



THE DEFENCE FORCES MAGAZINE

AN COSANTÓIR

www.dfmagazine.ie

(ESTABLISHED 1940)

Price: €3.00 (Stg £2.70)



MARCH 2018



Changing
of the
Watch

ISSN 0010-9460



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Number 2

March 2018



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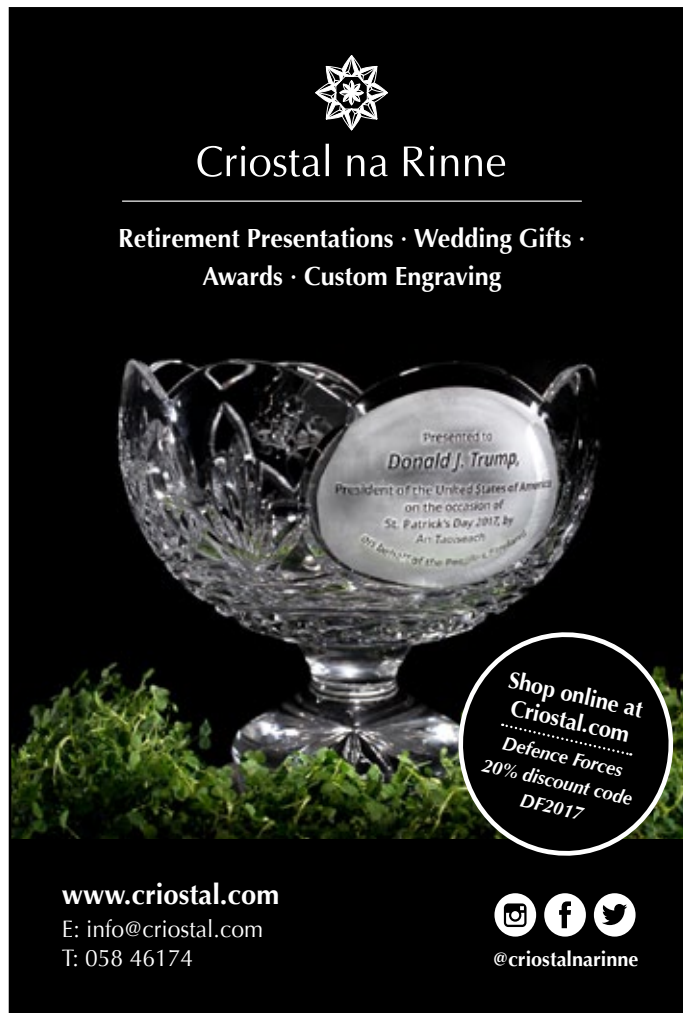
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Printer

Turner's Printing Co., Ltd
Earl Street, Longford, Ireland
Tel: +353 (0)43 3350500

The fact that an article appears in this magazine does not indicate official approval of the views expressed by the author.

© Published by Oic Public Relations Branch for the Defence Forces at DFHQ, Block 5, Ceannt Bks, DFTC, Curragh Camp, Co Kildare, Ireland.
Tel: +353 (0)45 445312

Front Cover

Pictured is LÉ Samuel Beckett in Blacksod Bay in 2017.
Photo: A/B David Jones

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Editorial

Hello, and welcome to our March issue. This month our main focus is on the Naval Service, including changes at the top of the Service, a cadet exchange with the US Navy, and DSMs and commendations awarded for actions that uphold the Defence Forces' ethos.

Our regular *On Parade* section gets us started with your photographs from around the DF.

The story of Sgt Des Macauley's *Meritorious Promotion in Kilkenny* comes next *In Focus*. This is followed by our first Naval Service article, 'Operation Seabight' - *A Job Well Done*, which looks at the recent award of a DSM and a number of commendations to NS personnel in Haulbowline recently.

Our *Veterans News* slot looks at a recent commemoration of *Sgt Hugh Gaynor*, who died in the Niamba Ambush, a tragic event that shocked not only the DF but the whole of Ireland.

Our first article by Cpl Lee Coyle takes an extensive look at the recruitment process for 2018 and the different career options available.

