

Force 4
Christmas 2013
Colour Supplement



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Our Chairman writes:-

2013 has been another good year for the Association apart from local events around the country we enjoyed our annual reunion dinner in Liverpool where the 70th anniversary of the Battle of the Atlantic was also celebrated. A number of us have laid wreaths to remember former RFAs who lost their lives serving their country in this battle and again on Remembrance Sunday in Plymouth, Solent and London.



Captain Pat Thompson and I made our first annual check of the RFA memorial at Alrewas and were pleased to see that it has not lost any of its sparkle. We were able to check on our offices in Semaphore Tower as well as say "hello" to the new RFA Commodore Rob Dorey in



Whale Island. A month later the Association trustees

met in Semaphore Tower to discuss Association business and have made a number of plans for 2014.

The Association continues to be busy and we have a steady stream of people joining us which is great and I think it is important to stress that the Association is open to all RFA personnel without exception, serving or retired. The Board of Trustees has representatives from every specialisation and every corner of UK.

One of our main means of communication has been through Gunline and it is disappointing to note that the RFA Newsletter has not been produced for over a year. Because of this we have initiated an online Force 4 so we can at least email news to our members. I certainly hope you will find this an interesting read along with some useful information.

Let us hope 2014 is every bit as good as 2013 and both Pat and I wish you all a very happy Christmas and a successful new year.

John Littlechild writes:-



Since Gibraltar has been in the news quite often in recent weeks, I thought it appropriate to have a short "muse" on our very own Pillar of Hercules.

For the vast majority of us, particularly in the Royal Navy and the RFA, Gib has always been the first call out and the last call back, a place to gather up any forgotten "rabbits" (Gifts for the old folks at home) on the completion of deployments. For some of us, Gibraltar was our very first exotic foreign port! My first visit was in 1962 and it was a far cry from what it is today. To begin with, Main Street was mostly Indian gift shops, cheap restaurants and bars, with the odd haircutterie thrown in. Bars were easily distinguishable by their wooden shutters (no plate glass windows HERE Jan) as most landlords were quite used to bar brawls spilling over into the street, via the windows. Most of these bars were very proud of their "floor shows" which usually consisted of a couple of tired old Spanish slappers clicking their castanets and stamping their feet, accompanied

by a three or four piece band - accordion compulsory, protected by chicken wire, due to airborne bottles (no cans in those days) and similar missiles. Some of the bars I can remember by name - hands up for the Universal, the Trocadero and the Winter Gardens among many others. When we had a Navy, units from the Med, on the way home would hand over to their reliefs in Gibraltar, usually prompting fun and games, and loadsa work for the Naval Plod!

I cast my mind back over dozens of visits over the years and think about some of the delightful characters that inhabited the narrow streets. Who cannot remember Smelly Albert (*Sadly no longer with us, Ed.*) - purveyor of pleasant pongs and swordfish steaks? Chippy Chipolino the local manager of Saccone and Speed - difficult man to catch, whenever you phoned you were told "Mr Chipolino is in conference" So you had to go to the saloon bar of the Bat and Ball pub, a couple of doors down! Big Norman (ex cop-per) who ran what was then one of the very first up-market restaurants in Gib, the Spinning Wheel, who would open his restaurant specially to the Officers of the RFA in refit for Sunday Lunch, and then panic because he couldn't get them out in time for the regular evening opening (But by that time didn't care!). There was David Wheatley of Strings (And BFBS), Ray of the Royal Oak in Irish Town, and not to forget Jack and Joan of the Coach and Horses, with their beautiful alsation dog (Trixie, I seem to remember) and the nutty cat that used to sleep on the awning above the bar counter and drop down onto the bar, thus frightening anyone who was sitting there half to death. Last but not least, Tony from Casa Antonio, down by the pens. So many hilarious occasions spent with these folk - strange how they are mostly associated with the Licensed Victualling profession!



