

THE POPPY BALL
05 NOVEMBER 2022

FALKLANDS WAR **40TH ANNIVERSARY**

REMEMBERING  HM OUR QUEEN

QUEENS ROOM - QE2
PORT RASHID



I VOW TO THEE MY COUNTRY

I vow to thee, my country
All earthly things above
Entire and whole and perfect
The service of my love

The love that asks no questions
The love that stands the test
That lays upon the altar
The dearest and the best

The love that never falters
The love that pays the price
The love that makes undaunted
The final sacrifice

And there's another country
I've heard of long ago
Most dear to them that love her
Most great to them that know

We may (we may not count her armies)
We may (we may not see her King)
Her fortress is a faithful heart
Her pride is suffering

And soul by soul and silently
Her shining bounds increase
And her ways are ways of gentleness
And all her paths are peace



THIS EVENING'S PROGRAMME

- 19:00** Welcome Drinks
- 19:20** Call to Dinner
- 19:30** Welcome and National Anthems
Tribute to Her Majesty Queen Elizabeth II
Falklands 40
Act of Remembrance
The QE2 and the Falklands
Dinner
906 and their Activities in the Region
- 22:00** Dancing with DJ Scott "Got the Funk"
- 02:00** Carriages

The evening is a wonderful opportunity for us to say "Thank You" to all who have served.

WELCOME TO THE POPPY BALL

From the Poppy Ball Committee
Co-Chairs – Chris ‘Ginge’ Ratcliffe
and Anila ‘Nils’ Martin.

We Welcome You To The Poppy Ball.

The beginning of the year started with the same hiatus feeling as last year that drifted away as we started to welcome some form of a slow return to normality.



With the pandemic coming to an end, learning to live with it all, and travel opening again it has been a chance to meet with family and friends once again from around the world.



We also warmly welcome His Majesty's Consul General Simon Penny and his wife Claire. We all hope you have a lovely evening at the Poppy Ball.

As always, we would like to thank our distinguished musicians, violinist Tracey Keeley, bugler Dan Walton, and singer Amelia Brown, DJ Scott, Matt Hebditch our 'in-house' designer, Pete and Liza Rakovic, the QE2 and by extension a thank you to our sponsors and supporters.

This year started with celebrating the end of the war in the Falkland Islands, 14th June 2022 here on board the QE2, followed by the jubilant Platinum Jubilee celebrations for the Queen.

Sadly, as the year edged to an end there was the sad news that HM Queen Elizabeth II had passed away peacefully at Balmoral Castle in Scotland.

The country rallied to both mourn the loss and celebrate HM Queen Elizabeth II long commitment to a life of service to the United Kingdom and Commonwealth. With her duty done, reunited with Prince Philip the Armed Forces and Country honoured HM Queen Elizabeth II with the send off she deserved.

The ascension of King Charles III has brought a new era to the Royal Family and Armed Forces, LLTK.

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POPPY BALL**

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PHOTO GALLERY OF THE CURRENT EVENT**

The link will be removed on 1st of January, 2023



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Emerald is honoured to be able to support this prestigious event in Dubai. Throughout the last year, Emerald has employed veterans across the world to provide services to our clients. As a British-owned Dubai-based global business, Emerald is proud to say that we take this annual act of remembrance seriously. In this momentous year, it is especially poignant. We hope that all attendees have a most gratifying evening, remembering those friends and colleagues who did not return, and we look forward to supporting this event for many years to come.



“ I declare before you all that my whole life, whether it be long or short, shall be devoted to your service and the service of our great imperial family to which we all belong.”

– Her Majesty The Queen,
Elizabeth II



**FAREWELL
MA'AM
AND
THANK YOU**

Like millions across the world, a personal loss was felt at the passing of Queen Elizabeth, a loss of an indomitable woman who lived her life with such grace and dignity.

On her twenty-first birthday, 21 April 1947, Princess Elizabeth, in the presence of her parents and younger sister, dedicated her life to the service of the Commonwealth... And it was a promise that Elizabeth Alexandra Mary kept throughout her life!

We have all lived the majority of our lives under the reign of Queen Elizabeth II.

For 70 years this woman of sheer class and substance served Britain and the Commonwealth with a remarkable dedication to duty. With her passing everything changes and the British consciousness is greatly challenged.