Our front-cover feature, by CPO/ERA Ruairi de Barra, looks at the *Changing of the Watch*, from Commodore Hugh Tully to Commodore Michael Malone as FOCNS; with an overview of the recent past and a look ahead.

Continuing with our main theme, A/ComOp David Kelly brings us through *Upholding the Mariner's Code*, with a look at the tragic death at sea of L/Sea

Michael Quinn, who was posthumously awarded a DSM, and also the recent medal awarded to Lt Cdr Jamie Cotter.

For our *Strategic Review* feature, Paul O'Brien MA looks at the current scale of human trafficking, which has flourished along with the recent migration crisis emanating mainly from Africa and the Middle East.

Next we have a report on a *Naval Cadet Exchange* with US, by Cdts Kenneally and Malcolm who travelled to the United States Naval Academy to join their Atlantic patrol training.

This is followed by a report on *Glasnevin Cemetery Steeped in History*, which looks at the historical 200-year-old graveyard in the heart of Dublin from a mainly military perspective.

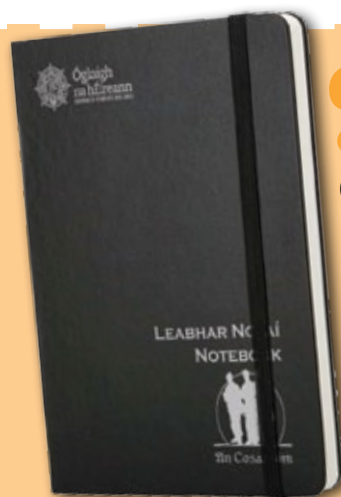
In our first *History* piece journalist Don Lavery looks at the career of his father *Comdt Jim Lavery DSM*, who had the honour of leading the motorcycle escort for the presidential visit of JFK in 1963, and whose courageous service during the early days of the Congo mission saw him awarded a DSM. Our second *History* feature, by Pat Poland, looks at one of the lesser known WWII tragedies in *Massacre in March: Rome, 1944*.

For *Sports* we look at the recent DF GAA Referees Course and find out how to qualify to be the man in the middle.

All this plus our regular features: *Tac-Aide*, *Gear Review*, *Noticeboard*, *Book Reviews*, and *What I Do*.

Wayne Fitzgerald

Sgt Wayne Fitzgerald - Editor



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▲ NEW MECHANISED INFANTRY

On Thursday 8th February 2018 members of the 108th Recruit Platoon of the 1 Mech Inf Coy passed out in the DFSPE, DFTC. Pictured are Privates 2-Star Darren Smith and Casey Teevan. Photo: Sgt Willie Smith Retd



▲ Pictured is three generations of the Daly family, with veteran Cpl Ronnie Daly with 40-years-service beside his grandson 2-star Pte Lorcan Daly of the 108th Platoon, 1 MIC, DFTC and his father Sgt David Daly 7 Inf Bn, with 16-years-service. Photo: Ronnie Daly



▲ IT'S A FAIR CITY

Pictured in the RTE soap 'Fair City' recently after the funeral-scene with actor Karl Shiels (as Robbie Quinn) are ONE members' from Fr James Gilmore Branch, Athlone Branch and the Michael McNeela Branch. The show was broadcasted on the 17th January 2018. Photo: Sean Shinnors



▲ L/S MICHAEL QUINN DSM REMEMBERED

On Sunday 28th January 2018, the Dublin Branch of the Irish Naval Association, named in honour of Leading Seaman Michael Quinn DSM, assembled at Michael's memorial plaque in his hometown of Drogheda to remember his passing in Bantry Bay on 30th January 1990. Our President, Bryan Gildea, laid a wreath and honours rendered. Pictured L/R: Paddy O'Leary, Alan Farrell, Jim Faye (ONE), Bryan Gildea (President), Damien Eastwood, Roy Glynn, Neville Brennan, Dermott O'Neill, Brian O'Hagan and Brian Farrell (Chairman). Photo: Alan T Ryan, Secretary, L/S Michael Quinn DSM Branch, Irish Naval Association



