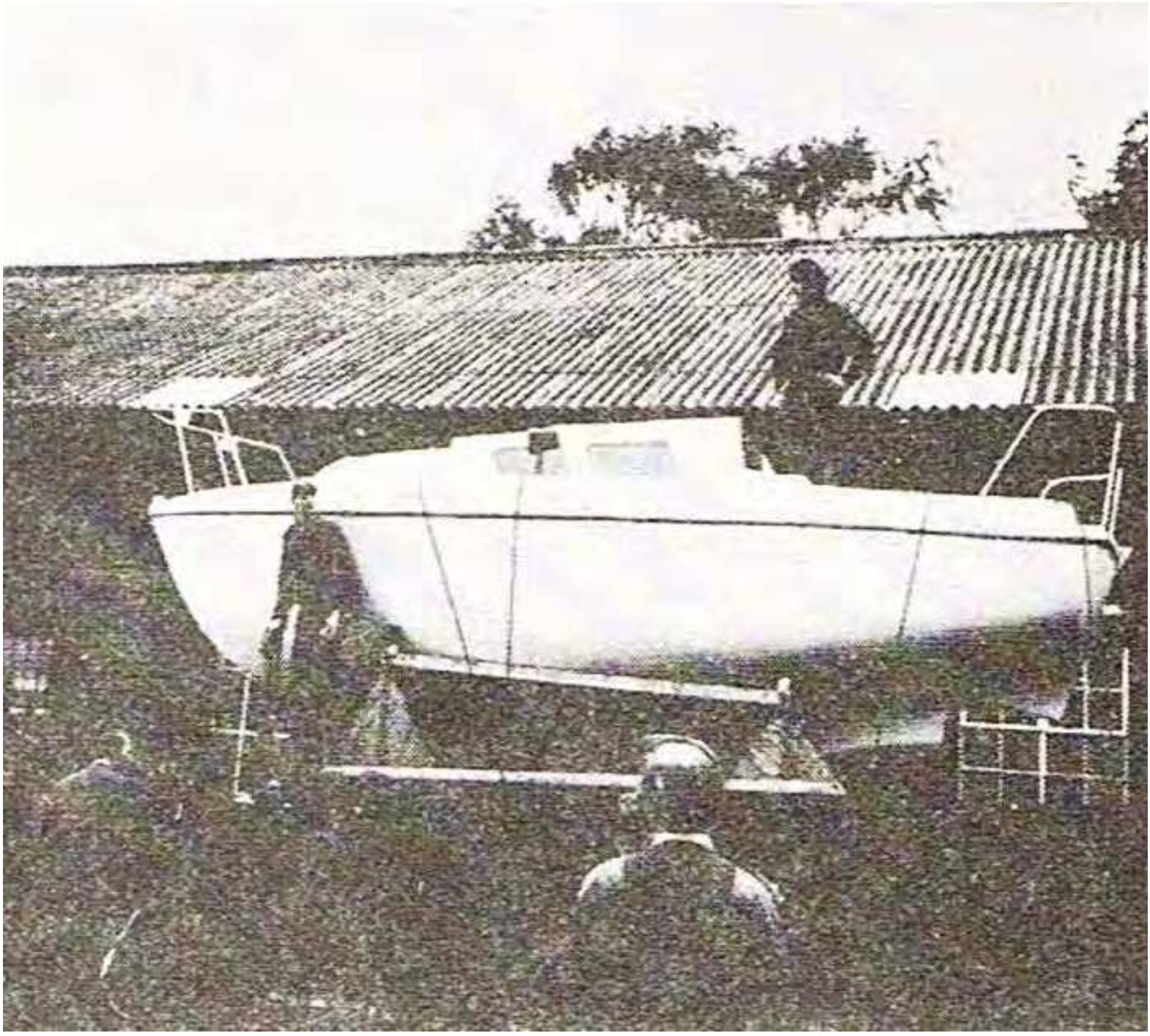
Well, we certainly had the wide open waters - but in the first week when "A" Coy were with us we had very little wind. We did, however, manage to take all the boys out, either in dinghies or in "Neraida". There were no outstanding incidents and although some boys found it rather unexciting many boys were pleased that their initiation to sailing was such a quiet, peaceful event. The second week, "B" Coy's week, brought a complete change of conditions. Wind, rain, mist, choppy seas - typical English sailing conditions!

It proved to be such a blustery week that we found ourselves sailing under mainsails only and sometimes with even this one sail reefed! And yet most boys quickly turned apprehension to exhilaration as the dinghies ploughed through the choppy water and they began to realise that their own speed of movement, their own sense of balance, their own nerve, determined whether or not the boat remained upright!

One unfortunate dinghy did capsize. I can't remember the helmsman's name. The Navy, however, were quick to the rescue, offering dry clothes, cigarettes - the usual courtesies of the sailing fraternity.

Apparently the Navy gave a final piece of advice to our crew ... "Stick to b ..... marching!"





Picture of "Thunderbolt" Courtesy of the Thunderbolt College Magazine – Circa 1970's

Anyway, moving on from TS Foudroyant and sailing at Pier Cellars, did you know there is some controversy about the legality of sailing single-handed over long distances? Well, this is because the navigation rules require "that every vessel shall at all times maintain a proper lookout..."; - *tell that to the Crows Nest on the Titanic!!* - single-handed sailors can only keep a sporadic lookout, due to the need to sleep, tend to navigation, etc

A **sloop** (from Dutch *sloep*) - *which was what Thunderbolt was* - is a sail boat with a fore-and-aft rig and a single mast farther forward than the mast of a cutter. A sloop's fore-triangle is smaller than a cutter's and unlike a cutter, a sloop usually bends only one headsail, though this distinction is not definitive; some sloops such as the Friendship Sloop have more than one. Ultimately, the position of the mast is the most important factor in determining whether a ship is classified as a sloop.

On a gaff rigged, single masted boat, the clearest distinction between a sloop and a cutter is the run of the forestay. On the sloop, it runs to the outboard end of the bowsprit, which means that the bowsprit must always stay in position and cannot be retracted. On a cutter, the forestay runs to the stem head of the hull. This allows the bowsprit to be run back inboard and stowed. This can be helpful in crowded harbours or when stowing the jib in strong wind conditions.

SAILING

Officer in Charge: J F Watson, Esq
Assistant: Sgt W G North

This season 12 boys have chosen sailing as their major summer sport. What an incredibly sensible and mature choice! Most Tuesday and Thursday afternoons have seen these twelve boys learning the duties of "crew" and discovering the responsibilities of "helm" at Hawley Lake.

Two of the junior members of the club show great promise - J Cpl McClernon and J Pte Bowers.

The Army Junior Championships were held this year in Fireflies on Frensham Pounds. We entered one team of three boats and three helmsmen in the individual championships.

Team	Individual Helms
1. J Pte Rudd	J Pte Rudd
J Cpl McClernon	
2. J Pte Whitefield	J Pte Whitefield
J Pte Bowers	
3. J Sgt Weissgerber	J Pte Rudd
J Cpl Reeves	



In the overall championships we finished equal sixth. Congratulations to J Pte Rudd who in nine races achieved 3 x 1st, 2 x 2nd, 2 x 4th and to J Pte Whitefield who achieved 1 x 1st, 3 x 3rd and 2 x 4th. We would also like to congratulate J Sgt Weissgerber who, although he only became a recognised helmsman this summer, sailed extremely competently and enabled us to enter a full team and achieve a good overall position.

The day after the regatta we moved down to Pier Cellars on our Annual Camp with the prospect of two glorious weeks sailing on wide deep waters. What a pleasant change from the shallow confinement of Hawley.

"We almost went Foreign"

Thanks to Captain Alan Wilkinson we were able, in May, to take two of our senior members J Sgt Weissgerber and J Pte Whitefield and - perhaps even more senior - Lt Col Mathews for an off-shore instructional cruise in a chartered Kingfisher 30 Sloop.

We set our sights on Cherbourg but, alas, no wind and a heavy sea mist on the Friday brought about a change of plan. The Dorset coast, Poole, Swanage and Weymouth became our ports of call. Perhaps not "Foreign" but at least the accent was different!



Little did he know ..... those paddles!

Sailing blind through sea mist from The Needles to Poole, an exciting reach in choppy seas from Poole to a blustery anchorage in Lulworth Cove, an equally exciting reach from Lulworth to Weymouth found us on Sunday evening enjoying a half crown 'bath and brush up' in a somewhat dubious "dhobi house" on Weymouth Quay!



A freshly dhobied crew!

We decided to sail back through the night to Lymington - but the elements decided otherwise.

One hour out ..... no wind! Two hours out ..... no engine!

At least the boys were able to see their CO demonstrating his ability as a marine engineer. (Well, he was oil and grease up to his elbows!)

Five hours out ..... still no engine!



"Want a tow, Sir?"

Breakfast time found us being towed into Swanage Bay by J Pte Whitefield in the little rubber tender. By lunch time we once more had an engine. We also had a wind, and in the most glorious conditions sailed from Swanage back to Lymington. Thank you Alan for arranging, skipping and teaching.

Above article Courtesy of "The Thunderbolt" College Magazine – Circa 1970

SAIL TRAINING ASSOCIATION

by

A/Pte C Paton

If anyone had ever told me that one day I would be 'going to sea', I am quite certain that I would have accused them of speaking through his proverbial hat. Even now I find it hard to believe that I have actually done it. I have always known that one day I would travel on the sea - my job in the Army would arrange that for me - but to be a crew member working on the sea - never!

I suppose it all started when I began my career as an apprentice in the RAOC College at Deepcut. It was then that I first became acquainted with sailing. It was listed in the numerous hobby activities which anybody could follow as an integral part of his training and of course I chose it as being something 'different' more than anything else.

My baptism into the Sailing Club was anything but a happy one. The miserable winter term was upon us and no outside work was possible. I seemed to spend endless hours repairing and painting dinghies. However that soon passed and I found myself on Hawley Lake learning how to handle a small sailing craft. The afternoon spent 'tacking' across the lake was to prove one of the most satisfying of my life. I was keen and absorbed in this delightful sport and I must have proved to be a good student.

I was really taken aback when one day I was told I was to be one of four apprentices chosen to join the LSP Dodo. I was still in a daze about it all when I left the College to travel down to Gosport to join my new ship. When I first caught sight of her she appeared much smaller than I had imagined and seemed to be dwarfed by the naval ships which surrounded her. However, once aboard, all my musings came to an abrupt end. I was shown my bunk and ordered to change my army uniform for ship's rig as quickly as possible. I was then taken on a conducted tour of the ship and immediately afterwards set to work sewing mail bags!!!

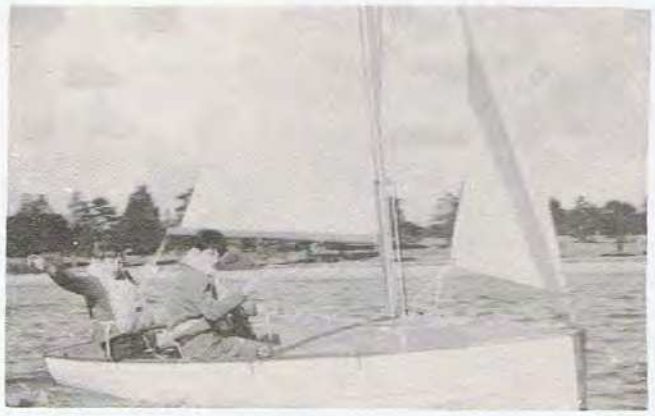
There are many memorable things to relate about that voyage but perhaps two left their mark on my memory. The first was when it was my turn to be ship's cook, my particular watch being on duty that day. We were all trying desperately to get our sea legs. We had just cleared the Needles to enter the English Channel when I went on deck to announce proudly that lunch was served! There was one mad headlong rush for the ship's rails. Sea sickness had really arrived! However it was soon all over and we began to make up for it. Six of us actually ate 8 lbs of stew between us.

Another amusing incident happened in Alderney in the Channel Islands. My job was to ferry the crew from ship to shore and back again. Brian McGoldrick, who was my opposite number in the other watch, thought he knew it all. The skipper had ordered us to inflate the rubber dinghy. Of course he had to be the man to do it so I left him to get on with the job. He blew it up alright, but of course he had to go one better - a trial run was necessary. He had some trouble with the outboard engine at first but he did manage to get it going and travelled some two hundred yards from the ship. It was then that the dinghy began to sink - he had forgotten to replace the safety valves - what a laugh! We managed to haul him aboard again but, my, oh my, was his face red!

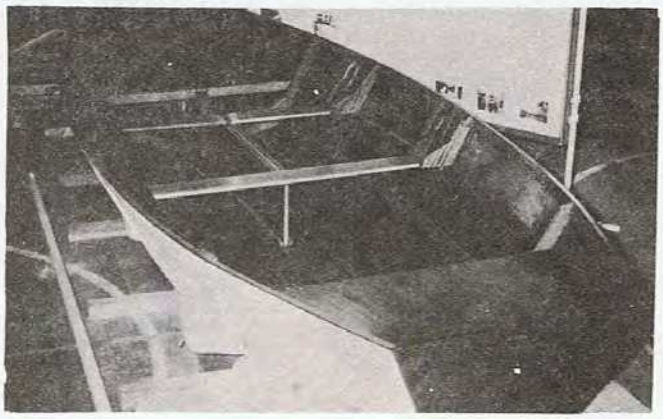
All in all I spent about a week on board the Dodo. During that time the ship sailed around the Channel Islands and finally back to Gosport, taking in the Isle of Wight and Poole Harbour. It proved to be the highlight of my life and I am sure I shall never forget my first experience of life on the ocean waves.

ADELIE LEAVES THE COLLEGE

Many apprentices were surprised on Friday, 5 April as there emerged from the drill shed a 6-ton yacht named "Adelie". The new enamel



A/Ptes Parry and Brown on Southampton Water, off Netley



Now almost complete - our longboat 'Craftsman



"Thunderbolt" arrives at Deepcut. On deck, Mr M F Johnson. Foreground Lt A Thomas



"Thunderbolt" in her fitting-out bay

paint and varnish sparkling in the sun revealed her strong but graceful lines. Later she was hoisted onto a low loader and driven away to Burns Shipyard of Bosham from where shortly afterwards she entered her natural environment.

In April 1972 Major C Brogden, our Chief Instructor began sea trials of his newly purchased yacht "Adelie", a South Coast One Design yacht 27 feet overall, sailing from the Robin Knox-Johnstone yard on the Hamble. After trials in the Solent lasting two weeks he sailed "Adelie" to Cherbourg using his newly fitted self-steering gear. All went well on the voyage but having arrived he was storm bound for seven days while north east winds lashed the peninsula. Twice attempts to leave Cherbourg were frustrated by the size of the waves but on the seventh day a decision to leave and head direct to Plymouth was successful. Beating out to gain an offing was hectic to say the least, but after battling for an hour they were able to turn and head obliquely across the English Channel reaching across the wind and the huge wages that had built up. Their self-steering gear was smashed almost immediately but by staying at the helm they managed to make Plymouth in 15½ hours, almost a record for a yacht of her length.

After repair of the self-steering gear and further trials Major Brogden sailed single handed from Plymouth on the 7 May bound for Madeira as the first leg of an atlantic crossing. 48 hours later he arrived back in Plymouth bruised and battered after battling a SW gale. A frustrating week followed while he waited for the gale to abate On the 14 he set off again and within 24 hours was hit with gales again. However, as he had this time made sufficient 'offing' and was well in the Western Approaches he decided to continue and he battled on into head winds and high waves which slowed progress.

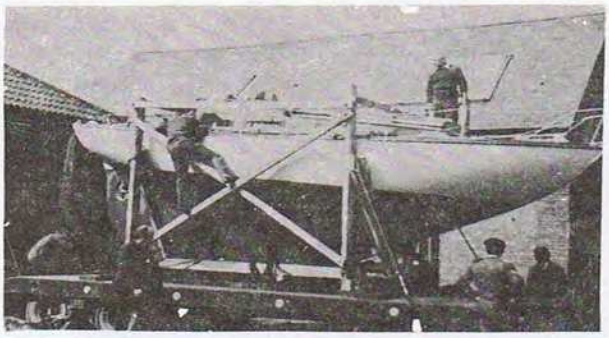
After seven days he finally succeeded in crossing the notorious Bay of Biscay and he looked forward to better weather. However, off Cape Finnistere, he ran into fog and visibility was reduced to 25 yards. Off the entrance of Vigo the large commercial port in Northern Spain, he was surrounded by large commercial ships blasting away on their fog horns and thundering past, their bow waves rocking 'Adelie'.

After two days the fog cleared only to be replaced by further SW gales. It was during these gales that 'Adelie's' main sail was badly damaged. Although Major Brogden has able to make temporary repairs he decided that it would be folly to continue without proper attention by a sail maker and so headed for Lisbon. After 15 days at sea he dropped anchor off Cascais in Lisbon Bay.

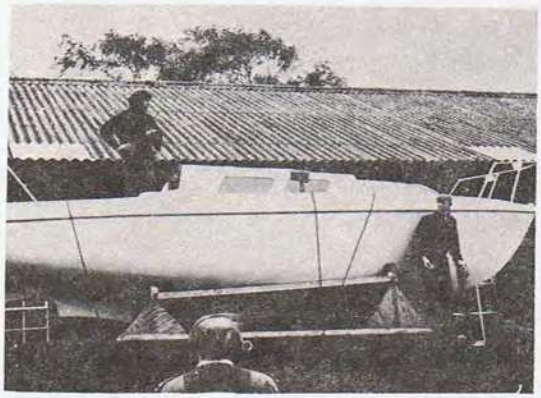
Two days later while anchored 'Adelie' was hit by a large sea trawler. Her port bow was smashed, her forestay parted, putting terrific strain on the main mast and cracking it. She was spun round and her rudder scraped and broke. The £10 sail repair had turned into estimated £1,300 repairs within seconds. Major Brogden flew home and joined the College leaving 'Adelie' in Lisbon.

After months of negotiating 'Adelie' eventually arrived back in the UK and one weekend in May was placed in the Drill Shed looking sad and badly battered, with paint and varnish peeling off exposing her bare mahogany. One wondered if she would ever be fit enough to return to her natural element.

During the long summer break Major Brogden spent long lonely hours working at the repair to the hull. The previous Commanding Officer, Lt Col R Mathews (now Colonel, OIC Manning and Records) sweated for two days tapering a 12' x 2' x 1½" slab of mahogany down to three quarters of an inch. In October Major B H Irwin and Cpl Parrotte of the Training Battalion RAOC offered their assistance and by working every evening and three nights per week completed all repairs including complete stripping, painting and varnishing by the end of March 1974. In early April 'Adelie' was properly examined by a naval surveyor and his report made all the work worth while 'Adelie' was fit to return to her natural element, indeed she was stronger than previously and in a better condition than she had ever been since she left the yard as a new yacht.



