



Military Survey (Geographic) Branch

Royal Engineers Association

Spring 2024 Newsletter – issue 91

Noel Grimmatt

Award of the Royal Engineer Association Badge of Merit

The Branch is very pleased, and proud, to announce the award of the Royal Engineers Association Badge of Merit to the late Noel Richard Grimmatt.



Noel Grimmatt needs no introduction to our Members as for the last nine years he was the driving force behind the Branch Newsletter and also a number of pamphlets produced in respect of many Military Survey units.

Noel's contribution to the Branch has been unrivalled. He joined the committee soon after the Branch was formed and was an active member of the committee for over 23 years carrying out a number of roles including acting as our welfare representative. Besides editing the newsletter for forty editions, he wrote the vast majority of each, and researched a great deal of information published within them.

It has been felt for a long time that Noel's efforts deserved formal recognition and in late summer 2023, the Chairman and Secretary started the process for an Association award – The Badge of Merit. The nomination and award process is utterly "Confidential" and only those that need to know may be made aware. That does NOT include the nominee!

The award process is quite involved: To nominate an individual to receive the Badge of Merit, the Branch must be able to demonstrate he/she "*has given particularly meritorious service to the Association*". Any nomination must be supported and recommended by the Group Director, Branch President or Chair, or Vice President of the Association. An Awards Board convenes annually to consider nominations and their recommendations must then be ratified by the Management Committee.

It is therefore true recognition of dedicated and committed service to the Association that Noel has been awarded the Badge of Merit, the first such award made to any member of our branch, but one which he truly deserved. It is very sad that Noel passed away, not only before the award could be made, but also without knowing he had been awarded it.

The Badge of Merit and Scroll were presented to Noel's children, Nadine, Richard and Tara by our Chairman, Mark Burrows at the AGM/Reunion on 20th April. The presentation was witnessed by Members present, CO and RSM 42 Engr Regt Geo, and Nick Gunnell, Operations Director, REA.



Noel's daughters, Tara and Nadine, and son, Richard, being presented with the badge by Mark Burrows.

Noel Grimmett – Donations to the Geo Support Fund

Those members that attended Noel Grimmett's funeral in January will have been aware that his family kindly asked that donations in Noel's memory be made to the Branch "Geo Support Fund".

We are very grateful to record that a total of £250 has been received to date. We would like to thank Nadine, Richard and Tara for their thoughtfulness, and those who made the donations.

Branch Reunion 2024 – Presentation of the Annual Award

As is the custom at the annual reunion, the Branch made the presentation of its Annual Award for the Spirit of Good Fellowship to a Spr/JNCO nominated by the CO 42 Engineer Regiment Geographic. This year's recipient is Cpl Adam Murphy whose citation is given below:



Cpl Murphy receiving the Annual Award from Mark Burrows

Cpl Adam Murphy has been a fantastic new arrival to 13 Geographic Squadron and an asset in the last 12 months.

Upon assignment, he volunteered to deploy to the Carrier Strike Force and hit the ground running, providing geospatial support to the ongoing commitment. He took ownership in the provision of geospatial support, creating an online portal, advertised the capabilities of the geospatial cell, and built tools to provide instant information to routine product requests.

He used the time to mentor a junior geospatial analyst, ensuring they received both formal training via ESRI training courses and on-the-job mentoring.

He has recently returned to the Squadron and made an immediate impact to the management of readiness commitments, and promotion of extra curricula activities within the Squadron.

Cpl Murphy received a framed copy of "Hurrah for the CRE", a copy of Alan Gordon's book "The Regiment that Mapped the World" and a prize of £200.

AGM / Reunion Feedback/Thoughts

Members will be aware that the 2024 AGM/Reunion was held in the Wicken Suite, Newbury Rugby Club. This was a departure from the regular venue, the WOs' & Sgts' Mess, Hermitage. We would like to invite comments on the switch from all members, especially those that attended.

Please send your comments/thoughts/feedback to the Secretary, Ian Thurgate, at REA-MilSvy-Sec@outlook.com Thank you.

42 Engineer Regiment (Geographic) – Commanding Officer's Update Brief

The last 12 months has seen 42 Engineer Regiment (Geographic) continuing support to operations and exercises worldwide and pan-defence. Also significant in 2023 was the Regiment's support to Op GOLDEN ORB, the coronation of His Majesty, King Charles III, where one of our Sappers made the cut to be in the marching contingent.

The Regiment's first overseas exercise for over 10 years proved the ability to remain connected with geospatial support at reach, and testing alongside the Royal Corps of Signals has further developed the way in which Defence will be supported over the next suite of communications bearers, OpNET (The new suite of communication bearers at all classifications, fixed and deployable), 'From Whitehall to Warrior'.

A few bullet points from the past year:

- **Number of Deployments:** 128
- **PAX Deployed:** 276
- **Number of locations:** 48
- **Ops Supported:** 24
- **Exercises supported:** 43
- **PDT:** 3
- **Survey:** 7
- **Detachments:** 51

External Exercise Support

The Regiment supported 39 external training serials in 2023 with 141 pax deploying to 23 separate locations, primarily to provide Geo support. The major activities supported were:

CWIX (Name of the exercise – the abbreviation is too complex to recall) - A NATO Capability Development event testing readiness for 'Day Zero interoperability'. The annual exercise tests technical interoperability of CIS between NATO nations. 10 pax in attendance from 42 Engr Regt.

Ex Steadfast Jupiter - 1+15 deployed in support of HQ ARRC in Romania. This was a validation exercise for HQ ARRC who are now the NATO Response Force (NRF) for NATO.

Ex WFX – 12 PAX deployed to Fort Hood, USA in support of 3 (UK) XX.

Ex Border Fist – 14 PAX from SST deployed in support of the TRF (Technical Response Force).

Ex Babylon Tiger – 8 PAX from SST deployed with 29 EOD.

Ex Iron Titan – 0+2 deployed to SPTA (Salisbury Plain Trg Area) in support of 101 Log Bde.

Ex Pegasus Aramante – 0+2 deployed to Cyprus in support of 2RGR. This developed into support for Op CHAMBRA and METEORIC.

Ex Asgard – 2 PAX deployed to Iceland in support of **SJFHQ** (Standing Joint Force Headquarters)

Ex Cetus Enabler – 2 PAX deployed to Norway in support of **LRG (N)** Littoral Regional Group (North) – RN ship bobbing around in the North Atlantic.

Ex Baltops – 0+2 deployed in support of 24 Cdo.

Ex Green Dagger – 0+2 deployed to California USA in support of 24 Cdo.

Operational Support.

The Regiment continues to be deployed worldwide to assist in defence operations and taskings. Key customers range across X-TLB (Across Top Level Budgets), PJHQ, MAB (MOD A Block (Special Forces)), JFHQ, Royal Navy, Land Divisions, and RAF.

APT(N) 22 (Similar to LRG(N)) – 0+1 deployed on HMS MEDWAY throughout the hurricane season to provide assurance and support to BoT in the Caribbean.