Who does not remember participating in the infamous Gibraltar haircut runs? A group would proceed ashore after lunch with all the best intention of getting a haircut, and conveniently forgetting that such establishments close from 1pm until 4 for siesta doncha know. Oh well, just have to have a beer or so until they reopen. Well, we've all heard THAT one before, haven't we? Said group totters back on board about 9 pm, negative cash and negative haircut - just have to try again tomorrow! And of course, Gibraltar was always like a village, and it was impossible to do anything quietly or secretly, the whole island would know in minutes - where you ate last night, what you had to eat, and how much the bill was! After a while I figured out why the locals used to spend so much time on the telephone, which



was free of course. I often used to go across to Caleta Bay, where we would sit on the terrace outside the Village Pub, watching the hoi polloi on the beach, with their sandy spam sandwiches, while we, the sophisticates consumed large quantities of deep fried calamaris and icy pints of Carlsberg.

I guess that it must be twenty years now since I was last in Gibraltar, but it still represents some of my fondest memories. Loads more to tell you, but I'll keep that for another time.

John Littlechild

Bangkok

James Smith writes:-

The Captured German Kriegsmarine Supply Ship and Oiler **GEDANIA**

The pivotal role of the modern-day RFA and their support of not only the ships of the Royal Navy but also ships of other friendly Navies too, was arguably not properly understood by the average Joe-in-the-Street until the dramatic events of 1982 when General Galtieri embarked on his disastrous campaign to restore the Falkland Islands, known in Argentina as Los Malvinas, to Argentinian control. The decision of the then Prime Minister to send a task Force 8000 miles away from home to recapture the islands stirred the imagination of many people and the graphic televised pictures will forever remain a testament to the ultimately successful Operation Corporate. But one wonders just how many people watching these events at the time realised that the capture of 2 of the German battleship **BISMARCK**'s supply ships in 1941 would have a far-reaching impact which contributed to the wide-scale development of the use of rubber hoses to transfer fuel between ships whilst underway rather than the hitherto-utilised trough method, which had been developed from 1937 onwards and which utilised 3½inch flexible bronze hoses, which in itself had evolved from the cumbersome stirrup method which had used 5 inch bronze hoses.

The Germans had planned to use long-distance commerce raiders in the event of War during the 1930's and because of their lack of overseas bases, had been forced to concentrate heavily on the fuel supply



problem and had carried out numerous experiments. The Spanish Civil War proved to be the ideal test-bed for some of these and the Germans ultimately developed a technique which utilised rubber hoses which were obviously both inflatable and also much lighter than those in use by the British. These were fitted to a number of their oilers, 2 of which were captured intact by the Royal Navy in the North Atlantic during 1941, which gave the British a first-hand insight into the German techniques. The 2 oilers concerned were named **LO-**

THRINGEN and **GEDANIA** and it is the latter which is the subject of this article.

She had been launched in Kiel by Howaldtswerke A.G. in September 1919 as their Yard Number 587 named **GEDANIA** for the Baltische-Amerikanische Petroleum Import GmbH of Danzig. Her vital statistics were as follows: 499.0 (p.p.) x 64.1 x 31.7 ft with a gross tonnage of 8923 t and a net registered tonnage of 5101 t. She was powered by a quadruple 4 cylinder engine which developed 462 nhp and this gave a service speed of 10 knots via a single screw. In 1933 she was transferred to the associated Waried Tankschiff Rhederi GmbH of Hamburg, with her name unchanged.

In 1939 she was requisitioned by the Kriegsmarine for service as a Supply Ship and Oiler, name unchanged, to support the planned German long-range commerce raiders which would operate in the Atlantic and she would then return home with captured Allied seamen from sunken ships. In September that year she ran the blockade to Germany after first loading a cargo of whale oil in Tenerife from the Norwegian tanker **JASPIS**. For this her Master was decorated. In May 1941 she was again deployed to the North Atlantic, this time to support the battleship **BISMARCK** and the heavy cruiser **PRINZ EUGEN** on Operation Rheinbung. Following the loss of **HMS HOOD** and the subsequent sinking of **BISMARCK** on 27 May 1941, the Royal Navy launched a major operation to find and capture these supply ships and of the 9 supply ships involved, 7 of them were captured within a 2 week period! Operation Rheinbung proved to

be a failure.

