

A black metal helmet, likely a World War II M1 helmet, is the central focus of the image. It is tilted and resting on a wet, sandy beach with several dark, smooth rocks scattered around it. The background is a soft, out-of-focus view of the ocean with gentle waves. The overall mood is somber and reflective.

THE POPPY BALL
15 NOVEMBER 19

D-DAY
75



**Parliamentary Secretary
(Minister for Defence
People and Veterans)**

JOHNNY MERCER (MP)

– Parliamentary Secretary

Welcome to the 2019 Poppy Ball and congratulations to the organising team for what I'm sure will be another fantastic event.

It is one of the great hallmarks of our Armed Forces community that wherever they are in the world they come together to help each other.

I am proud to have been appointed the Minister for Defence, People and Veterans in both the Ministry of Defence and Cabinet Office and that as part of my role we have already been able to create an Office for Veterans Affairs. In doing so I hope we are sending a message to our veterans community that wherever they are in the world the Government understand veterans deserve the best possible support.

That is why the Office for Veterans Affairs is going to drive forward the Government's veterans support from within the Cabinet Office, the heart of Government, working with charities, businesses, local authorities and the devolved Governments as well as drawing on the best practice from across the world so that we have the best possible support for our veterans community and that people know where to go to access the support that they need, whether for housing, medical care or employment.

There is a huge amount to do but we are putting in place the foundations for a step change in how we value our veterans. Have a great night and thank you for the commitment you are all showing to our veterans community by being there tonight.

THIS EVENING'S PROGRAMME

- 19:00
Sparkling Reception
- 19:30
Dinner
Dancing with DJ Tim Elliot
- 02:00
Carriages

**This evening is a wonderful
chance to say “Thank You”
to all who have served.**

WELCOME

– from the Co-Chairs of the Poppy Ball Committee,
Chris Ratcliffe & Anila 'Nils' Martin

On behalf of the organising committee, we would like to warmly welcome you to the 2019 Poppy Ball. We hope you all have an excellent evening of commemoration, celebration and comradeship.

We are here to remember and reflect on the thousands that were killed on both sides. Line upon line of white crosses honour the dead in cemeteries across northern France. The heroism, courage and sacrifice of those who lost their lives will never be forgotten and as such, we have added in memories, innovations and testimonies from those who were there, to allow us to be here.

We would like to extend a warm welcome to Her Majesties' Consul General Mr Andrew Jackson and his wife, Paola Santa Cruz de Jackson. We hope they have a great night.

Thank you to the Head Teacher of Dubai English Speaking School and College, Mr Chris Vizard, who as always has supported us by providing the most amazing vocal

talent from the DESSC Elite Chamber Choir and especially trumpeter Daniel Walton.

We would also like to thank Raffles hotel, who have been very accommodating and supportive this year.

As always, we would like to thank the Poppy Ball team who made this happen, Dave Leader, David Wallace, Jon Brown, Simon Long and Joe Roberts for his amazing historical knowledge. We also extend hearty thanks to Matt Hebditch our fantastic 'in-house' designer. Thank you all!

Special mention to Chris Ratcliffe for continuing to organise the monthly 'Pop Down The Legion' (PDTL) gatherings, and for organising the Army v Navy rugby match. Over 100 ex-Army, Royal Navy, Royal Marines, and Royal Air Force watched this match. And so it follows that we would like to extend our thanks to McGettigans, for hosting the PDTL evenings and the annual rugby match.

Another special mention goes to Nils, for her organisation, management and implementation of the ball, for her enthusiasm in organising these events, and for keeping us chaps 'on our toes'!

It would be remiss of us if we did not also thank the invaluable and unwavering support and patience of the partners of the committee, who have their family time disrupted. We do love you all.

But really, the Thank You is to you – our guests! Thank you for your continued support and love of the Poppy Ball, without you, this evening would not happen.

We have a lot to be thankful for.

Thank
you 



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YOU

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on the first Tuesday of every month.

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For more information, visit our Facebook page:
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THINGS YOU NEED TO KNOW ABOUT D-DAY

D-DAY WAS THE START OF OPERATION 'OVERLORD'

On D-Day, 6 June 1944, Allied forces launched a combined naval, air and land assault on Nazi-occupied France. Codenamed Operation 'Overlord', the Allied landings on the Normandy beaches marked the start of a long and costly campaign to liberate north-west Europe from German occupation. Early on 6 June, Allied airborne forces parachuted into drop zones across northern France. Ground troops then landed across five assault beaches - Utah, Omaha, Gold, Juno and Sword. By the end of the day, the Allies had established a foothold along the coast and could begin their advance into France.

