

Edition Date: May 2023

We will remember them

To all whom we have lost this month. Our sincere condolences to family and friends.
The front page is dedicated to Graham Williams

Our mission is to safeguard the welfare, interests, and memory of those who are serving or who have served in the Armed Forces

County correspondence can be addressed to Hampshire & IOW MSO, PO Box 317, Southampton. SO45 9BS

WE REMEMBER

An open letter to Angie, the wife of Graham Jeffrey Williams

This is a letter I never wanted to write, but part of me is thankful that an incredible man is now without pain and at peace.



I am writing on behalf of all the members of the Petersfield Royal British Legion, who wish me to express their sincere condolences and their gratitude for the incredible contribution that Jeff made to Petersfield RBL.

He was President for too short a time, but he had already laid down a varied and invaluable contribution to the Legion as an exceptional Standard Bearer and it was difficult for anyone to step into his shoes. The organisational skills and his commitment to the Annual Poppy Appeal guaranteed incredible success in the funds raised; reaching new heights, year on year. The organisation of "Williams Foreign Tours" gave us all memories we will never forget. Finally, and not in any particular order, we will miss him as the "Raffle Master" at our Dinners.

The greatest contribution Jeff made, however, was as Jeff the Man, the Comrade, the Friend, the Personality of a genuinely respected human being.

We have all been privileged to have known him. To say he will be missed is an understatement – as there can never be another Jeff.

With our deepest and most sincere thoughts on behalf of all our members.

CLIVE LEWIS
CHAIRMAN, PETERSFIELD RBL



RBL Rider's Branch (Hampshire County) News



On Sunday the 23rd April 2023 (St George's Day) seven RBL Riders from Hampshire and one from Dorset joined forces on a 'ride out' to Portland. The purpose being to pay tribute and remember those lost on HMS Sidon due to an accident on the 16th June 1955. The Memorial is located near to the Heights Hotel on Portland with outstanding views over Portland Harbour and Chesil Beach. Also located near the viewpoint is the Portland War Memorial listing the losses of Portland people during the First and Second World Wars. Firstly, a 'Riders Branch' Poppy Wreath was laid at this Portland War Memorial by Bob Bartlett, the Hampshire County Riders Branch Representative, with the usual RBL ceremonial observed by those present.



Attention then turned to the HMS Sidon Memorial and those present had their photo taken and discussed the situation that occurred back in 1955 in Portland Harbour. HMS Sidon was a submarine and was moored alongside HMS Maidstone, which was a submarine support ship. In the early morning of the 16th June 1955 some special torpedoes were being loaded into the submarines tubes of HMS Sidon for testing later. The special torpedoes used 'high test peroxide' as an oxidizer to aid its operation. However, during the loading process a problem occurred which resulted in an explosion with fire, toxic gases and smoke accompanying the blast. Sadly, twelve men died instantly and others were seriously injured. The submarine then started to sink but the ships company from HMS Maidstone carried out rescue drills to save the remainder of the fifty six officers and crewmen on HMS Sidon. During the rescue process, Surgeon Lieutenant Charles Eric Rhodes from HMS Maidstone sadly lost his life helping others and was posthumously awarded the 'Albert Medal' for putting his life in danger to help others.

Bob Bartlett, having proudly served in the submarine service himself fully understood the dangers faced by the crew of HMS Sidon in this peacetime accident, which is why he organised the tribute, with the support of those other Riders present. With engines running, the eight RBL Riders are pictured ready for their return journey home after a successful and meaningful tribute.



Written by Pete Cox, member of the RBL Riders Branch.

The Memorial at Ashford Hill



The Battle of the Atlantic World War Two

The Battle of the Atlantic was the longest, hardest, and most important battle ever fought by this nation. The battle started 9 hours after war was declared with the torpedoing of the British liner SS Athenia on 3rd September 1939 and ended on 7th May 1945 when two merchant ships were sunk in the Firth of Forth. More than 70,000 Allied lives and 4,700 merchant ships (21 million tons) were lost but our forces had gained the upper hand by mid-1943. By 1945, 780 U-boats had been sunk or captured. The 80th anniversary of the battle will be marked 26-28 May 2023 at Liverpool.