"Adelie", repaired and complete, ready to leave the College



Major Brogden, on deck, supervises the final loading details

The above article Courtesy of "The Thunderbolt" College Magazine – Circa 1974

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THE STORY OF THUNDERBOLT

THE BUILDING OF A 23 FOOT SLOOP AT THE APPRENTICE COLLEGE

PICTURED is the sloop "Thunderbolt." Her predecessor "Neraida" had given sterling service but, being made of wood she needed a fair amount of maintenance. Also, the lady was beginning to show her age having been acquired from the Corps in Cyprus in the 1960's.

The two permanent sailing pundits in the College are Jim Watson and Mike Johnson, both civilian lecturers in the Education Branch. Back in '73 their advice was sought. The College requirement was for a minimum maintenance yacht to give apprentices an introduction to cruising. It had to be small enough to be housed in the sailing club premises, once a Gymnasium, during the fitting out period. On the other hand it had to be large enough to accommodate a crew of five, preferably with room for all in the cockpit whilst under sail. Cost inevitably raised its head, and clearly much of the fitting out would have to be done at Deepcut. This was planned for the evening hobbies periods, with apprentices of the sailing and woodwork classes working under supervision. With an Army welfare grant of £1,750 the College took the plunge and bought the moulded fibreglass hull and deck, of a Sailer 23, made by Seamaster Ltd. of Essex. Designed by Laurent Giles the Sailer 23, as the name suggests, has an overall length of twenty three feet. With the banks of the Solent and the apprentice helmsman in mind the lifting keel version was chosen.

White and sparkling, the hull settled onto its blocks in the sailing club building. Alongside, work continued on the then current project, a 17-ft open gaff-rigged ketch longboat called 'Craftsman.' In the end it took a year to finsh 'Craftsman,' whilst the dust settled on 'Thunderbolt.'

By early 1975 work was well under way. The interior design had been chosen to give five berths; two plus a quarter berth in the main cabin and two berths in the forward cabin. Between the two cabins, a locker for oilskins was built on one side and a marine toilet installed opposite. The double berth in the main cabin converts to a daytime dinette layout, with a large chart/dining table opposite the usual sink and cooker unit.

Around this time came another slice of luck. A second hand Coventry Victor Marine petrol engine, complete with gearbox and propellor shaft, was acquired for a very modest sum indeed. Installation was a local effort, with various fitters and 'experts' offering their help or being press-ganged. A diesel engine would have been preferable, but was clearly beyond College finances. Great care was taken with installation and subsequent SOPs so that the engine could be used with safety.

In June last year the yacht was placed on her trailer and towed to the Joint Services Sailing Centre at Gosport. How was she placed on the trailer? Well, Captain Mike Fox scrounged this enormous Manilla Warp, and we had a lot of Apprentices at the time. Big strong chaps they were!

June was spent doing trials, adjustments, and still more trials. There were minor problems: the engine refused to run for more than a few minutes until the carburettor mount was modified. The fan belt could only be changed by lifting the engine out. We were advised by one individual to use a well known proprietary adhesive to attach the navigation light to the masthead. The light came off and Mike Johnson became the first to conquer the masthead in a bosun's chair. Eventually, however, all was completed. Total cost had been £2,400. The initial insurance valuation was £7,000.

In July 1976 she was formally named and commissioned by the Commanding Officer, Lieutenant Colonel N. S. Bruce. Immediately after this short ceremony she took her first batch of Apprentices on a four day cruise round the Solent. Other cruises followed, perhaps the most enjoyable being an idyllic three days in the early September sunshine when Jim Watson, Mike Johnson, the Commanding Officer and Captain Peter Haden (the Adjutant) sailed to Cowes, Poole, Lymington, Yarmouth and back to Gosport. Off Lymington the lifting keel proved its worth when the Commanding Officer made contact with the mud banks!

To finish the first season, we were invited to enter the REME Offshore Race, some 200 of our Apprentices being potential REME tradesmen. Alongside larger craft, and without Genoa or Spinnaker (poverty again!), Thunderbolt came third out of fourteen on the first day and second out of twelve on the second and final day.

Thunderbolt has proved an enormous success. She is a logical progression for our adventurous young men who, having learned to sail a dinghy, long to try their hand at cruiser sailing. The immense amount of work involved in planning, negotiating, 'acquisition' and fitting out was performed by Jim Watson and Mike Johnson over a three year period. The College owes them an enormous debt of gratitude: both for their work and for the many hours of leisure time which they have given up to foster the project.

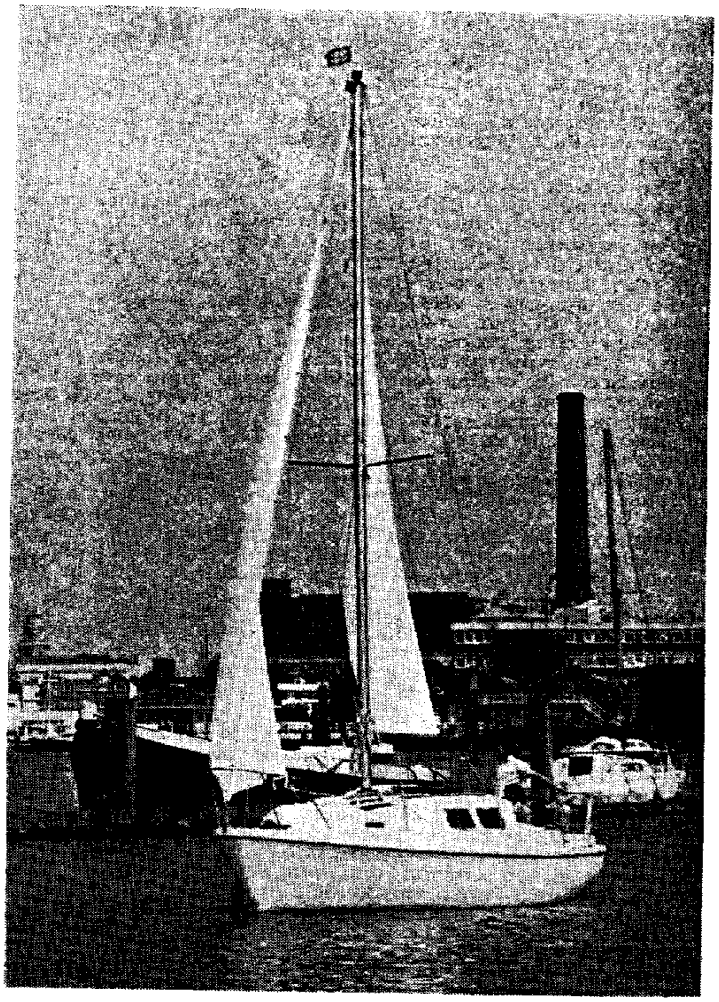


Photo Soldier Magazine

Thunderbolt with Portsmouth in the background and Jim Watson at the helm.

The College has applied for another grant. You see we wish to broaden the proverbial, and cruise beyond the Solent. The Channel Islands and France will do for a start, but we need direction finding equipment and a log and a diesel engine and, and, and .....

A. P. H.

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Brass Commissioning Plate kindly donated by former Commanding Officer Kerry Curtis RAOC

THUNDERBOLT

COMMISSIONED 27 JULY 1976

BY

THE COMMANDING OFFICER

RAOC APPRENTICE COLLEGE

LT COL N.S. BRUCE RAOC

Built at the College

By

MR J.F. WATSON

MR M.F. JOHNSON

Civilian Lecturers



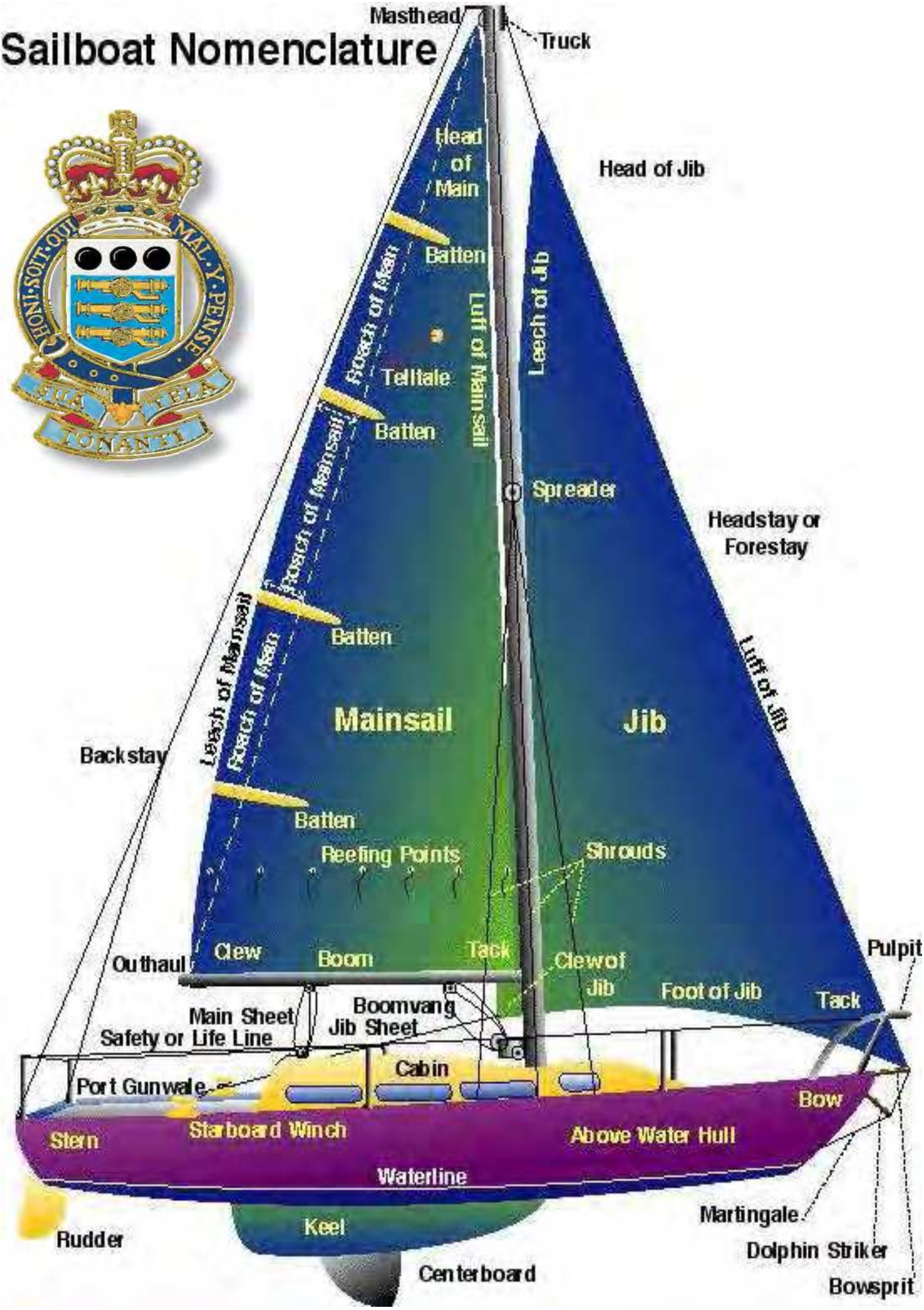







Civilian Lecturers: Mr. J.F Watson (Left) - Mr. M.F Johnson (Right)

Sailboat Nomenclature



Below article Courtesy of "The Thunderbolt" College Magazine – Circa 1981

OFFSHORE SAILING

Officer In Charge Mr J F Watson

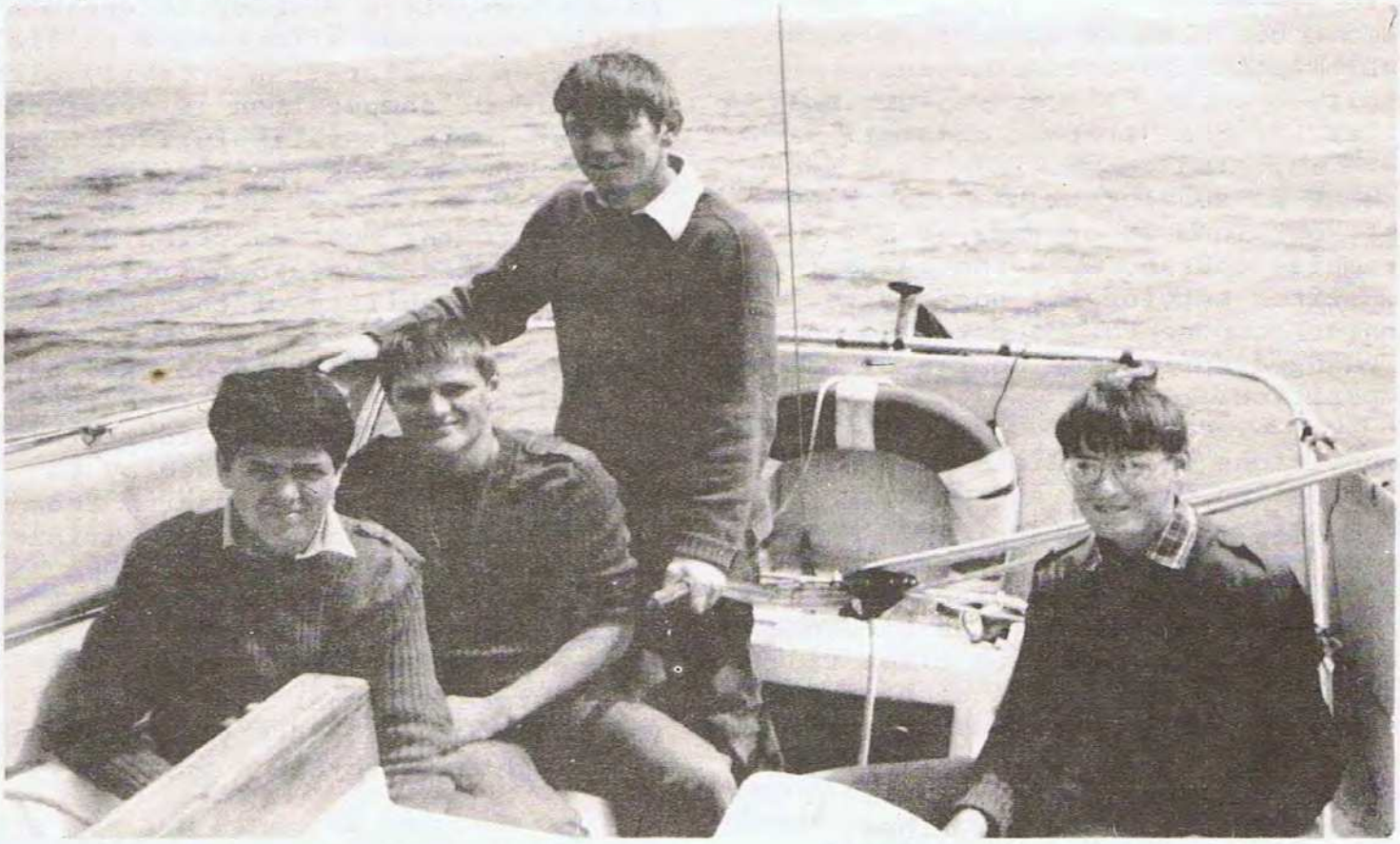
Assistant Mr M F Johnson

Our Offshore Sailing season started in May when, during the College camp period, we sailed the College yacht "Thunderbolt" to Falmouth and back to Gosport. The journey was split into six stages with a different crew of apprentices on each leg. 15 apprentices and four members of the Permanent Staff participated in the exercise which we code-named "Channel Buoy III".

June is traditionally the busiest offshore month and so it proved in 1980. Four days after we returned from Falmouth we took part in the second RAOC Offshore Regatta. We took the second prize. A week later we took part in the Army Sailing Association Regatta and the following weekend we attempted, once again, to sail along with 1,000 other yachts in the famous "Round the Island Race." But, alas, it was not to be our race! A very strong wind on the nose - a very rough sea - and finally a foul tide caused us, along with several hundred other small yachts, to limp rather dejectedly back to Cowes.

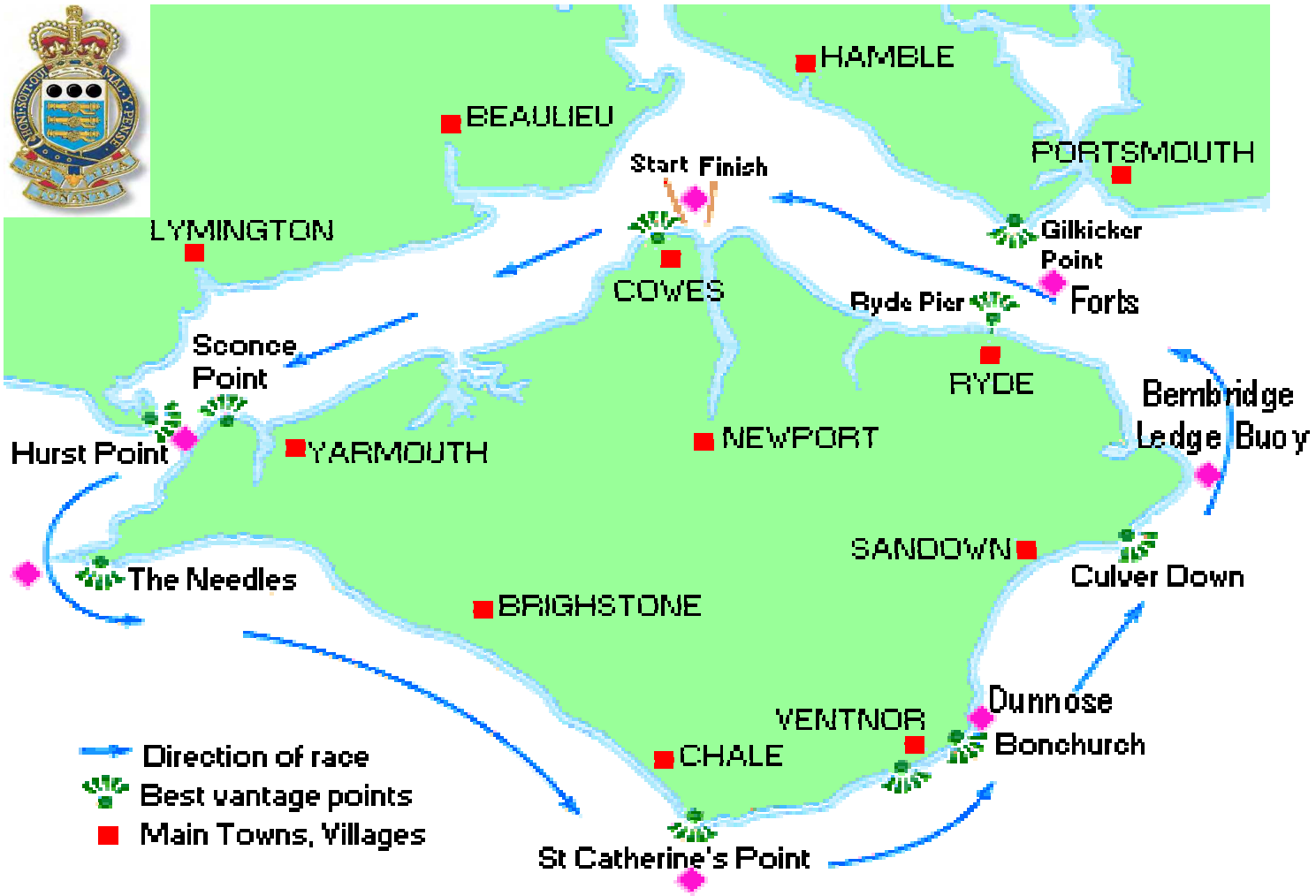
Between the end of June and the end of November the yacht was used for day sail training, weekend Solent adventure training and three times was chartered to qualified members of the Permanent Staff.