'OVERLORD' OPENED THE LONG-AWAITED SECOND FRONT AGAINST GERMANY

The defeat of Germany was acknowledged as the western Allies' principal war aim as early as December 1941. Opening a second front would relieve pressure on the Soviet Union in the east and the liberation of France would weaken Germany's overall position in western Europe. The invasion, if successful, would drain German resources and block access to key military sites. Securing a bridgehead in Normandy would allow the Allies to establish a viable presence in northern Europe for the first time since 1940.



D-DAY AND THE BATTLE

75 years ago the forces of 13 Allied countries gathered in Britain before launching the historic operation to liberate Europe.

Winston Churchill rightly said that D-Day was “undoubtedly the most complicated and difficult” operation that had ever taken place.

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had established a foothold along the coast and could begin their advance into France.

The invasion was conducted in two main phases: an airborne assault and amphibious landings. Shortly after midnight on 6 June, over 18,000 Allied paratroopers were dropped into the invasion area to provide tactical support for infantry divisions on the beaches. Allied air forces flew over 14,000 sorties in support of the landings and, having secured air supremacy prior to the invasion, many of these flights were unchallenged by the Luftwaffe.

Nearly 7,000 naval vessels, including battleships, destroyers, minesweepers, escorts and assault craft took part in Operation ‘Neptune’, the naval component

OF NORMANDY

of Overlord. Naval forces were responsible for escorting and landing over 132,000 ground troops on the beaches. They also carried out bombardments on German coastal defences before and during the landings and provided artillery support for the invading troops.

The Allied landing forces were under the Command of Gen Sir Bernard Montgomery, who had been an officer of the Royal Warwickshire Regiment from 1908 to 1934 and who was subsequently promoted Field Marshal. The 3rd British Infantry Division landed on the left of the Allied forces, on ‘Queen’ Beach between Lion-sur-Mer and La Breche. 8 Brigade of the Division, which was the assault force, went ashore at 0625 hours. It was followed by 185 Brigade, which was to pass through 8 Brigade and advance south to seize Caen, nine miles inland.

The importance of D-Day often overshadows the overall significance of the entire Normandy campaign. Establishing a bridgehead was critical, but it was just the first step. In the three months after D-Day, the Allies launched a series of additional offensives to try and advance further inland. These operations varied in success and the Allies faced strong and determined German resistance. The bocage - a peculiarity of the Normandy landscape characterised by sunken lanes bordered by high, thick hedgerows - was difficult to penetrate and placed the advantage with the German defenders. Yet the bloody and protracted Battle of Normandy was a decisive victory for the Allies and paved the way for the liberation of much of north-west Europe. In total, British and Commonwealth casualties (killed, wounded or missing) on D-Day numbered approximately 4,300.





Capt David Render at the Charles de Percy CWGC visiting two SRY graves

SHIP AT SEA

– by Captain Douglas Render

Douglas David Render recalls that he was surprised to find himself in Normandy after he was sent to Portsmouth in June 1944 to oversee the loading of tanks onto a landing craft, which sailed while he was on board.

“I was ordered to Portsmouth in June '44 but had no idea why. I was told to oversee the loading of 16 Cromwell tanks on a landing craft. I could see that Pompey was awash with frantic loading of equipment, men, food and so on onto ships but just did as ordered. The next thing I knew the ship was at sea.”

The landing craft arrived just off Gold beach at early light and the front loading platform was lowered. The first tank drove off but disappeared from sight, sinking with the loss of all crew.

It had vanished into an underwater trench. The ship's commander then moved the craft to another location on the beach and all the other craft were safely disembarked.

Mr Render, 88, was ordered to join the Sherwood Rangers Yeomanry and went into battle as troop leader seven days after D-Day.

Their opponents included the SS Hermann Goring division, who he described as “nasty pieces of work, these b-----s set fire to a church with all the villagers in. How can anyone do that?”

He recalls entering a small church in Normandy and found it filled with flowers, crosses and candles that the Germans had left behind. “I thought it strange that we and them were praying to the same God for victory and safety.”

Mr Render had two tanks blown from under him but remained a troop leader until the end of the war, a rare achievement given that the Sherwoods lost 59 officers from June 1944 to the end of the war.



Supporting the Dubai Annual Poppy Ball 2019 and the worldwide Poppy Appeal

“Remember together, those military, emergency services and innocent civilians who have lost their lives in conflict and acts of terrorism.”



888,246 ceramic poppies were used to create this iconic sculpture in the moat at Windsor Castle in 2014, by artists Paul Cummins and Tom Piper.