BFSAI – 3 rotations with 0+1 deployed to support of the ongoing mission in the Falkland Islands.

Op CABRIT – 0+2 deployed in support of UK BG as part of the ongoing NATO eFP* in the Baltic States and Poland.

Op GOLDEN ORB – Support of the King's Coronation.

OP ELGIN – 0+1 deployed to Kosovo to support KFOR.

...and clearly a great deal in support of Ukraine...

Awards:

Digital Technology Leaders Awards 2023 – 'Best Place to Work in Digital', Royal Engineers Geographic.

DataIQ Awards 2023 – Winners "Best data story or data visualisation", Operational Support Team, 16 Sqn.

Future Exercise/Events:

Ex SWIFT RESPONSE – 2 PAX deploy to support to AMBG1 (Air Manoeuvre Battle Group 1) (3 Para) on their validation exercise in Estonia.

Ex WESSEX STORM – Exercise support to 1 Yorks/1 Scots Guards and 6 RLC Regt.

CERBERUS – Support to 3 (UK) Div exercise taking place in Germany.

OP ORBITE – Support to SJC for the 80th Normandy landings anniversary.

TOUR DE FOUGASSE – 17 PAX riding the North Coast 500 to raise money for Cancer Research.

Anniversaries - 200 + 75 year anniversary since the formations of 13, 14, 16 and 135 Geo Sqns.

BFC* – We are likely to support the lone Sgt in HQ British Forces Cyprus with a rotational Class 2 due to the significant support the Sgt provides to the frequent crises in the area.

OPERATION TRIG MED 24

Operation TRIG MED (February 20th – March 17th, 2024) represents a biennial endeavour focused on the maintenance and assessment of Cyprus' sovereign base areas (SBAs). This operation is crucial for ensuring the integrity of the boundary points within the SBAs, encompassing approximately 700 points in total. Spearheaded by a dedicated command team led by Warrant Officer Class 2 Paronuzzi, alongside Sergeants McCrea and Tyers, the operation also involved several specialised teams, including survey teams led by Corporal Bishop and Lance Corporal Marshallsay, Corporal Hart and Sapper Brogden, Corporal Williams and Lance Corporal Reynolds, as well as Sapper Westmoreland and Sapper Hamblett. Additionally, a construction team comprising Corporal Nimrod, Sappers Luckhurst, Morgan, and Lawton, along with Stores Manager Corporal Boyd, played pivotal roles in the execution of the operation.

The significance of Operation TRIG MED was underscored by its hiatus since 2018, primarily due to the challenges posed by the COVID-19 pandemic and other external factors. Nevertheless, the team exhibited unwavering enthusiasm and determination to carry out the operation effectively.

Departing from RAF Wyton at 2300 hours on February 19th, 2024, via minibus to RAF Brize Norton, the team arrived in Cyprus on the afternoon of February 20th after an arduous journey. Upon arrival, the command team facilitated the transition to the first of the two base locations in Dhekelia, having arrived days prior to prepare for data collection and construction tasks. The remainder of the day was dedicated to administrative tasks, organising equipment, and familiarising ourselves with the base layout.

Subsequent days were devoted to intensive pre-deployment training, ensuring operational proficiency with equipment such as surveying tools and applications like ArcGIS Workforce and Survey123. These tools enabled efficient logging of work activities and identification of tasks to be completed. Additionally, briefings were conducted to address potential challenges, including encounters with Turkish armed forces at the borders, equipping the team with strategies to navigate such situations effectively.

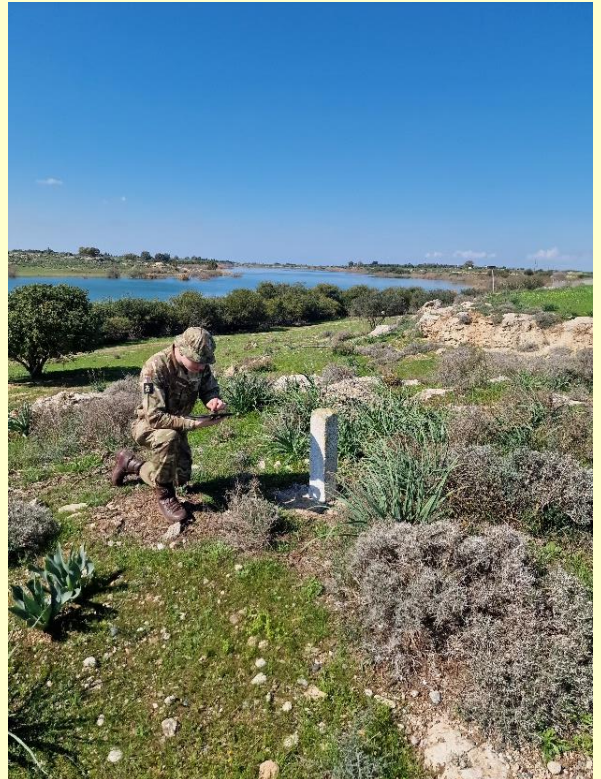
In the East Sovereign Base Area (ESBA), the teams were tasked with collecting approximately 500 points, with each team utilising Workforce to allocate specific assignments. Survey123 on iPads facilitated the logging of tasks, identifying pillars or markers requiring repair by the construction team.

Throughout the operation, the team received invaluable support from various sources, including Sergeant Terry from 135 Squadron, who provided expert advice on surveying techniques, and SBA police officer Hassan, who ensured our safety, particularly in areas close to the Northern Cyprus border.

Interactions with Turkish border patrols in Northern Cyprus were varied, with some encounters proving cooperative, while others presented challenges regarding access rights to certain boundary pillars. Team 3, in particular, encountered delays due to access rights issues in the village of Beyarmudu, reflecting the complexities of shared Cypriote and Turkish boundaries.

Despite these challenges, the overall experience in ESBA was positive, with teams navigating diverse terrain and relishing the opportunity to immerse themselves in Cypriot culture. Group cohesion was evident, with downtime utilised productively for fitness activities, cultural exploration, and gastronomic adventures, including sampling local cuisine and visiting historical sites. Noteworthy was a group decision to undertake a 30-kilometer run from Dhekelia to Ayia Napa harbour, culminating in well-deserved relaxation at Nissi Beach.

In essence, Operation TRIG MED exemplified not only the team's professionalism and dedication but also their ability to embrace challenges and cultivate camaraderie amidst demanding circumstances.



Episkopi – March 4th - 17th, 2024



The transition to Episkopi Station in the Western Sovereign Base Area (WSBA) marked a significant phase of Operation TRIG MED on March 4th. Following a 90-minute road journey from Dhekelia, our team settled into Episkopi's accommodations, which offered more spacious living arrangements, with an average of three occupants per room. Moreover, the camp's layout was notably more compact, with amenities such as the cookhouse, gym, and swimming pool conveniently located within walking distance.

