

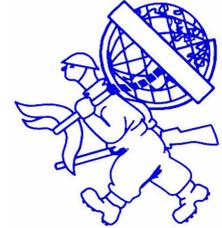
The Military Survey (Geographic) Association



New Year 2014 Newsletter

Issue Number

51



Two Events Not To Miss

THE MILITARY SURVEY ASSOCIATION ANNUAL GENERAL MEETING

1800hrs for 1900hrs Friday the 14th of March

Location: SGTS MESS - DENISON BARRACKS - HERMITAGE

Our next AGM precedes the major reunion and farewell celebrations planned for the middle of 2014. Thus this year's AGM will take place on the evening of the 14th March 2014 and we would encourage all members to attend.

Remember, we promised that no major reunion would coincide with an AGM, thus we continue to separate the AGM especially from this year's farewell celebrations and urge your support so that we may conduct the business of the Association.

Please do try to attend and support your committee - details are on page 4.

and

THE REGIMENTAL FAREWELL TO NEWBURY

The Weekend - 20 to 22 June 2014

A weekend of events are being organised to mark the departure from Newbury of 42 Engineer Regiment (Geographic).

For details turn to page 3 where Mick Perry reveals all.

Book these dates and send in your registration forms now.

PRESIDENTIAL JOTTINGS

Another year has gone by and once again I take great pleasure in wishing you all a very happy and prosperous New Year. I trust that 2013 treated you well and 2014 will and continue to do so. This year, of course, is the year that The Regiment departs Hermitage for Wyton – the end of an era – and I hope to have the pleasure of meeting as many of you as possible at the farewell celebrations, which are spread over three days, providing the opportunity for you to attend the wide variety of associated events on at least one day.

2014 will be a milestone year not only for Military Survey but for the all of our British service personnel. This is the year that rotation to Afghanistan will cease. The sacrifice has been huge, both physically and emotionally and all of our people who have served there have earned a huge debt of gratitude from the entire nation.

Writing this, I am aware of being in danger of stealing other contributors' thunder, where detailed reports are set out elsewhere in our newsletter so I need to tread carefully. However, I think it important to give our forthcoming AGM and reunion a 'plug'. It is scheduled for Friday 14 March in the Denison Sergeants' Mess at 6 bells. For the benefit of non-mariners that is 19:00 or 7:00pm. For guardsmen and cavalry, it's when the big hand points to 12 and the little hand is on 7. Attendances at previous gatherings have held up well but it would be a real pleasure to welcome more of you. The meeting will be short and the socialising protracted.

Alan Gordon, the editor of our newsletter is hanging up his keyboard – actually for the second time – and I would like to thank him for his herculean efforts in putting together an enviable publication no less than four times a year. We are still seeking a replacement, although I believe that there is a certain amount of arm twisting being employed to secure a 'volunteer'. When the previous issue of our newsletter is published on the Association website after a few months' delay, our readership goes far beyond our paying membership – having said that, I think it is only fair to ask our non-member readers to consider paying the relative pittance to join us and get this great publication hot from the press.

On the subject of the newsletter, I almost forgot to mention one other unsung hero – Ken Hall; the committee member responsible, inter alia, for folding all the newsletters, licking the envelopes and affixing the stamps to send to those of you who do not have the facilities to receive an electronic copy. Thanks Ken!

Once again, I would like to say a big thank you to Dave Johnson for his efforts as our webmaster. The number of 'hits' in the past year was in the region of 33.5K, many of them from remote parts of the world. In addition to his website activities, Dave has been acting as super-sleuth in securing and scanning historic course photographs and many others to ensure that our pictorial history as military surveyors is as complete as we can make it.

Returning to the AGM/Reunion on 14 March, your committee has done great work but is neither self-perpetuating nor a closed; there is always room for new blood. See you there.

BOB AVENELL

Verwood, Dorset

VISIT OUR WEBSITE

Don't forget to visit the website www.militarysurvey.org.uk at least every week to catch up on what's new. As well as notices concerning events, the newsletter and sadly, up to the minute notices about the passing on of old comrades, there are items of general interest. Recently we have added the programme for 13 Squadron's Open Day at Fernhurst in 1963 and photos of a parade but we don't know where it was or who it features – can you help with the answers?.

Regimental Farewell to Newbury

20 to 22 June 2014

The following events are being organised to mark the departure from Newbury of 42 Engineer Regiment (Geographic). A registration form is on the last page of this newsletter.

Friday 20 June

Daytime: The DSA 'Maps and Surveys' Seminar on historic survey matters. Details of this event including registration to attend will be published in the next newsletter and on the Association's website in the near future.

Evening: Cocktail Party (by invitation from the Officers' Mess only)

Beat Retreat – 2000 hours

The RSM cordially invites members to attend the Sgts Mess prior to the Beat Retreat and afterwards for drinks. **Timings are 1830hrs for 1900hrs** for a curry followed by the **Corps Band Beating Retreat at 2000hrs**. The Mess bar will be open afterwards and a charge of £5 will be required to cover the cost of the supper. Dress Jacket & Tie. **Members may just wish to attend the Beat Retreat only but if so a return must still be completed.**

Saturday 21 June

Afternoon Open Day – MSA (REA) Reunion – 1300 Hours

Members and their families are invited to this event at which there will be stalls and demonstrations of the current capability of the Regiment. Refreshments will be available by repayment throughout the day.

Evening Charity Concert by the Corps Band in the Corn Exchange, Newbury

This concert is in aid of Royal engineers Benevolence. It will be an all ticket event at £20 per ticket which can only be purchased directly from the Corn Exchange. Details remain to be finalised but you will need to watch the Corn Exchange website or contact them directly nearer the date.

Sunday 22 June

Morning Freedom of Newbury Parade and Drum Head Service(TBC) – 1000 hours

This is the first day of "Armed Forces Week and there may be more to see and do and a bigger parade turn out just might happen.

As in previous years, members may wish to parade alongside the Reading and West Berkshire Branch of the REA, Dress as appropriate for the occasion. Please complete the return appended.

It is possible that The Royal British Legion Club in Newbury will welcome members to join them after the ceremony has ended (TBC).

It is going to be a great weekend and certainly not one to miss. The registration form is at the last page of the newsletter. To assist in security and finances members must complete this if they wish to attend any of the above events.

MILITARY SURVEY ASSOCIATION AGM

1800hrs for 1900hrs Friday the 14th of March 2014

Location: SGTS MESS - DENISON BARRACKS - HERMITAGE

It is a legal requirement that we hold an AGM but don't be put off as under the current management these meetings and short, sharp, run quickly through the business and, to cap it all, are often humorous and of course, are followed by an excellent Army curry and end with a convivial time in the Mess bar.

We intend to provide sustenance in a similar vein to that of the last two AGMs which were highly commended by the diners; you will be asked to contribute something towards this on the night rather than in advance, any such charge per head is expected to be minimal (£10) and as you all know the beer is not expensive. Thus your Committee with the kind permission of Commanding Officer, Lt Col Richard Blunt, and of course WO1 (RSM) Will Robinson extend an invitation to members to attend the AGM in the Sgts Mess Hermitage at 1900hrs on Friday night the 14th March 2014.