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NORMANDY

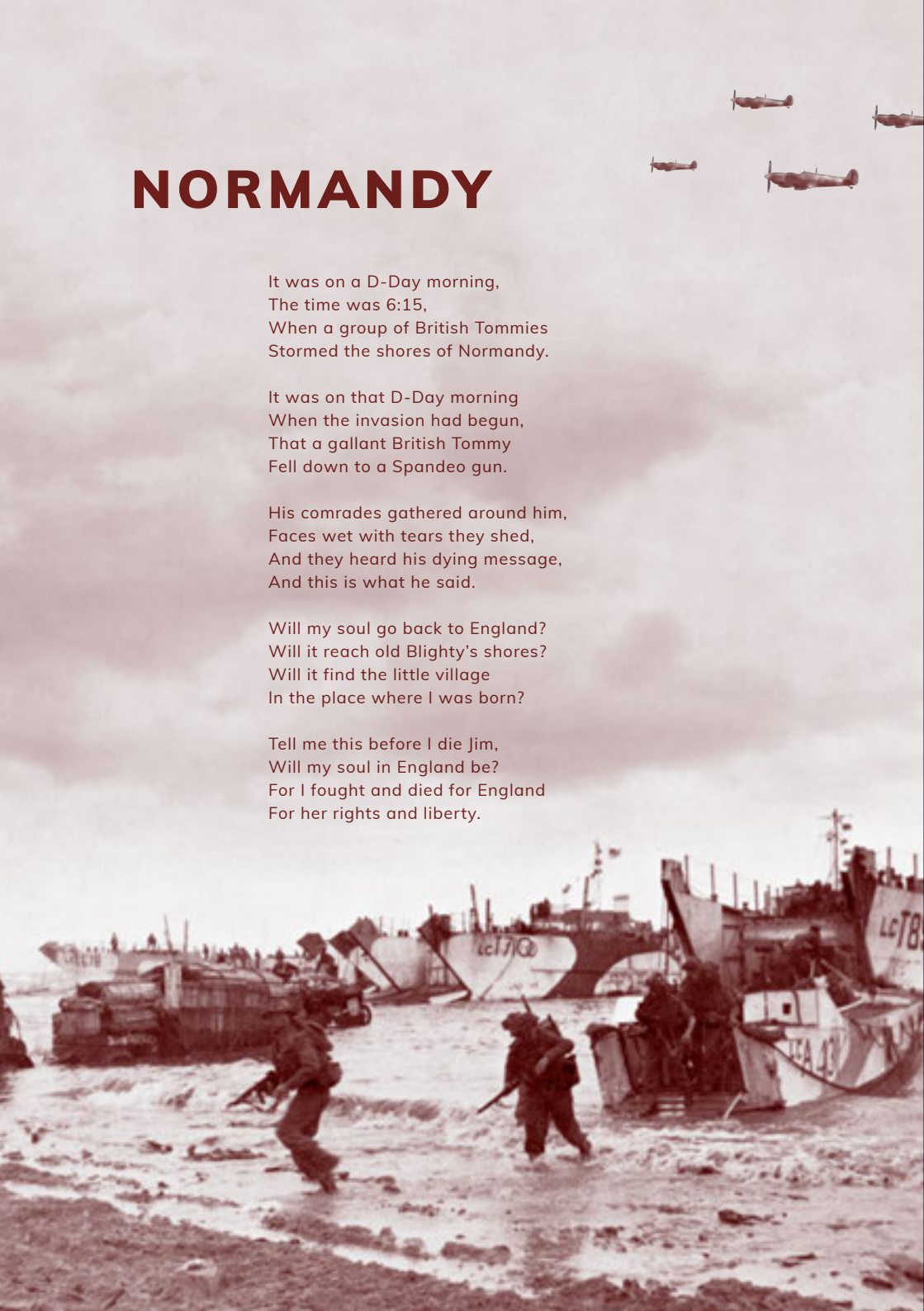
It was on a D-Day morning,
The time was 6:15,
When a group of British Tommies
Stormed the shores of Normandy.

It was on that D-Day morning
When the invasion had begun,
That a gallant British Tommy
Fell down to a Spandeo gun.

His comrades gathered around him,
Faces wet with tears they shed,
And they heard his dying message,
And this is what he said.

Will my soul go back to England?
Will it reach old Blighty's shores?
Will it find the little village
In the place where I was born?

Tell me this before I die Jim,
Will my soul in England be?
For I fought and died for England
For her rights and liberty.



THINGS YOU NEED TO KNOW ABOUT D-DAY

D-DAY REQUIRED DETAILED PLANNING

Lieutenant-General Frederick Morgan and his team of British, American and Canadian officers submitted plans for the invasion in July 1943. Although limited planning for an invasion of Europe began soon after the evacuation of Dunkirk in 1940, detailed preparations for Operation 'Overlord' did not begin until after the Tehran Conference in late 1943.