The Queen was the very embodiment of being British and the institution that she was the head of is the very identity of Britain. She was the very best of being British, she was the epitome of essence and value for the United Kingdom.

She was what made Britain,
Great Britain.

Nobody in the history of the world
has symbolised what it means to be
British more than Queen Elizabeth.

She has always just been present
with a seemingly resolute and
invincible impression.

The British people and all the
people around the world who
revered her must learn to live a life
in which she is no longer present.
The impact of her death cannot be
quantified into words. The transition
that will happen in the wake of her
death is concrete history unfolding
right before our very own eyes.

This incredible woman was the
second longest serving monarch
in the world, King Louis XIV was
the longest serving monarch in the
world, surpassing the Queen by a
matter of days.

She served with 15 British
prime ministers, hosted 13 of the
last 14 American presidents. She
was Queen before Nigeria gained
its Independence. She held more
than 100 state visits of the world's
leaders and was the head of state
in 17 different countries. She was
the head of the Commonwealth
of Nations.

She was present through the
good and the bad times of the
world. Through wars, pandemics,
financial crisis, terrorism,
and natural disasters.

She stood tall and gave leadership
with the dignity, faith and duty
of heroes.

She had a sense of magic
and majesty. She loomed large
in the life of most Britons. She had
such warmth and humour which
shone through when she interacted
with people. She had empathy



and compassion. She was strong, intellectual and modest.

Her life was one of public service and duty, which saw her totally commit to her country and her commonwealth. She was a devoted wife and mother and a constant figure of British national pride.

She had a very British sense of humour, which the world saw a glimpse of in hilarious stunts she participated in during the 2012 London Summer Olympics when she jumped out of an helicopter with James Bond and during her Platinum Jubilee in 2022, when she shared the screen with Paddington Bear and a marmalade sandwich.

During her milestone moment at the Platinum Jubilee, the United Kingdom and the Commonwealth came together to celebrate, not only with her, but to celebrate her. She went on to become the first British monarch to mark a platinum jubilee.

Like millions across the world, we feel a personal loss at the passing of Queen Elizabeth.

Like millions across the world, we shall mourn Queen Elizabeth.

Thank you, ma'am. Goodbye.



A SHORT HISTORY OF THE FALKLANDS CONFLICT

The Falklands Conflict was a short undeclared war between Argentina and Britain over sovereignty of the Falkland Islands, South Georgia, and the South Sandwich Islands. Over 8,000 miles from Britain, sovereignty over the islands has been contested by Argentina since 1833.

Most Falkland Islanders were of British descent and opposed the Argentinian claim. In 1982, President Leopoldo Galtieri of Argentina decided to take control of the islands by force. Argentina had already established an unauthorised but unopposed presence in the South Sandwich Islands in 1976, now their

forces occupied the Falkland Islands (2 April) and South Georgia (3 April).

The British Governor, Sir Rex Hunt was repatriated to Britain along with Naval Party 8901, a small contingent of Royal Marines who defended the islands before being forced to surrender.

Galtieri, appointed General Mario Menéndez as Governor, and commander of the Argentinian force.

Prime Minister Margaret Thatcher authorised a military operation, codenamed Corporate.

A British task force comprising 127 warships, submarines and requisitioned merchant ships set sail for the South Atlantic.

Operation Paraquet returned South Georgia to British control on April 25.

On 30 April, the Task Force imposed a 200-mile Total Exclusion Zone around the Falklands. British special forces, the Royal Air Force and Fleet Air Arm attacked Argentinian ships and defences.



Two days later, RN submarine HMS Conqueror sank the Argentinian cruiser ARA General Belgrano with the loss of over 300 lives.

Argentina responded quickly. On 4 May, RN destroyer HMS Sheffield was hit by an Exocet missile fired from an Argentinian Super Étendard aircraft. Twenty were killed in the explosion and fire, destroying the ship.

The Argentinian attack continued with Exocet missiles and bombs, causing many casualties. In total, seven ships were lost, and others seriously damaged. Attacks on RFA Sir Galahad and RFA Sir Tristram (24 May) and SS Atlantic Conveyor (25 May) were particularly devastating.

Nevertheless, 4,000 troops landed unopposed at San Carlos and Ajax Bay in East Falkland (21 May onwards). They faced a numerically superior but largely conscripted Argentinian army. Lack of cover and air superiority forced the British to attack Argentinian positions by night.