Our primary objective in the WSBA was to survey approximately 270 points along the boundary. Unlike the Eastern SBA, the Western side presented fewer diplomatic complexities, making the survey process comparatively straightforward. Each team aimed to survey 15 points daily, a goal that was generally achieved without significant hurdles.

However, a minor delay arose when it was discovered that 10 points fell within the fenced perimeter of a major construction site. Overcoming this obstacle required diplomatic finesse to negotiate access for both survey and construction teams. Fortunately, effective communication and collaboration fostered a positive relationship between our contingent and Christof, the site's health and safety manager. This ensured work continued efficiently and satisfactorily for all parties.

Amidst work obligations, team members seized opportunities to explore the rich cultural heritage of Cyprus. Visits to historical sites such as the UNESCO World Heritage site of Nea Paphos and the Tombs of the Kings offered insights into the island's past. Additionally, experiencing the vibrant Limassol Carnival, a celebration marking the onset of Lent, added a festive touch to our downtime. Enjoying the natural beauty of the island, including its scenic vistas and pristine beaches, further enriched our experience.

As the operation drew to a close, a group excursion to the Troodos Mountains provided a fitting finale. A leisurely walk to a picturesque waterfall and a visit to the Kykko Monastery offered moments of reflection amidst nature's splendour. The day culminated in a delightful Mezze dinner, epitomizing the camaraderie and shared experiences forged during our time in Cyprus.

In retrospect, Operation TRIG MED in Episkopi was unequivocally successful. The implementation of web-service applications such as Workforce and Survey123 revolutionized our data recording process, enhancing efficiency and accuracy. This streamlined approach promises to expedite future iterations of Operation TRIG MED, eliminating the need for cumbersome paperwork and ensuring smoother operations ahead.

Credit: Spr Westmoreland and LCpl Reynolds

St Helena – 1974



512 STRE on St Helena Island December 1974.
Willy West & CPO Graham Mather RN

On 07 October 1974, a Section of 512 STRE left the Defense Mapping Agency Topographic Centre (DMATC) in Washington DC USA by road bound for Patrick Air Force Base in Florida for onward travel to Ascension Island. The section was commanded by Capt Peter Enzer RE, the field surveyor was myself, A/SSgt Willy West, and the electronics technician was CPO Graham Mather RN. We left in convoy with two other American civilian teams, one due to stay on Ascension, the other to fly on to Liberia while we would wait for sea passage to St Helena Island.

At this time, the satellite system in use was the Transit system of polar orbiting satellites at about 600kms above the earth and the tracking receiver was the Geceiver. For mapping purposes, 40 odd passes from these satellites at a point were necessary to provide a new position. Twice a year the USAAF launched a low-level satellite and tracked it from previously fixed points such as St Helena. The equipment was quite bulky and, what with other bits and pieces acquired along the way, needed at least three large fibreglass chests to carry it all safely.

The route covered almost the entire length of Interstate 95. The monotony was relieved as far as the border between North and

South Carolina by huge billboards every mile telling the traveler how many miles it was to Pedro's, accompanied by a humorous phrase. Pedro's (sometimes known as South of the Border) is a huge truck stop just in South Carolina.

After overnighting in Patrick Air force Base, we all boarded a C-141 transport plane and headed for Ascension. The plane only has a couple of port holes and passenger accommodation was a small unit loaded amongst the cargo. On arrival at Wideawake airfield on Ascension, which was run by PanAm at the time, we were accommodated to await the arrival of the Union Castle mailship on its way from Southampton to Cape Town and Durban via Ascension and St Helena islands. Our C-141 was obviously carrying much needed supplies as on entry to the mess hall, a notice declared that steak was back on the menu, "maximum 2 per person". As almost the entire workforce on Ascension was made up of people from St Helena (Saints) we soon got to know a few people and found that we would be travelling deck passage along with about 30 Saints returning home on leave. As neither Ascension nor St Helena has docking facilities, cargo and passengers have to be transferred by lighter ship to shore, and vice versa.

On boarding the Good Hope Castle, we were pleased to find that the purser had seen British names on the manifest and had arranged for us to be accommodated in the sick bay and to dine with the fare paying passengers. Although the trip was only 36 hours, the offer was eagerly taken up. One interesting occurrence for us satellite trackers, was as dawn rose, the highest point on St Helena showed above the horizon somewhat on the port side and there was a surreptitious turning of the wheel until it was head on to the bow. Obviously the ship still navigated the old way.



After anchoring at Jamestown, the capital of St Helena, we hitched a ride with the ship's officers going to clear Customs and Immigration on shore. This initially fooled the enormous crowds gathered on shore as they thought we were part of the ship's crew. This error was soon corrected when we emerged with a representative of Cable & Wireless (C&W) who had organised everything for us as requested in advance by DMATC. I think we were the first British team as all the stores we found, including an American jeep and its spare parts, were all US issue.

View from the crew's boat as we headed for Jamestown after disembarking from the Good Hope Castle

We were taken initially to the old C&W Exiles Club at the Briars. It had two bedrooms, large lounge for the third bed, bathroom, kitchen and diner plus a staff room. The other half was still a club house for the mainly Saint staff, which was used for functions quite regularly. We inherited two young ladies as cook and waitress/cleaner and a box of essential foodstuffs to tide us over until the next day (together with a bill from the local store). We had then to drive down to Jamestown and back up the other side of the valley as the only safe way to get to High Knoll fort where we would be tracking from in order to meet the Public Works Department (PWD) electrician who would reconnect the power to the room we would be using. It was getting quite late when this was done and we found that access to the room was down a slippery set of stone steps (no handrail) clinging to the outside wall on one side and a sheer drop to a large open well on the other. The room turned out to be the original ammunition storage room with the remains of a tunnel leading to the hoist for the guns above. A single bulb provided light and there was a table and a rusty iron bed with an old mattress. We routed the antenna cable up the side of the building and set up the antenna and obtained our first Transit satellite signal. A later British team got funding to renovate a small stone hut on the top of the fort which saved the dangerous descent into the bowels of the fort as before each satellite pass the antenna had to be checked to see that it had not moved and also meteorological readings were taken.

Due to my previous experience, I took the first night shift, hence why I got the bed in the lounge. We had pre-programmed times of both sets of satellites which generally fell into two slots of a few hours, one by day and one by night. Thus we fell into a pattern of one day on and two days off. For many years the fort had been only used occasionally to quarantine new livestock delivered to the island, a notice proclaiming this was still on the main gate. The Geociever recorded data on rolls of yellow punch tape which were then transmitted by a local transmitter to Johns Hopkins University

in the US. Fortunately for us the C&W facility was immediately below our accommodation, a few yards away.

Having settled in, our first day was spent in Jamestown. At the time, there was much less choice of amenities than today since the airport opened. We paid our bill in Solomons, the main store and promptly got invited for Christmas dinner at the house of the matriarch in charge. We were also taken to become members of the nightclub/disco under the only hotel. A further trip to the market got us a box for £1 a week which would be filled with the local fresh produce in season. At no point did we come into any contact with the British administration on the island, which was to prove slightly embarrassing later as two days before Christmas, the governor's office sent us a printed invitation for Christmas dinner. We politely declined, pleading a prior engagement and apparently had a better time with the Saints.