▲ NEW JUNIOR LEADERS

On Friday 9th February, 51 members of the 52nd Potential NCO course, 2 BTC, passed out in a ceremony in McKee Bks in front of family and friends. GOC 2 Bde, Brig Gen Howard Berney inspected the parade. Friendships for life were formed, when students came together from 11 different units from within the Defence Forces and trained together for over 26 weeks. Awards were presented to – 'Most Popular' student: 1 Pl Pte Murphy, 27 Inf Bn, and 2 Pl Pte Ward, 28 Inf Bn. Best Soldier: 1 Pl Pte Clarke, 7 Inf Bn, and 2 Pl Gnr McGee, 2 BAR. With Pte Clarke, 7 Inf Bn also voted 'Best Overall Student' and he received the Martin Dee Award from OC 2 BTC, Comdt William Collins. Photos: Cpl Colin Delany, HQ 2 Bde



▲ GOC 2 BDE VISITS UNDOF

Pictured is Brig Gen Howard Berney who visited the 2 Bde led 56 Inf Gp in UNDOF from 13th to the 14th February 2018. The troops are seen thoroughly enjoying the engagement with GOC 2 Bde during a unit capability display conducted in Camp Ziouani. *Photo: Lt James McKeon*

RDF PROMOTIONS

Pictured on Saturday 17th February 2018 are four new Army Reserve Sergeants, promoted within the DFTC on completion of their Standard NCOs course. They were taking part in a combined training weekend in the Curragh Camp. They are clockwise: Sgt (AR) Frank Nolan, DFTC Tpt Gp, Lt Col (AR) Gerry Maguire, DFTC HQ, Sgt (AR) Nichola Lee, Cav Sch, Sgt (AR) Aidan Massey, 1 MIC and Sgt (AR) Ciaran Doheny, NCOTW.



▲ BATTLE PTS

Pictured are members of the 146th Platoon, 1 Cn Cois who are currently undergoing their 3-Star Course and are 'enjoying' PT and confidence training on the obstacle course in the Curragh. They are pictured under the instruction of their PTI Cpl Shane Mulryan while another instructor Cpl John Greene took the photos.



▲ AIR CORPS COMMISSIONING

Pictured with GOC AC Brig Gen Sean Clancy in Casement Aerodrome, are five newly commissioned officers who were welcomed into the Air Corps during a commissioning ceremony on 19th February 2018. They were: Capt Geraldine Browne, Lt Warren Downey, Lt Jamie Brady and Lt Robert Keane, who have served for many years as Air Traffic Controllers in 5 Sp Wing. Having received their Presidential Commissions they will continue to lead ATC Squadron in delivering its vital services for years to come. Also commissioned was 2/Lt Robert Quirke who received his Presidential Commission in addition to his military pilot's wings having successfully completed his Wings Course. *Photo: 105 Sqn*



▲ CISM 6KM FUN RUN CORK

Pictured are competitors and staff prior to the recent CISM 6km Fun Run held in Cork City on 16th February 2018. Winners were: 1st Male A/Sgt Graham Forde, 1 Bde CIS in a time of 22:56 and 1st Female Capt Kate O'Flynn, 1 Bde CIS in a time of 34:07. *Photo: Sgt Daniel Sheehan, HQ 1 Bde*

Meritorious Service Promotion in Kilkenny

REPORT AND PHOTOS BY SGT WAYNE FITZGERALD



Des Macauley's father, Coy Sgt Wallace Macauley, a military policeman in the Curragh, died on overseas service in 1965 while serving with UNFICYP in Cyprus, when Des was only five-years-old. After the tragedy his mother moved the family back to her hometown of Kilkenny, which is where Des grew up, going to the local CBS school before starting work in the Kilkenny Engineering Products factory. When the factory closed in 1985 Des enlisted with 30 Inf Bn in Stephens Bks.

Des was into soccer and badminton and this continued in his military career where he won two Curragh Comd titles.