Goose Green was the first settlement to be taken by British forces (28-29 May). 2nd Battalion, Parachute Regiment fought a fierce battle, during which its commander, Lieutenant-Colonel Herbert 'H' Jones was killed.

Colonel Jones was one of two soldiers to receive a posthumous award of the VC during the conflict. The other, Sergeant Ian McKay, was killed during the Battle of Mount Longdon on 11-12 June.



British troops advanced fifty-six miles across East Falkland through difficult terrain, enemy minefields and hostile weather conditions to the islands' capital, Port Stanley. Half of the troops completed the march on foot after transport helicopters were lost on board the SS Atlantic Conveyor, which had sunk on 28 May.

After fierce fighting in the mountains overlooking Port Stanley, Argentinian forces surrendered on 14 June.

British troops arrived in Port Stanley the same day to an enthusiastic welcome from the islanders.

The British also retook control of the South Sandwich Islands.

The conflict lasted 74 days, 907 lives were lost: 649 Argentinian, 255 British and three Falkland Islanders.

Today, the islands are British Overseas Territories under the protection of British Forces.

The dispute with Argentina is still unresolved.

FALKLANDS WAR IN PHOTOS

Top to Bottom (L - R)

Mail delivery

Falklands 1982 – Downed Pucara

Inflatable shelter

CET in Falklands

Rubberised fuel tank storage

Falklands 1982 - Airfield construction

Falklands 1982 - Mine free lane

Sappers of 36 Regiment leaving
Southampton on the QEII

59 Independent Commando Squadron
clear a minefield outside Port Stanley.
21st May – 9th June 1982

The Canberra arrives home in
Southampton, July 1982

11 Fd Sqn. Port San Carlos.
Repairing damage done to Stol
Airstrip by crashing harrier





REPATRIATION OF HM QUEEN ELIZABETH II BY A C17

If you're wondering why HM Queen Elizabeth II was conveyed in this aircraft wonder no more, by Pete Morgan.

I never met HM Queen, but when I was a staff officer in 2009, I was tasked with reviewing and rewriting the Operations OVERSTUDY plans, which detail how we would repatriate her body if she died overseas.



The existing plan was for her to be transported back in a BAe 146, a smart business jet operated by 32 The Royal Squadron (RAF). However, the repatriation of Princess Diana in 1997 had not gone smoothly due to difficulties in loading the coffin into the freight bay. Subsequent modifications to the aircraft had made access to the freight bay almost impossible.

With the requirement for the aircraft to be able to land at RAF Northolt, the only 2 options were to use a C130 or C17. The C130 was noisy and would impact the ceremonial aspects of her arrival at RAF Northolt, whereas the C17 was quieter and was sadly, very familiar with the repatriation role from undertaking the repatriation of Service personnel who had died in Afghanistan.

A dress rehearsal at RAF Northolt proved that it would work, but the

impact of changing from a smart-looking business jet to a more utilitarian C17 was fairly significant and so approval from the Palace for the change to our plans was sought.

The response that came back from HM Queen was: 'if it's good enough for my boys, then it's good enough for me.'

An incredible person who I am proud to have served. RIP Ma'am





**OH
MRS
KIRCHNER**

By Micheal Wolf, Jan 2013

Dedicated to the Parachute Regiment.

I think you got it wrong
You say Argentina we say not
You say Malvenas we say Falkland Isles
You say stole in 1830 how that makes me smile
For in 1830 you where Portuguese Not Argentine
You had no republic till 1860s time
So from whom did you steal the country you live in?
Your history tainted and arguments thin.
Your country is in tatters so why not have a war!
Hang on the Junta tried that before!!
You will look great on TV as you rally the cry
ON TO THE FALKLANDS SO MORE SONS CAN DIE!!
The battle is over now govern your own
The Falklands are British so please stay at home.





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BE UNSTABLE
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QE2 FALKLANDS KEY DATES

3 May

Cunard received instructions from the UK Government that the Queen Elizabeth 2 was to be requisitioned by the Secretary of State for Trade under the Requisitioning of Ships Order 1982.

5 May

Work to convert the ship to carry troops commenced.