We look forward to better weather in 1981 and perhaps now that we have more qualified sailors in the College we shall be able to achieve one of our aims .... 2,500 miles in a season.



At the helm - Major Fraser Mills Crew - APtes Ryan, Charge, Paterson.

A map of the "Round the Island Race" as mentioned in the Thunderbolt Magazine – Circa 1981



The "Round the Island Race" has been running since 1931 and is listed amongst the world's largest and most famous yachting races. Organised by the Island Sailing Club and set in Cowes, Isle of Wight, this event is one of the most popular fixtures on the Solent racing calendar. Thunderbolt won its Class in this particular race in 1979!



The annual Round the Island Race - *in which members of the RAOC Junior Leaders took place* - is organised by the Island Sailing Club and presently sponsored by J.P. Morgan Asset Management and is a one-day yacht race around the Isle of Wight, an island situated off the south coast of England. The race regularly attracts over 1,700 boats and around 16,000 sailors, making it one of the largest yacht races in the world and the fourth largest participation sporting event in the UK after the London Marathon and the Great North and South Runs.

The original idea for the Island Sailing Club's (ISC) Round the Island Race came from member Major Cyril Windeler. In 1930, he suggested a handicap race around the Isle of Wight which could cater for smaller boats – those in the category 5 to 25 tons. He may, at that time, have been enjoying a quiet joke at the expense of the Royal Yacht Squadron, who had stated that their members must own a yacht of minimum 30 tons!

The first race took place in 1931 with 25 entries and it was indeed one of the smaller boats which won. The successful skipper, Peter Brett, competed in a 22 foot Cornish fishing boat "Merry Conceit". He had bought it, in partnership with his friend Henry Trefusis, from the builders in Looe, for the sum of £45. The top trophy then, as now, was the Gold Roman Bowl. The original had been seen on display in a goldsmiths near the site of a Roman wharf in London. It had been dredged up from the River Thames. Major Windeler so loved the design he ordered a replica to be made by Bruce Benzie, the Cowes jewellers. Drama followed in 1933 when the leading yacht, Isaac Bell's "Rosemary IV", lost her mainsail just before the finish line.

By setting a trysail, she just managed to beat her rival, "Felise", by 46 seconds. Meanwhile, Dr. R T Cooke's 32 year old cutter "Enid" sprang a leak and, in spite of frantic pumping, sank off Alum Bay. After one of the early races, a competitor suggested to winner Chris Ratsey, of the Cowes sailmakers and then Rear Commodore of the ISC, that "Evenlode" might have fouled his yacht. So, acting like a true gentleman, Ratsey of course declined the trophy. Major Windeler was so impressed with this example of Corinthian spirit that he bought a Silver Roman Bowl and presented it to Chris Ratsey as a special prize. It is still awarded but now for the second placed yacht overall in IRC. Chris Ratsey went on to win the Gold Roman Bowl, fair and square, in 1938.

It was not until the outbreak of World War II in 1939 that Major Windeler finally won his trophy, sailing a 7 ton auxiliary cutter "Kalliste" designed by Jack Giles. The triumph was quickly followed by a ban on private, leisure sailing for the duration of the war but the Round the Island Race resumed in the peacetime of 1946 under Major Sir Philip Hunloke as Commodore.

Competitors - *both civilian and military* - come from all over the UK, other parts of Europe and as far away as the USA to follow the 50 nautical mile course round the Isle of Wight. Starting on the famous Royal Yacht Squadron line in Cowes, the fleet races westabout, to The Needles, round St Catherine's Point and Bembridge Ledge buoy, and back into the Solent to the finish line at Cowes.

Spectators can find many vantage points, both on the mainland and Isle of Wight, to watch the race progress. The first start in Cowes is at 5am and the race is a great opportunity to watch world-renowned sailors racing against families and first time racers. Although the majority of the fleet will take many hours to complete the race, the course records stand at 3hrs 53mins 05secs for a monohull boat, set by Mike Slade on ICAP Leopard in 2008, and 3hrs 08mins 29secs for a multihull boat, set by Francis Joyon in 2001.

Over 60 prizes are awarded for the event, one of which sailing yacht Thunderbolt won!!

Way Point	Location	Distance nautical miles	Cumulative Dist. nm	Latitude North	Longitude West
1	START	0	0	50° 46.6'	01° 18.3'
2	Hurst	10	10	50° 42.3'	01° 32.6'
3	Needles	3.3	13.3	50° 39.7'	01° 35.8'
4	St Catherines	12.8	26.1	50° 34.0'	01° 17.9'
5	Dunnose	5.3	31.4	50° 35.7'	01° 10.0'
6	Bembridge Ledge Buoy	7.1	38.5	50° 41.1'	01° 02.9'
7	Forts	3.9	42.4	50° 44.6'	01° 05.3'
8	FINISH	7.7	50.1	50° 46.2'	01° 17.2'



ALcpl Barker (Benghazi) taking the helm

No design is perfect for all conditions; sloops are designed to optimize upwind sailing. However, sloops also offer an excellent overall acceptable compromise, if not optimal, to all points of sail. It is clear that the most difficult direction to sail is to the windward (known as sailing close-hauled); this requires some specific design features. The sail should be as vertical as possible to optimize the energy of the wind.

Two forces act on a vessel to push it from vertical (also known as heeling over): (1) the weight of the rig itself will tend to heel the boat, and (2) the sideways force of the wind on the sails. The sloop is a light rig with fewer lines and spars, and the sails on a sloop tend to be flat which minimizes sideways force when well trimmed. The heeling forces are also counterbalanced by the keel, which uses weight and hydrodynamics to offset the forces from the rigging and sails.

When sailing upwind, it is also important to minimize the drag of the wind on the sail and rig. A major cause of drag of the sail is a vortex of turbulent air generated by the top of the mast and sail. Secondary causes are non-optimal aerodynamic shapes of masts, stays and control lines. The sloop minimizes the drag of the tip-vortex with a high and narrow sail design (high aspect), maximizing the amount of sail for a given tip-vortex compared to a square-rigged or gaff-rigged ship. Also, the simplicity of the rig reduces the drag induced by control lines, masts and spars.

Below article Courtesy of "The Thunderbolt" College Magazine – Circa 1982

OFFSHORE SAILING

Officer In Charge Mr J F Watson

Assistant Mr M F Johnson

Undoubtedly 1981 proved to be one of the most successful we have ever experienced.

Immediately after Easter leave we took part in the RAOC Offshore regatta. We were fortunate in having available a second yacht. Major Pat Dixon RAEC, a member of the education wing, agreed to enter his own 32' yacht "Skarloey" thus enabling us to put two crews into this annual event. Both yachts, our own "Thunderbolt" and "Skarloey" raced on the first day (Saturday 9th May) but a minor disaster over-took Thunderbolt after the first race and instead of enjoying a dinner and social evening Mr Johnson and Mr Watson made up and fitted a workable replica of the broken coupling. On Sunday the college raced in "Skarloey" while "Thunder-bolt" licked her wounds and prepared for the planned trip to Plymouth the following day.

Annual camp was to be held in Tenby but it had been decided to sail "Thunderbolt" to Plymouth and to utilize the fine sailing waters in the South West to enable as many apprentices as possible to gain experience "offshore".

During the camp period 12 apprentices were "put to sea" and we visited Fowey, Dartmouth, Weymouth, Lymington and finally returned to Gosport. Having returned home we immediately set about preparing the yacht for the ASA Offshore Regatta to be held in June. Once again the weather favoured the larger yachts - blustering winds and choppy seas do not suit our small (23') sloop, we managed to finish all races but I'm afraid we couldn't claim any line honours.



Aboard "Thunderer" in the USA
APtes Jones, Mills and Broom

The four apprentices who joined the permanent staff on this occasion had

mixed feelings as to whether or not they would wish to repeat the experience. Better times, however, we just around the corner. The College had been invited to take part in the annual RAOC/RAPC Baltic Regatta throughout the third week of June. A party consisting of Lt Col K E Curtis, Mr M F Johnson and apprentices Mills, Skipton and Jones headed for Kiel in the college minibus. Two interesting days were spent at the Ordnance Depot, Viersen, before the long drive north to Kiel and the serious business of racing. There were six passage races spread over five days. It was hot but there was little wind so that a great deal of time was spent at sea. We were placed 7th out of a fleet of 12 matched yachts. A most worthwhile trip and excellent sailing in the wonderful cruising waters around the Danish Islands.



"Thunderer" alongside in Fisherman's Bay, USA

Yet more exotic foreign waters awaited us in the latter part of July when the college took part in exercise "American Thunderer". The Corps yacht "Thunderer" had been sailed to Newport Rhode Island USA in the International Double Handed trans-atlantic race by two members of the RAOC SA. The yacht was to be sailed back to UK in a series of legs by different crews. We were allocated the second leg which was within the magnificent Chesapeake Bay. Mr Watson and Mr Johnson took a party of three apprentices on this "sail of the century". We finally tied Thunderer up in the very heart of Washington DC with each member of the crew agreeing that they had enjoyed a wonderful experience.

These then were the highlights of the Offshore Sailing year but of course do not tell the whole story. 18 other apprentices were introduced to the demands and excitement of offshore sailing on a daily basis within Solent waters on the college yacht "Thunderbolt".

Having, during the past few days, put the yacht back into the water after her "lay up period" we now look forward to an equally rewarding season in 1982.

Photo Courtesy of an RAOC Recruiting Brochure – Date unknown



"Thunderer" photo courtesy of "The Thunderbolt" – College Magazine – Circa 1983



The naval term "*sloop*" referred to ships with different rigs and sizes varying from navy to navy. "Sloop-of-war" was more of a reference to the purpose of the craft rather than the specific size or sailplan. (Further confusion was caused by the practice of redesignating a vessel simply according to the rank of the commanding officer.) The Royal Navy began buying Bermuda sloops, beginning with an order for three sloops-of-war (HMS Dasher, HMS Driver, and HMS Hunter, were each of 200 tons, armed with twelve 24 pounders) placed with Bermudian builders in 1795. They were intended to counter the menace of French privateers, which the Navy's ships-of-the-line were ill-designed to counter. Eventually, Bermuda sloops became the standard advice vessels of the navy, used for communications, reconnoitering, anti-slaving, anti-smuggling, and other roles to which they were well suited.

The most notable examples of these were HMS Pickle, which raced back to England with news of the British victory and the death of Admiral Lord Nelson at the end of the Battle of Trafalgar, and HMS Whiting (79 tons and four guns), which lowered anchor in the harbor of Hampton Roads on 8 July 1812, carrying dispatches. The American privateer Dash, which happened to be leaving port, seized the vessel. The crew of the Whiting had not yet received news of the American declaration of war and her capture was the first naval action of the American War of 1812. Generally a sloop was smaller than a frigate; however, in the later days of the U.S. Navy's sailing fleet, some of the largest vessels were called sloops because they carried fewer guns than a frigate, as few as 20. The classification of sloop was similar to a corvette.

Article Courtesy of "The Thunderbolt" College Magazine – Circa 1983

OFFSHORE SAILING

Officer In Charge Mr M F Johnson

Assistant Mr J F Watson

During the winter period 81-82, the College sloop "Thunderbolt" was 'laid-up' ashore at HMS Hornet, Gosport. She was given a spring clean, a new coat of anti-fouling and was re-launched in April 82.

The sailing season proper got under-way with the RAOC Offshore Regatta, held over the weekend 22-23 May. Apprentices Schofield and Sandy were given a trial sail on the Friday evening and looked forward to the first race which was to start at 1030 hrs on Saturday. A Force Four south westerly wind which became 5/6 gave us an exciting, if hard, day racing around the buoys in the Solent. We eventually tied up at 1800 hrs and were placed 5th on the handicap - a pleasing result in the conditions. Unfortunately the weather worsened and Thunderbolt was withdrawn from the Sunday race - the Apprentices, however, enjoyed a fast sail aboard the Corps yacht, Thunderer.

The summer camp period was spent in Solent waters with a change of crew at Gosport halfway through. Bembridge, Cowes, Lymington, Hamble and Yarmouth were visited by both groups and the apprentices gained a great deal of sailing experience.

The ASA Regatta was held in June and once again, proved most demanding with difficult courses set against wind and tide. On the first day Thunder-bolt was placed 4th in her class beating several yachts more suited to the conditions. The second day she was unable to complete the course in the allotted time and so was forced to withdraw. This was most disappointing but most of the smaller yachts found themselves in a similar position.

In modern use, a sloop refers to a warship between a corvette and a frigate in size. Such vessels were common during the age of steam, but ships of this type were becoming obsolete by the Second World War. The Royal Navy used sloops, such as those of the Flower Class, for numerous roles, including escort duty and anti-submarine warfare, during the Great War. The same was true during the Second World War, when the Royal Navy used the Black Swan class, but for many years, now, its smallest warships have been frigates (not including fishery patrol vessels and offshore patrol vessels, like the Peacock Class

Sloops in their modern form were developed by the French Navy as blockade runners to circumvent Royal Navy blockades. They were later adapted to pilot boats (small ships that take a pilot out to a ship to guide it into a harbor). Later still, they were adapted to smaller revenue cutters.The first modern sloops were fitted with the Bermuda Rig, so called as a result of its development in Bermuda during the 17th century. This rig is also called the Marconi Rig because of the resemblance of its tall mast and complex standing rigging to Guglielmo Marconi's wireless (radio) transmission antennas.

“Thunderbolt” Winning its Class in “Round the Island Race” in 1979



Photo kindly donated by former Commanding Officer Kerry Curtis RAOC

History of the Army Sailing Association

Did you know that the ASA was formed in 1947 for two purposes? First to co-ordinate sailing as a sport in the Army; sailing includes offshore and inshore yacht racing, dinghy and keelboat racing, windsurfing and powerboats. And secondly, to represent the interest of Army Sailing at Service and National level.

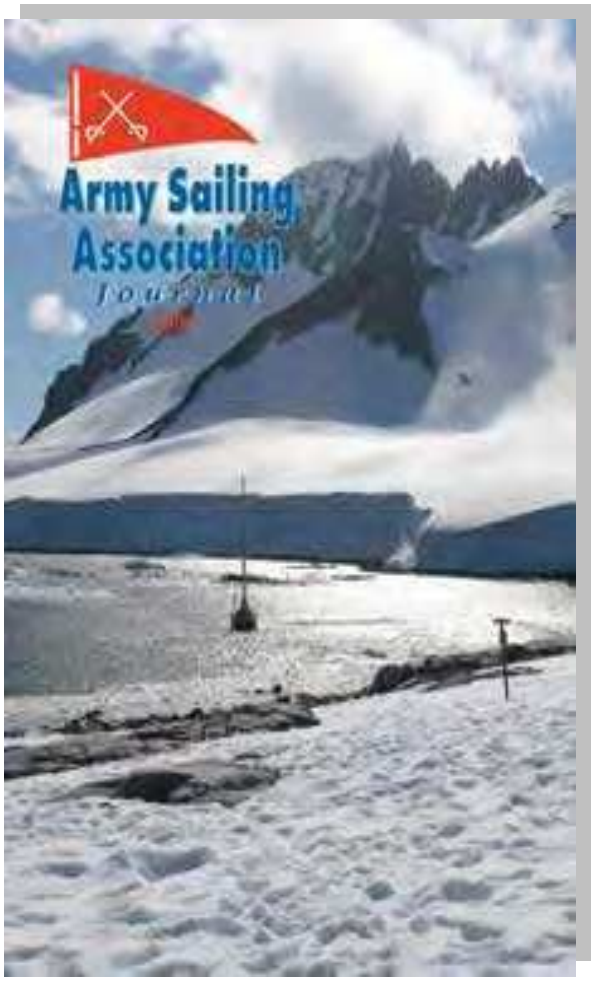


The ASA is a confederation of individual members and independent affiliated clubs. The Association sets out to represent a common voice between all Army Sailing. Underpinning all of this is the responsibility the Association has to the Army Board to act as the regulating authority of an Army activity.

The ASA has a number of objectives:

- To encourage sailing, including racing in all disciplines amongst all ranks. It shall seek to achieve a balance between individuals and affiliated clubs and between recreational sailing, competitive sailing and sail training.
- To assist Theatres and Commands in establishment, maintenance and supervision where appropriate of Army Sailing clubs worldwide.
- To formulate and maintain up-to-date regulations governing safety, coaching, competition rules and sailing qualifications.
- To advise the Army Board on the best use of monies that becomes available to support Army Sailing.
- To act as a common voice for Army Sailing in relation to the Association of Service Yacht Clubs, the other Services, the MoD and the RYA. In particular the Association co-ordinates and administers the RYA training schemes for Offshore, Dinghy, Windsurfing and Power boating. The ASA affiliates all Army Sailing clubs to the RYA and inspects the clubs to ensure the RYA minimum standards of practice are maintained.

The ASA is managed by the Admiral and Flag Officers. All decisions must be approved by the ASA Council. An annual AGM is held for members; the AGM members are not a voting body. The ASA is accountable in two directions: it represents the interest of the membership of the Association and it is appointed by the Army Board (through the Army Sport Control Board) as the authority, advisor and co-ordinator for the MoD (Army) of all sailing matters.



The ASA is also custodian of the ASA Blue Ensigns, burgees and racing flags. All full members who own yachts, of the appropriate size, are entitled to apply for the Blue Ensign and burgee.