In an age where most places can be reached by air in less than 24 hours, it's easy to forget the sheer size of Atlantic Ocean. At just over 41 million square nautical miles (nm), the Atlantic is our 2nd largest ocean, covering 20% of the earth's surface. The shortest distance from Halifax, Nova Scotia to Liverpool is some 2,500 nm but was made longer with evasive routeing – taking over two weeks at typical convoy speeds of 6-9 knots (nm/hour).

As an island nation with a global empire, Britain relied upon the sea for her survival and continues to do so today. To survive, Britain needed to import a million tons of cargo a week. In 1939, more than a third of the world's merchant shipping was British owned and flagged and the Royal Navy was still the world's largest and most powerful navy. So why did the Battle of the Atlantic stretch our resources to the limit?

Germany was predominantly a land power and, despite challenging Britain's Grand Fleet at Jutland in 1916, concluded that commerce raiding particularly by submarines could ultimately prove more successful. By 1918, some 380 U-Boats had sunk 5,000 Allied ships – the equivalent of 12 million tons. Realising that another war with Britain was imminent, Germany planned to build a fleet comprising 6 battleships, 20 heavy cruisers or battlecruisers, 4 aircraft carriers and 250 submarines; in the event, only the target for submarines was exceeded and no aircraft carriers were ever completed. Both Germany and Britain commenced hostilities in 1939 ill-prepared to wage a protracted submarine or anti-submarine campaign.

The German U-Boat fleet in 1939 had 63 operational submarines primarily suitable for coastal work, including mine-laying; little more than 20 of these were suitable for the Atlantic. Torpedoes were beset with problems due to faulty magnetic pistols and poor depth keeping. Their leader Vice-Admiral Karl Dönitz (himself a former U-boat captain) was passionate about their potential but the C-in-C of the German Navy – Grand Admiral Erich Raeder – favoured surface raiders such as 'pocket' battleships (heavy cruisers with 11" guns).

U-boats were ill-advised to transit the shallow and heavily mined waters of the English Channel and their only safe

route to the open Atlantic was around the top of the British Isles. The fall of France in June 1940 enabled U-boats to move to new bases on the French Bay of Biscay coast, 450 miles nearer their most lucrative hunting grounds. In the fullness of time, these new bases became formidable fortresses to protect them from Allied bombing.

The key to combating both U-boat and surface raider was the convoy. Used extensively throughout the age of sail, the practice had lapsed with the introduction of steam only to be reintroduced again during the latter stages of the First World War. Consequently, the convoy system was quickly re-established in 1939. A typical North Atlantic convoy

comprised 40-80 merchant ships in a 'box' of about 30 square nm, protected by an escort group. In the early stages of the war, escort groups consisted of the few destroyers that could be spared from fleet duties, assisted by trawlers converted to an anti-submarine role and Armed Merchant Cruisers. Apart from a few sloops built before the war, the first specialised convoy escorts were Flower Class corvettes that started to enter service in 1940. Their principal weapons were ASDIC (sonar), some 40 depth charges and a 4" gun primarily to engage submarines on the surface. Their maximum speed was 16 knots,

faster than a dived submarine but slower than one running with diesels on the surface.

U-boat strength in the Atlantic increased dramatically to 240 boats by the end of 1941 and, from mid-1942, Germany was building at a rate of 29 new boats a month. Most U-boat operations were conducted as Wolf Packs in which several boats would concentrate at a location predetermined by intelligence. Individual boats would signal convoy sightings to U-boat headquarters by wireless. This also heralded a weakness as transmissions could be detected by High Frequency Direction Finding (HF/DF), ashore and afloat. By 1942 most escorts were fitted with HF/DF or 'Huff-Duff'. Decryption of coded signals aided intelligence on both sides with Ultra decrypts at Bletchley Park making a significant contribution towards combatting the U-boat threat.

The size and capability of individual U-boats varied but the Type VII or 'Atlantic Boat' was a typical example. About 800 tons, these has a range of 8,500 nautical miles surfaced and a maximum surface speed of 17 knots (7 knots dived). Each boat carried 14 torpedoes. In addition to intelligence, the U-boat arm relied

heavily on airborne reconnaissance and it's interesting that both Royal and German Navies encountered similar problems in obtaining effective cooperation from their respective air forces. Eventually the Focke-Wulf Condor, a converted civilian airliner, was used in both a reconnaissance and occasional bombing role. The appearance of a Condor was inevitably the precursor to a coordinated Wolf Pack attack. As they flew well outside the range of anti-aircraft guns fitted to warships, an early solution was to equip merchantmen with a catapult launched Hurricane fighter specifically to shoot them down. These



Convoy viewed from the bridge of an escort.