He served overseas with 63 Inf Bn, UNIFIL, in Lebanon in 1987 and on his return, he completed his Potential NCOs course in the NCO School (now the NCO Training Wing) in the Curragh. Des was promoted to corporal in late 1988 and took up the appointment of Coy Clerk with Spt Coy in Kilkenny. He went on to complete

Orderly Room Cpls' and Sgts' courses, as well as a civilian computer course, and was posted to Bn HQ as Orderly Room Cpl in 1990.

In 1994 Des started studying for a four-year, part-time degree in counseling psychotherapy in UCD, which was inspired by his volunteer work with a local youth club.

He also got involved helping out with Personnel

Support Services (PSS) activities in the barracks and eventually took up the role officially in 2007 when it became vacant.

Des became very interested in suicide prevention and education, and completed a number of courses in this area, such as Critical Incident Stress Management; STORM, the international best practice course; Skills Training on Risk Management; an ICISF train-the-trainer course in Stress Management; a diploma in Stress Management with the Irish Institute of Stress Management; and diplomas in Suicide Studies and Addiction Studies, both in NUI Maynooth.

He went on to complete the Designated Contact Person course and the DCP Trainer course with the DF as well as an employee assessment programme in Galway.

Des became a member of the PSS team that travels to overseas mis-



sion areas to debrief troops on their rotation home, and over the years he has carried out this task in Liberia, Chad, Kosovo and Lebanon, and is due to visit the Golan Heights soon to debrief UNDOF troops.

In 2017, at 57 years old, Des was ineligible to undergo a Standard NCOs course and so a case was made by OC 3 Inf Bn, Lt Col Mark Brownen, to have Des promoted to sergeant on the grounds of meritorious service. On 2nd January 2018 the General Staff signed off on the promotion and Des, who is due to retire in July 2020, became Sgt Des Macauley in recognition of the dedicated, selfless service he has provided to the Defence Forces and his comrades over many years. ■



'OPERATION SEABIGHT'

A J O B W E L L D O N E

BY CPL LEE COYLE PHOTOS A/S DAVEY JONES

On the 2nd February 2018, the Minister with Responsibility for Defence, Mr Paul Kehoe TD, accompanied by Chief of Staff Vice Admiral Mark Mellett DSM, attended a ceremony to award a Distinguished Service Medal (DSM) and commendations to members of the Naval Service in Haulbowline Naval Base.

The awards relate to actions during one of the largest drug seizures in the history of the state. The successful operation, codenamed 'Operation Seabright' was conducted in cooperation

tion, for his actions as Boarding Officer during the operation; actions which displayed 'bravery, courage and devotion to duty in an extremely hazardous operational environment'.

Minister Kehoe said he was delighted to award the Distinguished Service Medal with distinction "in recognition and celebration of the bravery and devotion to duty."

When asked about the operation by members of the media attending the ceremony, Lt Cdr Cotter said, "Condi-

Speaking to the media, Cdr Ryan said, "I had to weigh up how dangerous the op was versus what was at stake, and I made the decision to board. The weather was deteriorating with force 7-8 winds when I gave the command to board and it took a total of seven minutes to take over the vessel and subdue any occupants on board."

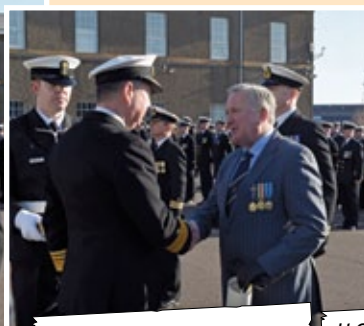
"I'm proud of the people I've worked with, the professionalism of the crew, and the other member of the Drugs



Minister inspects NS Guard of Honour



Lt Cdr Jamie Cotter received his DSM, with Distinction



Cdr Eugene Ryan (retd) receives his commendation



Lt Cdr Brett receives his commendation

with An Garda Síochána and Customs agents, and involved the tracking and interdiction of the yacht *Dances with Waves* on the 5th November 2008.

The operation culminated with the boarding and seizure of the yacht by Naval Service personnel approximately 150 nautical miles south-west of Mizen Head in extremely challenging conditions.