RETURNS BEFORE 3RD MARCH 2014 PLEASE

Note - the bar will be open from 1800hrs and the committee will be present to welcome you at that time. Food will be served after the AGM has finished and at about 2000hrs it is hoped that the CO will brief members on current and future operations.

Dress: Smart casual or better if you wish!

Accommodation: We are again hopeful (**but do not promise**) that a small number of rooms will be available in the Officers' Mess and these will be allocated (if available) on a first come first served basis. **You need to contact me directly should you wish to take up this offer - assuming it will be available.**

M Perry, 101 Craven Road, Newbury, Berks, RG14 5NL mandpdperry@sky.com or Tel; 01635 37510

From: Forename:.....	Surname:.....
Address: -	Tel No: -
.....	E-mail: -
Type & Make of transport:.....	Registration.....

I *shall/*shall not be attending the AGM on Friday 14 March 2014; I will be bringing the following guests: 1		
2.....	3.....	

PLEASE - PLEASE REMEMBER THE GEO SUPPORT FUND I Enclose a cheque to support this for £..... payable to "Military Survey Branch REA"

If you have any special dietary needs or require **disabled access** please detail these here and every attempt will be made to accommodate them.

.....

***Delete as appropriate.**

News from the Military Front

RSM's Column

2014 is the year that 42 Engineer Regiment (Geographic) moves from Hermitage to its new home at RAF Wyton – due to rename this year to Joint Force Command Wyton as more Defence Intelligence Units move there to create a Defence Intelligence Hub.

Our new home – Roy Lines – is purpose built and will see the Regiment provided with bespoke and fit for purpose real estate in keeping with its high tech deployable role. Exciting times and times which will see the Regiment come together under one banner for the first time in a very long time. 14 Geographic Squadron are there and blazing a trail for us since their move from Monchengladbach last year – they have added enormous value to Station life already and the arrival of more soldiers is eagerly anticipated. The move and the integration at Wyton under one Joint Force Intelligence Group banner will be challenging. There is going to be much blood, sweat and tears and the complexity of planning a Unit Move should not be underestimated. It is not just military equipment and soldiers loaded onto coaches, it is the demands placed on families, wives and children as they move to a new location and put pressure on housing, schools and real life support within the local community. All aspects are being carefully considered but the challenges we face are readily apparent.

However, the rewards should not be underestimated. We are seeing momentous change in Defence and in the structure of the Army. 'Army 2020' sees a reduction in regular forces and the full integration of the Reserve into a 'One Army Concept' – 135 Geographic Squadron (Volunteers) come under Command of CO 42 Engineer Regiment (Geographic) on the 1 April 14, we are closely examining the Terms and Conditions of Service Life and we look to a 'Contingent' role rather than one which sees the Army committed to an enduring operation. All of this is the backdrop to which we move and join the bulk of JFIG at Wyton and as the new structure and role comes on stream we will be better balanced and better prepared to react quickly and as part of a cohesive UK Defence response.

2014 is going to be very demanding and our officers and soldiers are going to prove their mettle all over again in different ways – but it is these fresh and exciting challenges which keeps us on our toes and which prove our flexibility and adaptability – all necessary attributes for the battle space, wherever that may prove to be in the future.

It was Sir Winston Churchill who wisely and very perceptively stated that: *"The pessimist sees difficulty in every opportunity. The optimist sees the opportunity in every difficulty"* – we must and we will remain optimistic and alive to the very real opportunity that 2014 heralds.

Operational Commitments

2014 is also the year where we will see enormous reductions in the numbers of British Servicemen and women deployed to OP HERRICK (Afghanistan). The current situation there is as follows:

- a. 2 Officers and 14 Soldiers in Afghanistan
- b. RE Geo Major position in KABUL closes within the next couple of weeks
- c. 1 x Data Managers position closes in March
- d. 1 x JNCO closes in February
- e. Last WO2 (QMSI) deployment on the 16 January
- f. Operational Intelligence Support Group (OISG) Post closes around April

g. HERRICK plan – likely to continue trend of reductions with possible tour cancellations at relatively short notice due to the staggered nature of our Geo deployments when compared to the HERRICK roulement system. Little known currently about October onwards

h. All deployed personnel have returned from Op PATWIN (Philippines) and Exercise COUGER

i. 1 x Spr in Falkland Island (British Forces South Atlantic Islands)

2013 Round up of Operational/Exercise Activity

a. The Regiment deployed 74 personnel on Operation HERRICK and 3 to the Falkland Islands

b. 30 Soldiers on Force Elements at Readiness to move throughout the year (Contingency)

c. 9 Soldiers deployed as part of contingency or short notice teams (e.g. PATWIN) not including SST

d. 13 people sent on informal “long term informal detachments”, not including OISG Troop dets

e. 108 external exercises supported

Hermitage Station Movember Campaign 2013



So what is the Movember Appeal I hear you ask? Well it's a charity that raises awareness for men's health issues and in particular Prostate and Testicular Cancer. A subject that is quite close to my heart, as I lost my father to Prostate Cancer a few years ago. The campaign is supported well within the sporting community in particular. The charity's signature is that its supporters grow a moustache or “Mo” for the month of November. Now to the uninitiated this would seem like no big deal, however, those that have suffered this month will know that it's no mean feat.

Commander Joint Force Intelligence Group (Brigadier Nick Davies) issued a war cry on the first of November 2013 and over 70 men folk from Hermitage station paid £5 each to back the appeal. This would mean that they would put their manliness on show for the world to see. Some say that a man's ability to grow a moustache is a direct barometer for his virility, those that can't grow one will mock by saying that we look like 70's romantic

“actors”! Tensions ran high within the Station in the following week not least because of the involvement in Remembrance parades in the local area. Those with failing facial accoutrements were ordered/invited to continue their charity support from the sidelines (early shave £10 fee) or to continue on the 12th of November.

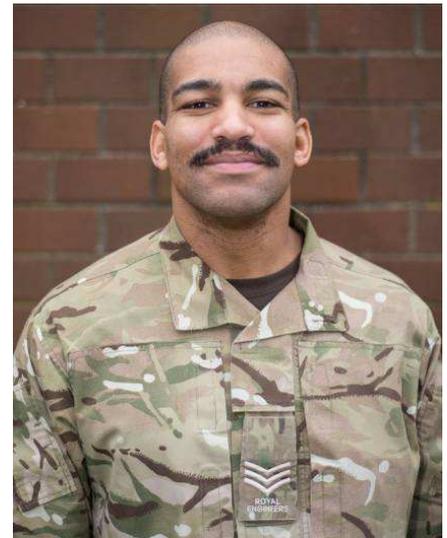
In the following weeks the campaign gathered pace with various high profile personalities within the station throwing their weight (considerable) behind the appeal. The Commanding Officer and Regimental Sergeant Major were two such Movember supporters. It was at this point that the plan for the “Great Shave Off” was hatched. The plan was to incorporate the Commanding Officer's physical training competition with final fundraising for the 2013 Movember appeal.