A Flower Class corvette

were known as Catapult Armed Merchantmen or CAM ships. Once the sortie was over, both Hurricane and pilot ditched into the sea; hopefully, the pilot was rescued by one of the escorts. Obviously not an ideal solution but they provided a contingency until small escort carriers could be procured in sufficient numbers.

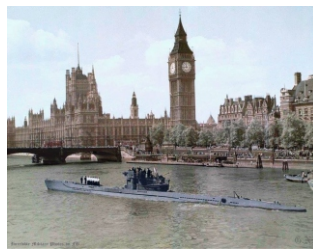
RAF Coastal Command's contribution was immense in spotting and attacking U-boats transiting on the surface to and from their hunting grounds, making it exceedingly difficult for them to recharge their batteries. Detections at night were aided by radar and the Leigh Light that illuminated the target during the attack run. Near the end of the war, the Germans developed the schnorkel so that they could run their diesels to recharge their batteries while dived but this reduced their transit speed and, therefore, time spent on operations. Much later boats used the Walter turbine using Hydrogen Peroxide to give a hugely increased submerged speed without the need to snort but were too late to influence the outcome of the war. There was also the acoustic torpedo or 'gnat' that was specifically designed to target escorts by homing in on their propellers.

Other developments concerned Allied escort ships, their sensors and weapon systems. The limitations of the Flower Class were predominantly lack of speed, poor endurance, and crew fatigue. The eventual answer was the frigate which, like the corvettes they were replacing, were designed to be built in commercial yards but, this time, with twin shafts and a top speed of 20 knots. As already mentioned, the primary sensor for the detection of submarines was the ASDIC – so called after the Anti-Submarine Detection Investigation Committee set up after the First World War. Some 200 destroyers and sloops had been fitted with ASDIC prior to 1939 which consisted of a hull-mounted transducer capable of emitting an electronic pulse through the water. The pulse, which had a maximum range of about 1,500-2,000 yards would bounce back if it encountered an apparently solid object in its path. Depending on the submarine's depth, the escort could lose contact at anything between 750 and 150 yards of the contact which she would then have to pass over before dropping a pattern of depth charges.

Having dropped its pattern, the escort had to maintain speed to avoid blowing her own stern off! Once the pattern had exploded, the escort would need to turn – perhaps in heavy seas – and resume the search if there were no obvious signs of a U-boat 'kill' (oil, wreckage, etc). Meanwhile the U-boat would probably have gone deep (up to 170m for a Type VII) and be heading at full speed away from their last known position. As it could also take 15 mins or so for the sea to subside sufficiently for normal ASDIC conditions to resume, regaining contact was far from easy. Add to this the problem of escorts being detached for the time it could take to prosecute the contact and then catch up with the convoy later, using more fuel at higher-than-normal speeds.

Maintaining contact was improved with the introduction of ahead throwing anti-submarine weapons. The first of these was the Hedgehog which fired a cluster of 24 mortar bombs

some 250 yards ahead of the attacking ship whilst remaining in ASDIC contact. These mortars only exploded on contact which had the advantage of signalling a certain hit but removing the possibility of damaging or even destroying the submarine with a near miss; a depth charge exploding within 20' would have generally achieved this. This was resolved by the Squid in 1943 with each mounting capable of launching a pattern of 3 depth charges 300 yards ahead of the ship. The inspired appointment of Admiral Sir Max Horton to the post of C-in-C Western Approaches in November 1942 was a significant milestone. A former submariner, Admiral Horton was very much a 'thief set to catch a thief' and swiftly sought to bring innovation to the battle from his headquarters at Derby House, Liverpool. One of these was the introduction of Support Groups to augment the hard-pressed convoy escorts. Independent of the convoy system, these groups comprised some 8 warships and sometimes an escort carrier. They could be directed to likely U-boat concentrations, based on intelligence (usually Ultra) with their endurance enhanced by replenishing fuel and ammunition at sea.