Life settled in to a pleasant routine of work and mingling with the local populace. We hired a dune buggy from Duggie, a local entrepreneur, so that the official Jeep could be used solely by the operator on shift for the day. Everyone was very welcoming, there were trips to beaches, functions in the Exiles Club and also at the Diplomatic Wireless Station club on Deadwood Plain. The sports field on Francis Plain was an excuse for a picnic, normally including a cooking of the famous "plo" a sort of everything tossed in and don't ask what it is. At the time, Francis Plain was not flat and standing behind one goal, you could not see the other. Several years later a Royal Engineer Squadron spent some time on the island under some government scheme to improve facilities and one thing they did was to level the sports field. Initially, haircuts were provided by the PWD welder, until we found one of the Diplomatic wireless wives was a trained hairdresser.

We had a few interesting visitors to the island apart from the regular Union Castle ships and the odd cargo ship. One day at the dockside, we found the small crane lifting a small yacht out of the water. It turned to be the property of a Swedish sailor sailing the high seas alone. While minor repairs were made to the boat we entertained him for a couple of days before he set off again. He made a little money by selling airmail envelopes stamped with the name of his boat which he would then post at his next port of call, in our case somewhere in Brazil. He was a short but portly man and when he set sail he was sat crammed into the stern of the boat as the rest of the boat was full of supplies and he would have to eat his way to the cabin.

Another less pleasant visitor was a Russian "trawler". An awful lot of the crew were very pale compared to the rest and it was speculated that they were from a submarine and were being rotated to keep the submarine at sea. At the next visit to the fort for tracking, a lot of cigarette butts with Russian markings were found around the antenna although nothing seemed to have been touched. We got into the habit of locking the castle gate after that although a determined person could have climbed the wall.

Our last visit was from a luxury yacht from South Africa bound for the Mediterranean. The skipper was a young, very large Englishman who was going to base himself in Europe, offering luxury cruises. He was accompanied by his girlfriend who would be the hostess and three South Africans, two men and a girl who were only helping to get the yacht to Europe and would then go their separate ways. We took them round the island and attended a party on their yacht. Usually, small boats in the harbor charged visitors a small sum to travel between ship and shore but being honorary Saints we went for free.



Just before Christmas, Peter Enzer was recalled to take up another post which left the two of us to finish the job. All travel arrangements were made by a small office in DMATC in conjunction with HQ 512 STRE which at the time was in charge of Major Miles Henry RE and one of the field surveyors at the end of his tour. The Warrant Officer post was not in place at this time. We got our instructions to leave for Ascension on the Edinburgh Castle in January. Unfortunately for us, a stowaway had been discovered after leaving Capetown and he

Duggies Buggy, Peter Enzer driving and Graham Mather as passenger

was being kept in the sickbay which meant we had to travel on deck. As we knew all our companions it was no hardship. On Ascension we were invited to become life members of the Saints club, the Viceroy, and were issued a membership card. Several years later on arriving on Ascension for onward travel on the first air bridge into the Falkands, I was chagrined to find that the club was out of bounds to British forces despite my membership card.

A further C-141 flight a few days later and we were back in the US. A couple of Saints joined the Military Survey family by marrying Steve Brown and Gary Woods on later team visits.

There was to be a sad footnote to my time in St Helena. In 1980, I volunteered for a further tour with 512STRE. During our statutory training at the DMATC base in Herndon Virginia we were joined by an American civilian, a much older man than the rest of us. We all got on well and he invited us to spend the weekend with his family close to Charlottesville, Virginia, a few miles away. Three of us spent a happy couple of days with him, together with his wife and two children. After the training session, we all went our separate ways. Whilst we three were in another part of the world, our American friend, whose name escapes me, was posted to St Helena. Whilst there, he arranged for his wife and two children to join him for a short visit, travelling the same way as before, air to Ascension and ship to St Helena. It was with great sadness that we later learned that while he was standing at the dock just as the ship arrived, he reportedly collapsed and died of a heart attack before his family could disembark.

Willy West

Print Trade Family Tree

I unfortunately had a bit of a shock when I decided to return to the 'trees' to try and bring them up to date! To know what I am speaking about you will need to read on.

In 2011 and 2013 Paul Sleep and I ran two very successful Print and Photo reunions at Hermitage. These were both very well attended and meant that a lot of people got back together for the first time in a number of years. I am constantly asked if we will organise another reunion but the venue options of using Denison Barracks have sadly evaporated since the camp was taken over by 77 Brigade. We may look again in 2024 or maybe leave it later than that because hopefully everyone (yes that includes Field, Air, Carto and Storeman) will be getting together in May 2025 for a big celebration occasion at Wyton to celebrate the 200th anniversaries of 13, 14, 16 and 19 Squadrons.

For now, however let's talk about trees! One item to fall out from organising the reunions was the fact that Philip 'Cyril' Wright showed me a family tree for the print and photo trades. I am not too sure where they came from but they were fascinating. After discussing the trees, we decided to try and update them and in particular make sure they were accurate. We were lucky enough to get the Graphics Officer, Hanna Delaney, at Denison Barracks in 2009 to produce layouts for each trade and they were the new base line for the project of trying to update the trees. Over the course of the two reunions everyone attending managed to pore over the information and make lots of suggestions for amendments which were duly checked and most were implemented. The trees were also dispatched to a number of people some of who served in the early 50's and my thanks in particular go to Dick Kingswell and the late Sid Jackson.

Sadly, for the past number of years the trees have sat unchanged and waiting for me to bring them back to life. I was devastated to find out that the Graphics Officer had left Hermitage and the new one, at the Royal School of Military Survey, had been a new broom which had swept clean and all 'miscellaneous tasks' had been culled from the system. I therefore converted the trees to Excel spreadsheets because I am not a computer graphics expert. I thought that would have to do but, fortunately after talking to Bryan 'Chips' Miller, he offered to recreate the trees with their backgrounds, along with populating them with all the new information I held, so we could arrive where we are today. Over the next couple of editions of the newsletter the Secretary has kindly agreed to publish each tree, starting with Print. Please note there are two sheets for Print one which covers adult entries whilst the other covers apprentice entries. So here is the quiz: Please visit the trees and send me any amendments or comments so I will be able to eventually release a new version.