The boarding party located and seized in excess of 1,800kg of cocaine with an estimated value of €750m. They also detained and escorted the vessel to Castletownbere, where it was handed over to Customs and Excise officials, assisted by An Garda Síochána.

During the ceremony Lt Cdr Jamie Cotter received a DSM, with Distinc-

tions were challenging with darkness, high winds and sea swells, which complicates things when trying to board unseen and get command of the vessel [but] we were confident of our training. We also have the equipment and the people in the right place to conduct these sorts of missions."

Asked how he felt after the mission he said, "An immense sense of pride and satisfaction in stopping such drugs reaching our shores."

Cdr Eugene Ryan (retd) and Lt Cdr Martin Brett received commendations for their actions during the operation. Cdr Ryan was Commander of Fleet Operations ashore with overall responsibility of the operation, while Lt Cdr Brett, OC *LE Niamh*, was in tactical command of the two-ship task group that conducted the boarding action.

Joint Task Force: the Gardaí and Customs officers. We need to work together to make these ops work."

Lt Cdr Brett was asked how he felt before the boarding. "There's a sense of fear and trepidation before an operation like this," he said, "and I was grateful when the operation was a success. Part of the Naval Service's role and remit is to protect Ireland's seas and keeping these sorts of drugs out of circulation."

This was the first time that the Naval Service had executed this style of interdiction operation in international waters and it presented significant command and control challenges that required flexibility by operations staff ashore and personnel at sea at the tactical level. ■

Sgt Hugh Gaynor and the Niemba Ambush Remembered

BY COMDT FRANK RUSSELL (RETD)

In July 1960, the Irish government received an urgent request from the United Nations to supply troops for peacekeeping deployment in the newly created Democratic Republic of Congo (DRC). The only other European country requested was Sweden.

The DRC, previously the Belgian Congo, had gained independence in June 1960 and almost immediately the president of the mineral rich province of Katanga in the east of the country, Moise Tshombe, began a process of secession, covertly supported by powerful European mining and political interests. The DRC's prime minister, Patrice Lumumba, sought international help from the UN to prevent this attempted breakup of his country.

The Irish government responded positively to the request; a decision with far reaching consequences for the Defence Forces, as it was the beginning of unit-level deployments in strife torn areas across the world that continues to this day.

Prior to their departure for the Congo in late July, the 650-strong 32 Infantry Battalion, under the command of Lt Col Murt Buckley, paraded along O'Connell Street before thousands of enthusiastic well-wishers.

Later, the troops flew out from Baldonnell on huge United States Air Force (USAF) Globemaster and Hercules aircraft. A hint of what awaited

them in equatorial Africa greeted the troops as they landed for refuelling at Wheelus USAF base in Tripoli and paraded to the food halls in their heavy 'bull's wool' uniforms and leather boots.

The battalion then continued its flight, via an RAF base in Nigeria, to its deployment area in Kivu, close to Katanga.

In early August, 33 Infantry Battalion, under the command of Lt Col Dick Bunworth, also arrived in the DRC, deploying to Albertville, in Katanga, where they would bear the brunt of the problems caused by the warring factions: forces loyal to Lumumba's central government and Tshombe's secessionist forces, led by white mercenaries.

The battalion's companies deployed to smaller towns and tasked their platoons with carrying out patrols to keep roads open and liaising with the local pro-government Baluba population.

On 8th November, an 11-man Irish patrol, led by Lt Kevin Gleeson and Sgt Hugh Gaynor, travelling in clearly marked, white UN vehicles, stopped to inspect a destroyed bridge over the Luweyeye. They were immediately ambushed by a large force of Baluba tribesmen. Lt Gleeson ordered his men to defend themselves but in a short space of time eight of the patrol were overwhelmed and killed, another managed to get away but died later in the bush from his wounds, and, miraculously, two were found alive the next morning by a UN search party. Twenty-eight attackers also died.

The Irish fallen were brought home and on 22nd November hundreds of thousands of citizens again lined the streets of Dublin (my secondary school

included), this time in silent homage, as the huge cortege made its way slowly to Glasnevin Cemetery.