On 04 June 1941, the Ocean Boarding Vessel **HMS MARSDALE**, an ex-Kaye & Son cargo liner which had been requisitioned by the Admiralty in August 1940 and commissioned with Pennant Number F 103, captured **GEDANIA** near Iceland in position 43.38 N 28.15 W. At the time she was carrying 48 torpedoes to replenish U-boats. Her Master, Captain Heinrich Paradies, her First Officer, Doctor and 20-22 Ratings abandoned ship and were recovered from their lifeboat shortly afterwards. 3 explosions from scuttling charges placed by the retreating crew then rocked the ship – 2 amidships and 1 astern – but these were not enough to sink her. She was boarded for inspection and important papers were recovered. Because of damage to one of her boilers, she could only make 2 – 3 knots (although this was later increased to 6 knots) and she finally reached Greenock on 12 May 1941. Her Crew were first taken to England but were later transferred as PoW's to Ontario where they spent the remainder of the War. Her Master finally returned home to Germany in 1946. The ship served with the MoWT and was formally renamed **EMPIRE GARDEN** in August 1941 under management of Gow, Harrison & Co of Glasgow.

On 04 September 1941 she conducted oiling-at-sea trials in the Clyde area and then on 01 October, her oiling-at-sea equipment was landed at Greenock. A proportion of it, including her rubber hoses, was transferred to **RFA GRAY RANGER** at Leith for further trials and evaluation purposes. Some rubber hoses were also transferred to **DALE CLASS** oilers, as they had ample supplies of compressed air. On 28 October 1941 further trials were conducted in the Clyde area and also at Scapa Flow with both **RFA GRAY RANGER** and **EMPIRE SALVAGE** (the former **LOTHRINGEN** which had been captured by the cruiser **HMS DUNEDIN** on 15 June 1941 also with her oiling-at-sea gear and 5 inch rubber hoses intact) much of which involved using the captured German hoses and equipment. However, owing to a rubber shortage, it was late in the War before sufficient rubber hose was manufactured to replace the Admiralty ones which continued in use.



In June 1947 the ship was purchased by the South Georgia Co Ltd (Christian Salvesen & Co, Managers) Leith and was renamed **SOUTHERN GARDEN** and was used to transport whale oil from South Georgia to the U.K. She regularly operated on this route until her final voyage ended in Tilbury in May 1960, after which she was laid up off Southend awaiting the inevitable breakers' torches.

She was finally sold for scrap and was broken up by T.W. Ward Ltd at their Inverkeithing Yard where she arrived on 25 July that year.

Tom Adams writes :-

The RFA in World War One was not the spark on the Planet, fledgling, variable standards of personnel and ships, some discipline problems and some recruiting problems -- all resolved in the end with officers and engineers being commissioned in RNR and crew on a variation of the T124 agreement.

The Fleet did grow in size and its function fell into a number of categories -- fleet attendance (forerunner of today) (including water tankers), oil transportation, repair ships (forerunner of Diligence), mooring and salvage vessels and a dip into store ships. Only one collier (Mercedes). The Admiralty fleet of tankers was challenged by two factors -- defensive arming and US interpretation of Neutrality laws. This meant that a large number of the freighting tankers (eg, the wide variety of LEAFS and the WARS) were moved away from the Admiralty and run under commercial management and 'ownership'. All Admiralty pattern

material was removed, eg, anchors, searchlights, W/T equipment changed to Marconi, lifeboats were commercial pattern and even the cutlery and china was not allowed to reflect Admiralty or RFA. Lloyds Register and the British Shipping Registers recorded their new 'ownership'. Their tasking remained HMG but then by 1917 all tankers trading into the UK were in effect on Government Account. With the Oiling-at-Sea trials and introduction to support to destroyers on convoy escort was undertaken by MFA chartered tankers rather than RFAs.

John Puddy writes:-

SS Freshspring, the last of the line.



I first heard of Freshspring in the pages of a Steamboat magazine. It inspired in me the desire to find this ship and to see what it was all about. I did find her, laying in a forlorn state on the banks of the River Severn at Newnham. Further enquiries led me to the owner John Richards.