U-776 in 1945 manned by a Royal Navy prize crew

The Battle of the Atlantic was a significant victory for the Royal Navy, Royal Canadian Navy, Royal Air Force and Royal Canadian Air Force, and other Allied navies and air forces. But this was just the tip of the spear: scientists that sought technological improvements, ship builders and repairers that made good the losses, Bletchley Park and 'Ultra', dockyard workers and many others played their part, but the role of the Merchant Navy cannot be overstated. This loose collection of British shipping lines manned by civilians and augmented by Allied merchant vessels was fundamental to Britain's survival. Unlike the Royal and other fighting navies, there was little glamour or much formal recognition. The entire war depended on the successful arrival of the Atlantic convoys; without fuel, food, raw materials, and men and war materiel from North America, Britain would have had little alternative other than to sue for peace. There would have been no liberation of Europe which would have remained under Nazi dominion. Eighty years on, we remember the sailors, airmen, soldiers, and civilians - men, women, and children - who died at sea during the Battle of the Atlantic:

No cross marks the place where now we lie,
What happened is known but to us.
You asked, and we gave our lives to protect
Our land from the enemy curse.
No Flanders Field where poppies blow;
No Gleaming Crosses, row on row;
No Unnamed Tomb for all to see
And pause -- and wonder who we might be.
The Sailors' Valhalla is where we lie
On the ocean bed, watching ships pass by;
Sailing in safety now thru' the waves
Often right over our sea-locked graves.
We ask you just to remember us.

Article and photos provided by Cdr Rob Scott RN, Branch Secretary, Droxford & District RBL

CEREMONIAL DUTIES OF THE ARMY



London District
tactical recognition flash



Household Division
tactical recognition flash

British army. The Commonwealth armed force do things very much in the same way.

HQ Household Division (based at Horse Guards Parade, Whitehall) is under command of HQ London District. It is directly responsible for delivering State Ceremonial and Public Duties, primarily in London and Windsor. These events include the following –

The King's Birthday Parade (Trooping the Colour)

State Opening of Parliament

State Visits

National act of remembrance at the Cenotaph.

Public Duties include –

Mounting the King's Life Guard at Horse Guards

The King's Guard at Buckingham Palace

Guarding the Tower of London and Windsor Castle

Providing Guards of Honour and other ceremonial Guards.

Cavalry Regiments. In December 1950 the Household Cavalry joined with the Brigade of Guards to become the Household Brigade, re-named the Household Division in July 1968; at the same time the Brigade of Guards became the Guards Division.

Today each regiment of Guards Division now has only one battalion each. In addition there are specific Public Service Companies known as Nijmegen Company Grenadier Guards, Number 7 Company Coldstream Guards and F Company Scots Guards and are based at Wellington Barracks to carry out ceremonial duties. The companies rotate depending on operational commitments.

The units comprise the following

The Life Guards. (An amalgamation of the 1st and 2nd Life Guards).

The Blues and Royals (An amalgamation of the Blues and Royals and the 1st Dragoons).

(In 1992 the two cavalry regiments were grouped to become the Household Cavalry Regiment based at Hyde Park Barracks).

The Brigade of Guards. This brigade comprises the following regiments –

Grenadier Guards.

Coldstream Guards. Traditionally recruited from Coldstream on the Scottish border.

Scots Guards.

Irish Guards. Raised in 1900 after the heroic actions of Irish regiments in the Anglo Boer War.

Welsh Guards. Formed in 1915.

London Guards (London Regiment)

Command. The reigning monarch normally holds the appointment of Colonel-in-Chief of the regiments of the Household Division. Each regiment has a Colonel who is normally either a member of the Royal Family or a senior officer. They include the following

HRH The Princess Royal

HM The Queen Consort

HRH The Duke of Kent

HRH The Prince of Wales

HRH The Princess of Wales

HRH The Duke of Edinburgh



The Field Officer in Brigade Waiting. Until 1856, the Field Officer in Brigade Waiting issued orders for the Brigade of Guards.



Today the role of the Field Officer in Brigade Waiting today is largely ceremonial.

The post is normally held by the Chief of Staff, London District, or by Colonel Foot Guards should the Chief of Staff be an officer of the Household Cavalry.

The Field Officer in Brigade Waiting commands the King's Birthday Parade and, on these occasions, he will normally be the Commanding Officer of the Battalion from the regiment providing the Escort for the Colour.



The Major General Commanding. This post took over the senior command position of the Field Officer in Brigade Waiting. On 14th July 1856 the following Brigade Order appeared – “Her Majesty Queen Victoria has been pleased to appoint Major-General Lord Rokeby KCB to serve on the staff of the Army, with a view to his exercising a general supervision over the battalions in England, including Aldershot; all



communications having reference to the Brigade of Guards will be addressed to him in future, instead of the Field Officer in Brigade Waiting as before”.