With the help of the Gymnasium staff a “leg burner” of an event was created that would test the participants within inches of their lives! Not to be too medieval some inflatables were brought in to soften any landings and enforce a fun factor on the lads while they melted! In particular the “Run the Gauntlet” section was particularly harrowing as its custodians were the current Army Rugby captain and half of the RE rugby team, brandishing tackle shields! Once the bludgeoning had finished the Movember

festivities were able to take place, it was immediately apparent that even the strongest moustaches did well to survive such a man test.



Gladiators! Inter Unit Rivalry



The author and 'Mo'

To commemorate the efforts of those taking part in Movember a trophy was created. This coveted prize would be fought for by each sub unit's three strongest moustached men. Those lucky men would be judged and in some cases ridiculed by a "celebrity judging panel" a la "Strictly". The criteria that they would be judged on would be: strength, thickness, virility, personality, thickness and masculinity! When all others had fallen by the wayside three men stood tall above their peers: Capt "Carlos" Wasilewski, Sgt Steve "Days Growth" Day and SSgt Tim "Bushy Mustang" Lewis. As in all good Saturday night TV the public were invited to vote for their favourite Movemberite. The votes were compiled, counted and adjudicated (by the CO) and SSgt Lewis was awarded the inaugural RE Geo Movember "Champion Moustache" trophy for his sterling facial effort.



The Panel and the Final Judging

As an aid to the fundraising it was "suggested" that the RSM auction his own moustache for the campaign as you can imagine he was delighted to agree! The audience were informed that the more money they raised the more pain and embarrassment they could inflict on their leader!

£200 raised Ear Burning, eyebrow threading and cutthroat razor removal of moustache

£300 raised Moustache dyed in Regimental Colours

£500 raised Moustache waxing

Needless to say the appeal was successful with over £200 being gleefully donated to the pot, the RSM was relieved that the station wanted to spare him the humiliation and pain. The relief was short-lived as the Army Survey Course donated £300 at the 11th hour, insuring that the RSM would reap the full benefit of the Movember charity campaign. The RSM was set to have his moustache removed from his face until the professional beautician informed us of the danger of this course of action. It was decided that two large ornate Victorian moustaches were to be waxed from the RSM's legs. The baying crowds were not satisfied with outcome and agreed that the RSM should also have his moustache dyed in Royal Engineers colours! The Commanding Officer also decided that he would undergo the cutthroat removal option in order to raise more funds. The CO is now aware that some of these beauty treatments are a tad more painful than they look!

With all of the festivities and frivolity the Hermitage Station Movember 2013 campaign was able to raise a cool £1,878. This amount greatly exceeded the predicted £1000. The Movember charity rewarded our efforts by awarding the station with "Platinum Status" for surpassing the £1000 tally. A collective sigh of relief was heard from the wives and partners of the participants as the Movember 2013 drew to a close. A collective threat of "shave it off or we're doing a FANUARY" could also be heard. I for one believe that a man should be judged on his moustache as it clearly aids his ability to soldier! A big thank you must be given to all of those that supported and donated to the campaign this year. Roll on next year when we will hope to raise even more money and awareness for a great cause.

Sgt BSC Green: Royal School of Military Survey

14 Geo Sqn Surveys Camp BASTION

14 Geo Sqn were tasked with the annual Measured Height Check Survey of BASTION Airfield this October. It was only a short visit, 10 days in fact! However, in that time we managed to carry out a full recce and survey of Camp BASTION, LEATHERNECK and SHORABAK to determine if there were any new obstacles that would pose a threat to aircraft.



The team consisted of Lt Leggat, WO2 (SSM) Kieras, SSgt 'Flash' Fassam, LCpl Hewitt, LCpl 'Bumbling Boring' Borrowdale, Spr Taylor and myself, Spr Quilliam. Before deploying, the survey team attended Reinforcements Training and Mobilisation Centre (RTMC) at Chilwell where we completed all our MATTs. During the PFA LCpl Hewitt took a backslash of vomit from the man in front, which in turn led to a catastrophic daisy chain of chunder, much to our amusement. Fortunately all was 'washed off' and forgotten about by the time we went for our Hooters visit in Nottingham that night.

After Chilwell it was only 3 days until Troopy and SSgt Fassam deployed as an advance party... or so they thought. On arriving at RAF Brize Norton and finding out they had a 24 hour delay and a three hour drive straight back to camp, the morale balloon had been popped. If only the RAF Brize Norton website had been consulted earlier.

The main body travelled out soon after the advance party but fortunately for them there were no delays and clear skies above Brize. There wasn't a great deal of chat on the flight as sleep took over, for some like Spr Taylor it was before the plane had even taken off! He could have done with borrowing one of the RAF flight attendant 'onesies'. After the 7.5 hours to Minhad, a 6 hour stop off and then the 2 hours on a C-17, we arrived at Camp BASTION around 22:30 local time ready to start RSOI and get cracking with the survey.

After having a 'Day 0' and checking all of our kit had arrived, we moved straight onto Day 1 of Reception, Staging, onward Movement and Integration (RSOI). This consisted of a day of briefs, plenty of coffee, and a large amount of myself being ripped apart by my old Platoon Sgt from basic training who always took a liking to me after I took his maroon beret for ransom. As he said, revenge is sweet.

Day 2 was a better day where we zeroed our rifles at 100m. For most of us this was a simple job and didn't take much ammunition. However for LCpl "Marksman" Hewitt this seemed to be a difficult task. He, of course, insisted his SUSAT was to blame as he went down to 25m to hit the target.

Once RSOI was completed, we were then let loose around camp to conduct Recce. Getting to grips with driving on the wrong side of the road seemed to take longer for some than others, especially me. During the trip there was a spectacular individual effort by SSgt Fassam, managing to put his wagon in a ditch.

After the recce had been completed we had a clear scope of what needed to be done on and around the airfield. The workload was split equally between the two field teams, Team 1 made up of LCpl Hewitt

and myself and Team 2 made up of LCpl Borrowdale and Spr Taylor. The first objective of the day was the setup of 'Control Stations' out on the airfield itself. This involved some very bizarre RAF voice procedures to BASTION Tower and some careful driving avoiding aircraft and other vehicles. Once this was done the two teams could go off to their respective tasking and height any new obstacles that had been constructed in the past year using GPS and theodolite techniques. After each day we usually met up for evening scoff, which would normally consist of a pretty good curry and stuffing pockets with anything that could be taken for the next day, or in Troopy's case, eating four puddings every night.

Once the survey was completed there was a large amount of paperwork to type up, this meant we had to unfortunately miss Gary Barlow... but as the SSM said, "GPS never sleeps lads". As short and sweet as the task was, it was still an enjoyable experience and the team is looking forward to their next task in Oman.