The Army Sailing Association Journal is published annually at the end of one season and distributed prior to the next sailing season. It is aimed at both serving and retired members giving them a flavour of what has been happening, who is presently driving the ASA and what's on offer at the various sailing clubs. Army sailing covers offshore, dinghy, powerboats, windsurfing, racing and some very adventurous sailing trips. So, anyone who likes wind and water will have news to read and information to contact someone in the know with their chosen discipline.

Free to all members, a great read, join the ASA now. **Call 01252 348572**



Welcome to the RLC YACHT CLUB Website

Did you know that the RLC has a Yacht Club? Well, read on. The RLCYC has always had a strong involvement in offshore sailing. The Club boasts many highly qualified and accomplished sailors, many of whom have represented the Corps and the Army in national and international competition.

The Club owns two offshore sailing yachts that are available for use on sailing expeditions or for private charter.

In the 2008 season 'Startrekker' will be based in Palma , Majorca, (a 7 berth Starlight 35) and 'Spirit of St George' will be based at Gosport (a 7 berth Elan 333). The yachts will be available for adventurous sail training exercises in order to promote teamwork and self reliance through training in conditions that are often challenging, are routinely physically and mentally demanding and that are ideal in the development of self confidence in junior personnel.

To be eligible to join the RLCYC you must be serving in the Royal Logistic Corps **or** have retired from:

The Royal Logistic Corps

The Postal and Courier Service of the Royal Engineers

The Royal Corps of Transport

The Royal Army Ordnance Corps

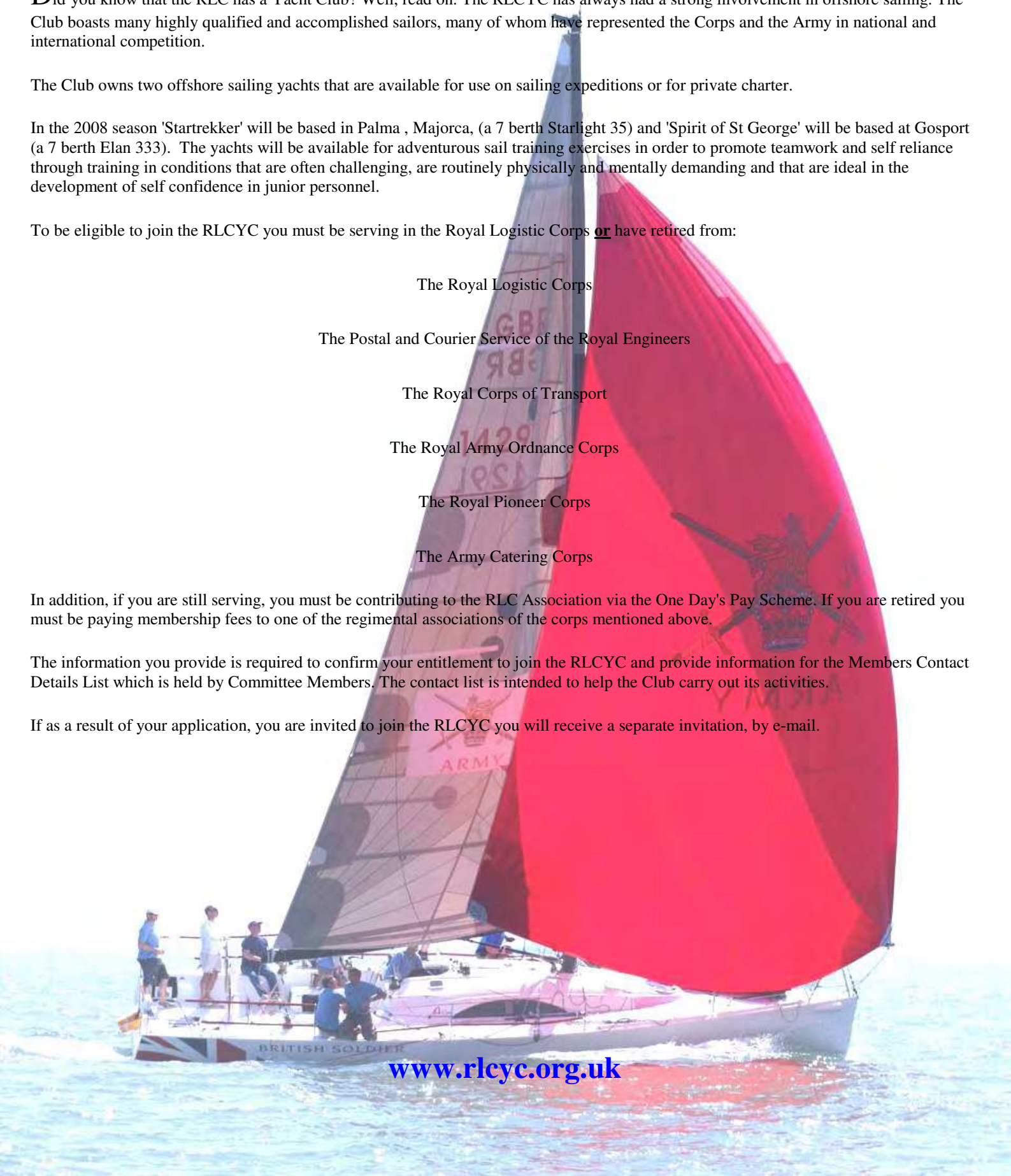
The Royal Pioneer Corps

The Army Catering Corps

In addition, if you are still serving, you must be contributing to the RLC Association via the One Day's Pay Scheme. If you are retired you must be paying membership fees to one of the regimental associations of the corps mentioned above.

The information you provide is required to confirm your entitlement to join the RLCYC and provide information for the Members Contact Details List which is held by Committee Members. The contact list is intended to help the Club carry out its activities.

If as a result of your application, you are invited to join the RLCYC you will receive a separate invitation, by e-mail.



www.rlcyc.org.uk



Photo/Article/s courtesy of "The Thunderbolt" College Magazine – Circa 1985



Living on the Corps Yacht 'Thunderer' for a week was quite an experience, the art of eating greasy egg and bacon at 45^0 without it slipping off the plate was quite irritating. The early morning starts were the main problem, reveille being around 0400 hrs, though once the day got underway sailing was most enjoyable with Miss Simms spending most of her time asleep, as you can see, whilst the Skipper, Maj R H Farey navigated us through the fast and furious Alderney straits. At our first port of call, the island of Jersey, a welcoming shower awaited us, after which we ventured into the exciting night life. Through

APte Medley steering through the calm

" Thunderbolt" Brass Commissioning Plate now in the Ex Boys' Association Archive Collection





The Brass Commissioning Plate, being formally presented by Col. Kerry Curtis (centre) to Chairman and Founder, Paul Jones (left) and Adrian Hayward-Wills (right) at the RAOC, REME and RCT Ex-Boys' Association Reunion Dinner – Saturday 7th August 2010



experience Apprentices Medley, Talbot and Oram found that deck scrubbing wasn't an enjoyable pastime.

However, whilst travelling from Jersey to Saint Malo the general routine was 3 hours of sun-bathing, 1 hour of helming - which after a while got boring, the helming that is! Though Apprentice Medley seemed to put on a brave smile.

As the Ferry entered Saint Malo Exercise Benodet Thunderer came to an end for us with the tourist sights of Saint Malo deeply embedded in our minds.





"Thunderbolt 1976 – 1993"

As always, eBay still impresses and produces objects of interest associated with the Royal Army Ordnance Corps, the Royal Corps of Transport and the Royal Electrical and Mechanical Engineers. Below are some examples of recent finds on eBay in particular, this Efficiency Medal awarded to a member of the Royal Electrical and Mechanical Engineers.



The obverse of this oval medal bears the head of the reigning monarch while the reverse has “FOR EFFICIENT SERVICE.”

The suspender is non-swivelling taking the form of a pair of palm leaves across which is a scroll bearing the word 'TERRITORIAL' or 'MILITIA' for UK awards or the name of the dominion for overseas awards.Awarded to NCO's and enlisted men of the Territorial Army or Territorial & Army Voluntary Reserve (T&AVR) for 12 years service.

Medals encountered with the 'MILITIA' bar were awarded to certain units in the Supplementary Reserves until the formation of the Army Emergency Reserve in 1951.

Issue 11 (Summer) of the RAOC, REME and RCT Ex-Boys' Association Newsletter – (which is available on-line!!), carried an article on Car Badges, below are further examples of Car Badges.





Appears to be a cast badge with a Kings Crown (KC) Badge and holes to allow for securing to bodywork/grille. Approximate size 9cms.





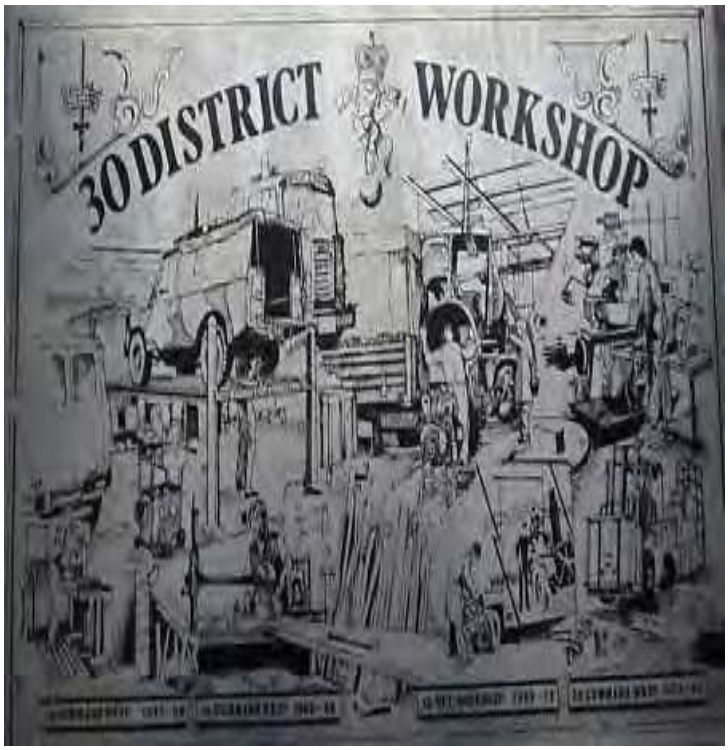

ROYAL ARMY SERVICE CORPS


REME
MALAYA





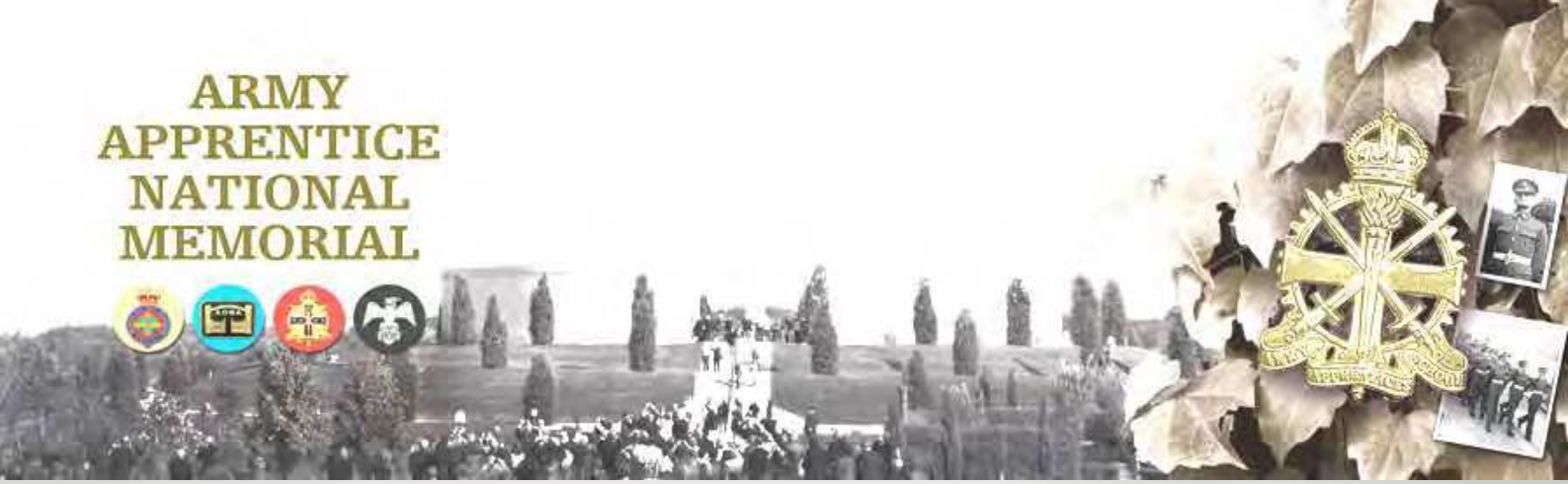
Left - A very nice quality silver plated salt cellar by Mappin and Webb with the R.E.M.E. crest engraved on it. It measures 47 mm diameter and 38 mm high, has a blue glass liner which is also in good condition (no chips) stamped 25096 on base.



Above - Etching attributed to 30 District REME Workshop



Above - A delightful silk Embroidered **Army Ordnance Corps** card - WW1



Army Apprentice National Memorial

Adrian Hayward-Wills

Did you know that there is an ongoing project to establish a perpetual memorial to the Boy Soldiers and Apprentices of the British Army at the National Memorial Arboretum at Alrewas, Staffordshire? Well, read on! It seems that both the RAF (*featured later on in the article*) and the Royal Navy, already have their memorials to their *'junior tradesman'* so the focus is on developing a stunning memorial worthy of Army Apprentices.

The Army Apprentice Scheme, which ran up to 2004 trained more than 70,000 soldier tradesmen for the technical corps of the British Army. Boys aged 14 to 17 were recruited to follow recognised apprenticeships at Army Apprentice Schools/Colleges/Establishments before passing out to serve in the Regular Army. Later as soldiers, NCOs and officers, these men formed a nucleus of military and trade skills of their various corps – sound familiar?

Following the Second World War, Army Apprentice training was mainly centred on schools established at Chepstow, Arborfield, Harrogate and Carlisle. It is the old boy's associations of these four former establishments who have joined together to plan, design and put into effect the memorial project. Over the last few years a number of the Army Apprentice Associations have independently been considering the possibility of a memorial to the Army Apprentice Scheme.

During 2008, the Beachley Old Boys' Association started their own Memorial project, with David Chapman (60A) at the helm. During the summer of 2009 at the Arborfield Association AGM, Maurice 'Mo' Hope proposed that the Association should consider a memorial to the Army Apprentice and they subsequently formed a Memorial Committee. Gordon Bonner (49B) was tasked to investigate the possibility of all the known Ex-Apprentice Associations collaborating on a project to have a single national memorial located at the National Memorial Arboretum at Alrewas, Staffordshire.

Subsequently, a Memorial Steering Committee was formed with representatives from the four associations of Chepstow, Arborfield, Harrogate and Carlisle, to firstly look at the possibility of the project and should there be agreement, to plan and implement the activity to make it happen. Following the initial meeting of the four Association's nominees, it was decided that a joint project was an excellent idea and that by pooling ideas and funds; a more appropriate memorial could be designed and established at Alrewas.

The centrally-located National Memorial Arboretum, home to the striking Armed Forces Memorial, comprises 150 acres of trees and memorials devoted to the theme of remembrance. It is free to enter and situated near Lichfield and within the National Forest in Staffordshire. The Arboretum, which has seen the planting of 50,000 trees, was established in 1997 on former sand and gravel workings restored by Lafarge and leased to the Arboretum on a peppercorn rent. It is part of The Royal British Legion family and receives assistance from the Ministry of Defence.

The Army Apprentice National Memorial will be dedicated to all the Army Apprentices who served their country and in memory of those who gave their lives for it. Former apprentices or their families, will be able to sponsor commemorative granite tablets to be incorporated into the floor area during construction of the memorial. The committee has deliberated over the most appropriate design and is liasing with the National Memorial Arboretum, halfway through the fund raising program and the base for the memorial has been constructed. A Constitution is in place and an application for Charity status has been submitted.

At their second meeting in December 2009, an excellent provisional design was selected, together with a supplier who has a wealth of experience and a very competitive quote. We now have the approval of the Trustees of the National Memorial Arboretum and the Associations for this. The committee are now working hard to raise funds in order to finance the project. Please help them achieve this target. The Appeal is aiming to raise the required funds to meet the costs of the Memorial, plus early maintenance costs, by March 2011. This will enable the project to be completed by the 7th September 2011, when a dedication service is planned.

To make this happen, they need the goodwill and financial support of all ex-Apprentices who undertook an Army Apprenticeship at one or

more of the various Army Schools, Colleges or trade training Establishments. Each year over 300,000 thousand visitors attend the National Memorial Arboretum and this is increasing year on year and we trust the Army Apprentice soldier of yester-year, will have a fitting place to be Remembered with pride - and not forgotten.





They have a new target of £60k, to cover cost of construction, including VAT, a dedication ceremony and ongoing maintenance costs etc.

They are now reaching out to all ex-Army Apprentices to give their support and make a Donation to ensure that the Army Apprentice will never be forgotten. It is expected that the contributions achieved through the Commemorative Tablet purchase scheme will be key to making this project possible. Please support this one-time opportunity.

Tablet Scheme

Donations of £75 or more will be included in the Tablet scheme, unless the donor wishes to be excluded from this. For those who wish to be individually remembered or associated, the Buy a Commemorative Tablet scheme will make this possible. A target of 350 named Tablet donations of £75, would go a long way to make the National Memorial achievable by mid 2011. The Tablet is to be in natural granite, size 9" x 6" (225mm x 150mm). The engraving will be four lines and up to a maximum of 14 characters/spaces centred per line. The characters will be surface polished and stand proud. The Tablet will be built into the periphery of the memorial floor while the Memorial is constructed, forming a number of complete circles.

The total cost of the memorial will run into tens of thousands of pounds and this money must be raised mainly from donations. Much of this is expected to come from the generous donations of former apprentices themselves or from their families. Please visit their website at the following web address:- **www.armyapprenticememorial.org.uk**

Contributions to the fund should be sent to:-

Major Mike J. Davis MBE
Rosebank
New Buildings
Sandford
Crediton
Devon
EX17 4PP

ARMY APPRENTICE NATIONAL MEMORIAL

Who incidentally was in A Company (PS) RAOC Apprentices College from Jan 1980 – May 1983!!