Nick Collins (nickcllns7@aol.com)



Printers Family Tree



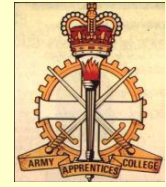
Adult Entry

46	Ashdown	A	?	Apps		72	Allen	B (Barry/Baz)
47	Almond	G		Armstrong	G		Rotherham	D (David/Dave)
	Almond	K		Bourne	D (David/Ginge)		Simpson	G (Graham)
48	Batewell			Cahill	(Paddy)	73	Armstrong	A (Alan)
49	Allen	R		Cartwright	P (Pete)		Livingstone	J (John)
	Armstrong	R		Cranney		74	Eills	S (Steve)
50	Ahlind			Machell		77	Aspray	M (Mick/Mersey)
52	Ambler	J		Mereman			Dove	P (Peter/Pete)
	Ayre	A		McGregor		78	Wilkinson	B (Barry)
53	Austin	M		Slater	P	79	Sherry	D (Dominic)
54	Byrne	M (Michael/Paddy)	60	Cooke	R (Robert/Bob)	81	Armstrong	S (Simon/Si)
	Ellerby	J (John/Titch)		Hinsley	R		Golden	(Terry)
	Peck	(Bob)		Hurst	A (Tony)		Johnson	(Tony)
55	Gill			Kirby	(Bubbles)		Williams	S (Steve)
56	Allen	B		Naylor	D (Dave)	82	Bishop	A (Alan/Al)
	Aveyard	D		Patterson	F (Frank)		Bohan	C (Colin)
	Avison	A		Pougher	D (Derek)		Caisley	G (Graham)
	Salter	A		Smart	F		Hindley	M (Mike/Myra)
?	Goldup	D (David/Klon)	61	Aspeden	(Ray)	84	Grigg	W (William/Bill)
?	Curtis	(Reg)		Miller	P		Mighall	M (Magnus)
?	Brown	M	62	Cox	A (Al)		Rolf	D (David/Dave)
57	Acaster	A		Fowler	R (Robert/Bob)	86	Hogg	C (Colin)
	Atkins	J		Woolf	(Lofty)		Pocock	G (Gary/Frank)
58	Askew		63	Armitage	D		Pattwell	
	Bailey			Cheesman	N (Nicholas/Nick)		Smith	P
	Baker	M		Fraser	J (Jimmy)		Sudwell	P (Phillip/Phil)
59	Allen	D	64	Antell	R (Roy)	87	Dethick	(Death)
	Athinson	M		Barwick	G (Gary)		Dunsmore	C (Cameron/Cam)
?	Brazier	P (Pete)		Edghill	D (Derek/Taff)		Leighton	R (Ric)
	Fowler	R (Robert/Bob)		Farren	M (Michael/Mick)		Singlehurst	P (Peter/Pete)
	Fraser	J (Jimmy/Jim)		Gilmore	J (Juan/Gilly)		Winters	E (Ewan)
	Harris	J (Jimmy)		Mclvor		88	Coates	S
	Hughes	A		Morgan	R		Wells	A (Antony/Tony)
	Kirwan	P (Joe)		Ward	G (Geoff)		Wilde	J (Jason/Jas)
	Patterson	F (Frank)		Wilkes	P (Peter/Pete)	89	Blethyn	S (Steve/Taff)
	Wilcocks	D	65	Cable			Carley	W (Warren/Woz)
?	Bee	J (Joe)		Jenkins	C (Colin)		Fairclough	S (Stephen/Lenny)
	Campion	R (Roy)		Jenkins	P		Lowe	S (Simon/Si)
	Davis	R	66	Armstrong	G		McMahon	I (Ian)
	Firth	D (Del)		Apps	C		Real	J (Ronnie)
	Harris	J (Jimmy)		Bourne	D (David/Ginge)		Thompson	J (John/Thomo)
	Mereweather	C		Cahill	G	89	Beeton	A (Alan/Al)
?	Tristram			Heineman			Garrad	D (Dave)
	Antell	R (Roy)		McGregor			Nelson	A (Andrew/Andy)
	Barwick	G (Gary)		Russel	A		Nelson	M (Murray/Muz)
	Burton			Slater			Trezise	M (Mick)
	Hebblewaite		67	Avery	C		Wilkie	N (Neil)
	Johnson			Bond	V	91	Brickstock	S (Steven/Steve)
	Knowles	G (Gordon/Titch)		Drury	P (Peter/Pete)		Brown	D (David/Dave)
	Royal			Hamilton			McEwan	S
	Sheppard			Kitto	P		Roberts	L (Lee)
	Ward	G (Geoff)		Rennie	J (Jim/Jock)		Smith	J (James/Nessie)
	Wilkes	P (Peter/Pete)		Renwick			Walker	K
?	Cable			Roberts	D (Derek)		Willis	P (Paul/Scouse)
	Edghill	D (Derek/Taff)	69	Trotter	P (Philip/Phil)	91/92	Byrne	R (Rory/Paddy)
	Farren	M (Mick)	70	Hazell	D (David/Dave)		Fife	J (Jason/Jas)
	Hobbs			Howarth	A (Alan/Al)		Hancox	A
	Jenkins	C (Colin)		Morris	A (Alan/Al)		Jones	
	Jenkins	P		McDonald	S (Steve/Mac)		Loader	
	Margery		71	Fulton	J (John/Jock)		Wright	
	Morgan	R		Johnson	D (Dave)	92	Brennan	R (Rory)
	Old			Simpson	G (Graham)		Metcalfe	C (Christopher/Chris)
	Savage	P (Pete)	71	Currie	(Kid)		Pointon	R (Dicky)
				Davis	R (Sid)		Scott	D (David/Dave)
				Fulton	J (John/Jock)			
				Lewis	D (Douglas/Doug)			

Original concept by Philip 'Cyril' Wright
 Tree Keeper: Nick Collins
 (nickcollns7@aol.com)
 Layout and Design: Bryan Miller