Freshspring was built as a mundane RN auxiliary coasting water tanker. She was the last of the 14 Fresh class ships to be built, launched 15 August 1946, and completed 10 February 1947. The hull and superstructure are entirely of riveted construction incorporating a traditional Timber bridge amidships, a straight stem,

and counter stern. SS Freshspring has a large-volume hull to accommodate the water tanks. Her whaleback houses stores, heads and showers and her full bows contribute to achieving maximum capacity within the overall dimensions of the ship, whilst the counter stern brings an element of elegance to her workaday hull-form. The deck mounted galley, crew cabins, toilets and wash facilities installed for prolonged operations are simple and basic as was the norm on early steam ships. Accommodation is deck crew forward and engineers aft, with the more lavishly appointed captain's cabin below the bridge. Lavatories and shower are in the forepeak for crew and aft for officers who also had the luxury of a bath. Her boiler and triple expansion engine were manufactured by the builders, are original and of similar configuration to those on vessels from the turn of the century. All the steam-powered auxiliary machinery is original. Overall Freshspring is substantially intact from the time she was built whilst being highly evocative of early 20th century sea going steamships in style and features. She has become the sole survivor of her class and is a unique example of the small seagoing Admiralty ships built to serve warships of the fleet.

Freshspring, on acceptance by RFA was directed to her first naval station at Malta. We do not have the log for Freshspring's passage but we do have documentation for one of her sisters, Freshpool which for the same passage took 12days, 9hours 7minutes and the coal consumption was 49 tons. The ships best speed in favorable conditions is 9.5 knots.

The working life of SS Freshspring is typical of the small ship's which served the warships of the Royal Navy. They were sent to various bases from Iceland to the Mediterranean and were designed to make long journeys by sea and the accommodation and facilities reflect this. Peter Hollins an ex naval Officer remembers Freshspring and adds this note: Freshspring is the Naval water tanker that I recall, my memories are firstly of our difficulty in connecting to her enormous discharge hose with the 2" deck fitting of our 52ft HSL BONNIE KATE. Finally they found us a reducer that served. Secondly, I remember the glitter of her engine room. The engineers had plenty of time to polish every scrap of non-ferrous they could find.

She was one of 14 vessels in the Fresh Class, designed by H.M. Dockyard, Devonport to the order of the RFA. The design was antiquated to say the least and based on that of the earlier BLOSSOM and FOUNTAIN CLASSES but with an additional salvage and fire-fighting capability. All the ships were built for the Admiralty by Lytham Shipbuilding & Engineering Co., Lytham, Lancashire between 1940 and 1946. They were originally operated by the Director of Victualling and were maintained at RN bases in the U.K. and Mediterranean where they were employed principally in replenishing warships' distilled freshwater supplies and also, from time to time, in fire fighting and salvage work. A total of 236 tons of fresh water could be carried in 6 tanks. Most of them saw only limited service under the RFA ensign, manned by RFA crews working under Board of Trade (Home Trade) Agreements, before being transferred to the control of the Captains of the Dockyards on Yard Craft Agreements. In 1959 they were brought under the authority of the newly-formed Port Auxiliary Service which in turn became the Royal Maritime Auxiliary Service. Originally all coal-fired, 4 of the Class were converted to oil-burning in 1961

Freshspring was launched in 1946 and commissioned in 1947, her principal dimensions are; 121Ft long, 25ft 6inch beam and 10ft draft. She was crewed by 12 men.

The ship is exclusively steam powered. Her construction is riveted steel and the layout is typical of the now extinct small coasting ship of the early part of the 20th century. The boiler and triple expansion main engine were built by the makers and auxiliaries supplied by famous makers such as Sissons, Donkin, Dawson and Downie, Drysdale and Co, En Mackley and co and Robey. On the raised focsle is mounted the windlass made by Gemmell and Frow, Hull.

For the technically minded, the boiler is a single scotch cylindrical return tube. It has three corrugated oil burning furnaces with pressure jet burners supplied by a Wallsend Howden system of dual pressure pumps and heaters with suction and discharge oil filters. This system is very famous and eventually when oil burning became the norm probably kept the entire merchant navy steaming. No super heaters are fitted. Forced draught is supplied by a centrifugal fan driven by a single cylinder steam engine built by Sissons of Gloucester. The combustion air is supplied to the furnace fronts via a multitubular combustion air heater positioned below the funnel base. It contains 196 tubes 2 inches O.D., The boiler working pressure is 180 p.s.i. It is 13 feet diameter and 10ft 6 inches long. Each furnace is 2ft9inches diameter and they are connected to three combustion chambers.