The **RAF Boy Entrant** scheme ran from the mid 1930s to late 1965 where boys joined the RAF between the ages of 15 to 17 1/2 and then underwent training in various occupations (or Trades) which fitted them for employment in the Royal Air Force. Training was suspended during WWII but recommenced in May 1947. Training was undertaken at a variety of RAF Stations including RAF Cosford, RAF Yatesbury, RAF Compton Bassett, RAF St Athan, RAF Hereford and RAF Locking. Training took 18 months and included not just the trade and basic training but also more general academic education. After their 18 months of training they then moved to regular RAF duty stations and commenced employment in the trade they had trained on.



The National Memorial Arboretum is a national site of remembrance at Alrewas, near Lichfield, Staffordshire, England. The National Memorial Arboretum honours the fallen, recognises sacrifice and fosters pride in our country. It is a spiritually uplifting place and is emerging as a world-renowned centre for remembrance.

The idea for the arboretum was conceived by David Childs in 1988. He believed that it would form a living tribute to service men and women for future generations to reflect upon and enjoy. The Arboretum was established around the turn of the Millennium, with an official opening on 16 May 2001. It is a registered charity and is managed by The Royal British Legion. The Arboretum contains over 50,000 trees, with more being added each year.

There are over 150 memorials and plots for the armed forces, civilian organisations and voluntary bodies who have played a part in serving the country; and even HMS Amethyst's cat. A number of corporate war memorials - from British banks, building societies and insurance companies are also located in the grounds.At the heart of the Arboretum is the impressive Armed Forces Memorial, which is a tribute to almost 16,000 service personnel who have lost their lives in conflict or as a result of terrorism since the end of the Second World War.

At 11am on 11 November each year the sun shines through two slits in the outer and inner walls of the memorial, casting a shaft of light across a wreath in the centre. Within the Arboretum is the Millennium Chapel of Peace and Forgiveness where, at 11am each day, an act of remembrance takes place. Following the two minutes' silence, accompanied by the Last Post and Reveille, there is an introductory talk about the Arboretum.

The Armed Forces Memorial (*shown below*) was dedicated in October 2007 by the Archbishop of Canterbury in the gracious presence of Her Majesty the Queen.





The brainchild of Commander David Childs, a retired naval officer, the site was opened in 2001, using donations and Lottery funding. It encompasses well over 153 separate memorials paying tribute to the Armed Forces, the Emergency Services and voluntary organisations.

1. The centrepiece of the memorial arboretum is the Portland stone Armed Forces Memorial which honours the UK's 16,000 servicemen and women who have lost their lives since the end of the Second World War.

2. Bordered by a hedge, the Brotherhood of Greek Veterans Chapel honours those who fought in Greece from 1940 to 1945.

3. The Polar Bear memorial is dedicated to the 49th (West Riding) Infantry Division, which fought the Germans in Norway in 1940 and was then stationed in Iceland.

4. The marquees, which stage more than 200 events a year, are to be replaced by a pavilion.

5. The Millennium Chapel of Peace and Forgiveness, the only place in the UK where the Act of Remembrance is observed every day.

6. The Leonard Cheshire Amphitheatre is dedicated to the highly decorated RAF pilot who devoted his life to charity.

7. White alabaster stone marks the memorial to the Fauld explosion, which killed 68 in 1944 when a munitions dump in Staffordshire blew up.

8. Dwarf fruit trees, which can be picked at wheelchair height, mark out the British Limbless ex-Servicemen's Association Garden.

9. The Y Group Memorial remembers women from the Auxiliary Territorial Service, the Women's Royal Air Force and the Women's Auxiliary Air Force.

10. Among the latest additions to the site is the 165ft-long RAF Remembrance Garden, which honours those who have served in the RAF and Commonwealth air forces. The garden layout is based on the RAF roundel.

11. This striking V-shaped monument is dedicated to members of the Soroptimist International women's organisation, which aims to promote world peace.





Adrian Hayward-Wills (Editor**) on a recent visit to research this article on the National Memorial Arboretum**

The Memorial is a stunning piece of architecture designed by Liam O'Connor which draws its inspiration from the ancient landscapes of prehistoric Britain and the classical forms of ancient Rome.

It consists of a large 6 metre high earth mound, reducing from 100 metres wide at the base to just 50 metres wide at the top and based on early British barrows or tumuli. The spiralling walkway up the grassy, tree-planted slopes provides accessibility to people of all ages and mobility.

At the top of the mound stands a 43 metre diameter stone structure with two curved walls and two straight walls, constructed of 200,000 bricks faced with Portland stone panels.

The panels contain the names of those honoured by the Memorial. In the centre of this structure is a bronze wreath, flanked by two evocative bronze sculptures.









Above pictures are of the

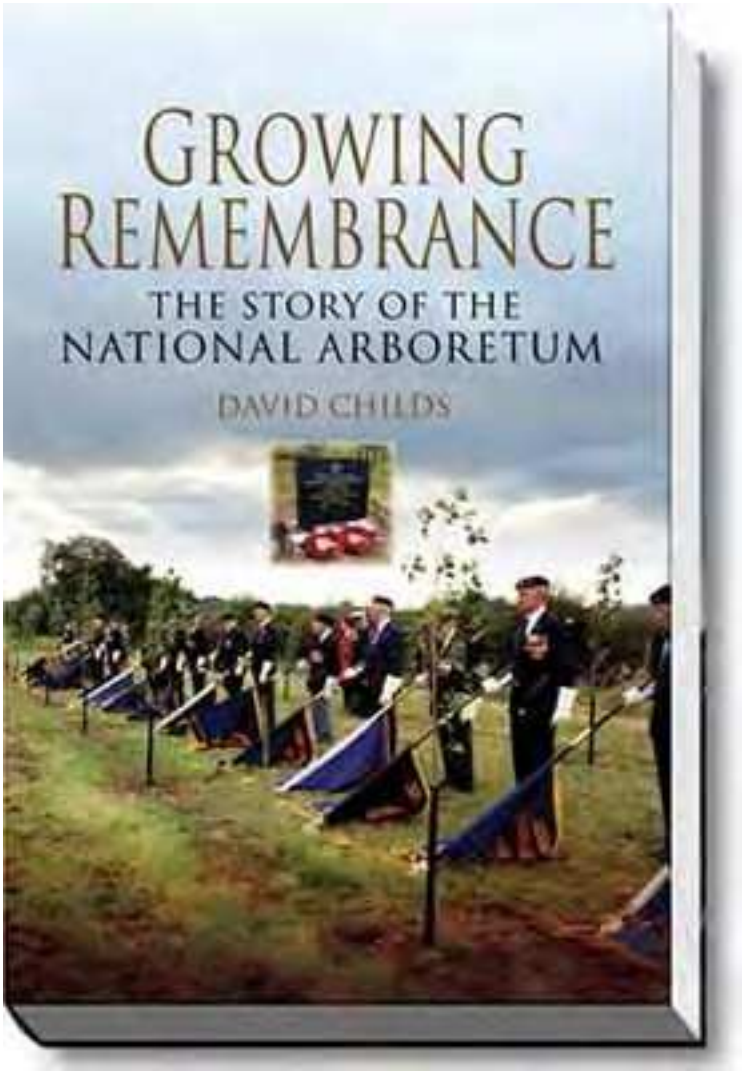
"The Logistic Grove"

The RAOC (*Side of*) Memorial at the National Arboretum, Alrewas. Staffordshire





The Book about the Story of the National Arboretum

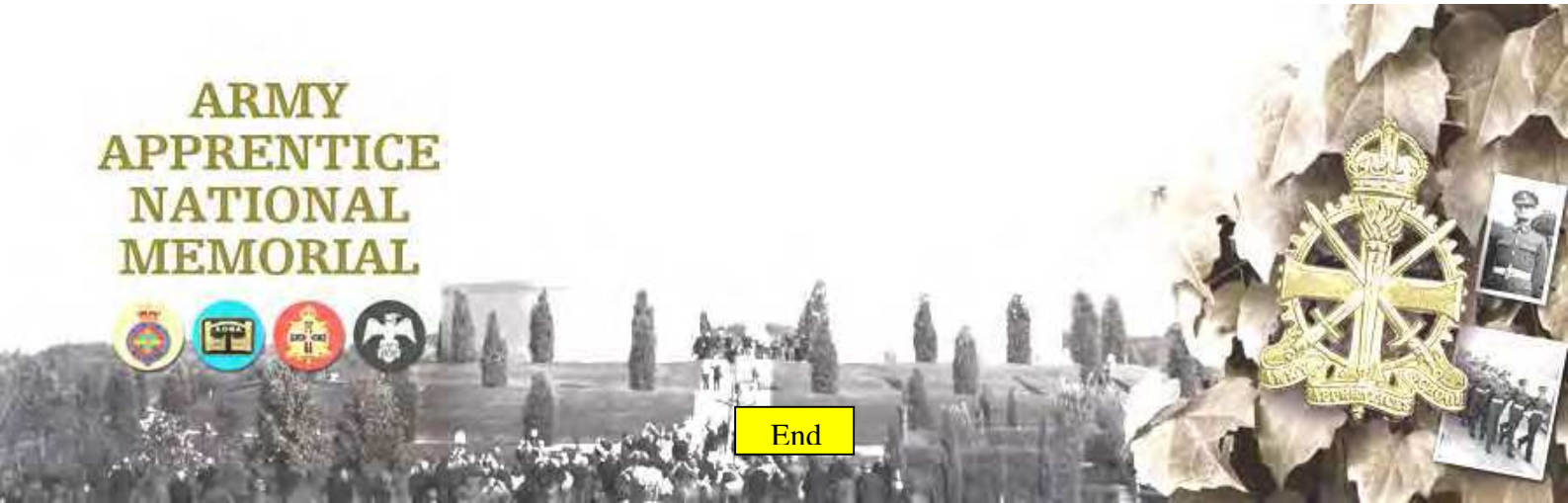


- Hardcover: 192 pages
- Publisher: Pen & Sword Military
- Language English
- ISBN-10: 1844157792
- ISBN-13: 978-1844157792
- Product Dimensions: 23.6 x 15.4 x 2.6 cm

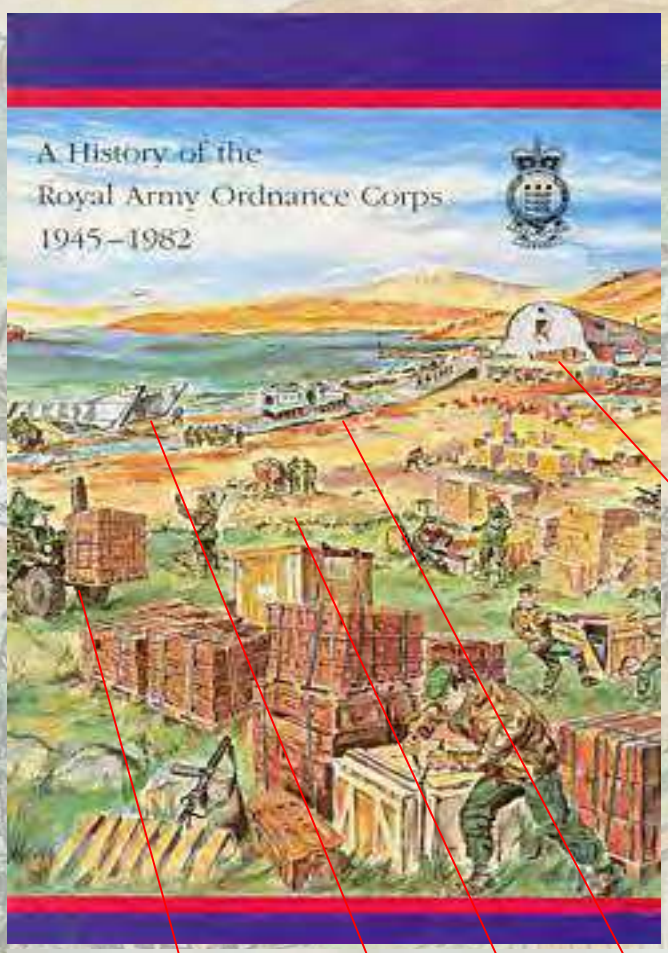
The Story of the National Memorial Arboretum written by the Arboretum's founder Commander (retd) David Childs RN CBE.

The story of the inspiration for, establishment and evolution of the National Memorial Arboretum is a fascinating one. The Arboretum has become the Nation's all year round focus for remembering and paying tribute to all who have served their country in both peace and war not only in the Armed Forces and Merchant Navy but in the emergency services as well. Planting began in 1997 and was supported by hundreds of organisations both serving and retired.

In October 2007, HM the Queen confirmed the importance of the site, when she opened the Armed Forces Memorial to commemorate all service personnel lost on active service since the end of the Second World War; this is especially poignant given the on-going conflicts in Iraq and Afghanistan.



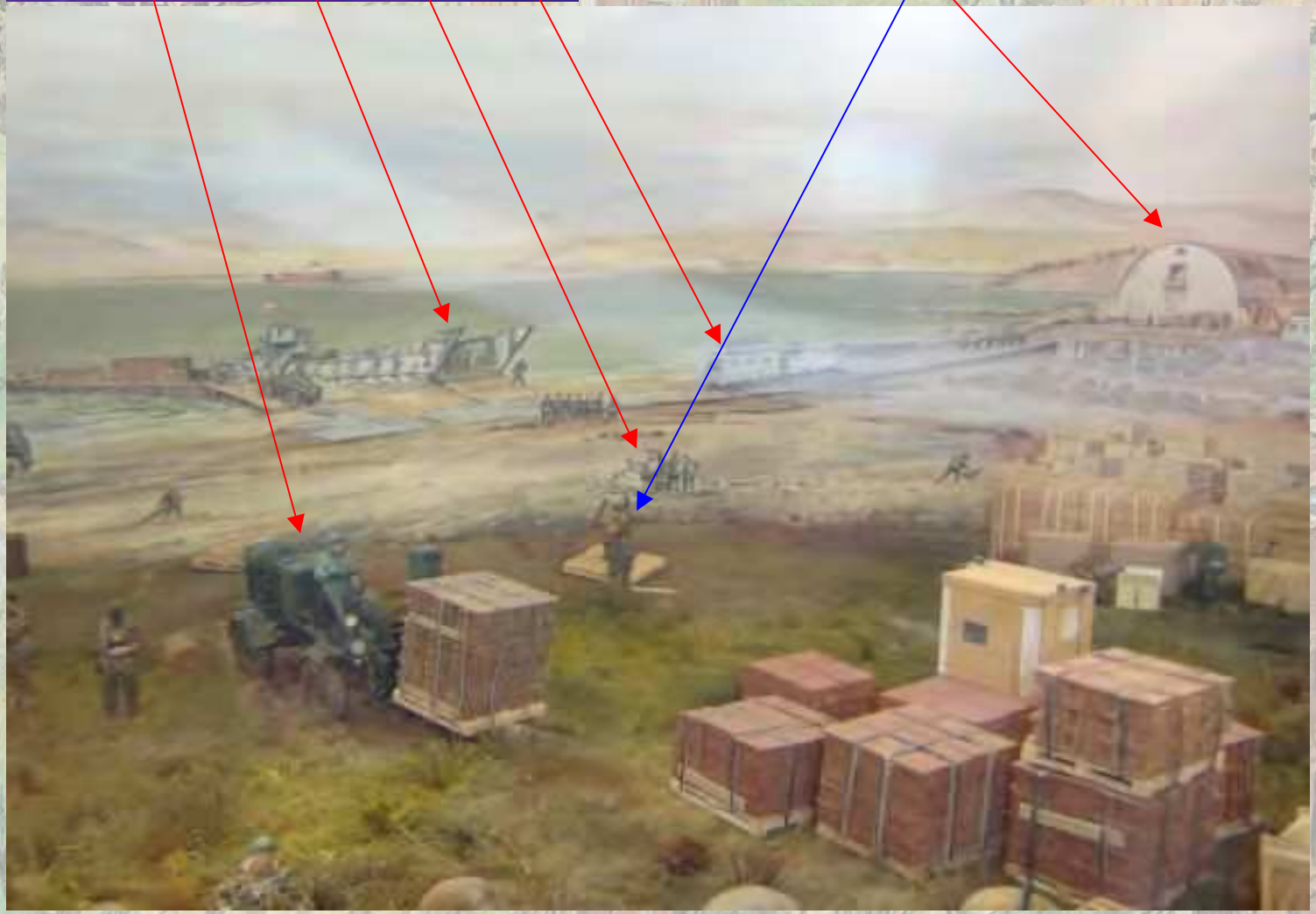
Model/Diorama of the 1982 Falklands Campaign



You know the book by Maj. Gen Phelps and painting by Shaun Steele but did you know that a Model Diorama of this famous scene has been made? Below is the evidence!







An Army Christmas

As this is the Christmas editon of the RAOC, REME and RCT Ex-Boys' Assocation, I thought it appropriate to include a Chrsitmas theme! Perhaps you were there?! Below is a selection of Christmas Cards and a Menu Card from days gone-by.