Printers Family Tree



Apprentice Entry

49A	Donovan Jackson	F (Francis/Slim) S (Sydney/Sid)	66C	McGowan Ogden	R (Wally) A (Alan/Oggie)	78C	Bermingham Duff	S (Simon/Brummy) G (Glen)	51A
53A	May Percival	E (Edward/Ted) R (Robert/Bob)	67C	Wainwright Moores	(Scouse) P		Dyson Foulkes	(Uri) D (Doug)	
54A	Percival Cannon	P (Philip/Phil) B (Ben/Ben Gunn)	68C	Snelleck Bunce	M (Mick)	79C	Straw Applin	J (James/Jim) C (Charlie)	
55A	Walton Jackson	J (John) S (Sydney/Sid)		Holmes Mangan	P (Pete)		Beesley Coombs	A (Andrew/Andy)	
57A	Arman Hodgson	D (Doug) R (Rodney/Tot)	69C	Will Alexander	W (William/Bill) C (Chas/Chig)		Holden Nixon	S (Simon/Brummy)	
58A	Heggie Pocock	J R		Baker Minton	M (Mick) S (Stuart/Stu)	80C	South Brown	D (Ady)	
59C	Bradley Scothern	J (John/Spanner) D Dennis/Ginge)	70C	Piper Godwin	J (John) C (Christopher/Chris)		Carr Debnam	(Jolly) (Sid)	
60A	Kingswell Miller	R (Richard/Dick) (Dusty)		Harden Lovell	A (Adrian/Lucy)		Sanderson Townson	(Baz)	
60C	Jordan Ripley	D (David/Dave) A	71C	Treen Burnett	W (William/Bill) J (John/Grasshopper)	81C	Wright Cannings	N (Nicholas/Nick) (Ed)	
61C	Armitage Cleeton	C (Christopher/Chris)		Collins Eves	N (Nicholas/Nick) D (David/Henry)	82C	White Barton	J (John/John Boy) A (Anthony/Dick)	
62A	Hutchinson Geeson	N M	72C	Wilkinson Dickinson	R (Raymond/Wilkie) D (Doug)		Brown Fennessey	S (Sean/Shawn) D (Darren/Daz)	
	Cartwright Chater	R C (Mick)		Forbes Kenny	T (Tom) T (Tim)	83C	Marsh Hudson	C (Cranleigh/Cranners) J (Joel)	
	Foden Harrison	J (John/George) D (Derek)	73C	Maskell Brown	A (Andrew) A (Alan/Al)	84C	Moss Humphries	R (Richard/Rich) S (Simon)	
62C	Pomeroy Beck	A W (William/Bill)	74C	Matthews Mead	A (Adrian/Ade) S (Steve)	85C	Tonks Casey	P (Paul) S (Stuart/Stu)	
	Blewitt Few	C (Colin) A (Alan/Al)		Eills Fenton	K (Keith/Harry) G (George)		Johnstone Shaw	D (Darren/Daz) S	
	Pond Stewart			Herkes Huish	M (Mark/Taff) S (Shaun/Paddy)	86C	Smail Champion	R (Bob) D (Daz)	
63A	Blackall Elsie	G C		Kennedy Smith	G (Graham) C (Chris/Rocky)	87C	Marsland Renshaw	J (Jim) S (Simon/Leaky)	
	Kilminster Huckle	M (Mick) W (William/Bill)	75C	Watts Brown	N Nigel/Nige) M (Mick)		Leake Luff	M (Mick/Luffy) R (Richard/George)	
63C	Webb Young	C (Charles/Charlie) R (Rick)		Cooke Davis	(Wack/Scouse) J (John/Geordie)	88C	Harrison Hall	R (Richard/Richie) S (Stu)	
64A	Allen Bilton	K (Keith) G (Grahame/Jock)		Hambling Howe	A (Andrew/Andy) M (Mick)	90C	Tillyer Fry	N (Nick)	
	Farquhar Hughes	B (Barry/Baz) P		Lambert Millar	K (Kevin/Dusty) A (Andy/Tinc)	91C	Banks Smith	D (Darius/Daz) D	
	Ross Howcroft	J (James/Jimmy) J (John/Alfie)		Miller Tincello	S (Steven/Taff) G (Gary/Boomer)	92C	Stewart Tennant	D (Daniel/Dan) Ryan R (Richard/Rich)	
64C	Siggs Wright	R (Rod) P (Philip/Cyril)	76C	Wright Merritt	B (Bryan/Chips) J (Julian/Phil)		Walker Andrew	D (Dominic/Dom) W	
65A	Lockhart Phipps	J (John/Phipper) D (Dave)	77C	Miller Phillips	G (Gordon/Jock) E (Ewan)		Bye Chapman	(Brad) P (Paul/Goughie)	
65C	Bowery Chambers	R (Richard/Dickie) E (Eric)		Rae Martin	K (Ken) C (Carl)		Gough Wilson	T (Thomas/Tommy)	
	Dows Wolley			McMillan Saunders	A (Sticky)				

Original concept by Philip 'Cyril' Wright
 Tree Keeper: Nick Collins
 (nickclns7@aol.com)
 Layout and Design: Bryan Miller

Members' Contributions Required

Our Members should be aware by now that between December 2024 and November 2025 all Geographic Squadrons (13, 14, 16 and 135 Sqn) will be celebrating milestone anniversaries. Were 19 Sqn/STRE still in existence, it would be reaching its 200th in 2027! As a consequence, we are inviting all Members to contribute anecdotes, memories, recollections, photographs and other material for inclusion in forthcoming newsletters.

They can: range from full-sized articles to one or two liners; be of a serious nature or more light-hearted; record Operations, Exercises, routine events in barrack life, sporting achievement (or failures); anything that reflects on life in those units in days gone by. Everyone will have an event or events they remember - now is the chance to share them.

Please identify which unit(s) is involved, rough dates, places and personnel. Ideally, we'd like to have a similar number of items/same amount of space for each unit, in each edition. Anything will be considered but, Please, no slanderous or defamatory material!

Whilst efforts will be made to print whole submissions, space and other considerations may result in some editing taking place.

HM Forces Veteran Card

The Government now provides the HM Armed Forces Veteran Card which allows UK Military Veterans a bona fide way to prove that they served in HM Forces, and thereby enable them to take advantage of support, discounts and other benefits that many businesses and organisations offer those who serve, and have served, in the Armed Forces.

It's free to apply, and for those with access to a smart phone and who hold a photocard driving license or passport, application can be made wholly on-line. You can also apply by post.

Currently, only personnel with a UK address can apply for a Veteran Card, but those who do not will be able to apply later this year (2024).

To apply go to www.gov.uk/veteran-card or contact the UK Veterans' helpline – see below. You will need:

- Your Service number for your last period of service.
- The approximate year you started and ended your service.
- Your National Insurance Number
- A recent digital passport-style photograph (head and shoulder view)

Applying online

If applying online you will need to [prove your identity using GOV.UK One Login](#). You'll be able to create a GOV.UK One Login if you do not already have one.

To do this you will need:

- An email address

- A photo ID – for example a UK passport or driving licence

You can only apply online if you are applying on your own behalf. If you are applying on behalf of someone else, you MUST apply by post – see below.

Applying by post

If you cannot apply online contact the Veterans UK Helpline: Telephone 0808 1914 218 Monday to Friday, 8am – 4pm or veterans-uk@mod.gov.uk . They will send you a form that you can complete and return by post.

SAPPERCOM – The REA Community Platform

Have you heard about Sappercom?!

Sappercom is the Royal Engineers online community platform. Basically, it's where REA members – regardless of Branch, and serving RE personnel can publicise their functions, ask questions, get advice, start group chats, and give feedback on events. There is even the facility to search for long lost members.

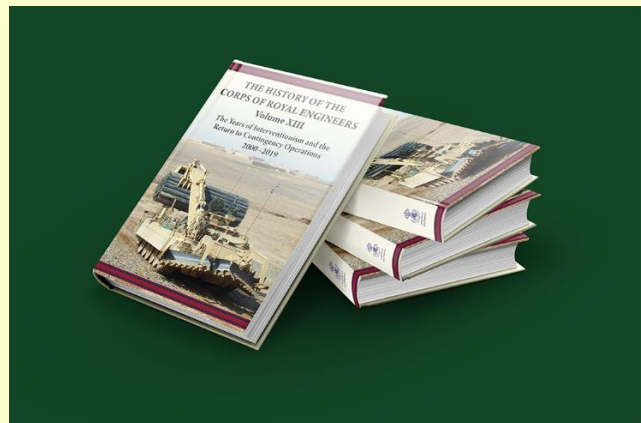
Sappercom is supported by the REA. It is growing and, in the News pages, now contains the latest edition of The Sapper magazine along with REA Newsletters, minutes of various HQ REA committees meetings and more.