The main engine no 558 made by Lytham engineering is triple expansion. The cylinder bores are 8, 18, 30 inches and the stroke 21 inches. I.H.P. is 450 at 75 rpm. The engine drives by rocking levers an air pump, two boiler feed rams and two bilge rams. Reversing is by a single cylinder steam engine and the gear is known as the all round type. Impulse steam for starting should the h.p. engine be stopped on either centre is supplied to the L.P. cylinder only. No governor is fitted. The engine exhausts to a surface condenser to which sea water cooling is supplied by a centrifugal pump driven by a single cylinder vertical steam engine the complete package having been built by Drydales of Glasgow. The engine driven air pump taking its supply of condensate from the condenser discharges to a head tank, which acts as a separating tank. From here the condensate drops by gravity to a dual oil filter unit packed with coir and made by Cairo and Rayner, before entry to the feed tank.

The electrical system is 110 volts D.C. the main switchboard is supplied by one electric generator made by Clarke Chapman of Gateshead and is driven by a vertical single cylinder engine by Roby of Lincoln. The generator is 10kw at 500rpm. There is a large capacity centrifugal pump which can be used for fire fighting or salvage duties. It is driven by a vertical single cylinder steam engine and the complete plant was made by E.N. Mackley co Ltd.

The general service pump is a vertical single cylinder unit (similar to Weir) made by Dawson and Downie. It is also a boiler feed pump.

The very large vertical cargo pump also by Dawson and Downie is completely segregated from any other system. Capacity is about 300 tons per hour.

Steering is rod and chain powered by a Donkin steering engine in the wheelhouse.

The Michell thrust block is situated immediately aft of the main engine and from this the intermediate shafting passes through



a tunnel which runs through the aft cargo tanks and thence to a bearing and gland space immediately below the engineers accommodation. The intermediate shafting runs in two grease lubricated bearings and the stern gland is soft packed. Freshspring was also the last coal fired seagoing steam cargo ship built at Lytham Engineering and Shipbuilders, who had a famous and long history of building unusual sea and river craft. Richard Smith set up a shipbuilding company in Preston in about 1860 and built some 140 ships before the River Ribble was diverted to accommodate the Albert Edward Dock. This left the shipyard with no water in which to launch their ships. A new 9 acre site was chosen in Lytham creek on the Lytham side of Liggard Brook. The first vessel completed on this site was the steamer Sunlight in 1889 for Lever Brothers who had a long history of Lytham built ships. Subsequently many ships were built for river and lake services within the colonies, many of which sailed under their own power to their destinations across the world. The yard never really recovered after the war and with the creek progressively silting up restricting the size of ships that could be built. It ultimately closed in the early sixties and now nothing remains except derelict slipways.

In 1960 Freshspring steamed back to the UK to operate on the Clyde, the west coast of Scotland and other locations in the UK. She was converted from coal to oil fuel in 1961. Surveyed and refitted at Ardrossan in 1969. Upon completion of this refit she was towed to the Clyde where she spent her final service years as a stand by for when the resident water tanker was out of action for any number of reasons. We do have documentation that she attended a number of American naval ships during her time in Scotland and an interesting sequence of log entries which refer to raising steam in order to shift her anchorage after she had been converted to an oil burner. The first start arrangements are antiquated to say the least, with a hand cranked pump to circulate the fuel and a paraffin heater to raise its temperature. Seemingly all hands and the cook were involved with people being sent ashore to get more paraffin for the heater. There is a superb entry stating that the Captain eventually had to pitch in cranking the pump and after all this, steam was not successfully raised. Of course things are much different on ships which have the advantage of an auxiliary boiler. Freshspring was eventually sold out of service on 4 July 1979 to a private owner, who had her towed to Bristol, where it was planned to use her for the experimental use of alternative fuels to power ships' engines. It turned out that she was only steamed a couple of times in Bristol docks, carrying passengers and being fired by scrap wood. During these activities she lost two blades of her propeller which caught on the dock wall. It appears that teas were sold on board and visitors were charged to visit the ship. Local traders were not happy with this arrangement and subsequently and possibly linked, the bridge was broken into and all equipment except the steering engine was stolen. That was the end of her ability to move under her own power. In around 1990 the docking fees at Bristol had become too big a burden on available finances and so the ship was once again hitched to a tug and towed to Gloucester docks at Monk Meadow dock. She was at Gloucester docks for only a short time before being thrown out. It appears that a minority of influential gentlemen were for allowing the ship to remain but the majority did not want a dirty, smoking steam ship spoiling their visions of a grand display of tall ships. Her next journey was to the banks of the Severn where she now lays.