A command team led by American General Dwight D. Eisenhower was formed in December 1943 to plan the naval, air and land operations. Deception campaigns were developed to draw German attention - and strength - away from Normandy. To build up resources for the invasion, British factories increased production and in the first half of 1944 approximately 9 million tonnes of supplies and equipment crossed the Atlantic from North America to Britain. A substantial Canadian force had been building up in Britain since December 1939 and over 1.4 million American servicemen arrived during 1943 and 1944 to take part in the landings.



PEGASUS BRIDGE

The order of mission, signed by General Gale commanding the 6th Airborne Division, was to “capture intact the two bridges of the Orne and the canal of Caen, Bénouville and Ranville ... The capture of these two bridges, which will be known as operation Deadstick, is based essentially on the surprise effect, the mission execution speed and the determination to overcome. Counter-attack will be expected and we will have to hold our positions until the arrival of the changing troops”.

Probably no commando operation has been more thoroughly prepared: two virtually identical bridges in England were used to train a hundred or so soldiers, all volunteers under the command of Major John Howard. This training, repeated many times, was according to Major Howard one of the most difficult of the British army.

The bridge of Bénouville was coded “Euston I”. In the night of 4 to 5 June 1944, 24 hours before the general assault, nine paratroopers were dropped near the landing zones coded X” and “Y”. They were responsible for

contacting local resistance in Bénouville, to warn them of the impending assault.

The operation began on June 5, 1944 with the Halifax bombers taking off towing the six Horsa gliders starting at 22:56. Glider troops, led by Major John Howard, set off in

the night and broke their trailer over Cabourg at a height of 6,000 feet. They arrived in the area of the objective in the early hours of June 6, 1944, shortly after midnight.

The three gliders charged with the bridge of Bénouville – codenamed “Pegasus Bridge”

because of the nickname of the 6th division: Pegasus – landed less than 50 meters from the bridge. Surprise was total. In one of the subterranean bunkers where the few German infantrymen slept, some awoke because of strange noises. And when one of them left his dormitory to join the access corridor illuminated by the dim lights, he discovered enemy soldiers, crouching, slowly advancing in his direction. The British commandos had no choice but to open fire but the element of surprise was still with them. Bénouville bridge – Euston I – was stormed in 10 minutes but Lieutenant Brotheridge, section leader of the 1st section, was killed. Ranville Bridge – Euston II – was taken as quickly by the crews of two gliders, landing 150 meters from their objective.

The message of victory “Ham and Jam” (“ham” indicating that the British glidermen seized both bridges and “Jam” that both bridges were intact) was immediately sent to the allied ships after the assault via a traveling pigeon. The successful assault of this bridge offered the Allies a key control point to protect the left flank of their bridgehead against possible German attacks.





THE POPPY BALL WANTS TO THANK
DESSC
PERFORMING ARTS
FOR THEIR CONTINUED SUPPORT.



THE COXSWAIN

There are forty of us waiting
In this little LCA
We sailors ... and these soldiers
We're taking in today
They came aboard our mother ship
Now several days ago
They're growing very pale
As the strain begins to show
They're only boys ... the most of them
Eighteen to twenty three
For some of them ... tomorrow
Is a day ... they'll never see
I can't promise we'll all make it lads
But I'll do my best ... you'll see
I'll remember you young soldiers
This day ... in Normandy
God bless you lads ... and keep you safe
We'll meet again ... one day
This is it then lads, keep your heads down
AWAY ALL BOATS ... AWAY.



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Stan is the veteran in the wheelchair left of the Queen

TANK GUNNER

– Stanley Cox

Stanley Cox, a tank gunner, landed on Gold beach at dawn, in one of the first tanks ashore. By nightfall, he and his unit had reached the outskirts of Bayeux, about four miles from the coast.

He said he and his comrades spent “an anxious” night waiting for the 8th Armoured Brigade to catch up.

At 4am the following morning, his tank, commanded by Lt Mike Howden, was sent into Bayeux on a reconnaissance mission, making him one of the first liberators of a major French town.

He said his unit was heavily involved in the fighting in the days after D-Day and it was during a clash at a location known as Hill 103, near Tilly sur Seullles, around eight miles south east of Bayeux, that his

tank was hit. He was severely wounded in the left arm, right buttock and right leg and was evacuated to Gateshead, where he spent nine months in hospital.

He has previously visited Normandy, but missed one recent trip after he broke his hip weeks before he was due to leave. Hospital staff were surprised to discover that much of the shrapnel from his wound is still in his body.