Spr Quilliam

14 Geo Sqn Open Day: Tuesday 3 December 2013

14 Geographic Squadron has led the way for 42 Engineer Regiment to fully arrive and integrate into RAF Wyton Station. An arrival which has had mixed reactions with the prospect of the Army (42 Engr Regt) holding a majority on what used to be a predominantly Air Force Station. Taking all into consideration the SQMS thought of a brilliant plan to host the rest of the Regiment for one day (3rd Dec 13) where they would be introduced to the Station. This visit encompassed various activities which included married quarters and single accommodation visits, sports competitions and culminating with a hog roast. The aim was to engage as many personnel as possible including the Pride Representative, Junior Ranks Mess (JRM) Manager (Chefs), Gym (PTI's) and various committees (Sin Bin - Station Sports Bar).

The day started very early for the rest of the Regiment making their way from Hermitage to arrive at Wyton for 09:00 Hrs. A late breakfast was ready for those who were interested in the JRM. It progressed with a walk around the working and living accommodations with the married personnel being driven to visit a selection of the houses they are hoping to occupy next year.



The CO presents Cpl Marriott with TFH Commendation

This was followed by a short parade for 14 Sqn personnel which the CO addressed and the presentation of a commendation from the Commander Task Force Helmond to Cpl Marriot and Operational Service Medals to Spr Hoar and Spr Bareham upon returning from deployment to MOB Price. Spr Hoar said "It was a proud moment and well worth standing out in the cold for!"

During the parade the rest of the regiment and the RAF Station sporting gladiators were eagerly awaiting the 13:30 start of the sporting competitions where the inaugural **14 Geo Sqn Hoon Spoon Trophy** would be contested for in football, touch-rugby and dodge ball.

Exerts from players of each sport can be read below. However at the end of the sporting events 16 Sqn emerged victorious with 17 points overall with 14 Sqn (12 Points), RAF (6 Points) and 13 Sqn (5 Points) bringing up the rear. After the CO's brief address to the sportsmen and women LCpl Declan Murray (16 Sqn) was presented with the Hoon Spoon by the CO who commended all on a successful day.

The day culminated with a Hog Roast and social drinks at the Sin Bin which again went very well where a 66 kg pig roasted for 7 hrs ready to be devoured by approximately 90 starving personnel. Thanks to the support of Sgt Hocking and Pte Alexander who prepared a wonderful meal while the bar provided the means of quenching everyone's thirst after a hard days work. This was a very successful day with an opportunity to get a feel of life at Wyton Station for the rest of 42 Engineer Regiment. Everyone left extremely happy regardless of role played in this day.

Cpl Willie

RSM - Summary

So – 2014 is here at last. I pen these final words having returned from RAF Wyton yesterday afternoon having visited 14 Geo Sqn and presented to the Potential NCO Course that has just formed up on Values and Standards and on what it is to be a JNCO. 14 Geo Sqn have embedded themselves into Station life with vigour and a determination typical of the Royal Engineer. They are highly regarded on the Station and they are blazing a trail for the Regiment that is setting the conditions for a very successful integration in July/August this year.

The headlines for 2014 are a 13 Geo Sqn deployment to the Falkland Islands in January/February, the culmination of the PNCO Course on 14 February, a Regimental Exercise in March, Farewell to Newbury preparations with Beating Retreat, Open Day and Freedom Parade, the Regimental Move, a Regimental Exercise in September and a 14 Geo Sqn deployment to the Falkland Islands in October. A busy and a challenging year on top of the operational support and that to exercises that we also provide.

June will be here before we know it and following the Farewell Weekend, the move itself. It will not be long before we are living and working in 'Roy Lines', our new purpose built barracks and setting ourselves up for the momentous changes which are afoot in terms of Army Structures and new deployments across the globe.

So – back to Sir Winston Churchill's famous quote:

"The pessimist sees difficulty in every opportunity. The optimist sees the opportunity in every difficulty"

There is a great deal of optimism within the Regiment as regards what the move offers us. As the deployable element of the Geospatial community we are being set up for success and to be more effective than ever before. We will be physically co-located with the rest of Joint Force Intelligence Group and we will be able to deliver effect in the field fully supported from Wyton and adding value to analysis and geographic products in the way that only RE Geo can. Sir Winston Churchill's quote has never rung truer and the challenges of 2014 will realise greater opportunity for us than ever before.

The words of the RSM in this momentous time are as ever....."Follow the Sapper"!



Accolades

The RSM's column frequently highlights the high esteem in which RE Geo is held by today's Armed Forces. The following extract from Eighth Army Intelligence Summary No: 444 submitted by Mike Nolan shows that Military Survey and its products have always been appreciated – even by the enemy!

Para (2). **Enemy methods. German Salute to Survey:**

The following translation of a captured document dated 18 Sept '43 is a clear proof of the regard in which our maps are held by Axis Survey authorities:-

"The British parts of the enclosed sketch show which sheets of the English set of 1/50,000 maps are so far known. They have been distributed to the troops with the Trig Points plotted, partly as sun prints, partly as reprints. As the maps of this set are very accurate, the sheets not yet known must be searched for. Any found are to be forwarded as quickly as possible, if necessary direct to GHQ Survey Battery, so that they may be reproduced and put at the disposal of all troops".

(The sketch shows the Alamein area, with the sheets of Daba and Gazal as among those still to be found.)

Responses to Newsletter Number 50

Several articles in the last newsletter prompted readers' memories and generated responses to the editor – thank you for the purely complementary emails (not included here to save blushes).

With reference to the query regarding '*where are the printers*' well I was one of them and attended the preservation and packing course with Arnold and Pete Bevis I remember an incident when we lifted a crate with the gantry and, forgetting to pin it properly, the gantry pivoted and keeled over and pinned one of the lads, can't remember his name by the neck. Luckily the gantry fell onto a protruding bolt of one of the lids that was propped up so held the gantry away from the back of his neck... some scary moment. Maybe some of the lads will remember the incident!!

Bob Percival

The item about Zyyi brought memories of things that were to affect the rest of my life. In mid 1955 I, having been at the Survey Unit in Nairobi (Parklands) for best part of two years, thought I might ask for a move. The reaction from the OC Major Marsden was "*you've got a choice between me and the Regiment*". I thought I would like the Regiment.

Arrangements were made for me to get to the Canal Zone only to find when I got there that the Regiment had just moved to Cyprus. It was to be a week before I could get a flight to follow. There were but a few individuals around; one being the Regiment's MT Sergeant (Sgt Marsh). We spent our time 'kicking our heels' and talking. On one evening, whilst writing to his wife, he asked if I had no letters to write and in response to me answering in the negative he said "*then write to her*" and he produced a photo of a young nurse who was, in fact, his sister in law.

At the end of the week we flew to Nicosia and the Regiment sent an ambulance to collect us. Zyyi was a collection of building 'shells' and acres of barren land covered in various types of rubbish. For some time I was in charge of a team collecting rubbish: we slept in tents: the rain was quite severe so we dug trenches through the tents to free the water.