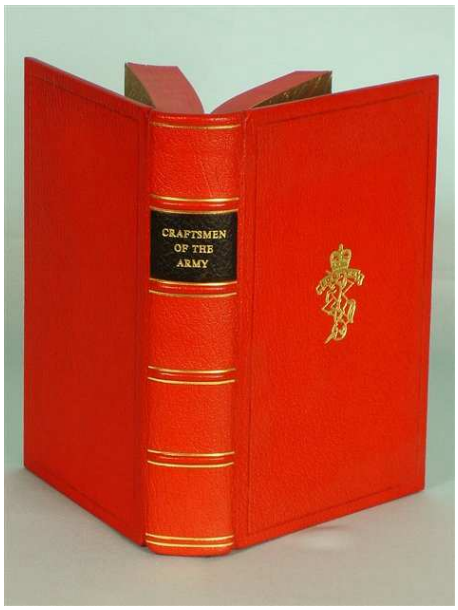


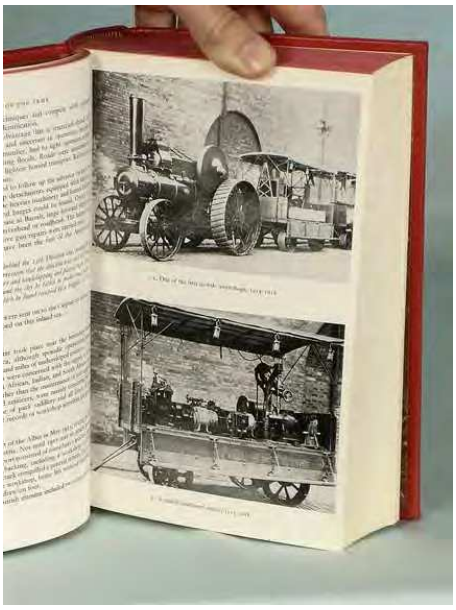




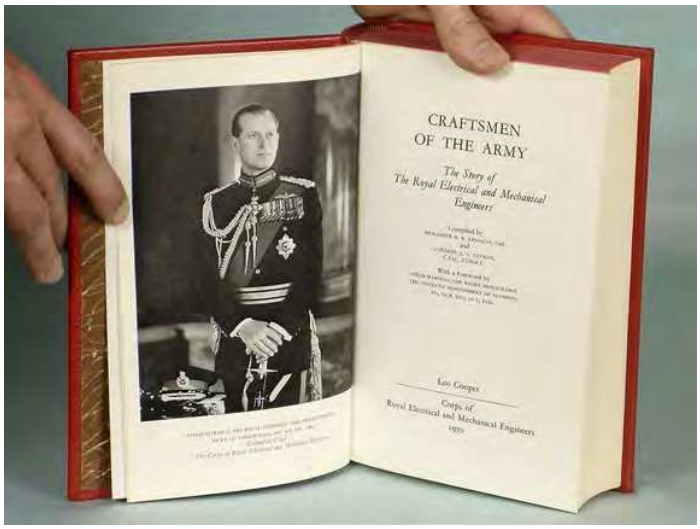


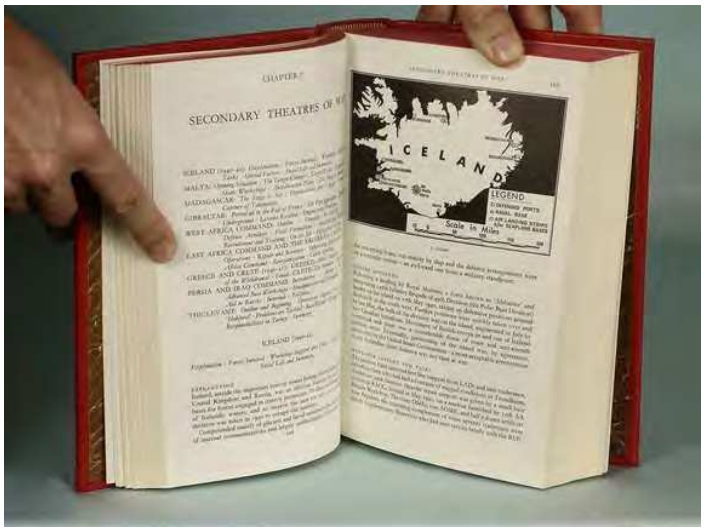
Book Reviews











Craftsmen of the Army; The Story of the Royal Mechanical and Electrical Engineers

by

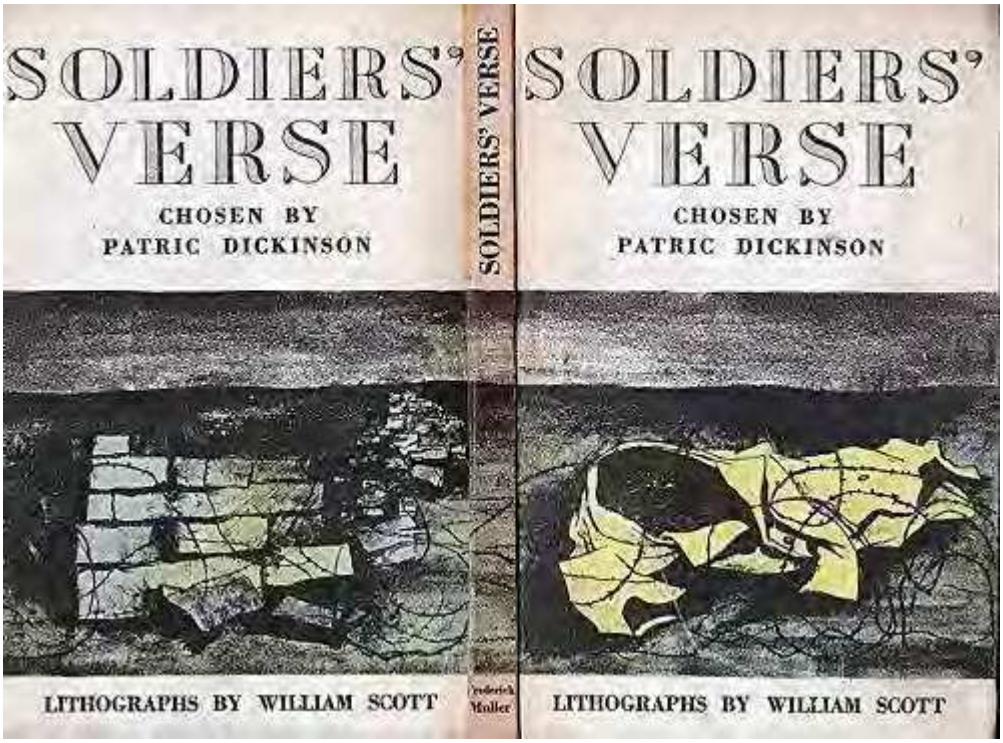
Brigadier B. B. Kennet and Colonel J. A. Tatman

The book also includes a foreword written by Field Marshal The Right Honourable Viscount Montgomery of Alamein, in which he acknowledges 'how REME keeps the punch in the army's fist; and I know well that if that punch is allowed to falter, then even the bravery and tenacity of the British soldier will find it difficult to achieve victory in battle with the least possible loss of life - which must always be the aim.'

The plates include several representations of the duties and locations described in the book, and the maps provided are useful in presenting the REME's various theatres of operation. A scarce work in a fine binding, and an invaluable book for military historians or enthusiasts, in near-fine and highly collectable condition!

Providing historical background from the 1900s, up their formation in 1942, the book traces the history and development of the Royal Mechanical and Electrical Engineers, 'from horses to sophisticated armaments' and the subsequent expansion of their commitments to the army both in times of war and peace. Leo Cooper Limited, 1970. First edition. Red morocco binding with gilt lettering, decoration, red-dyed top edge and four raised bands to spine. xiii, 425pp. 21 b/w maps, of which 7 are full-page, and 42 b/w full-page photographic plates (as called for). Size: 8vo (standard sized book). This book appears to be a Privately Commissioned binding.

Book Review



Synopsis

Patric Thomas Dickinson (December 26, 1914—January 28, 1994) was a British poet, translator from the Greek and Latin classics, and playwright. He also worked for the BBC, from 1942 to 1948.

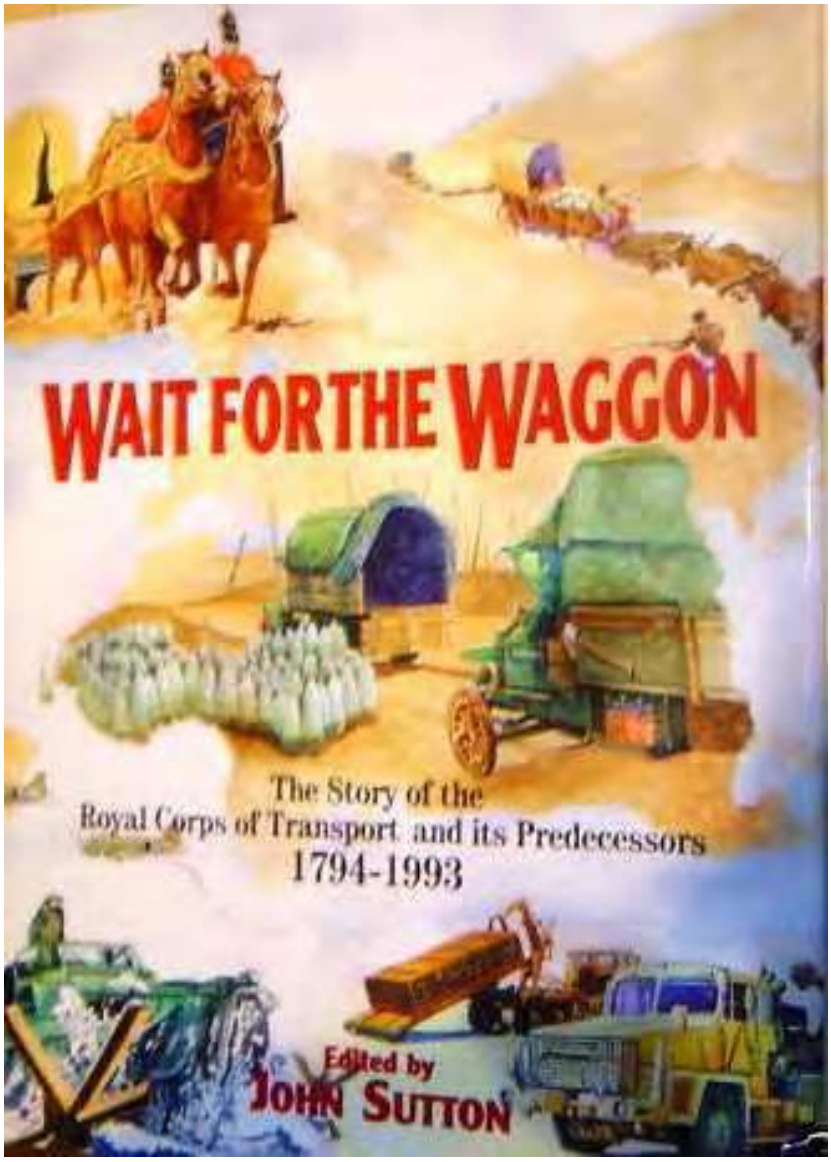
He wrote full time from 1948. He was born in Nasirabad, India. He studied at St. Catharine's College, Cambridge. An autobiography The Good Minute was published in 1965. He received the Cholmondeley Award in 1973.

William Scott was born in Greenock, Scotland, in 1913. In 1924, his family moved to his father's home town of Enniskillen in Northern Ireland where Scott soon began art classes with a local teacher, Kathleen Bridle.

In 1928, he enrolled at the Belfast School of Art, moving to London three years later to take up a place at the Royal Academy Schools, initially in the sculpture department, later moving to painting. Scott joined the Army in July 1942, serving firstly with the Royal Army Ordnance Corps and then as a lithographic draughtsman with the Royal Engineers.

Although not demobilized until January 1946, he continued to paint and to exhibit during the War both in group and solo shows. On the 28th December 1989 Scott died at his home in Somerset. Posthumous shows have ranged from a 1998 survey at the Irish Museum of Modern Art to a 2004 show at the Denise Bibro Gallery in New York. Throughout his career, the themes of still-life, landscape and the female nude recur in Scott's work

Book Review



- Hardcover: 448 pages
- Publisher: Pen & Sword Books Ltd; illustrated (12 Jan 1998)
- Language English
- ISBN-10: 0850526256
- ISBN-13: 978-0850526257
- Product Dimensions: 26.2 x 19.6 x 4 cm

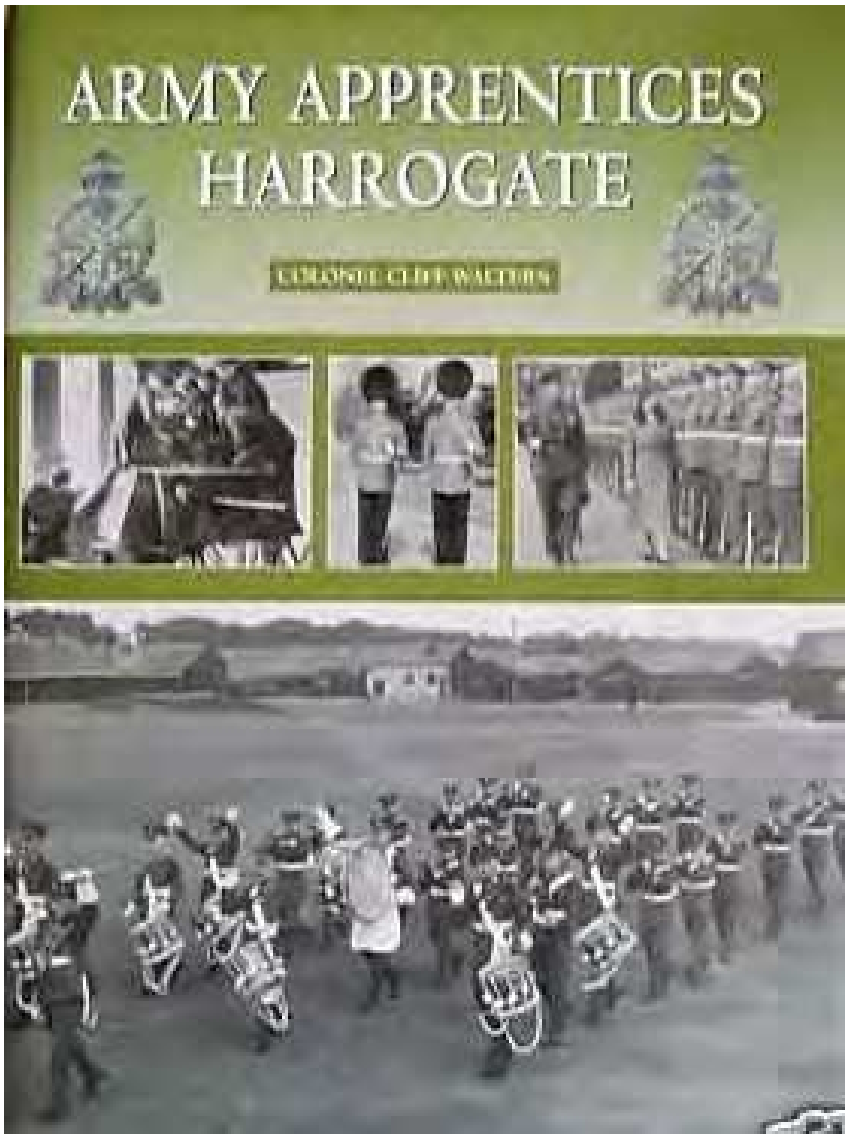
Synopsis

This book delivers what it says on the front cover.

Wait for the Wagon is an up to date history of the Army Service and the Royal Corps of Transport, also known as the Royal Logistic Corps. Once nicknamed the Royal Wagon Train, the corps has distinguished itself for hundreds of years.

Unfortunately, there aren't many books about the RCT or the RASC, so this detailed book makes an ideal starting point to your library of books associated with the history motor transport.

Book Review



- Hardcover: 160 pages
- Publisher: Halsgrove (Oct 2002)
- Language English
- ISBN-10: 1841142182
- ISBN-13: 978-1841142180
- Product Dimensions: 29.8 x 20.6 x 2.4 cm

Synopsis:

Published in association with the Royal Signals Museum; Since the Second World War, Apprentices have provided the Army with a core of specialist tradesmen for a military force that has become increasingly reliant on advancing technology.

This book chronicles the development of the Army Apprentices of Harrogate from their inception in 1947, to meet the Army's needs of the immediate post-war era and the Cold War, to their demise in 1996.

This book is a must for anyone who has served at Penny Pot Camps in any of its many capacities and especially for Apprentices.

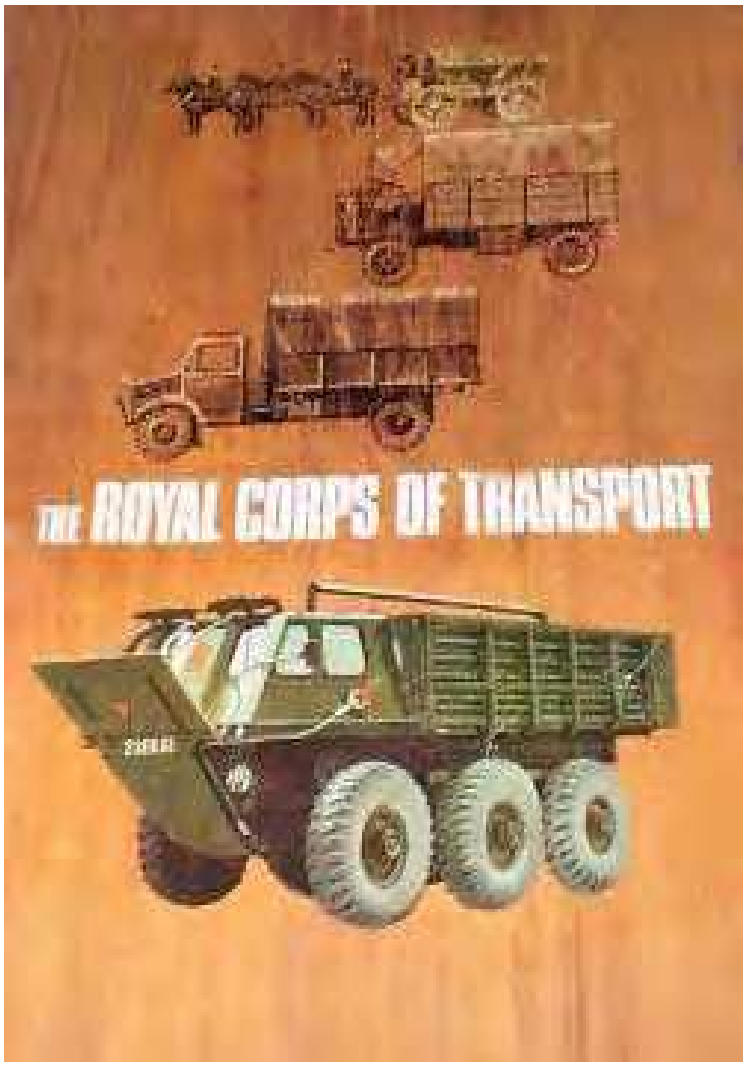
The stories of those who were part of the regime bring the book to life, most of them with happy memories, but a few with honest tales of woe. The relationship with the local community tells of many activities to raise funds for those not so fortunate. And in return the Adoption, and then later, the Freedom of Harrogate was bestowed on the College by the local town.

The origins of the Association of Harrogate Apprentices, which now remains the only continuing organisation to represent the Army Apprentices, Harrogate, are also traced.

This book is a fitting memorial to a great institution and the many thousands who both served it and served in it.

Book Review





Synopsis

This book records the recovery vehicles, trailers and tank transporters operated by the British Army since mechanical transport was first adopted and not only lists and describes the vehicles themselves but sets their developments, acquisition and use against the contemporary background in both war and peace.

These books are profusely illustrated with recruiting style photographs – perhaps used in Recruiting Offices?