Home District (now London District) was formed in 1870 under command of the Major General Commanding Brigade of Guards. In July 1968 the Household Brigade was re-named the Household Division. The Major General appointed to command the Household Division is a Guards General and usually simultaneously holds the appointment of General Officer Commanding London District.

The Brigade Major. The principal staff officer to the Major General Commanding. Always leads the Royal Procession at the King's Birthday Parade, accompanied by four troopers of the Household Cavalry.

The Garrison Sergeant Major, London District. Garrison Sergeant Majors were appointed to military districts from the mid-1800s and were responsible for garrison administrative duties (billeting, fatigue parties, discipline). In London, the nature of the role began to change with the appointment of GSM George Stone in 1952 when he was responsible for the State Funeral of King George VI, setting the precedent for such ceremonial occasions, including the King's Birthday Parade and more.

Public Duties. The regiments of Foot Guards (occasionally supported by non Household Division and Commonwealth units) provide the King's Guard (at St. James's Palace and Buckingham Palace), the Windsor Castle Guard and the Tower of London Guard. (In September 1818 there were 89 sentry posts which were permanently manned by the Foot Guards in Central London. Today there are far less.)

Units currently on Public Duties. Each regiment of Guards Division now has one battalion while, in addition, Nijmegen Company Grenadier Guards, Number 7 Company Coldstream Guards and F Company Scots Guards are known as Public Duties Companies, based at Wellington Barracks to carry out ceremonial duties.

Ceremonial Events. Ceremonial duties are an important part of Army history and tradition. The Household Division provides both ceremonial and operational support for the Crown. Royal occasions such as the State Opening of Parliament, Trooping the Colour (King's Birthday Parade) and Beating Retreat. Ceremonies such as Changing the Guard, form an important part of the Household Division's working day and are full of symbolism, tradition and meaning.

Changing the Guard. The Changing the Guard ceremony at Buckingham Palace follows a traditional format that is the basis for guard changing ceremonies which take place at other Palaces and Royal Residences.

Changing of the King's Life Guard. The King's Life Guard is provided by men of the Household Cavalry Mounted Regiment at Horse Guards. The ceremony takes place daily on Horse Guards Parade and involves the exchange of the Old Guard with the New Guard.

Guard at Windsor. Windsor Castle is one of three official

residences of The King and has been home to the Sovereign for over 900 years. Changing the Guard takes place daily within the Castle grounds.

Guard at the Tower. The Tower Guard are responsible for the security of the Tower of London and post a sentry outside the Jewel House and outside The Queen's House. This is done in conjunction with the Yeomen Warders and the Jewel House wardens and is provided 24 hours a day.

State Opening of Parliament. The army provides soldiers for this occasion marking the formal start of the parliamentary year and the King's Speech sets out the government's agenda for the coming session, outlining proposed policies and legislation.

Trooping the Colour. Conducted to celebrate the Sovereign's Birthday. It always takes place on a Saturday in June by the Household Division, on Horse Guards Parade. The Monarch always attends and takes the salute.

Military Musical Events. The Beating Retreat sunset ceremony on Horse Guards Parade involves the Mounted Bands of the Household Cavalry and the Massed Bands of the Household Division playing music and demonstrating precision drill. Scarlet and Gold. Conducted by all seven Massed Bands of the Household Division. The Household Division Recital and Concert Series take place on a monthly basis. They are presented by the Guards' Chapel and the Household Division.

State Visits. Visits by foreign Heads of State always include parades and ceremonial inspections.

DW. Source - Ceremonial Events, The Household Division - Official site <https://www.householddivision.org.uk/hq>



Other News



County Golf Day

Hampshire Royal British Legion County Sports 2023

Golf Pairs

April 11th 2023

The Hampshire RBL County Pairs tournament returns to The Army Club, Aldershot on **MONDAY 22nd MAY** for the 2023 event so come on Branches and Clubs, please join in!

This golf course, one of the finest in North Hampshire is close to the home of the British Army and hosts many events for serving personnel. It is situated close to Farnborough airport but is easily accessible from the M3 and Blackwater valley main routes. It presents a good challenge with its 6300 yd par 71 features which run through gently sloping woodland.