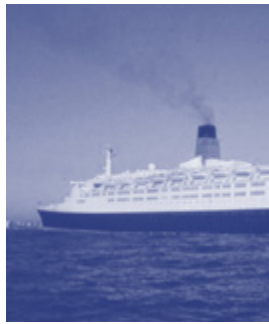
12 May

Following the formal embarkation of the Fifth Infantry Brigade: 3000 troops made up of Scots Guards, Welsh Guards, the Gurkha Rifles, the QE2 set sail at 16:00 with much media attention being focussed on the ship.

Captain Peter Jackson was in command of 650 ship's crew volunteers.

18 May

QE2 arrived in Freetown where she took on 1,867 tons of fuel in addition to water.





20 May

QE2 reached Ascension Island where goods and personnel were ferried between the QE2 and the island by helicopters.

27 May

QE2 Anchored in Cumberland Bay

28 May

The transfer of troops and stores to the waiting Canberra and Norland.

29 May

The Royal Fleet Auxiliary Stromness brought survivors from HMS Coventry and HMS Ardent to QE2. QE2 left South Georgia just after 1700 hours.

The Norland brought survivors to the QE2 from HMS Antelope.

3 June

Captain Jackson received orders to proceed home to Southampton, bringing home 640 survivors.

11 June

QE2 arrived back in Southampton.



HOW THE QUEEN MADE HISTORY FOR THE WOMEN WHO WILL COME AFTER

Queen Elizabeth II didn't allow anyone to question her ability to rule as a woman, implemented feminist policies during her reign and, most of all, didn't take nonsense from anyone.

She wasn't vocal about political matters at all.

She couldn't be, royals are expected to remain strictly neutral about such things. But Elizabeth II did something equally, if not more, important: she led by example.

She mucked in during the war

In 1944, Elizabeth was just 18 years old. Despite begging him, her father refused to let her contribute to the Second World War effort, but she had other ideas. Eventually, he let her join the Auxiliary Territorial Service.

She served the nation a lesson in female bravery

In 1952, a 25-year-old who should have been mourning the death of her father stepped up as Britain's monarch in a very male world. A woman hadn't held her post for more than half a century and, if her parents had given her

a younger brother, he would have been the one sitting on that throne. But sit on it she did.

She refused to give up her surname

She declared that her family name, not her husband's, would continue to be that of the royal household – Windsor.

She improved education for girls after her

Historian David Starkey famously claimed Elizabeth had been deprived of a “serious education” as she'd been home schooled. If true, Elizabeth certainly wasn't going to see it happen again. Despite the Queen Mother's protests, Elizabeth had her children educated outside of the palace.

She thought nothing of startling a Saudi Arabian king

In 2003, Saudi Arabia's King Abdullah accepted a tour around Balmoral, her estate in Scotland, only for Elizabeth to drive him around herself.

At the time, women in Saudi Arabia weren't allowed to drive – but there he was in her Land Rover, being chauffeured around.

She gave women equal access to the throne

In 2013, she gave royal assent to the Succession To The Crown Act, which meant both sons and daughters of any future UK monarch would have an equal right to the throne.

She changed the nation's stance on divorce

As the head of the Church of England, Queen Elizabeth allowed divorcees to be remarried in church in 2002, ending many years of debate.

By allowing women to plan a future beyond divorce, she added to that legacy.

She normalised having a respected woman in power

Elizabeth never allowed her gender to be a factor in her ability to reign, nor was it really a topic of conversation at all.

She ensured we grew up with a trusted, steadfast woman in power so that the next woman to step into such a role can be respected, without question, again.



No More Bottles is proud to support this years Poppy Ball and to be able to provide you with a personalised limited editioned poppy themed thermal bottle.

As a company we have strong links to the military either through employees being ex-service personnel, or our employees having current family members serving or being ex-services.

We hope you enjoy the event and enjoy using your water bottle.

Yours sincerely,

Ian Hannah
Co-Founder
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FORGOTTEN STORIES OF THE FALKLANDS WAR

Don McCulloch's Story

Don McCulloch, from Abertillery, joined the Army when he was 15 and went on to serve for 24 years in the Royal Electrical Mechanical Engineers (REME). At the time of the Falklands War, he was a Sergeant, looking after vehicle mechanics for the 2nd Battalion Scots Guards.

His most vivid memory of the war was spending 10 hours on a landing craft during a Force 8 gale, it was autumn in the South Atlantic and the weather worked against the troops.