I was still writing, on odd occasions, to the young girl in the photo. As any Survey work seemed a far distant possibility I asked for some leave. To my surprise I was granted six weeks and during that leave I met the said young lady, we got engaged and married. After a honeymoon in Ireland I returned to Cyprus and arranged for my wife to follow shortly after. In 6 months time we will have been married 58 years. How's that for a Zyyi memory.

Bill Dace

Tot Hodgson's article sparked a memory. My wife Jenny recalls the occasion after a children's' Christmas party clearing the tables of leftovers and bits of tinsel decoration into buckets when along came the dog, LCpl Feet, and scooped the lot!!!

Tot then posed the question: "who were the bowmen of Zyyi"? If he looks up the 'memories of 42' on the website he'll see photos submitted by Vic Green which show Major Henshaw, Bob Cook, myself and the sons of Sgt Richardson. The interest in archery came from Sgt Richardson who ran several weekend sessions at Hermitage during the summer months and as both of us were posted to Zyyi we set it up again. It didn't last long as arrows bouncing off carob trees and others skidding across the grassless, rocky ground proved it to be an expensive pastime.

One of my tasks as the Drawing Office Sergeant in Zyyi was to do a 'ground check' of the street names of the forthcoming update of the town plan of Famagusta. Armed with a large 'bromide' print of a mosaic compiled from up to date air photographs and accompanied by Mr Alfred Ohanion the civilian proof checker (he was an Armenian who had followed the Regiment from Egypt and subsequently onwards to Feltham and who could speak several languages) I drove the minibus to Famagusta.

We spent about a week on this task and had to liaise with the town's planning department when streets had Turks living at one end and Greeks at the other with both wanting it named in their language. On our last day the town's chief surveyor asked for a copy of our 'bromide' as it was more up to date than his department's maps. We gave him one and later learnt that through the accuracy of our air surveyor's plotting over forty prosecutions took place against people digging wells without permission.

Arnold Smith

Celebrating Ukrainian Christmas Day – 1964

'Harry' Hawkins' article on the advance party at Barton Stacey sparked a long forgotten memory that 50 years I once celebrated Ukrainian Christmas Day but I can still remember the hangover!

In 1964 the Coal Yard at Barton Stacey was a very important place as every accommodation block and almost all offices were heated by small solid fuel stoves and the fuel came from the Coal Yard. However, the name was a misnomer as it held hardly any coal, very little kindling wood but mountains of coke and working there was considered the worst of the numerous Regimental duties, even worse than washing greasy pans in the Tin Room in the Cookhouse which was at least warm.

Monday the 6th of January 1964 saw the Regiment back from Christmas block leave and me starting a stint in the Coal Yard along with a sapper from each of the other two squadrons and a driver from RHQ Troop. In charge of the Coal Yard was Cpl Scouse Considine, one of several non-Survey NCOs on the Regiment's strength and a great character. After lunch on the Tuesday we set about shovelling coke into the round metal tubs and lifting them onto the back of our 3-tonner and then set off on our delivery round which included the transit hut in 19 Squadron lines.

As Harry recalled, at that time a party of Ukrainian 'Displaced Persons' was employed under a SSgt from Chatham in carrying out a clearance of the ranges at nearby Moody Down and they were housed in the transit block. We turned up at the block to be greeted by the SSgt who asked us inside where we found all the Ukrainians dressed in ill-fitting suits around a long table loaded with plates of 'odd' looking food, some Christmas decorations and bottles of clear liquid with twigs inside. The SSgt explained that the Ukrainians celebrated Christmas according to the old Julian calendar and that today was their Christmas Day and that anyone crossing their threshold had to receive a hospitable welcome at which we were all offered a glass of the clear liquid – which, needless to say was pure genuine Russian vodka, very exotic at the time and an unknown taste to us 'coalmen' but very warming on a cold January day.

We were told that the CO, Major Sexton, and the RSM, Terry Membury, were expected very shortly but if we could return after they'd gone and donate an extra couple of bins of coke, which was rationed at the time, it would be a very nice Christmas present and they would show their gratitude. We duly returned and started on the road to oblivion. Vodka toast followed vodka toast then they sang a Ukrainian song and Scouse sang "Maggie May" and on it carried - song for song and drink for drink.

The next thing I knew was being roughly shaken by the 2i/c of the guard. I sat up and crashed my head into a steel girder someone appeared to have built across my bed for I was on top of it still dressed in coke dusty denims. I was told it was ten o'clock at night and I was to get to the guardroom immediately as the Orderly Sergeant wanted me. I staggered up there and met the other Coal Yard Sappers en route. We were called to attention and the irate Sergeant demanded to know the whereabouts of Cpl Considine. We all knew nothing but slowly told the story of the vodka-fuelled afternoon. It turned out that when it got to nine o'clock and Scouse hadn't arrived home a very concerned Mrs Considine contacted the guardroom. Having learned of the Christmas festivities a member of the guard was sent off towards the transit block and 19 Squadron lines and returned to say that he had found the abandoned Coal Yard 3-tonner and curled up in the back was a comatose Cpl Considine.

Wednesday morning found the very hungover Coal Yard crew paraded before the RSM. After having the error of our ways explained to us very, very clearly we Sappers then learnt that our one week long sojourn in the Coal Yard was now extended to four – carry on shovelling! The Cpl was, I seem recall, given a reprimand by the OC RHQ but his status as a Regimental character was very greatly enhanced. I have never ever touched a drop of vodka since!

Barton Stacey 1956

I enlisted at Norton Barracks, Worcester, in September 1955 on a 22/3 year engagement and after basic training at Farnborough (No 9 TRRE) arrived at the SMS at Hermitage for a A3 Surveyor Topo course. This took place from April to June 1956 after which I went on 14 days' embarkation leave, prior to being posted to 84 Field Survey Sqn RE in Malaya.

Curiously I have no recollection of the journey from Hermitage to Southampton, or if it involved a visit to Barton Stacey. I do remember sailing from Southampton on the Troopship *Dunera*, with troops on board for Malta, Cyprus, Aden and points east, via Suez. We sailed on 25th July (possibly 24th) on a calm sea and I was looking forward to a boring and uneventful trip. Said he, laughing!

On 26th July Egypt's Colonel Nasser "nationalised" the Suez Canal, precipitating the Suez Crisis. The same day the British Government activated its war plan and the Army swung into action with unbelievable effectiveness and alacrity. The ship's pa system gave us the news and announced a revised itinerary viz:-we would now travel as far as Malta, where we would disembark those folk destined for Malta and Cyprus, take on board those folk currently on board *Oxfordshire*(?) - half a day behind us – who were destined for Aden etc and then return to Gibraltar and continue our journey via Cape Town. This sounded too good to be true, and it was. After a free day on shore in Valetta, we returned to Gibraltar, but turned north and sailed back to Southampton, because the Army needed the ship as part of its planned invasion force. In the Bay of Biscay we passed the *Ark Royal* steaming south at maximum knots, her flight deck covered in Bedford RLs and tanks and carrying thousands of troops. It was a hugely impressive display of command, coordination and planning to accomplish this in such a short time-scale, and a contrast to the Army's usual lackadaisical approach.