We have secured the military rate due to our RBL association. We have an excellent value day again at £55.00 per person (£220 per four) PROVIDING we get 30 players (may require £5 more on the day if less) which includes coffee and bacon roll on arrival, 18 holes of golf and ham egg and chips to follow plus a contribution to the prizes. The cost to ARMY CLUB members will be £20 (£80 per four). **As with last time the format has changed to a team of four with the best two individual scores in each becoming the best pairing**

Tee-offs will commence from **9.30am** approx depending on entry size (entry limited to 8 four-balls). Teams will be notified of their exact tee-off positions nearer the date. There are only a few buggies available on the day and YOU will need to book BEFORE then if you require one (01252 337272 and ask for Vivienne). **This is primarily a light-hearted event but the pride of YOUR Branch is also at stake and as we will also be holding a raffle for the Poppy Appeal, please bring some cash!**

The format of play is: Stableford, full handicap (max. gents 24, ladies 30)

There will be prizes for the winners and runners up plus awards for the Longest drive, Nearest the pin and N.T.P. in 2. Players are VERY MUCH expected to dress and behave in accordance with the regulations for most golf courses. Dress for the meal and presentations should be smart casuals.

The closing date for entries and receipt of fees to **MONDAY 15th MAY**. Cheques sent early may be post-dated to May 15th. The completed entry form attached **MUST** be accompanied by **FULL** payment. (photocopy this form if you require more entry sheets.)

Cheques should be made payable to: **Mr. R. J. Bourn**, or by bank transfer to **R. J. and P.A. Bourn**, NAT WEST Bank, sort code 60-02-49, a/c no. 49389416, using your name as reference.

SEND FORM AND PAYMENT TO: Rick Bourn, County Golf Secretary, 86 Cavalier Road, Old Basing, Hants. RG24 7ET. (07900 648675) or email to rickbourn@yahoo.com

Charity Number 219279

An application form can be found on the next page.

1908 Royal Navy Volunteer Reserve Long Service and Good Conduct medal



This medal was awarded for twelve years good service to Petty Officers and Ratings. War service counted as double and those personnel who completed a full six years during World War Two were awarded this medal.

It was awarded to members of the Royal Navy Volunteer Reserve as well as the South African, Canadian, Australian, New Zealand and Indian Navy Volunteer Reserves. South African and Australian medals were named.

Poppy Appeal Matters



A new CFR has been appointed for South Hants & IOW. Julie Lax has just take up her position recently.

Our North Hampshire County Community Fundraiser, Sarah Ferris, is looking for volunteers for North Hampshire (ph 07742 762988, email SFerris@britishlegion.org.uk) is looking to recruit new PAOs for North Horndean and Lovedean. Volunteers are also required for South Hampshire.

Forthcoming Standard Bearer Training

			
Hampshire Standard Bearer Training 2023			
	EASTLEIGH Pavilion on the Park 1 Kingfisher Drive, Eastleigh, SO50 9LH		ASH Ash Manor School Manor Rd, Ash, Aldershot GU12 6QH
Please arrive ten minutes before training starts to prepare yourself and your Standard.			
January	No Training		Tuesday 10th 19:00 - 20:00
February	Sunday 12th 14:00 - 15:00		Tuesday 7th 19:00 - 20:00
March	Sunday 12th 14:00 - 15:00		Tuesday 7th 19:00 - 20:00
April	Sunday 9th 14:00 - 15:00		Tuesday 18th 19:00 - 20:00
May	Sunday 14th 14:00 - 15:00		Tuesday 9th 19:00 - 20:00
June	Sunday 11th 14:00 - 15:00		Tuesday 6th 19:00 - 20:00
July	Sunday 9th 14:00 - 15:00		Tuesday 11th 19:00 - 20:00
August	Sunday 13th 14:00 - 15:00		Tuesday 15th 19:00 - 20:00
September	Sunday 10th 14:00 - 15:00		Tuesday 12th 19:00 - 20:00
October	Sunday 8th 14:00 - 15:00		Tuesday 17th 19:00 - 20:00
November	Sunday 5th 14:00 - 15:00		Tuesday 7th 19:00 - 20:00
December	No Training		No Training
Please note: All Standard Bearer must attend two training sessions a year, and be physically fit enough to carry the Standard, as agreed when they signed the yearly MS1 Form.			
Hampshire Parade Marshal: David Graham			
E: Hampshire.ParadeMarshal@rbl.community		M: 07597 455112	

As per RBL regulations all Standard Bearers must undergo two training sessions per year. This is so that Standard Bearers are compliant with health and safety as well as fitness requirements.