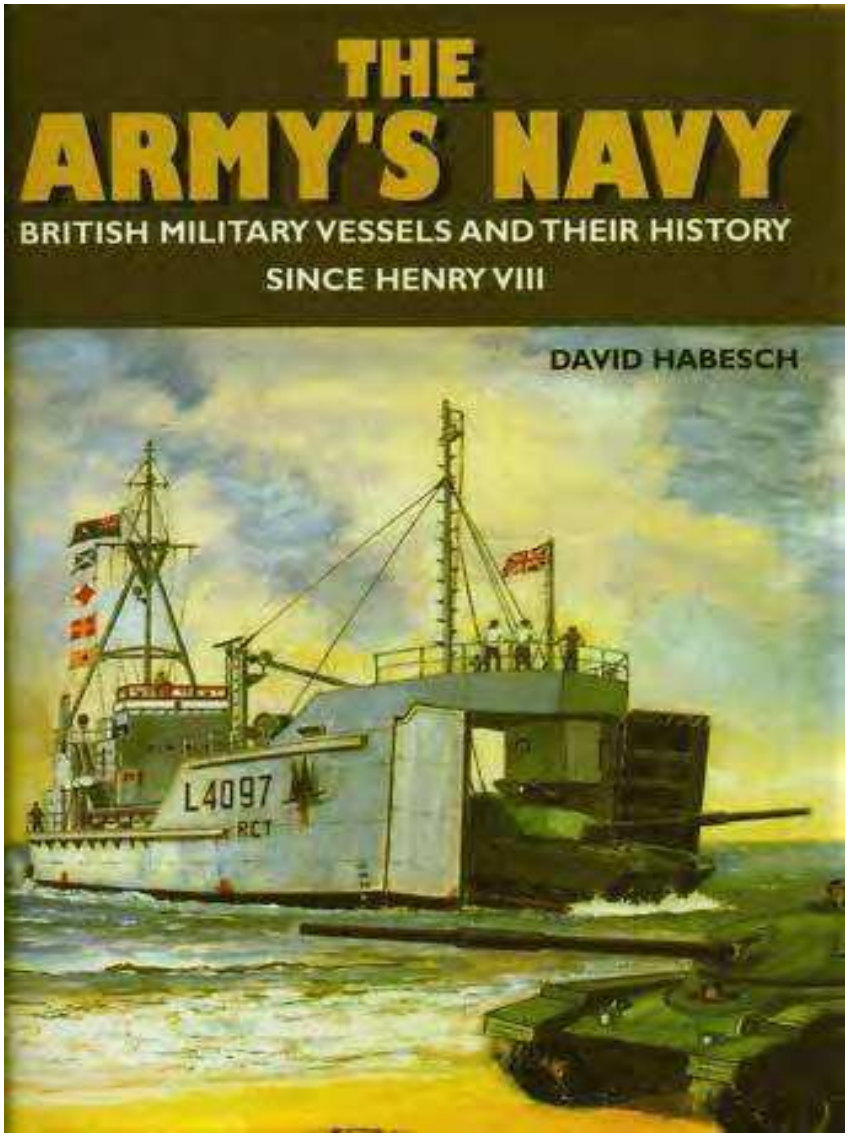
The 1977 RCT book, (*with the cheeky chap pointing to the NAFFI*), is 172 pages covering history, organisation and descriptions of all the trades within the Corps.

The one with the DUKW on the front cover is a very early RCT book with 172 pages covering history, organisation and descriptions of all the trades within the corps. I would guess the date is late 60's as DUKW's were still in service and pay scales are in pounds schillings and pence!!

A great little collection of books pertaining to the Royal Corps of Transport and two well worth an entry into the library of an avid RCT collector.

These two books went for a tidy sum on check out your library!!

Book Review



- Hardcover: 240 pages
- Publisher: Chatham Publishing (1 July 2003)
- Language English
- ISBN-10: 1861761570
- Product Dimensions: 23.6 x 16.3 x 2.5 cm

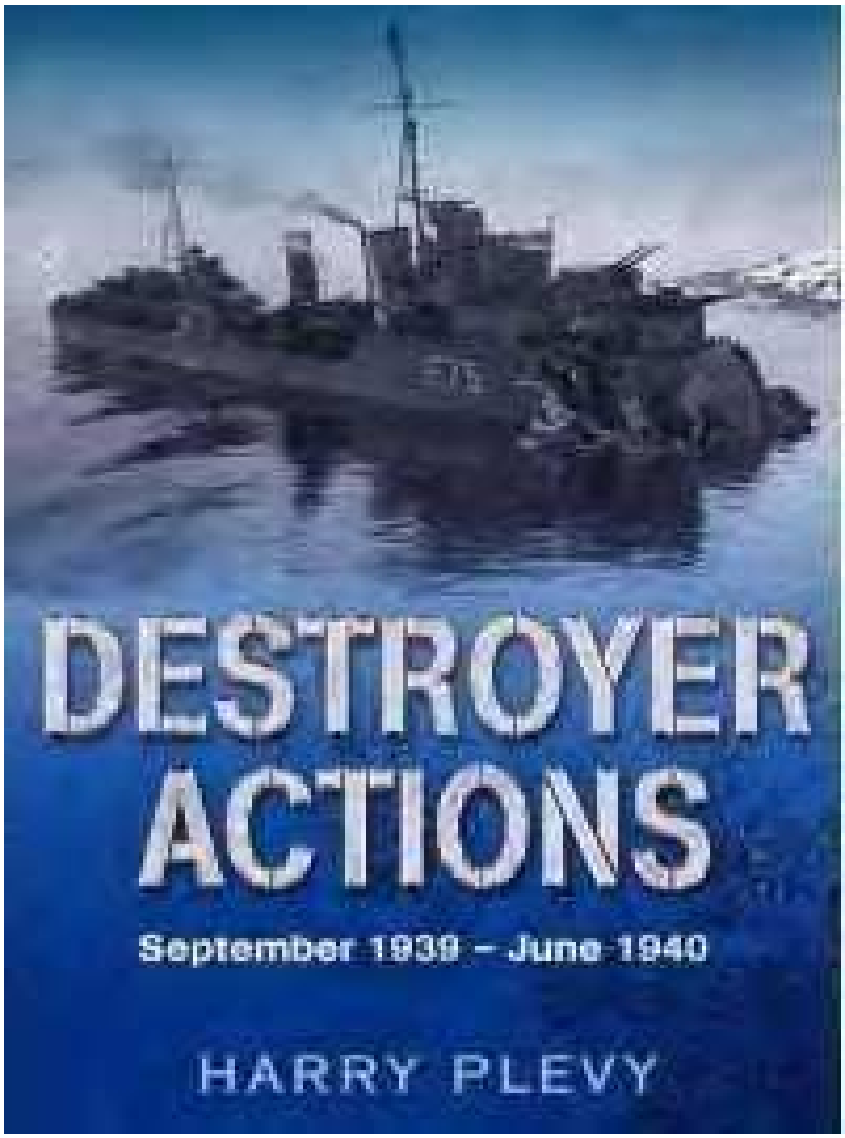
Synopsis

Beginning with the artillery transport barges operated by Henry VIII's Board of Ordnance in the 16th century, for the past 500 years the British Army has been responsible for a large and varied fleet of ships dedicated to the supply and support of land forces, but whose history has until now been overshadowed by that of the Royal Navy.

For the first time, this book gives a complete history of the ships and other maritime forces operated by the Army, including the Submarine Mining Service of the late 19th century, where the Royal Engineers defended harbours with mines and torpedoes, through the First and Second World Wars in every theatre of conflict and into the post-war period, when the Royal Army Service Corps Fleet had the perilous job of disposing of thousands of tons of unstable surplus ammunition by dumping it at sea.

With a unique collection of photographs, many never before published, and extensive appendices packed with data on the extensive range of ships and other vessels that have served the Army's Navy over the centuries, this book is the definitive history of a truly unique maritime force that has existed for nearly half a millennium.'

Book Review



- Hardcover: 288 pages
- Publisher: Spellmount Publishers Ltd
- Language English
- ISBN-10: 1862273316
- Product Dimensions: 23.4 x 16 x 3.2 cm

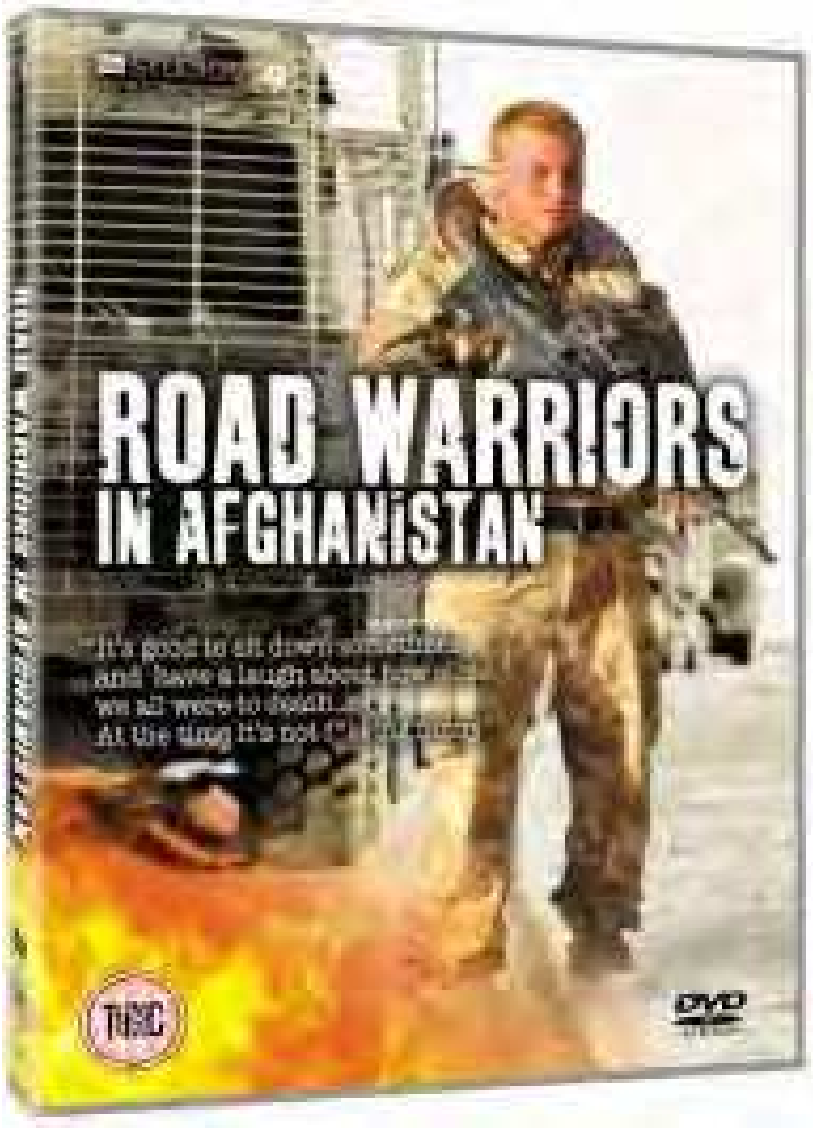
Synopsis

This book focuses on the human side of destroyer actions in the first eight months of the War, using eye witness accounts, many previously unpublished, of those who participated or played a part in the actions. It thus has Polish, French and Norwegian, as well as British and German, naval and civilian input, much of it researched from primary sources.

The author – ex RAOC – has included sufficient contextual background - political, strategic and tactical - to allow the reader to understand the key role played by the destroyers and their men, of both sides, during the so called "Phoney War" period of WWII. Destroyer crews of both sides had a life of unremitting hardship during the first eight months of the war and their service was one of long periods of boredom, tedium and tiredness interspersed with intense spells of horror and terror, leavened by very occasional episodes of humour. Always present was the common enemy - the hostile waters of the North Sea and the Atlantic.

Following National Service as a specialist ammunition examiner in the Royal Army Ordnance Corps, Harry Plevy spent his working career in the industrial and university sectors, later setting up his own project management consultancy. He is the author of over twenty research and technical papers and articles. Now retired, this is his second book of naval history. He lives in Codsall, Wolverhampton.

DVD Review



- Format: PAL
- Region: Region 2
- Classification: 15
- Studio: ITV Studios Home Entertainment
- DVD Release Date: 8 Mar 2010
- Run Time: 364 minutes

Synopsis

Perhaps the most dangerous job in the world is being a truck driver in war-torn Afghanistan. This extraordinary series uncovers the gritty reality of the heroic Road Warriors who must transport their explosive cargo on a range of specially designed, high tech, armoured trucks to the frontline. *I actually watched the series and found it to be very good.*

With amazing access to the British armed forces the Road Warriors tackle the most dangerous roads in the world: landmines, rocket attacks, suicide bombers, snipers, ambush or criminal gangs attempting to steal their load. The only certainty about each trip is the Taliban will be lying in wait for them somewhere.

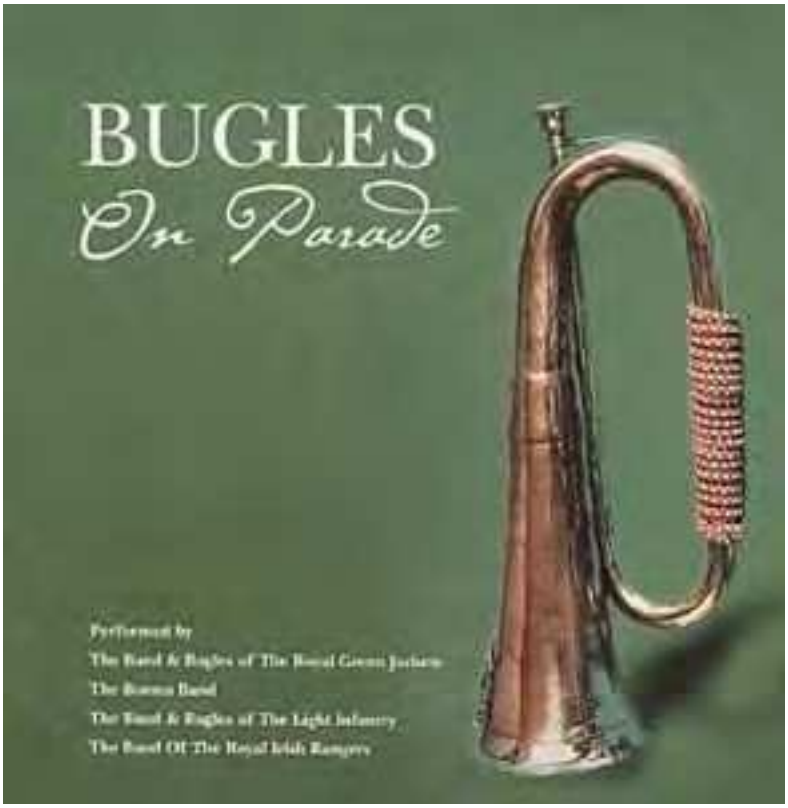
Road Warriors is an adrenalin-packed roller-coaster ride into the world of modern warfare.

"*It's good to sit down sometimes and have a laugh about how close we all were to death… at the time it's not f***ing funny.*"

(Lance Corporal Lisa West)

For every DVD sold a donation will be made to Help For Heroes, helping wounded servicemen and women – Great

Music Review



1. Copenhagen
2. Bugler In Vienna
3. Bugle Boy
4. Tyrol Troop
5. High On A Hill
6. Sir John Moore Concert March
7. Clochmerle
8. Les Clarion Anglais
9. Fanfare St Marys
10. Silver Bugles
11. Road To The Ilse/Quicksilver
12. The Lonely Bugler
13. Il Silenzio
14. The Durhams
15. Governor's Guard
16. Greenjacket's Farewell
17. Swing March
18. Sergeant At Arms
19. It's A Long Way To Tipperary
20. The Day Thou Gavest & Last Post

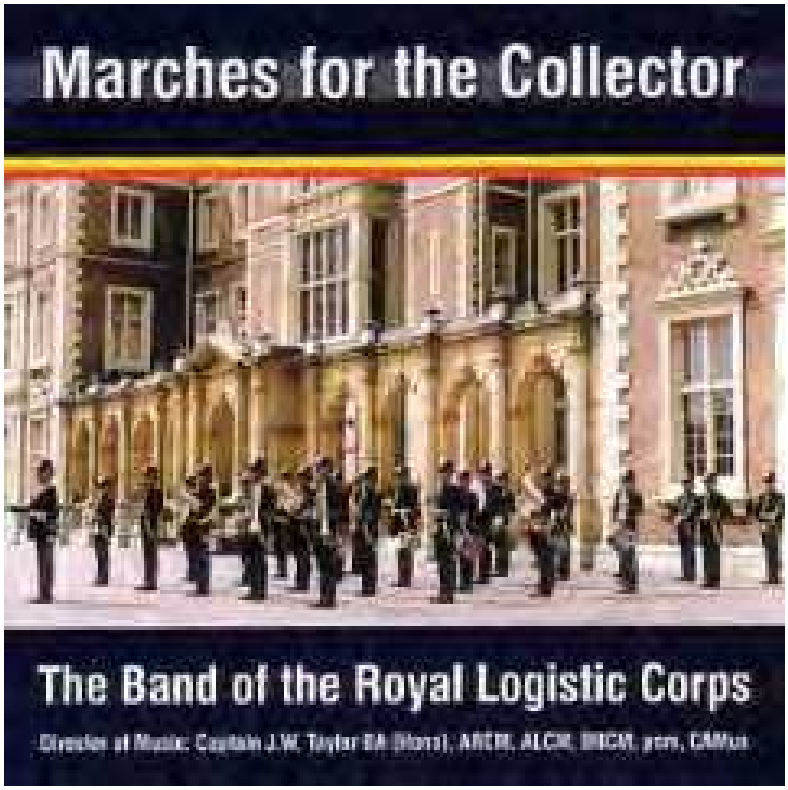
This particular CD is great if you like just the Bugle sound!

Elements of it are in quick time, which is apparent when one looks who actually performed on the CD – mainly infantry unit bands.

Not a particularly recent recording so the sound quality could be a little better – at least there are no duff notes on this CD!

Currently available on ebay

Music Review



1. Monty's Foxhounds
2. Path Of Glory
3. Purple Pageant
4. Free Lance March
5. Step Lightly
6. Ironsides
7. Under The Banner Of Victory
8. British Phalanx
9. Piccadilly
10. Belphegor
11. Little Bugler
12. To Your Guard
13. National Unity
14. Waldmere
15. Adolphe March
16. King's Cavaliers
17. Uncle Sammy
18. Tudor Rose
19. Sylvia March
20. Lynwood
21. Flash Of Steel
22. Gallant Serbia
23. King's Colour
24. National Game

Recent composition by the band of the Royal Logistic Corps under the musical direction of Capt. Taylor.

The RLC Band supplies musical support to the largest Corps in the Army, in the UK, Europe and beyond. The band has a varied musical life to fulfil its time and to this end supplies many different types of ensemble and music from classical strings to rock music. This makes the opportunities for band members to pursue far more than just military music.