Mr Cox joined the army in 1943 and completed his basic training in Yorkshire with the infantry but was quickly transferred to the Royal Armoured Corps to train as a gunner on the Centaur tank. The RAC started to receive large numbers of the much more durable American Sherman tank and Mr Cox was switched to this vehicle.



CLEVER INNOVATIONS

– Horsa Gliders

Horsa gliders were first produced in 1942 and made significant contributions to airborne assaults throughout the latter part of the Second World War. On D-Day, these gliders were used on an unprecedented scale to transport troops and supplies to Normandy. They were towed by transport or bomber aircraft before gliding into the landing zone, where supplies could be retrieved. Gliders transported heavier equipment that could not be delivered via parachute drops or when using larger transport aircraft was not possible. The hinged nose and removable tail section allowed cargo to be unloaded relatively easily without damaging the overall structure. But gliders were flimsy – constructed mainly of wood and fabric – and were difficult to operate. They would often violently break apart on landing, especially during improvised or crash landings.



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CLEVER INNOVATIONS

– Mulberry Harbours

After D-Day, the Allies needed to continually build up reinforcements of men and supplies in Normandy to sustain the invasion's momentum. Previous experience taught the Allies hard but important lessons about the need to secure harbours and ports - harbours to provide protection from bad weather and rough seas, and ports to provide a place to ferry men and cargo. The planners responsible for 'Overlord' proposed creating two artificial harbours - codenamed 'Mulberries' - by sinking outdated ships ('Corncobs') and large concrete structures ('Phoenixes'). Adding floating roadways and piers (codenamed 'Whales') would allow them to use the beachhead as an improvised port.



MIDGET SUBMARINES

This is the little known story of the Royal Navy's secret X-Class midget submarines that were built to sink the most powerful German surface combatants, but ended up paving the way for British forces landing at Sword and Juno beaches on D-Day.

The X-Craft went to the French coast for Operation Gambit, Britain's part in Operation Overlord. X-20 and X-23 took up station off of Sword and Juno beaches five days before June 5th, 1944, D-Day's original execution date. Once on station, they dropped to the sea floor waiting for the signal that the invasion would come the next day. They occasionally popped up for a quick periscope recon, even spotting unaware German

soldiers playing football on the beach. They also had to surface every night at 10pm to listen the BBC news broadcast for a coded message that would tell them if the operation would commence the following morning.

During one of the news broadcasts the code was sent that the landings would be delayed a day. This was a major issue as the crews had a finite amount of oxygen and supplies to last them, and the margins were already very slim. They proceeded anyway and at 4AM on the morning of June 6th, the crews of X20 and X23 raised a navigation mast with a bright light shining only seaward. This bright directional light would be used as a beacon so that landing craft could easily

navigate their way to the correct beach and to avoid obstacles and rock shoals to the east. Also, a radio beacon and echo sounder were installed on both X-Craft that would allow them to communicate with mine sweepers and other ships that were making their approach to Sword and Juno beaches without using a radio.

The crews knew the invasion was finally underway after receiving the coded message the night before, when waves of bombers flew over their positions, each dropping long strings of bombs on German positions along the beaches. Many of these positions the X-Craft had identified during its surveillance missions months earlier. Within hours, the

landing craft had locked onto the mini-sub's light beacons and they made their terminal approach accordingly. The use of the X-Craft to guide in the invasion force was viewed as a massive success.

Although the Canadians and British saw the X-Craft as key to hitting their targeted landing areas, the Americans declined their participation, instead relying on their own instruments for terminal navigation. This was probably a mistake as American landing craft heading to Utah beach ended up drifting towards the west by the strong current and other ships waded ashore in the wrong locations entirely.

SAND SAMPLES

– of D-Day Beaches

Donald McColville's father had been a sapper in World War I and after the outbreak of World War II he followed his example by becoming a soldier in an engineering unit. Posted to Findhorn on the Moray coast, he served as a corporal before being told to undertake officer training. McColville twice resisted the order, preferring instead to remain in the ranks and the hands on work of building Bailey Bridges at Findhorn Bay. When he was given no choice but to train as an officer, he excelled in the tests and eventually rose to the rank of major.

He said: "The planning for D-Day was extensive and the gathering of information started years before the landings. It included an appeal put out on the BBC for people to

send in holiday postcards and photographs of the French coast, so the Allied commanders could find exits off the beaches. The Allies also needed to know the consistency of the beaches. It was important that they checked that the sand could take the weight of tanks and other vehicles." During their work, Fred and his team worked out that the geological makeup of the beach at Brancaster in Norfolk was the most similar to that of the Normandy beaches. It was then bombed so experiments could be carried out on the craters to see how they were affected by the tide and whether vehicles could pass over them without becoming stuck in mud under the thin shifting cover of sand.