Back in Southampton the RE contingent entrained to Barton Stacey and the RE Depot. My bit of the party comprised two Surveyors Topo (Geoff Barson and me), and several printer types, who were destined for 570 Map Reproduction Troop RE in Singapore. Of these I remember John Ellerby, a machine minder from Hull, Wilf Marron from Manchester (ditto) and either or both of Jim Lake and Len Nicholson, both from Liverpool and both machine minders. As the days passed the requirement in the Far East for our services was regularly relegated as less important than Suez, to the point where we were housed at Barton Stacey until 6th December – four months later! - when we flew from Stansted on what turned out to be another unbelievable odyssey (but that's another story).

Barton Stacey was of course the centre of a huge operation and (in the early days of the panic) was taking in and posting thousands of troops (both regular and reservist) day and night. Whilst the military staff coped splendidly with its military tasks the civilian ancillaries were forgotten. As a result we "loiterers" worked day and night shifts in the NAAFI canteen, behind the bar, in the kitchen, cleaning etc, keeping the canteen service available 24 hours a day. We also did other tasks, even volunteering for guard duties to alleviate the boredom. This latter had an unforeseen beneficial effect. On a weekend pass, by train from Andover, I didn't get home to Preston until Saturday morning but to be back at camp for first parade on Monday I had to catch the 3.00pm train from Preston in order to catch the last train from Paddington. This tended to make the long journey not worthwhile. The next train from Paddington didn't get into Andover until just before 8.00am, not enough time to make parade. The RSM (I don't remember his name – God bless him) agreed that on Mondays we could miss parade, in return for our volunteering, so we northerners achieved a decent weekend break (not every weekend).

I returned from my eventual spell in Malaya to Barton Stacey for demob in August 1958. Only once since then have I been in the vicinity (on an emergency mission for my employer) and I didn't have time to visit. But what memories!

Dave Swindlehurst

(23251516 Sapper)

13 Field Survey Company and Dunkirk: A Personal Memoire

The following personal reminiscences are taken from a letter written by the late Tom Harris to Mike Nolan in 1982 but not previously published. The rest of the letter recalls Tom's return to France with 4 General Field Survey section just over a week after D Day and will be included in the next newsletter.

I lived and worked in Tolworth at 18 years of age and it was there that I decided to join the Royal Engineers in order to get into the Survey Branch. At Kingston Barracks I was interviewed and medically examined but, coming to attestation, the supervising officer said that as I had a London Matriculation Certificate I would have to join the East Surrey Regiment! I stood my ground and soon I was on my way to Brompton Barracks, Chatham and then to 54 Field Company at Bulford from where I went for interview and tests at the Ordnance Survey in Southampton and finally I realised my ambition at Fort Southwick to become a member of RE Survey.

I joined 13 Field Survey Company and we moved to France, landing at Cherbourg on the 19th of September 1939 and, after a couple of days in the Le Mans area, we entrained for north-east France, by-passing several towns of World War 1 fame, and arrived at the village of Brebieres, near Douai.

The main task of the unit was to survey the new "defence system" along the Franco-Belgian frontier and to add its fortifications to the very out-of-date maps issued at the time. The work was done mainly by plane-tabling but when resecting one's position on these frontier sheets, using churches and chimneys on both sides of the border, we found that much of the work couldn't be resolved. It seemed that the edges of the two national surveys had been "fudged" to fit together along the border itself! An air survey was put in hand but as Belgium was then still a neutral country the plane had to fly over French territory and could take only oblique photographs! It was when we were trying to sort out this lot, and when the Company's Trig. Section was on 1st Corps detachment further south with the French Army, that "the balloon went up".

Early on Friday the 10th of May I awoke on the leave train to the sight of bombs dropping over Etaples aerodrome. On arrival in Boulogne I saw the leave-ship however we had but a few hours' leave and then back by a train that unfortunately travelled too fast for my planned jump at Brebieres station. In a field near Douai I spent the night among hundreds of troops from all over the B.E.F., reluctant spectators of an all-night bombing demonstration by the Luftwaffe. Better than a non-existent breakfast was the sight of a 13 Company staff car driven by Captain Halliday who was looking for me!

After a meal at Brebieres we set off to catch up with the rest of the Company which had moved up with 1st Corps. Having passed into Belgium through welcoming Tournai, our convoy was suddenly halted by a despatch-rider who told us that our destination, the small village of Moerbeke, had been heavily dive-bombed. We found temporary accommodation in the town of Granmont, in a seminary, which was an unrealistic but welcome haven of peace from the chaos and turmoil of the crowded roads outside its gates. The student priests made us welcome and I met one old "Brother" tutor who had come originally from Liverpool. It was indeed quite unreal to find myself playing the large organ in their ornate church, no doubt the first time its walls had echoed to the British National Anthem played ff!

On our retreat a few days later we found the gates permanently open, the Seminary was now part of the outside world; through its gates stumbled a long, sad line of people, the wounded and the dying, the hungry and lost, to whom physical help and spiritual comfort were given by the calm young priests.

During our retreat from the Brussels area my truck was pulled into the side of a Belgian country lane under some trees to avoid being shot up. Along the lane came an elderly couple who were very agitated and distressed. They wanted us to repair their car which they had just left. It had a hole in the petrol tank – something we could do nothing about. It seems they were a Jewish business couple who were well aware of their fate if the Nazis caught up with them. This was the first time I'd seen stark terror in a person.

On our return from Brussels to "our village", now caught between the bombing of Vitry aerodrome and Corbehem oil refinery, I was approached by several local families whom earlier I had known well. At first, they did not speak but just stared! It seems that they had been told by our remaining rear party that I had been killed near Brussels. They asked me whether, for safety, they should stay put or evacuate. No one could answer this as no one knew what was going on and I couldn't myself be responsible for their fate. I suggested that they should ask "M. le Maire".

After a couple of days in Brebieres we drove north-west to the village of Winnezele, near Cassel, where we were lucky to be missed by a Panzer column which could be heard clearly not far away to the west. After leaving the west side of the ever-dwindling allied area near Wormhout our unit paused in a farmyard near Furnes. Here we were visited by our Brigadier from I Corps HQ who told us of the collapse of the Belgian army and the rout of the French army further south. "But", he solemnly stated, "here we have eighty stout hearts. You will destroy your printing machines, bury the theodolites and become infantry." Thus we came to Nieuport on the evening of Tuesday 28th May to help its defence with other "odds and sods". My section spent the night alongside the main east-west road where it was blocked by a deserted Belgian 75mm gun. The area was shelled all night and in the morning, from the attic, we saw Germans crossing the canal from the north. In the outbuildings were solid bundles of straw which gave us good cover while we fired across the open field at the Germans who soon withdrew in that sector.

Some stray bullets were reaching us from the town and they seemed to come from high up. I saw a lone Artillery officer who lent me his binoculars. Sure enough, in the tower of a church there was a sniper. "I'll fix that", enthused the officer and within minutes his one small gun had scored a direct hit!