"It was a scary moment, with the waves coming over the top of the boat, the rain coming down, and the fear we were going to be fired at."

Don, who had been stationed at the Chelsea Barracks, set sail for the Falklands aboard the QE2 - the luxury liner that was commissioned to take 3,000 troops, including battalions of Gurkhas, Welsh and Scots Guards and members of the Blues and Royals, to the war effort.

"As you can imagine, it was lovely on board," said Don. "As I was a sergeant, I got a very nice room

and the whole thing seemed so unreal. I think the staff from the QE2 who had stayed on board were quite concerned about all these soldiers on training runs around the decks.

"Like many people in the UK at the time, I had never heard of the Falklands, and as we sailed towards the South Atlantic, we all thought it was going to be over before we even got there. But then as we got closer, they started blacking out the windows, and there was only so far the ship could go because it would have been an obvious prime target."

The soldiers were then transferred to Bluff Cove, where news came through that Sir Galahad had been hit. Back in Britain, people who had watched grainy television images of men from the Welsh Guards also departing on the luxury cruise liner, the QE2, now saw pictures of two stricken ships, and desperate attempts to rescue troops from the burning vessels by helicopter and by boat.

Don heard the news of the bombing, but the troops had to carry on with the war on land and he was part of the HQ Echelon, providing ammunition and food to the front troops. During the Battle of Mount Tumbledown, the final battle of the Falklands War which led to the Argentine surrender, a diversionary attack also took place. Don wasn't involved in the attacks but was left in charge of the men who were also not involved, keeping troops together.

"I just remember how cold it was," he said. "There was a blizzard blowing and we huddled together to try and keep warm. We weren't getting much information about what was going on with the fighting, but word did get through that the Argentinians had surrendered."



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QE2 BOILER REPAIRS!

In April 1982, Cunard had contracted Stud Weld Pro (SWP) (UK) Ltd, a company from Tuxford, Nottinghamshire, to conduct pre-planned refurbishment work to two of the QE2's boilers. Tim Stocks (SWP owner's son) and another colleague arrived in Southampton on 9th May. They were met by QE2's chief engineer and shown the work required. After assessing it, Tim was asked how long the work would take? He replied "4/5 days," the chief engineer informed Tim that she was sailing on the 12th May and if the job wasn't finished, they would be sailing with her. Tim accepted the challenge.

The QE2 was already being prepared for here voyage to the Falklands and was a mass of military personnel and equipment being loaded. Tim and his colleague got their equipment and with the help of some of QE2's engine room staff got straight down to work. Over the next two or so days they worked with very little rest, no time for a shower and their food was brought to them. They were given a cabin to use which saw little use.

Tim and his colleague had not been on deck since arriving.



On the 12th they completed the work, the chief engineer was happy with the outcome and signed it off. They were told to grab their personal belongings but leave their equipment where it was, no time for that.

Tim told the chief engineer to “run in” the two boilers for several days before using full power. It is not known if this advice was taken or not.

The guys were shown to a barge, through a loading door near the waterline. When they emerged from the door the dock was full of family and friends of the 1000's of soldiers lining the ships rails. The Royal Marines Band was playing. Tim said the scenes were totally surreal, the QE2 departed within an hour of them getting off.

**OH LORD
WON'T YOU
BUY ME A
MERCEDES
BENZ**

In April 1982, four 18 Squadron's Chinooks and associated personnel were embarked on the cargo ship the Atlantic Conveyor and transported to the South Atlantic.

On 25 May 1982 the Atlantic Conveyor was hit by two Argentine Air Force Exocet missiles, resulting in the death of 12 personnel. 3 days later She sank along with all her cargo including 3 of 18 Sqn's Chinooks.

One Chinook, ZA718, Bravo November, was airborne at the time and was eventually able to operate from Port San Carlos. Whilst there, the Squadron commanders were given the use of a captured Argentine G-Wagen, surrendered as spoils of war to the Brigade of Gurkhas. The vehicle had been damaged by cannon fire from a British Harrier aircraft, but still proved serviceable.

After the war the vehicle was returned to UK. Then in 1983, 18 Squadron took the G-Wagen with them when posted to RAF Gutersloh in West Germany and it was registered as a British Forces Germany vehicle. It came into its own as

a Squadron hack and hire vehicle, with personnel taking it as far afield as Denmark, Lichtenstein, and Yugoslavia.