Gratitude and attitude are not challenges: they are choices.
Robert Breathe



Hampshire RBL County Sports 2023 (GOLF PAIRS)
at The Army Golf Club, Laffans Rd, Aldershot. GU11 2HF
<http://www.armygolfclub.com/>

MONDAY 22nd MAY 2023

(Copy this form as many times as required)

Branch/team name: _____

Team 1:

Names, handicaps and contact phone numbers.

1

2

3

4

Team 2:

Names, handicaps and contact phone numbers.

1

2

3

4

Please make cheques payable to: **Mr. R.J. Bourne** and send, with this form, to: Rick Bourne, County Golf Secretary, 86 Cavalier Road, Old Basing, Basingstoke, Hants. RG24 7ET. (07900 648675, email rickbourne@yahoo.com). Transfer funds to R. J and P.A Bourne, NAT WEST Bank, sort code 60-02-49, a/c no. 49389416, using your name as reference.

ENTRIES SHOULD BE SENT ASAP BUT NO LATER THAN 15th May 2023
CHEQUES MAY BE POST DATED TO SAME DATE

County Contact Details

Postal Address for Hampshire County Committee
Hampshire & IOW MEO (or Name), Royal British Legion, 199 Borough High St, London SE1 1AA

RBL Website: www.BritishLegion.org.uk, County Website: <http://counties.britishlegion.org.uk/counties/hampshire>

Facebook Page: www.facebook.com/groups/hantscountyrbl/ Facebook Email - Hampshire.web@rbl.community

Poppy Appeal - www.facebook.com.poppy.HampshireRBL

Contact us

It's your newsletter!!!

If anyone has any articles that they would like published in the Newsletter then please contact the editor (Colonel (Retd) Dudley Wall MSM MMM) with any information or articles by the 20th of the month at:

HampshireLinkDW@yahoo.com

ALL LEGION INQUIRIES

(including Welfare requests) should be directed to the national call centre

0808 802 8080

County Personnel

Patron Lt Gen Sir Mark Mans KCB CBE DL

County President Col Andrew King

County Vice President Brian C.N. Soffe

County Vice President Robert G Knight

Chairman Tim Russell Hampshire.Chairman@rbl.community

Vice-Chairman Robert Bartlett Hampshire.vicechairman@rbl.community

Treasurer Ges Brown hampshire.treasurer@rbl.community

Committee members - Melvyn Cole, John Davies, Paul Holyoake, Brian Mansi, Avril Mitchell, Vic Thorn

County Management Board: Tim Russell, Robert Bartlett, Ges Brown, Melvyn Cole

Conference Committee: Chairman Brian Mansi, Secretary Avril Mitchell, Pat Prior BEM QVRM, Melvyn Cole, Chris George, Nigel Thomas.

Cups Sub-Committee: Brian Mansi, Avril Mitchell, Pat Prior BEM QVRM

Annual Conference Delegate: Tim Russell

Community Fundraiser North: Sarah Ferris

Community Fundraiser South: Jackie Lax

Regional Fundraiser Manager: Clare Peppiatt

Poppy Appeal Coordinator - North: Jacki Gatfield

Poppy Appeal Coordinator - South: Pat Prior BEM QVRM

Principal Recruiting Officer: VACANT

Training Officer: VACANT

Community Support: VACANT

CCSC: VACANT

Clubs Liaison: Paul Holyoake

Communications Support: Dudley Wall

County Webmaster: Avril Mitchell Hampshire.Web@rbl.community

Youth Officer: Steve Slack Hampshire.CYO@rbl.community

Events Support: VACANT

Parade Marshall: David Graham, Deputy Parade Marshall: VACANT

County Standard Bearer: Pete Pullin, ppullin@britishlegion.org.uk

Deputy County Standard Bearer: Andy Cassidy

County Youth Standard Bearer: Amelie Neal

Ceremonial Support: David Graham, Karen Graham

County Padre: Reverend Mark Christian

Golf Officer: Rick Bourne

Membership Engagement Officer: Pete Pullin, Membership Engagement Manager: Martin Pelling

Membership Council Representative: Gerry Nunn

Public Relations Officer: VACANT

Independent Examiners: Ges Brown, Mike Davis

UK Honours Awards: County President, County M.E.O.

[Errors and Omissions Excepted](#)