Evidence of expeditions to Normandy was carefully covered up, but left at Pas-de-Calais to trick the Germans. Obviously no-one wanted the Germans to know which beaches they might use for the landings, so there was some discussion of a plan to drop augers on all the beaches from Norway to Biscay until it was realised that there weren't enough augers! The troops had to get off the beaches as quickly as possible and could not become bogged down and stall the landings. Several beaches were targeted by the samplers, both in an effort to find suitable sites and also to confuse German commanders about where landings might happen.

They would approach the shore in small boats with silenced engines, before swimming or

going in a canoe over the final distance. To take the samples they would turn an auger screw into the beach and put sand into pots, and then head back to England."

He added: "It was dangerous. Hitler had executed the commando order several years earlier. It meant men captured working alone were treated as spies and executed and not taken prisoner."

This invaluable information is one of the many unheralded stories about the preparation leading up to the invasion of Normandy, and without this knowledge the invasion may have failed disastrously.



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CLEVER INNOVATIONS

– Hobart's Funnies and Avres

These unusual vehicles played an important role on D-Day and throughout the Battle of Normandy. The failed raid at Dieppe in August 1942 exposed how difficult it was to land armoured vehicles during an amphibious invasion and to break through German coastal defences with insufficient armoured support.

As a result, armoured vehicles were designed to perform specialist tasks and reinforce ground troops on D-Day. These vehicles were nicknamed 'Hobart's Funnies' after their inventor, Major-General Sir Percy Hobart.

They include the Duplex Drive (DD) 'swimming' tank; the 'Crocodile' flamethrower tank and the 'Crab' mine-clearing flail tank.

Although the Funnies had been used in simulation and training exercises, they had not been tested in combat until D-Day. Modified vehicles known as AVREs (Armoured Vehicle Royal Engineer) were created by adding specialised devices to tanks. One example, the 'bobbin' carpet layer tank, laid reinforced matting on sandy beaches so other vehicles could drive across the soft surface.



this turtle did not make it



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Aubrey, in naval uniform,
with his brother Eric

DEFENCE EQUIPPED MERCHANT SERVICE GUNNER – Aubrey Sales

Aubrey Sales, 89, from Nottingham, was on board a salvage vessel, the Southampton Salvour, which assisted with the landings.

A gunner in the Defence Equipped Merchant Service (D.E.M.S.), he had joined the ship shortly before D-Day when it was lying in Southampton Water.

Two days before the invasion, the vessel moved downstream and anchored near some landing craft which already had army personnel on board. The crew also noticed a lot of American troops on shore preparing to board vessels.

"All the troop ships were in Southampton, all the Americans, we were all just lying in the Solent until we got the order and we were off. It was a quiet, silent move down the Solent and across the water," he said.

The Southampton Salvour sailed on June 5th in the early evening, with Mr Sales unaware of where they were heading.

They were then joined by escort ships and the captain revealed that they were

making for the Normandy beaches, where a landing was to take place.

The vessel arrived at Arromanches, where divers onboard helped to secure the floating "Mulberry harbours" to the seabed. The crew then had to help LCTs (Landing Craft Tanks) to beach.

"Our job was five miles out, when the LCTs came, we had to beach them. The LCTs weren't given enough petrol, you see, that's one reason they had to postpone the first D Day, because the waves took the speed from the LCTs and they used more petrol.

"They only did three to four knots; my ship did 12 knots. We towed them in and up onto the beach with tanks on and men. Back then I didn't know the beach names."

Mr Sales recalled that some soldiers would not drive their tanks or lorries over the dead soldiers lying on the beach.

"We did our job that day and we moved on. In those days you just got on with it," he said.

I REMEMBER THE SENSE OF COMMUNITY

– everyone did their bit

The nation's original sweetheart reflects on her impact during wartime Britain and a career that made her happy.

If I met the teenage Vera today, I'm not sure what my first impression would be. It's been quite some time since those days; it's really quite difficult to imagine what it would be like. I'm grateful to have had such a long and diverse career, and I would relish the opportunity to share some of the experiences I have had with her – though I am not quite sure she would believe them all!

I wanted to be a singer for as long as I can remember. I have very early memories of singing around the house growing up with my parents in East Ham. I performed Glad Rag Doll on stage at seven and went on to win the competition! I remember receiving applause and it was really quite special – it must have been, considering I remember that moment all these years later.

The first time I sang We'll Meet Again was in 1939 when the war started. I was working as a professional singer and decided I'd do what I could for the war effort, everybody was doing their bit and I wanted to help out as well.