Later in the day, we faced down the main road towards the town from which enemy fire was increasing. To get a box of .303 ammo I crossed the main road, behind cover of the deserted Belgian gun, but machine gun bullets were whizzing along the cobbles underneath. Heavy mortar fire began hitting the houses around and soon I caught a shell splinter in my left leg. When we came to move, I could hardly crawl along ditches at the rear of the gardens. Well-directed mortar fire kept us pinned down until dusk.

Then a three-ton lorry was brought up from Coxhyde-les-Bains, our HQ, by Corporal Bill Perkins to collect the wounded. The badly-hit were placed in the back and I travelled in the driver's cab along a shell-holed road which was still taking a pasting. I remember the joy at the sight of the Royal Fusiliers coming up the road to relieve the temporary defenders of Nieuport, each man, it seemed, had a Bren gun!

The journey finished at an old bungalow, grimly furnished with heavy Victorian furniture and seemingly guarded by a screeching parrot. It was given many new Anglo-Saxon names on our arrival. In the La Panne Hotel/Hospital the entrance hall was covered with wounded on stretchers. At one point, I regained consciousness only to hear a voice just above my head intoning in Latin the Last Rites. "What the hell's going on?" I shouted. The R.C. padre was not put out, "Sorry old chap, wrong stretcher!"

After an anti-tetanus injection and admission, I was carried to a room on the second or third floor with a sea view. My stretcher was placed on the floor just below the glassless window, already the bed had three chaps in it and another three were on the floor.

I climbed to look out of the window. I saw a few ships well out to sea and on the beach immediately in front of the hospital was a gigantic red cross flag near which stood a small group of French or Belgian soldiers, chatting. I noticed a Stuka change from its east to west course and turn, heading towards the red cross target. Crash! The bomb missed the building; of flag and soldiers there was no sign, just a hole.

On Saturday morning the 1st of June, we were again mobile in ambulances heading towards Dunkirk itself. The journey, short in distance but long in time, was halted by heavy shelling and then small-arms fire. I thought the Germans had broken through. I asked the chap on the top bunk to try to peer through the grill to see out to the front. There was no driver!! Later we moved on. I heard in hospital in England that understandably some ambulance drivers, after many such trips, couldn't take it anymore

and had left their vehicles and had to be forced back at revolver-point to continue; that small arms fire was from an ammo dump exploding.

After the tortuous journey from La Panne the ambulance halted finally, the doors were opened and our stretchers were laid out on a road alongside the beginning of the beaches. No sooner were we put down than several men quit their hard-won positions in the boat queues lower down the beach and ran to cover each stretcher case with dozens of packets of cigarettes.

From the road above the beaches, stretcher cases were carried out to the end of the east mole (timber construction). I chain-smoked for some time and used my gas respirator case as my only shield against dive-bombers, but in spite of the hellish racket of bomb and shell, I sank into a deep sleep.

It must have been mid-afternoon when I woke to find myself being carried onto a white-painted hospital ship, the "Paris". Down below there stood an English nurse, immaculate in freshly-starched uniform. She brought me the most wonderful meal ever – a thick piece of bread and marge and a cup of thick sweet cocoa, the first meal for four days.

A bed and a sleep, such luxury was mine, and quiet at last. One could hardly believe we were crossing the Channel, so smooth and peaceful, its anger stilled for *this* Armada. We were disembarked at Newhaven dock station where groups of women approached our line of stretchers and one shy, little old dear, obviously poor, gave me a packet of five Woodbines.

In hospital we heard that at Dunkirk the captain of the "Paris" had been ordered by the harbour-master to keep out of the harbour but, on learning that there were still wounded on the mole, he decided to ignore the signal and come in. On its return across the Channel, this hospital ship was dive-bombed and sunk, its medical staff machine-gunned in the water.

Looking for Old Friends

The secretary received the following letter last year from a former sapper. If anyone can help or has any information regarding either APIU or the accident he mentions please contact Rod or the editor.

I wonder if you can help me trace the outcome of what happened to members of the Unit I was in during National Service.

I was Sapper Brackfield 22890600, serving two years from July 1953 to July 1955. For the last 11.5 months I was in A.I.P.U. (attached to JARIC) in Egypt – Deversoir, then Abu Sueir. We were a small detachment of about 20 personnel (mostly regulars) based on an airfield.

On my demob in July 1955, the unit moved en bloc to Cyprus but I heard (by the grapevine) that shortly after their arrival in Episkopi, a lorry contingent of about 12 soldiers was forced off the road on Mount Troodos with resulting casualties.

Being a small unit and knowing the members well, I have always been interested to know more details of what happened and who was involved, although never until now asking the question. I would also like, if possible, to contact any survivors of the accident. Perhaps you can let me know if it is at all possible to access records of this event, and what is my best line of inquiry.

Yours faithfully,

P.E.Brackfield

Life after Military Survey

Brian 'Sam' Reeder

My last posting in the Army was at COD Donnington as a technical adviser, so I had plenty of time to spare. One afternoon was spent on swimming and one on badminton. In fact I was responsible for encouraging units in North West District to enter teams in the annual badminton championships held at RAF Cosford. Towards the end of my service I was persuaded to take the civil service entrance exam, which I passed 13th in the country.

I joined as an executive officer and was attached to the Royal Army Ordnance Corps. After a short course in London I became a cost accountant and was posted to the headquarters at Wilton and set about inspecting the budgets of RENE workshops. I was persuaded to enter for a course at Worthy Down where, after a year and a half, I passed the exams to become a qualified Management Accountant. I was posted to Andover and started to travel around the country examining the budgets of Ordnance Depots. Incidentally my civil service rank enabled me to dine in Officers' messes.

Towards the end of six years in the civil service I was approached by Vickers Engineering Company at Eastleigh to join them. An invitation I could not refuse. I started there in the estimating department and in time became the Management Accountant. After twelve years with them I was made redundant and moved on to a life of leisure at the age of 58.

Noel Grimmatt

I retired from MCE Feltham on 3 February 1983 having served 23 years 167 days! I had chosen carpentry for my resettlement course which on reflection might have led me to join Magnet Joinery and spend the next ten years or so running branches at Basingstoke, Eastleigh and Salisbury and, may I add, turning over millions.

In the early 90's I somehow managed to join Norwich Union (NU) and after rigorous training was licensed to sell protection, pensions and other investment products. The industry regulators at the time took a dim view of the NU operation and we were all retrained and I chose to join their Pension Transfer Review team. Once again the training was rigorous for licensing and I can safely say it would put a Tech 1 into the shade with the stacks of legislation each successive government had piled on to make sure we don't get more than we are entitled too at retirement? Having completed the NU project I joined Old Mutual to help sort out their review as the regulators were now bearing down on the laggards.

In 2002 I joined the Financial Ombudsman Service (FOS) at Canary Wharf as an Adjudicator. By this time the complaints about the various firms' pension transfer reviews were building at quite a rate, so I was the first member of a new team set up to deal with the problem. It was a very interesting time as I moved to other teams within FOS dealing with such projects as the 'mortgage endowment review' and 'precipice bonds' and other run of the mill protection, pension and investment complaints.