Sappercom is secure – it is password protected which means there is less risk of dangerous activity on your IT equipment and software.

To sign up visit sappercom.com

History of the Corps of Royal Engineers - Volume XIII

The latest volume of the history of the Corps, Volume XIII, and covering the period 2000 – 2019, has now been published and is available from The Sapper Shop at a cost of £25.00 plus PandP



STOP PRESS – His Majesty was presented with a copy of Vol XIII of the Corps history during his recent visit to 3 RSME [King meets Royal Engineers on visit to army training base | Watch \(msn.com\)](#)

DEATHS OF OLD COMRADES

Ian (Brad) Bradshaw 13 Feb 44 – 23 Feb 24

Frank Johnstone has kindly provided the following short obituary for Ian Bradshaw who died on 23rd February 2024:

It is with deep regret that I have to report the sudden death of Ian (Brad) Bradshaw.

Brad joined up, with me, in Apr 1960 as a Field Surveyor, in AAC Chepstow. After basic RE training in Farnborough, he was posted to the Far East, Sabah, Borneo in September 1963. During his time in Tenom he met and then married Elsie in November 1965. (I was stationed at that time in Brunei and managed to get to Tenom for the wedding).

1966 saw a posting to Hermitage for his Tech 2. (Marilyn and I had just got married and were renting a two bedroom flat in Newbury so Brad and Elsie moved in with us). After a short posting to Germany he returned to Hermitage for his Tech 1 and then in 1968 he decided it was time to leave the army.



His next few years were mainly involved with survey work which took him to Zambia, Lesotho and then back to Sabah as District Surveyor until 1982. A final trip to Bahrain before returning to the UK in 1983.

A new career started with running a Post Office in Swindon until 1986 then in 1987 moved to Bromham (Wiltshire) taking on a village store until finally moving to Chippenham where he retired in 2003.

Brad leaves behind his wife Elsie, 3 children, 5 grandchildren and 1 great grandchild.

Frank Johnstone

A E H (Alex) Matthews 8 Feb 36 – 17 Jan 24

Alex Matthews served in the Royal Engineers from 1954 until 1989 rising to the rank of Brigadier. He was a Survey Officer from November 1962 until his retirement. He was a long-time member of the Branch and served as our President from 2001 to 2006.



**No 28 Army Survey Course
4 Sep 1961-2 nov 1962**

Mr Nchamukong Mr Gilbert Mr Rhodes Mr Herring Mr Wakelin
Capt crochy Lt Rogers Capt Kennedy Capt Ralling Lt Matthews Lt Baker

A slightly abridged version of Alex's obituary that will appear in the Royal Engineers Journal is given below but, in addition, Bob Wells recalls.....

I was a Sapper in my first posting when Alex was in charge of the Thai - Malay geodetic connection at the end of 1967 and the beginning of 1968. The personnel included surveyors from both Malaysia and Thailand.

I remember that he tried hard to allow everybody to come down off the hills so we could have a get-together at Christmas. The OC in Singapore would not allow this and I think he did get into some trouble over that.

Many years later I met him at a survey conference and exhibition and we had a chat.

A real gentleman and very supportive of our team.

Jim Hoyland responded to the announcement as follows:

So very sad to learn of Brig Alex's death. I knew him as a young Captain and I was a very young LCpl in 84 Sqn and then later when he was AD Svy in Washington DC and I was WO2 in 512 STRE.

I had great respect for him and knew him always to put the welfare of the soldiers under his command at the highest priority.

This is a sad day for the older members of Mil Svy who knew him. RIP Sir!

Brig AEH (Alex) Matthews

Alex Matthews joined the Royal Engineers in 1954 on leaving Christs Hospital School following his father whose career in the Corps stretched from 1894 to 1945. As was the policy at the time, Alex spent three months as a Sapper at 3 Training Regiment prior to Sandhurst and was commissioned in 1955. After completing the standard military engineering courses at Chatham he did tours in Germany, Towyn and Aldershot before making the decision which would influence the rest of his career by attending 28 Army Survey Course at Hermitage.

After the course he was posted to the Ordnance Survey, which was then run by serving military officers, as the Assistant Regional Officer of Northern Region based in Harrogate. In 1965 he became a student again on a postgraduate course in photogrammetry at University College London. Despite his newly acquired expertise in photogrammetry, his next posting to 84 Survey Squadron in Singapore took him back to field survey work and gave him the opportunity to lead a major geodetic survey connecting the control networks of Malaysia and Thailand. This was completed successfully despite monsoon conditions and the added complication and diplomatic challenges of a requirement for all readings to be taken separately by Malaysian, Thai and British observers.

Alex's next posting was as Adjt 42 Svy Engr Regt which was followed by a posting to the School of Military Survey first as an Assistant Instructor then, upon promotion to Major, as Senior Instructor, in Photogrammetry and Cartography. During these years he was also a stalwart member of very successful unit hockey teams.

Next he returned to the Ordnance Survey, this time at the HQ in Southampton as the manager of the Air Survey Branch. He then had what was probably the best Major's job in Military Survey, with the independent command of 14 Squadron based in Ratingen near Dusseldorf. In 1977 Alex moved to the USA to lead the UK Liaison team in the Defense Mapping Agency (DMA) in Washington DC

and also command 512 Specialist Team Royal Engineers. Between them, these two jobs gave great opportunities for travel, which he enjoyed to the full.

On his return to UK he became SO1 Survey 4, Directorate of Military Survey, responsible for systems development and operational equipment requirements which included meeting urgent needs in support of the Falkland War. He was also a prime mover in the development of the Digital Geographic Information Working Group (DGIWG) which continues to be important in setting exchange standards for geographic data in NATO and the wider defence community.

In 1984 he was promoted to Colonel and returned to Germany as the Chief Geographic Officer to NORTHAG/2ATAF. His final tour was back at Feltham on promotion to Brigadier as Director Survey Plans responsible for forward planning, operational requirements and equipment procurement.

He retired from the Corps in 1989 and joined Intergraph, a major American company providing hardware and software for the geospatial market, as Head of their Federal Systems and Government Sales Coordinator for Europe. From 2001 he took on a consultancy role for Intergraph's Mapping and GIS Solutions Division in Europe and Africa.