In 1993, after ten years of service, the G-Wagen was starting to wear out and a request to a Mercedes Benz main dealer for a gearbox part required the sharing of its chassis number. It was at this point it was discovered that the Argentine military had never completed payment for the vehicle back in 1981 and Mercedes demanded

the return of their stolen property. 18 Squadron personnel politely pointed out that as a “spoil of war” the G-Wagen was not being given up, and the part was obtained from an alternative source!

It now resides in storage at the Royal Air Force Museum Cosford.





THE QUEEN'S SENSE OF HUMOUR

The Queen was best known for her stoic manner and reassuring voice of calm in moments of crisis.

But Her Majesty also had a wicked sense of humour, which only those closest to her got to witness first-hand.

In one of the best examples, one of her former protection officers revealed a hilarious prank she played on two American tourists.

Richard Griffin told how the monarch had been hiking near the grounds of her estate in Balmoral, Scotland, wearing her tweeds and a headscarf.

She walked by a group of American tourists, but they failed to recognize her and asked if she lived nearby, to which she said she did.

Yet when asked if she had met the Queen, the monarch playfully hit back: "No, but he has", pointing to her protection officer.

They then asked Her Majesty to take a photograph of them with the policeman, before they also took one with her.

Richard Griffin, who worked for the royals for over 30 years, retold the story to Sky News during the Platinum Jubilee celebrations across Britain in June.

He said: "Normally on these picnic sites you'll meet nobody. But there were two hikers coming towards us and the Queen would always stop and say hello.

'And it was two Americans on a walking holiday. And it was clear from the moment we first stopped they hadn't recognized the Queen, which is fine.

'The American gentleman was telling the Queen where he came from, where they were going to next and where they'd been to in Britain.

'And I could see it coming and sure enough he said to Her Majesty, and where do you live?

'And she said well I live in London but I've got a holiday home just the other side of the hills.

'He said how often have you been coming here? Oh, she said, I've been coming up here ever since I was a little girl, so over 80 years.

'He said well if you've been coming up here for 80 years you must have met the Queen.

'As quick as a flash she said: 'Well I haven't, but Dickie here meets here regularly. The guy says to me, you've met the Queen? What's she like?

'I said well she can be very cantankerous at times but she's got a lovely sense of humour.

'The next thing I knew this guy comes around put his arm around

my shoulder and before I see what was happening he gets his camera, gives it to the Queen and says can you take a picture?

'Anyway we swapped places and I took a picture of them with the Queen, we never let on, and we waved goodbye and Her Majesty said to me "I'd love to be a fly on the wall when he shows that to his friends in America."

Although it was not a recent encounter, the Queen did often enjoy a more low-key lifestyle when staying at Balmoral.

Griffin, who worked for the royals for over 30 years, retold the story to Sky News during the Platinum Jubilee celebrations across Britain in June



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FORGOTTEN STORIES OF THE FALKLANDS WAR

Paul Pritchard's Story

Paul Pritchard, 65, from Caerphilly, didn't see daylight for two months as he worked in the boiler room of flagship aircraft carrier HMS Hermes as a marine engineer. Unlike many of his fellow crew, he had heard of the Falklands, having learnt about the islands and Argentina's continued claims on the land as part of his training when he joined up as a 15-year-old schoolboy.

At the time stationed at Gosport, in the middle of refitting HMS Hermes when he got the call to arms.

"When we got to work there was an order to muster in one of the hangars," reminiscing. "They had gathered us all to say that we were going to be sailing at 8am on the Monday. I thought it was hilarious because half of the boiler room was in different workshops around the docks. We were going to have to get them back and reassemble them in time for Monday morning.

"The commanding engineer said that no-one was going home until the ship was ready to sail. It would normally have taken about 18 months to get the ship ready, but we did it in that weekend. We were too



Paul pictured in the back row, fourth from the right (Image: Royal British Legion)

busy to be scared of what lay ahead of us."

Paul was one of the lucky ones. He managed to get home for an hour in the early hours of the Sunday night to say goodbye to his wife and two children. There were no televisions on the ship, no mobile phones, and definitely no internet so the only way to stay in touch was by sending blueys - a way for soldiers and their families to send letters.