The troops kept me perfectly safe, so I never feared for my life or felt that I was in any danger. They, of course, were putting their lives on the line on a daily basis. This courage motivated me to be there to support them and bring them some hope and I am

so happy to have had the opportunity to do so. Those brave boys fought for our freedom and sacrificed so much and in comparison, entertaining them or reconnecting them with their family over the radio was the least I could do. We will always owe them a great debt of gratitude, and I am thankful I had the chance to share the nation's appreciation with so many of our boys during that time.

I flew back from Burma on D-Day in a plane with my pianist, a general and a few officials on board, and felt utterly exhausted after a punishing tour. When the pilot heard the news of the D-Day landings he called through to the passengers. We stopped in Djerba, Tunisia to refuel and were taken into a tent near the runway, we continued listening on a crackling wavelength as the news spilled out. There was no alcohol, so we charged our glasses with water and drank to 'the beginning of the end'.

My main memories of those days are about the sense of community we all had. Everyone came together to do their bit – it was really quite inspirational to see that optimism and team effort, I have never seen anything quite like it since. During the war there was rationing so everything was scarce.

Which achievement or performance would I pick out to impress my younger self? Professionally, having the opportunity to sing with Bing Crosby was very special but personally, all those times singing for our brave boys. I truly cherish those moments and

Excerpts from
an interview in
the *Big Issue*,
August 2019.

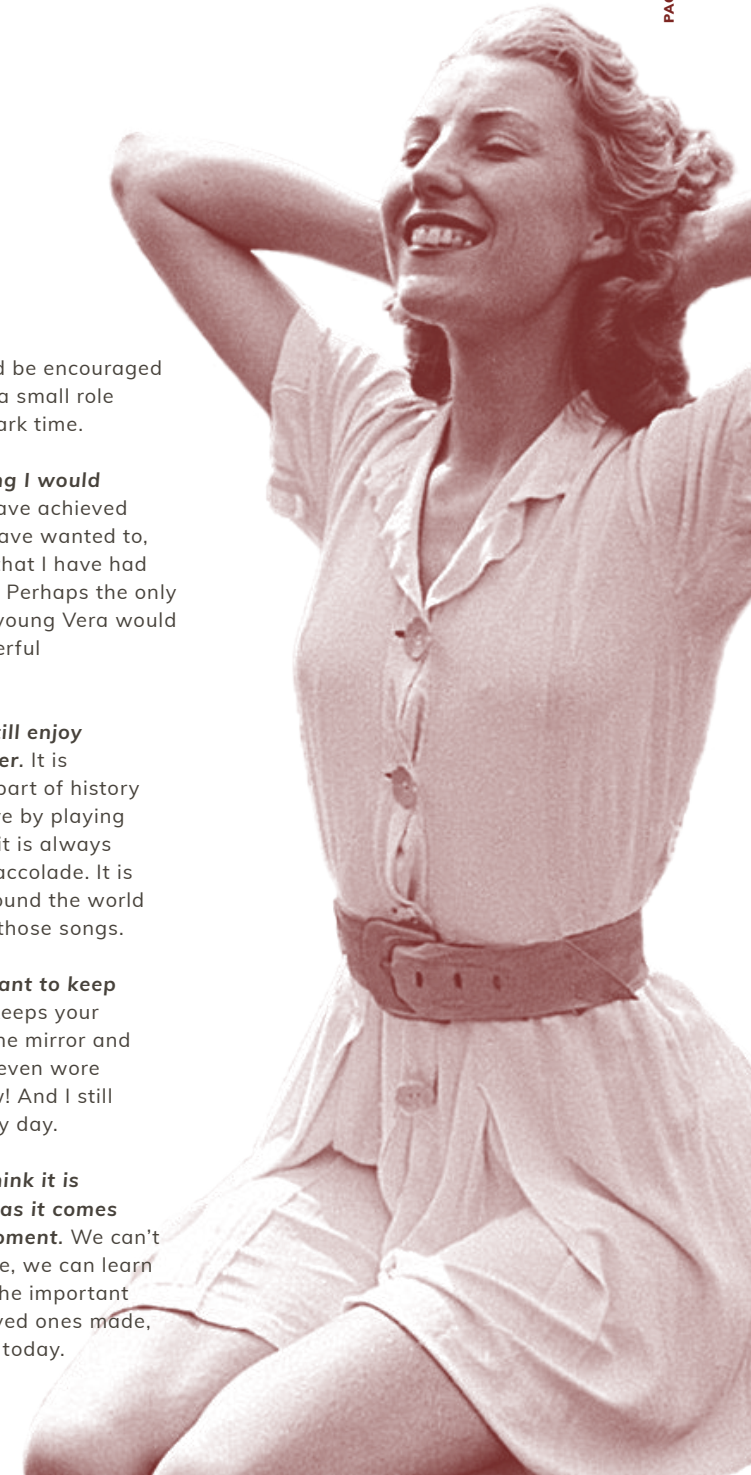
I think my younger self would be encouraged to know that we played just a small role and did our bit during that dark time.