John Richards was originally a volunteer on the ship and ultimately she was left to him when the owner Oswald Burgess died.



Remarkably, John did not shirk his responsibility and almost single handedly took on the task of maintaining a 121 ft vessel. Every week for the last 20 years he has worked to keep some sort of order and at weekends, he tours Newport at night looking for money, which is dropped by revelers. Via this unusual fundraising strategy, John manages to raise enough money to carry out urgent repairs to the ship and purchase paint. The ship has continued however to deteriorate and when I met John he was as determined as ever but in fact, was of course losing the battle. The hull of the ship, neglected for so many years was becoming worn by the continuous grounding on each tide and a breach occurred in the shaft tunnel partial flooding the engine room. This was repaired using John's funds by a concrete patch. A further

breach occurred under the boiler and was similarly repaired.

The time had come to either accept that the ship had to be scrapped or she must be taken in hand by a trust structure. An article was put in Old Glory magazine highlighting her plight and this generated a core of enthusiastic people. Those people have come together to form The Steamship Freshspring Society, a charity dedicated to putting the ship back into working order and utilising her to encourage young people that rewarding careers exist within engineering both on sea and land.

The group are far from realising this dream but has received support from National Historic ships in the form of a small grant and recognition that Freshspring is the last potentially seagoing small coasting steam ship in the world. The Steamship Freshspring Society is set up as a Charitable Incorporated Organisation to preserve the ship for the benefit of future generations. Freshspring uniquely demonstrates how crews lived and worked on small coastal steamships of the early 20th century. It is envisaged that her main role will be to provide an educational resource both academic and practical for young people, inspiring in them the desire to become engineers and or seafarers of the future. There will be a lecture area, exhibitions and educational activities covering all aspects of a career at sea. She will be capable of steaming around the coast of Britain providing practical seafaring experience and providing educational facilities at the ports she visits. As a living museum for the educational benefit of all people she will sail in U.K and European waters wherever and whenever possible. She will operate a seasonal schedule providing cruising opportunities for up to twelve passengers in well equipped cabins. The project will engage with all people who wish to better understand our maritime heritage and particularly young people who are receptive to positive influence regarding future career choices.

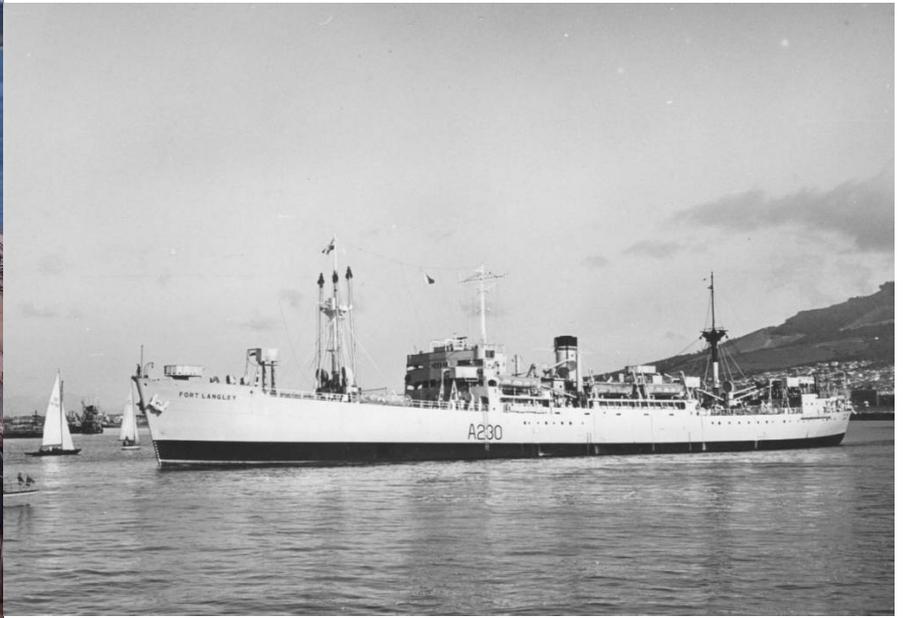
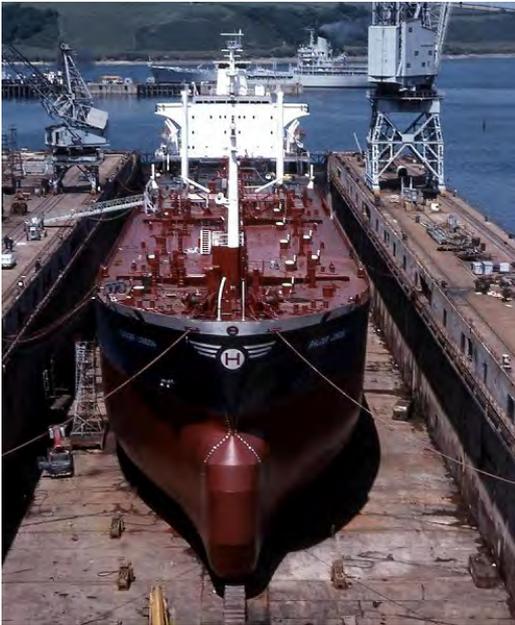
As she lies, she is in original condition and afloat. Her hull has not been thoroughly inspected for 40 years and is therefore in a critical condition. The machinery and boiler however is in superb condition having only had few hours use since refit. It is estimated that £1.5 million will be required to bring her back to steaming condition and a useful further life. The ongoing existence of vessel is in question unless emergency repairs are put in place. The condition is deteriorating while the vessel is lying on the banks of the Severn at Newnham. Over recent months, two holes have appeared in her hull and the plating has now become very pitted. Machinery is maintained in excellent condition - engine room, steam steering gear and accommodation areas are intact, although galley and officers' quarters have been partly dismantled. The Captain's cabin is complete and in original condition.