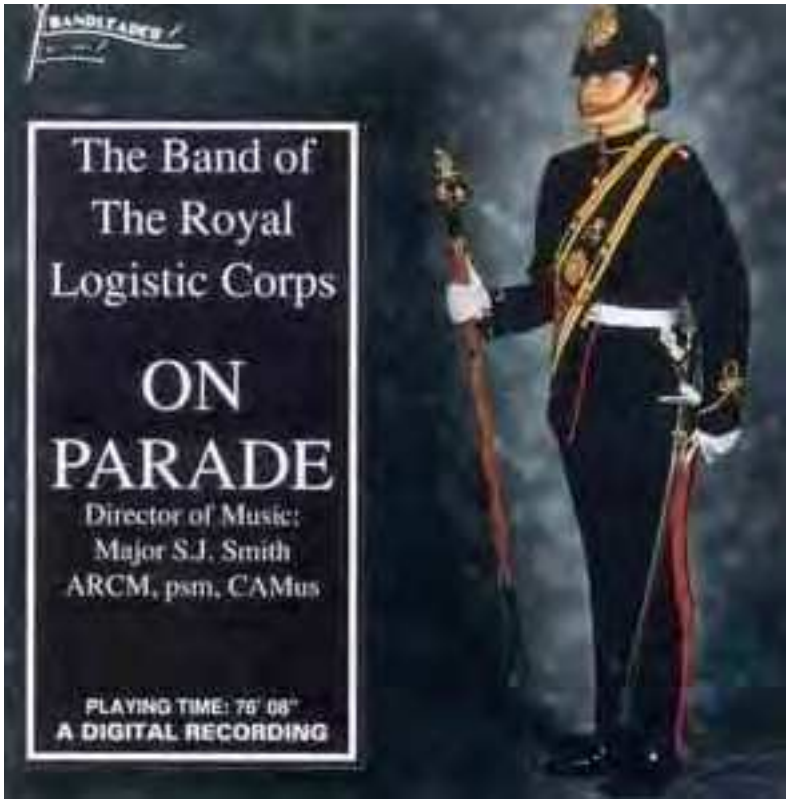
The Royal Logistic Corps makes up over 16% of the Army and whether the army is deployed on active duty or not you can guarantee that Soldiers and Officers of the Royal Logistic Corps, will be close by supplying, moving and coordinating supplies to keep the modern Army running smoothly listening to their band with pride!!!

The RLC Band supplies musical support to the largest Corps in the Army, in the UK, Europe and beyond. The band has a varied musical life to fulfil its time and to this end supplies many different types of ensemble and music from classical strings to rock music. This makes the opportunities for band members to pursue far more than just military music.

However, please note the lack of "Village Blacksmith", which is a little disappointing to me and perhaps other readers. Still available either on eBay or Amazon.co.uk.

Good clarity of music and a wide selection of pieces.

Music Review



1. On Parade
2. Wait For The Wagon
3. Village Blacksmith
4. Pioneer Corps
5. Sugar And Spice
6. First Post
7. Sostenare
8. Oregon
9. Concerto For Cornet
10. Flugelhorn And Trumpet
11. Concerto For Band
12. You'd Be So Nice To Come Home To
13. Concerto For Clarinet
14. Power And Glory
15. Forest Of Arden

Another recent-ish composition by the band of the Royal Logistic Corps under the musical direction this time of Major Smith.

The Royal Logistic Corps makes up over 16% of the Army and whether the army is deployed on active duty or not you can guarantee that Soldiers and Officers of the Royal Logistic Corps, will be close by supplying, moving and coordinating supplies to keep the modern Army running smoothly listening to their band with pride!!!

Today, the Band's expertise is seen and heard all over the world and it enjoys an outstanding reputation for musical excellence. In past years the Band has toured extensively in the USA, Canada, Germany, Bosnia, Italy, Cyprus, Uzbekistan, Guatemala, Mexico and throughout the whole of the United Kingdom.

The Band possesses a diverse range of musical ensembles all of which are in frequent demand. These include a Concert Band, Marching Band, Big Band, Dance Band, Pop Group, Chamber Groups, Fanfare Trumpets and a Disco.

The RLC Band supplies musical support to the largest Corps in the Army, in the UK, Europe and beyond. The band has a varied musical life to fulfil its time and to this end supplies many different types of ensemble and music from classical strings to rock music. This makes the opportunities for band members to pursue far more than just military music.

Good to see the "*Village Blacksmith*" and "*Wait for the Wagon*" this time. The particular album is a bit more on the military side.

Excellent front cover with the usual information to the rear of the album cover.

Still available either on eBay or Amazon.co.uk.

Something for the weekend Sir?

The ultimate present for retired Ex-Boy Soldier's Wife – The British Army Tea Towel!!



Old Codger's – Photo Gallery

This is a Bugle Call for Association Members to submit contributions to the Old Codger's revamped and most improved Photo Gallery contained within our website. This is where members can place photos and details of their service-life after Boys' School and let us know a little about their families and interest etc. Indeed, we can even place a photo on the website when its your Birthday!

At this improved photo section, members can now "*hover*" their mouse over a photo and see a "*Now and Then*" photo! For those interested in making contact with old friends, you can place your search details on the Forum, doing so will allow other members to see it and hopefully someone may know of the individual's whereabouts. Below are some examples already posted on the website, please take a look on the website: -

In Boys' Service | **In the Army** | **In Retirement**











Top to Bottom Ian Hatcher, Dick Baker, Jim Ferguson

Having the Old Codger's Page is particularly useful at Reunion times to identify lost pals! For example:-

In Boys' Service



In the Army



In Retirement



So please send us **YOUR** contribution, if you have not yet done so! What we need is one, or more, photos showing any aspect of your life during or after Boys School, including family.... In fact, just anything you like... It's **YOUR** personal photo-album and only visible to other members of the Ex-Boys Association.

Furthermore, submitting such photos also allows us to place a photo on the website when its your Birthday! Ideally for the newsletter, we would appreciate three (3) such photographs to enable a before, middle and retirement photo strip!

Lost Pals

For those interested in making contact with old friends, you can place your search details on the Forum, doing so will allow other members to see it and hopefully someone may know of the individual's whereabouts.

Alternatively, you can contact Bill Chamberlain directly, (see the Contacts section) who, will wherever possible, conduct a search using the UK Info CD (purchased by the Association).

We have been successful in locating a considerable number of "*lost pals*" and it helps if you can provide additional information:-

- **First name and any second initial**
- **Current age (approx)**
- **Where the person hailed from**
- **His wife's name**
- **Last known location**
- **Any one or more of the above bits of information will allow the search to be narrowed down**

Hopefully we can "*make your day*" and you can meet up with those "*lost pals*" at one of our next Reunion Dinners!





Military Humour

What they never told you whilst you were in Training!!

Incoming fire has the right of way

The only thing more accurate than incoming enemy fire is incoming friendly fire

Friendly fire isn't what it says it is

Tracers work *both* ways

Never draw fire. It irritates everyone around you

If the enemy is in range, so are you

The effective radius of a hand grenade is always greater that the distance you can jump

There is no such thing as a convenient foxhole

Never share a foxhole with anyone braver than you are

Never worry about the bullet with your name on it. Instead, worry about shrapnel addressed to 'occupant'

All battles are fought at the junction of two or more map sheets printed at different scales

The most dangerous thing in a combat zone is a officer with a map

If you need an officer in a hurry, take a nap

It isn't necessary to be stupid to be an officer, but it helps

The problem with taking the easy way out is that it is already mined

The further you are in advance of your own positions, the more likely your own artillery will fall short

If your advance is going well, you are walking into an ambush

The Quartermaster only ever has two sizes; Too Large and Too Small

There is nothing more satisfying than having someone take a shot at you and they miss

If your Sergeant can see you, so can the enemy

All battles are fought uphill

Your weapon and equipment has/was made by the lowest bidder

The weight of all your equipment is directly proportional to the time you have been carrying it

No combat-ready unit has ever passed inspection

No inspection-ready unit has ever passed combat

Vacancy One

Ex Boys and Lost Pals

It has been found necessary to circulate the Membership to see if there are any of you interested in coming on board, to take over from Bill Chamberlain, the sourcing of ex-Boys and to assist those seeking to locate ex-Pals.

Bill has decided that at the end of 2010, at the very latest, he will relinquish this voluntary work. Having carried out this role out for over 6 years - undertaking searches, assisting in maintaining the Roll and contacting ex-Boys by whatever means possible and also trying to help ex Boys find Lost Pals, he feels it is time to take a break.

This role is of major importance, as many of you will know from experience and requires someone who has - total discretion, takes pride in attention to detail, a good memory, spare time and above all, an interest in all the aspects of this rewarding role.

As with all our other Admin roles, this is a voluntary position.

If you are interested and wish to discuss this valued and important position in more detail, please email Bill Chamberlain, supplying a contact home phone number

Vacancy Two

Public Relations Administrator

We are still looking for an individual to come on board as our Public Relations Administrator. This is a newly created role and we see this position as being crucial to ensuring the profile of the Association is brought to the attention of other bodies such as liasing with military sites, as well as the Press and other organizations.

As with all our other Admin roles, this is a voluntary position.

If you are interested and wish to discuss this valued and important position in more detail, please email Bill Chamberlain, supplying a contact home phone number.





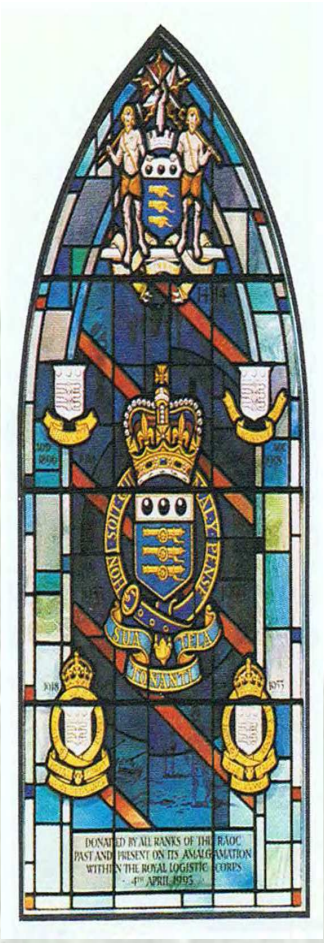




The Last Post and Obituaries

It is with deep regret that we have been notified of the passing of the following Ex Boys and Permanent Staff since our last publication. Our thoughts and deepest condolences are with the families at the time of passing and at the time of this announcement.

Their names have been added to the Ex Boys' Association Roll of Honour.



Ronald Arthur Gray (RAOC) *27 May 1947 - †22nd December 2007

Edward W. *"Ted"* Burghart (RAOC) *25 June 1936 - †28th. May 2010

Raymond Thompson (RAOC) – *1946 – †Nov 2005

Kevin Pawley (RCT) – *1973 - †

Peter James Palmer (RAOC) – dates unknown

John "*Paddy*" Dilworth (RAOC) – *25 Oct 1935 – †2 Nov 2010

Andrew J. "*Murf*" Murphy (RAOC) - Dates unknown



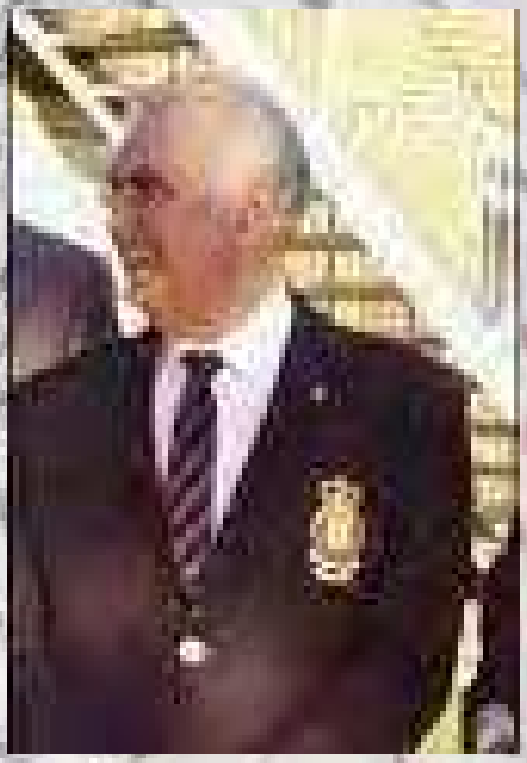
For the Last Post details contained within this Newsletter, the Ex-Boys' Assocation, are dependent on information from either relatives or Ex-Boys themselves. Please forgive any inaccuracies or omissions that have perhaps been quoted from memory.

Members may be interested to know of a website by the name of lastingtribute.co.uk. Lasting Tribute invites you to celebrate the lives of family, friends and people in the public eye who are no longer with us.

Recognised as the trusted guardians of one of the largest and fastest growing online archives of tributes in the UK, with more than one million searchable records and over 3,500 new ones being added every week; this company provides an online tribute and memorial website where you can create your own online tributes to celebrate the lives of those no longer with us. There are many references to our Armed Forces and a recent entry is David Bowhay, late RAOC, who sadly passed away in 2009.







The colour photo has been extracted from Page 4 of the Winter 2009 RAOC Gazette (Vol.91 No.2)

RAOC Boy Soldier & Junior Leader October 1956- December 1958 Tope House – also an ex Bugler in Body House

Passed away on 13th April 2010 at his home in Middleton on Sea, Nr. Bognor Regis



Sadly 23913903 WO1 Ronald Arthur Gray passed away on 22nd December 2007 and was cremated at Banbury Crematorium on 7th January 2008

He leaves a wife Lillianne, a son Scott and a daughter Samantha and son James, daughters Sonia and Natalie and four grand children.

Ron's Military Postings were:

RAOC Junior Leaders Battalion
Aden 65/67 - Fallingbostel 67/70 - Singapore 70/72 - Larkhill 72/73 - Gutersloh 74/76 - Kineton 76/79 - Soltau 79/80 - Fallingbostel 80/81 - Soest 79/80 - Duisberg 82/82 - N. Ireland 82/82 - Duisburg 82/83 - Fallingbostel 83/84 - Bicester 84/86 - Australia 86/86 - Bicester 86/87 - Dulmen 87/88 - Bicester 88/89

"Ron joined Junior Leaders with me, went to Aden at the same time and was in Kineton, again the same time as me. Will be sadly missed." RIP Ron.

My thoughts to his family

Dave McCarthy

"I served with Ron Gray in Fallingbostel form about 1982-83 I think?
A brilliant bloke especially as a boss and I used to envy his new Rover 3500 he had back then!
'Q' Gray was a true character and always up for a laugh.

We lost Ken Wishart in Fallingbostel under Ron's watch and he helped me deal with that as a young 18 year old ...I was fortunate enough to see him again at Bicester in about 1986.

One of the BEST bosses I EVER worked for and the world is worse off with his loss.
Ron 'Q' Gray, RIP. Gone but not forgotten. "

Brian "Snowy" Snowdon







Ted was a member of the Ex-Boys Association

"A great mate who will be greatly missed"

Keith James



"Peter was my best mate at Haslar 1950/51.

We were in the original Toy soldier display all over the southern command.

We left Haslar with 35 other boys for man service and basic training at Blackdown including a driving course at Deepcut.

I later lost contact with him until I approached Army Records for his whereabouts. He was in Singapore.

We again lost contact and learned later he had died. He was born in Slough and lived there after he left the Army".

20/09/2010 Roy Jacklin (Boy Soldier 1950-51)







I was fortunate enough to have known A/Drum Major Andy Murphy.

We were A/SGTs together in Alamein Platoon, "A" Company during the 1981/82 era. A fine Junior Sergeant who was respected by those who came across him, including the Permanent Staff, at the Apprentice College. Indeed, it was this quality that earned him the right to be the Drum Major of the RAOC Apprentice College Corps of Drums.

Always keen and smiling; even in the Platoon photo you can see Andy with a smile across his face!

Andy or "Murf" as he was often known, demonstrated the qualities of a fine junior soldier; a respected, dedicated professional who brought enthusiasm and humour to a platoon of young soldiers embarking on their new career.

Upon first meeting and during the early months of infantry training, it struck me straight away that this enthusiastic, professional individual was a junior soldier to watch and learn from.

Energetic, deeply professional, warm and encouraging, he could get the best from anyone by inspiration, by his unfailing humour and by his example and his sheer determination.

To close, I will say again, that I was fortunate and proud enough to have known Andy Murphy, he will be much missed by his family, with those with whom he served and his friends.

As a footnote to the above, I only received an e-mail from his sister last year via the Ex-Boys Association Website, saying how proud she was that there were photos of her late brother Andy in the Roll of Honour section.

Adrian Hayward-Wills (Alamein Platoon, 1981 – 1982)

Your Admin Team

If you require any assistance with regards to the Association, please feel free to contact any of the following. Contact can easily be made via the Association Website and clicking on to the Contacts Page!



Paul D. Jones

Founder and Chairman



George Tether

All matters concerning the on-line-presentation of the site, Membership and the Forum.



Bill Chamberlain

Lost Pals:

This section is looked after by Bill, who spends many hours helping lost pals to find each other.



Dave McCarthy

All matters concerning ex-Boy's and members of permanent Staff where

their names are relevant to Nominal Roll, Battalion Structure, Intake & Passing Out Dates of ex Boy's etc

Your Admin Team



Brian Wild

Secretary and Treasurer



Adrian "HW" Hayward-Wills

Editor/compiler of the Newsletter; paper archivist for the Association and all matters relating to scanning etc. Send your photos or documents for scanning to Adrian by post, complete with a stamped addresses envelope.

Please ensure that the correct postage cost (stamps) is placed on the envelope you are sending to me and also the correct value of stamps enclosed for the items to be returned!

Please email Adrian HW for his postal address.



Allan Jones

Our contact for USA and Canada

Next Newsletter Issue 15 Summer 2011



Membership Update

eBay Memorabilia

Book Reviews

Music Reviews

RAOC, REME and RCT Wall Shields

RAOC, REME and RCT Military Postcards

RAOC BOYS' SCHOOL
RAOC & REME BOYS' SCHOOL
RAOC & REME JUNIOR LEADERS BATTALION
RAOC APPRENTICE COLLEGE
JUNIOR LEADERS REGIMENT RAOC & RCT

EX BOYS' ASSOCIATION

"Merry Christmas and a Happy New Year!"

From all on the Committee



Material contained within this Newsletter is intended for general informational purposes only.

The contents may not be comprehensive or up-to-date. The Editor, Chairman and the Committee Members of the Association make no representation as to the accuracy, completeness, timeliness, merchantability or fitness for a specific purpose of the information provided in this newsletter.

The Editor, Chairman and the Committee assumes no liability whatsoever for any action taken in reliance on the information contained in this newsletter.

Happy Reading!!!!

Adrian Hayward-Wills