In the DRC the conflict continued unabated into 1961. Lumumba was assassinated in January at Elizabethville Airport, and in September Dag Hammarskjöld was killed in an unexplained air crash in Northern Rhodesia (now Zambia) while en route to secret negotiations with Tshombe. Also that month the siege of Jadotville made international headlines.

On 3rd February 2018, Sgt Hugh Gaynor and his Niemba comrades were commemorated with the unveiling of a plaque by the Mayor of Fingal Cllr Mary McCamley in Blanchardstown village, near the Gaynor family home. Attendees included Sgt Gaynor's daughter, Mrs Sarah Tallon; Lt Gleeson's niece, Aoife Gleeson; and Niemba Ambush survivor Pte Thomas Kenny. A large number of representatives from ONE and IUNVA also attended the unveiling of the plaque that will help to ensure that a local hero's ultimate sacrifice will not be forgotten.

Comdt Frank Russell, a retired Air Corps pilot, was a childhood neighbour of the Gaynor family in Blanchardstown. ■



No 2 Platoon, with Lt Kevin Gleeson centre and Sgt Hugh Gaynor to his right.



The Niemba Memorial being erected in the Congo in the 1960s.



Photo: L/R: Ms Aoife Gleeson, niece of Lt Kevin Gleeson, Mrs Sarah Tallon, daughter of Sgt Hugh Gaynor and Comdt Frank Russell (retd), event organiser. Photo by David Smith

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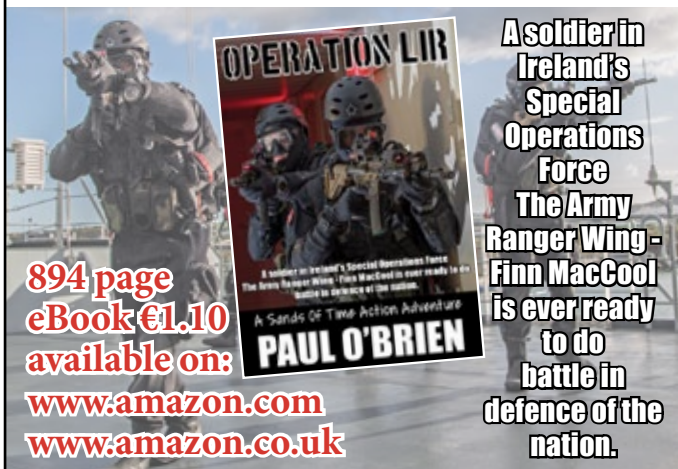
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Easter Rising Commemorative
issue + 1916 Dublin Battlemap

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BY CPL LEE COYLE PHOTOS BY DF PHOTOGRAPHERS

HAVE YOU AN INTEREST IN THE IRISH DEFENCE FORCES.

Would you like to know more about what we do in the Defence Forces, like the training, the duties we conduct throughout the country or what we do on a day-to-day basis? If you want to know more about what careers and opportunities there are within the Defence Forces? Or the important role we play in the defence and security of the nation? And the assistance we provide across the country in various forms like aid to civil authority? Well the main source of information to find out the answers to these questions can be found on www.military.ie.

There are also multiple social media outlets that are used by the Defence Forces to show members of the public what we do. These include our Facebook page 'Irish Defence Forces', our YouTube channel 'DFMagazine', our Twitter account 'Irish Defence Forces', our Instagram feed 'Irish Defence Forces' and our Flickr

account 'Irish Defence Forces'.

If you have seen these and you still have questions, why not try talking to a serving or retired member, we encourage our serving and past members (who are reading this) to tell others of their careers and of the lifelong friendships they have built through their time in the DF.

AREAS OF THE IRISH DEFENCE FORCES THAT YOU CAN ENLIST INTO

So now you know what we do in the DF and you are interested in joining our team, but what part of the DF are you most interested in and what is the difference between them. Below are the areas of the DF you can enlist into. You can also enlist into one area with the hope of enlisting into another, ie. So you may enlist under

General Enlistment Reserve Defence Force (RDF) and then enlist under a General Enlistment Permanent Defence Force (PDF) or Cadetship later. So, let's look at those areas and see which ones might interest you.