When Paul's ship arrived in the Falklands days later, he spent all

the time below deck working in shifts of four hours in the boiler room, four hours at action stations and then eight hours off to eat and try and get some sleep.

"As you can imagine, action stations were called a lot, so you would be lucky to get three hours sleep at a time, but that is what we were trained to do. We had spent all that time training for this. I was 25 with 10 years of training, and we all helped each other get through it. That was our job, and what we were there to do."

Every day the 2,100 servicemen on board the ship were given updates about how the war was progressing - the good and the bad. When HMS Sheffield was hit, badly injured soldiers were brought on board Hermes and taken for treatment in the ship's sick bay.

"That was so upsetting to see, we were given a lot of information at the briefings, and we never felt like anything was being kept from us. Despite being below deck the whole time, we were well informed, and knew when the enemy were getting close. We were the biggest of all the ships, so we were obviously a prime target.

"I remember one time we got fired at, I shut the door of the boiler room and offered to make a brew for everyone. We had these big chain blocks that lifted the hatch, so we weren't getting out and no-one was getting in. There was no point worrying about what could happen."

But that doesn't mean he wasn't scared: "If anyone says they weren't frightened down the Falklands, they're lying because I for one was terrified." But despite the fear and lack of sleep he endured, Paul noted that the funny memories and camaraderie between him and his crew were what got him through.

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 FROM CTF 317
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 P 150120Z JUN 82
 FM TPS HEREFORD
 TO RBDEC/CTF 317
 RBCFNT/CTG 317.6
 RBDNFR/CTG 317.0
 RBDICU/CTG 317.9
 INFO RBDAPZ/CTU 317.1.1
 RBDAPZ/CTU 317.1.2

UNCLASSIFIED

SIC 15F

THE FOL IS THE TEXT OF A MSG FROM 317.1 PASSED VIA HEREFORD TO ADDRESSEES ABOVE. MSG BEGINS.

HQ LFF1 PORT STANLEY. IN PORT STANLEY AT 9 O'CLOCK PM FALKLAND ISLANDS TIME TONIGHT THE 14 JUN 1982, MAJOR GENERAL MENENDES SURRENDERED TO ME ALL THE ARGENTINE ARMED FORCES IN EAST AND WEST FALKLAND, TOGETHER WITH THEIR IMPEDIMENTA. ARRANGEMENTS ARE IN HAND TO ASSEMBLE THE MEN FOR RETURN TO ARGENTINA, TO GATHER IN THEIR ARMS AND EQUIPMENT, AND TO MARK AND MAKE SAFE THEIR MUNITIONS. THE FALKLAND ISLANDS ARE ONCE MORE UNDER THE GOVERNMENT DESIRED BY THEIR INHABITANTS.

GOD SAVE THE QUEEN.

SIGNED JJ MOORE

MSG ENDS

BT

J Jeremy Moore
Rangau Thaiter

Reg Hunt
Julian Thompson

SUPPORT WHEN YOU NEED IT

Sometimes we all need a little help
or someone to talk to.

Its a brave action to ask for help:

The Royal British Legion

www.britishlegion.org.uk

Email: OverseasOps@britishlegion.org.uk

monitored by the Welfare Team.

+44 20 3376 8080. Lines open 0800 – 2100,
seven days a week (UK time).

London Veterans Mental Health Services

www.veteransservice.nhs.uk their resource
page lists many veteran specific organisations.

Email: cim-tr.veteranstilservice-LSE@nhs.net

Combat Stress

www.combatstress.org.uk

+44 800 138 1619



Sapper Support

www.sappersupport.com

+44 800 040 7873 / 7783

+44 7860 018733 TEXT

Staffed 24/7 by veterans, gives emotional, physical, financial support and signposting to other agencies. Their volunteers are sappers who speak the lingo of the British squaddie.

Helen Dos Santos

www.horizonscoaching.co.uk

Email: helen@horizonscoaching.co.uk

Helen is a UK based Life Coach specialising in supporting the emotional and mental wellbeing and resilience of service and ex-service personnel.

Her coaching varies from working with sufferers of anxiety and depression, to victims of abuse, sufferers of trauma and PTSD, to increasing the confidence and self-belief of individuals, she aims to make a positive difference to the lives of the people she works with. She offers a free initial consultation without obligation.

**IT'S OKAY
TO ASK
FOR HELP.**





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