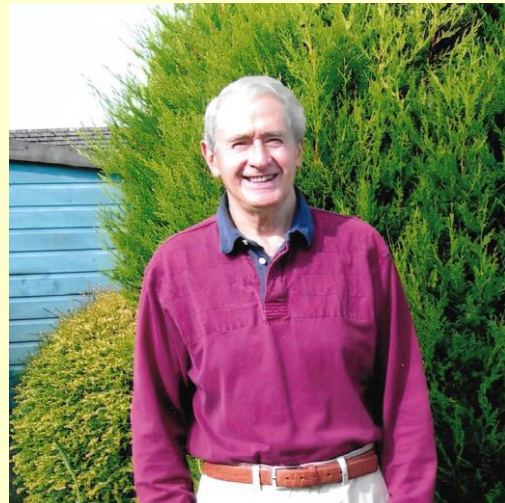
He and his wife Margaret enjoyed 62 happy years together. They settled in Wiltshire and took a very active part in the local community in Ogbourne St Andrew. Alex also edited the Journal of the historic Merchant's House in Marlborough, was a project officer for SSAFA Wilts and served as President of Military Survey Geographic Branch of the REA 2001-2006. He was an active horseman and, as the proud owner of a 1936 Riley Lynx 12/4, he became the Area Secretary of the Riley Register. He was a Fellow of the RICS and RGS.

RW, MPBGW, GK-S, HHMR

John F (Bill) Codd 27 Sep 35 – 16 Jan 24

There follows below a slightly abridged version of Bill's obituary that appeared in the Royal Engineers Journal.

John Codd, known as Bill, was born in September 1935 in Stamford, Lincolnshire. In 1954, he passed the Regular Commissions Board and joined the Army, attending the Royal Military Academy Sandhurst. He was commissioned into the Royal Engineers in December 1955 and then attended the Young Officers' Course at RSME Chatham. He then did a three-year BSc course in civil engineering at the Royal Military College of Science and, after graduation, was sent back to Chatham for a Junior Officers' Course.



His first tour, in 1960, was to 1 Field Squadron RE in Paderborn, Nordrhein-Westfalen. In 1962, he was posted to the Junior Tradesmen's Regiment in Troon, a new unit raised in Scotland to train teenage soldiers in basic military skills and as drivers, clerks and radio operators. In 1964 he was

posted to the School of Military Survey where he completed the Army Survey Course and qualified as a professional land surveyor.



**No 33 Army Survey Course
30 Apr 1964 - 10 May 1965**

Mr Fasola Mr Ali Mr Fadahunsc Mr Effiong Mr Hong Mr Igoanogu Mr Nnaoma Mr Egebjimba
Capt Cowles Capt Barrigar Maj Ayob Capt Codd Capt Batterham Capt Thompson Capt Fitzherbert Lt
Nyinaku

He served for the rest of his army career in the Military Survey Branch. Following his ASC he was on loan service to the Directorate of Overseas Surveys, providing field surveys in Tanzania for control of map production at 1:50,000 scale and then in Sarawak, Borneo where a guerilla war was being waged between Malaysia and Indonesia.

On his return to UK in 1967, he took a course at Oxford University in Geodesy (the science of accurately measuring and understanding the Earth's geometric shape, its orientation in space, and its gravitational field). He was then posted to 512 Specialist Team RE, which was training in Maryland, USA, prior to deployment to the South Atlantic phase of the US Coast and Geodetic Survey of the earth, measuring positions of stations using the PAGE OS satellites. Bill spent the next 12 months on South Georgia with his small team of military surveyors, photographing passes of satellites against a background of stars, to contribute to the earth-centred World Geodetic Survey (WGS72). A later adjustment was WGS84, on which the ubiquitous Satnav systems are based.

He served in MOD Directorate of Military Survey and, in 1972, was posted as exchange officer to Engineer Topographic Laboratories, Fort Belvoir, Virginia, USA, to work on automated cartography projects before returning two years later to the Mapping and Charting Establishment RE, Feltham. On promotion to Lieutenant Colonel in 1976, he was appointed Chief Instructor at the School of Military Survey. Three years later, he was moved back to MOD Feltham and, in 1983, was posted to HQ Allied Forces Northern Europe (AFNORTH) in Norway. In 1984, he was selected for promotion to Colonel on posting to a loan service appointment with the Sultan's Armed Forces,

with the task of establishing the National Survey Authority of Oman. His final appointment was Chief Geographic Officer at HQ AFCENT in Netherlands. He retired from the Army on 31 October 1988.

He then joined the MOD Personnel Security Investigating Unit, working at the Atomic Weapons Establishment Aldermaston but, after 18 months in post, he successfully applied for the post of Deputy Director of Ordnance Survey Northern Ireland (OSNI), based in Belfast. This was a new post with principal responsibility to oversee the transition of the Survey to full executive agency status, operating more closely to commercial principles. During six years in this post, he was also involved in a joint campaign with Ordnance Survey Ireland in Dublin to carry out a new geodetic survey of the island of Ireland using GPS dual frequency receivers at 11 stations. This campaign took three weeks of field observations and the data was passed to the University of Nottingham for computation. In early 1996, the IRE NET Zero-Order network was accepted into the European Geodetic Network.

Bill retired from OSNI in 1996 to look after his wife Maureen, who had developed dementia. He returned to England in 2010 and settled in Cornwall.

Roger Hinsley

The Branch has received a solicitor's letter notifying us of the death of Roger Hinsley. Roger left instructions in his will that, despite not being a member, the Branch should be notified upon his death. We understand that he served from 1958 and, after basic Sapper training, served at SMS Hermitage, 14 Field Survey Squadron, SPC Monchengladbach, and 84 Survey Squadron Singapore.

As Roger was not a member we have no further information about him. If any member does remember him, they are asked to contact the Secretary at REA-MilSvy-Sec@outlook.com with whatever information they can provide. Thank you

New Branch Committee Member – Heritage Member

As members will be aware, the component squadrons within the Regiment will each be celebrating milestone anniversaries over the next 18 months or so – 13, 14 and 16 Sqns with their 200th anniversaries, and 135 Sqn its 75th. Whether it is connected with those anniversaries or pure coincidence, there appears to be growing interest in Military Survey and Geographic Heritage.

Nick Collins and a team of 6 or 7 others have been looking through a mass of materiel held in the RSMS to record, if not actually catalogue it, and more items are being offered by families of ex-‘Surveyors’ who have passed away, or by the individuals themselves, conscious of the fact that what they have helps tell Military Survey’s story. Whilst storing the materiel at Hermitage is safe and secure, there are questions about its long term future if and when RSMS moves, and making it readily accessible.

It appears that many individuals, and some organisations, expect the Branch to be the lead in this area, and the Committee feels it has a responsibility to do whatever it can to preserve our heritage. Given his interest in the subject, and the work he has already been doing, we have invited Nick to join us on the Committee as Heritage Member. This will give Nick some clout when talking with ‘the powers that be’ and give members of the Branch a channel to voice their

concerns about our heritage, and what could and should be done to maintain it. Both the School and the Regiment have now identified Heritage Representatives and Nick will work closely with them in an effort to try and secure a permanent home for all our heritage items.

If you have any items or information which you would like to discuss, or you would like to help the heritage team when it works at Hermitage, then please contact Nick on his dedicated email of REA-MilSvy-Heritage@outlook.com

Committee Contact Details

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