I retired from FOS in 2006. Was that the end of the story – No? Not being a golfer I found myself at a loose end so set up my own company and now operate as a Compliance and Audit Consultant or better described as 'the hired help' to the major financial institutions. I am, in case you are wondering, suitably qualified through the Chartered Insurance Institute (Dip CII) and the Personal Finance Society (Cert PFS). There are thousands of us undertaking reviews in order to get the regulators off the firms' backs having suffered in some cases, substantial fines for 'mis-selling'.

So at the age of 70, I am currently helping the 'World's Local Bank' sort out its PPI complaints, working alongside very talented people of all ages and nationalities and, as it happens, paid quite handsomely for it. I keep saying that this will be my last contract but friends and family say 'keep at it'. So who knows?

Deaths of Old Comrades

It is with sadness that we record the deaths of the following old comrades.

Cliff Greensitt

Cliff was aged 71 and had resided in South Africa for the last 20 to 30 years. Although not a member of our Association he was always interested in what was going on in the Military Survey (Geographic) world and was extremely well known to many who served in RE Survey during the 1960s.

Cliff was a member of 59A intake at AAS Harrogate and, being destined for Field Survey was, together with his contemporaries, relegated to 59B to form the first Primary Field Survey Technician course. The course was then transferred to AAS Chepstow before all passed out from Boy's Service. After 1 Training Regiment RE, Cliff was posted to 19 Topographic Squadron in Bahrain before joining 13 Squadron then based in Aden. On returning to the UK he served once more in 19 Squadron, at Barton Stacey, until leaving the army in 1968.

In civvy street, Cliff became a civil engineer, working on housing developments and eventually acting as agent for the construction of the new Northumberland Town hall in Morpeth. Later he moved to South Africa where he continued to work in the construction industry.

Cliff passed away in hospital on the 23rd of December. He had been suffering from throat cancer for some time and it had eventually reached his brain.

Brian Houldershaw

Allan Harding

Allan passed away in July last year after a fall whilst out shopping. He was a topographical draughtsman and served from 1944 until 1948 first with 518 Field Survey Company and then 13 Field Survey Company.

Grevis 'Mick' Norsworthy

'Mick' was a driver RE who did two tours with Military Survey firstly from 1959 until 1961 with 84 Survey Squadron in Borneo and later from 1967 until 1969 at the School. He retired with the rank of SSgt in 1975.

He died, aged 76, from complications of Parkinson's Disease and pneumonia on 30th October and was cremated at Skipton Crematorium on Friday 8th November.

Were you ever at Harrogate?

Fred Carslake, a member of intake 57A at Harrogate, has written a well acclaimed book of his memories, and those of many of his contemporaries, during his time as an Army Apprentice at Harrogate. The book is printed in A4 size and contains many photographs and anecdotal comments of what it was really like to be an Army Apprentice, as seen through the eyes of those Apprentices at Harrogate, in that era.

Fred's contact details are: Fred Carslake, 29 Coopers Drive, Yate, Bristol, BS37 7XZ Tel: 01454 317112. The book can be bought from him directly for £15 plus £2 P&P.

Current Financial Status

Bank accounts from statements as at 11 September 2013:

Current Account	£1,473.42	
Reserve Account	£6,622.52	
Total		£8,095.94
Cheques to clear	£192.80	
Geo Soldiers' Fund	£2,382.96 Ring fenced	
Grand Total		£10,286.10
Commitments		
Geo Soldiers' Fund	£2,382.96	
Other*	£1,166.00	
Total		£3,548.96
Working Capital		£6,737.14

* contingencies ,standard bearers, awards, John Stevens Award, AGM and functions.

The Soldiers' Soldier Award

I was very happy to undertake on behalf of the Association the presentation of the Soldiers' Soldier Award to Spr Aldred, at number 26 Class 2 graduation ceremony at the RSMS on the 16th of January. Our Association sponsors the award of an inscribed (new style) Geo stable belt to the soldier who has "contributed the most to course life" as deemed by his peers on the course.

This is the third time the award has been made to a young Geographic soldier in front of his colleagues who are all embarking upon their careers and is another means we use to help maintain the physical link between retired members and the serving community.

The Class 2 course lasts for approximately nine months and is one of the longest technical courses for soldiers in the British Army. It follows the Army Foundation course and Sapper Training, so the young soldiers today have served at least two and a half years before entering the Field Army to practice their newly gained geographic technical skills - and they still have to await a Junior NCO's Cadre before a chance of picking up their first promotion. Many of us might reflect upon the changed circumstances of today's Army.

Rod Siggs, Hon Sec

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Editor's Bit

We are always interested in your anecdotes and memories or indeed what you did after leaving Military Survey. Please send either Word documents and high res jpegs or handwritten pieces with original photographs which we will scan and return to the editor – contact details above.

Visit www.militarysurvey.org

Regimental Farewell to Newbury:20 to 22 June 2014

RETURNS BEFORE 27 MAY 2014 PLEASE

M. Perry, 101 Craven Road, Newbury, Berks, RG14 5NL or mandpdperry@sky.com
Tel; 01635 37510

From: Forename:.....	Surname:.....
Address: -	Tel No: -
.....	E-mail: -
Type & Make of transport:.....	Registration.....

FRIDAY 20TH JUNE 2014

DSA SEMINAR I do [do not*] wish* to attend the DSA Seminar and will contact them directly to register for this event. Details will be published in the Spring newsletter.

BEAT RETREAT

The RSM cordially invites members to attend the Sgts Mess prior to Beating Retreat and afterwards for drinks. **Timings are 1830hrs for 1900hrs** for a curry followed by the **Corps Band Beating Retreat at 2000hrs**.

I do [do not*] wish* to attend the curry and beating retreat and wish to bring the following guests

.....
NB A charge of £5 will be made to cover the cost of the supper - see below – and dress is Jacket and Tie.

I wish* to attend Beating Retreat **only** with the following Guests.....

SATURDAY 21ST JUNE 2014

OPEN DAY/MSA REUNION

I will* [will not*] be attending the open day with the following guests.....

REA SPONSORED BAND CONCERT IN THE CORN EXCHANGE, NEWBURY

I hope to attend this concert and would purchase..... Tickets.

NB This will give the organisers some idea of the potential demand.

SUNDAY 22ND JUNE 2014

FREEDOM OF NEWBURY PARADE

I do* [do not*] intend watching the parade on the day.

I do*/I do not* wish to be on the parade as part of the REA contingent.

Yes*/No* If it is offered - I would like to join with the RBL at their club after the parade.

I enclose a cheque to pay for the curry supper in the Sgts Mess prior to Beating retreat.

Please make the cheque bigger to support the geo support fund and those still serving.

I enclose a cheque payable to 'Military Survey Branch REA' for the curry supper and also to support the above fund - for sum of £.....

*Delete as appropriate.