I don't think there is anything I would envy the young Vera for. I have achieved everything I could possibly have wanted to, and I am incredibly grateful that I have had the opportunities I have had. Perhaps the only thing to envy would be that young Vera would be able to enjoy those wonderful experiences again.

I am humbled that people still enjoy my music all these years later. It is encouraging to know that a part of history seems to have been kept alive by playing those nostalgic songs – and it is always overwhelming to receive an accolade. It is good to hear from people around the world and hear their stories about those songs.

As you get older, it's important to keep up your appearance too. It keeps your spirits up if you can look in the mirror and think 'I don't look too bad!' I even wore lipstick in the jungle TV show! And I still use powder and lipstick every day.

I don't have any regrets, I think it is important to take each day as it comes and focus on the present moment. We can't change the past but of course, we can learn from history and remember the important things – the sacrifices our loved ones made, and the price of our freedom today.





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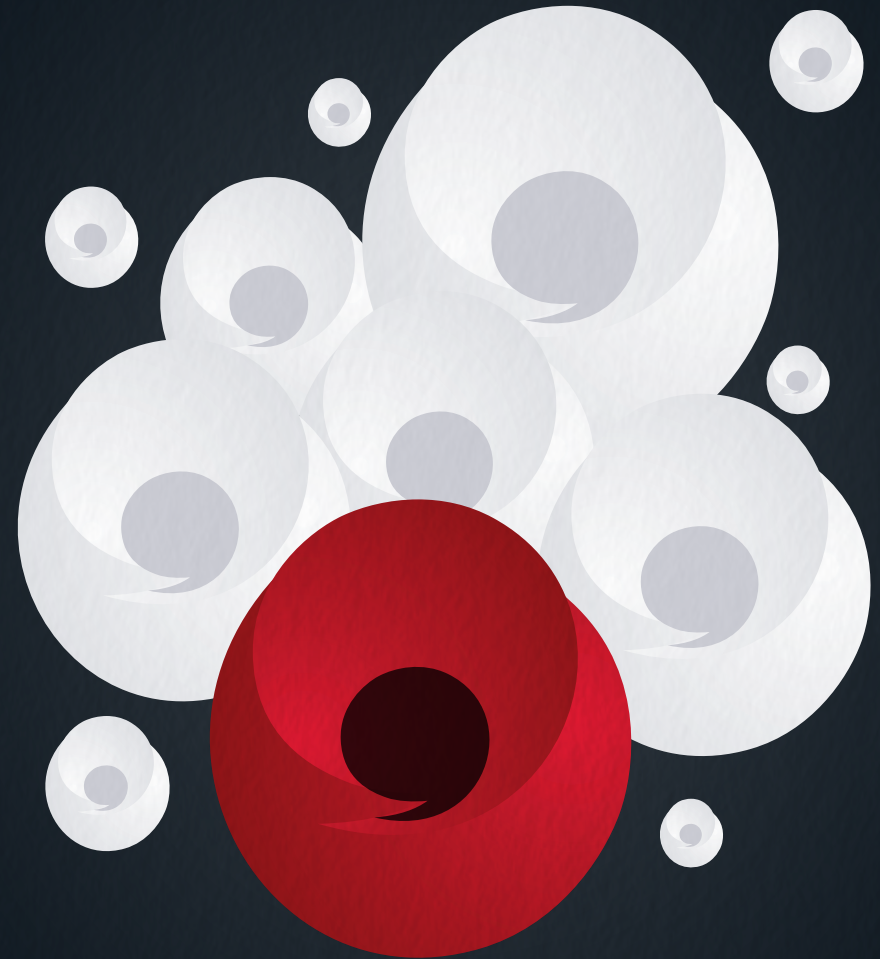
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A QUIET PLACE

It's quiet here ... so quiet
Standing on this hill
But if I stand here too much longer
My eyes with tears will fill
Looking down ... I'm there again
On that beach ... just down below
Far different ... to that morning
That I remember so
That beach ... it was a hell on earth
Where no man ... should ever go
I remember
I was down there
I should know
Don't cry now ... dear old soldier
That was many years ago.

Only in the air do you get this
ATMOSPHERE

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