If you would like to become a member of the Steamship Freshspring Society and support the project, please contact John Puddy at john.puddy@talk21.com or visit the SS Freshspring Website www.ssfreshspring.co.uk for more information.



New member Stan McCabe has sent me these pictures taken in 1959/60 whilst in Tideflow. On the left is John Lovell with Marshall (Noddy) Downham off Weymouth Beach. Below, well any ideas?





Above, Balder London in Falmouth with a Rover in the background and Fort Langley sailing from Cape-town (Courtesy Ship Society SA)

And finally. I write:-

Without these contributions neither Force 4 nor the Colour Supplement would have been possible so my sincere thanks go to all who have contributed. I hope to produce another one, possibly after the forthcoming AGM and Reunion in Durham, (I hope to see you there) so you have plenty of time between now and then to have a shufti around your loft, garage or wherever you keep your old photographs and then to add a couple of memories to them and send them to me, you know how to find me and then we can share our salty memories and tales, electronically swinging the lantern, you never know who you might turn up.

Come of chaps, we really really do need a hand here to keep this newsletter going.

In the mean time I wish you and yours the merriest Christmas and the happiest, healthiest and prosperous New Year., see you in Durham.

Warmest wishes

Pat

Aka Captain Pat.

Year	Month	Date	Time	Event	Venue	Notes
2014						
	March	30 th (Sun)	01:00	Advance clocks 1 hour to "A"		1. Time Zone "A"
	May		15:00	RFA Association AGM		1. Ramside Hall, Durham
			19:00	RFA Annual Reunion		1. Ramside Hall, Durham
	Jun	28 th (Sat)		Armed Forces Day	Stirling	1. Lead Venue
	Sept	3 rd (Wed)		Merchant Navy Day		
	Sept	7 th (Sun)	11:00	Merchant Navy Day Parade	MN War Memorial Tower Hill	1. Arranged by the Merchant Navy Association 2. Wreath Required
	Oct	11(Fri)		2nd Anniversary of the Dedication of the RFA National Memorial	NMA, Alrewas, Staffordshire	1. No Specific Events
	Oct	26 th (Sun)	02:00	Retard Clocks 1 Hour to GMT		1. Time zone Z"
	Oct	TBC	17:00	Annual National Service for Seafarers	St Pauls, London	1. Missions to Seamen 2. All Ticket event. 3. Photo ID Required
	Nov	9 th (Sun)	11:00	National Service of Remembrance	Whitehall Cenotaph	1. Participation for ticket holders only.
		9 th (Sun)	11:00	Service of Remembrance (HCM)	MN War Memorial, Tower Hill	1. Wreath Required
	Nov	9 th (Sun)	11:00	Service of Remembrance	Falklands Memorial, Marchwood	1. Solent Branch