GENERAL ENLISTMENT RESERVE DEFENCE FORCE (RDF) AND NAVAL SERVICE RESERVE (NSR)

The RDF and NSR are our part-time forces, as members of the DF they receive professional military training on one to two days a week and they also attend weekend and annual camps that range from three to seven days training. They also get to train alongside members of the PDF and are an integral part of our team. If you want to know more about the RDF or NSR please visit the website. Some of the areas you can work in the RDF and NSR include: Infantry Corps, Artillery Corps, Engineer Corps, Communication and Information Services Corps and Naval Service.



GENERAL ENLISTMENT PERMANENT DEFENCE FORCE (PDF)

The PDF is the main force of the DF and is a full-time job; you will conduct professional military training on enlistment to become a fully trained Private Soldier, Airman/Airwomen or Able Seaman. After your initial training that consists of Recruit Training and Three Star Course (Seamanship Course for Naval Service) you will have the opportunity to complete a number of varied and challenging courses and career paths.

Recruit Training is 15-weeks and Three Star Course is another 10-weeks.

You can work in the following Corps/Services: Infantry, Artillery, Engineer, Ordnance, Cavalry, Transport, Communication and Information Services, Air Corps and Naval Service.

PDF CADETSHIP ENLISTMENT

Cadets are personnel selected for training to become officers within the DF. A Cadetship involves a 15-month period of full-time training, on successful completion of which you will be commissioned as an officer.

You can work in the following Corps/Services: Infantry, Artillery, Engineer, Ordnance, Cavalry, Transport, Communication and Information Services, Air Corps and Naval Service.

AIR CORPS APPRENTICE AIRCRAFT TECHNICIAN

Apprentice Aircraft Technicians complete military training up

to the rank of a private soldier, while also becoming an aircraft technician. As an aircraft technician you will be taught how to look after scheduled and unscheduled maintenance of aircraft engines and systems, including avionics, electrical, hydraulics and fuels systems.

The training of an Aircraft Technician is 36-months and on completion are fully SOLAS/ETB and Institutes of Technology accredited tradespersons and are deployed in the various technical vacancies in the Air Corps.

SPECIALIST AREAS AND THE TRAINEE TECHNICIAN SCHEME (TTS)

There are a number of specialist areas within the DF, one of which is the Army Ranger Wing, which is a Special Operations Force (SOF) of the DF. To be able to apply for the selection process to serve with this unit you must have successfully completed the initial training in the PDF.



The TTS is a competition that is held each year within the DF for apprentice technicians in a wide range of skills. To be able to apply for the TTS you also must have successfully

completed the initial training in the PDF and have served for a minimum of 2-years. Some of these TTS includes Engineer Corps: Electrician, Carpenter, Construction Plant Fitter, Air Conditioning & Refrigeration Tech and Plumber; Ordnance Corps: Armourer, Armourer Artificer Instruments; CIS Corps: Communications Information Services Technician (CIST) in Electronic Engineering; Transport Corps: Heavy Vehicle Mechanic.

CURRENT PAY SCALES, W.E.F. 1ST JANUARY 2018, EXCLUDING ALL ALLOWANCES & TECH PAY:

Recruit	€394.22 per week
2 Star Private	€461.61 per week
3 Star Private (starting from)	€478.62 per week
Cadet	€1,536.83 per month
2/Lt	€2,502.08 per month
Lt	€2,849.58 per month
Apprentice Aircraft Technician	€286.18 per week
Aircraft Tech Airman/Airwoman	€519.71 per week

HOW TO APPLY FOR ENLISTMENT INTO THE DEFENCE FORCES

Okay, you have made a decision about which part of the DF you would like to enlist into, but how and when will you be able to apply.

The DF accepts applications for enlistment during competitions that it runs throughout the year. It runs separate competitions for each different area within the DF.

Below is a list of times that the DF has planned to run recruitment competitions in the coming months.

COMPETITIONS FOR ENLISTMENT 2018

- RDF competition is open during April and May 2018 and will run for approximately six weeks.
- PDF competition is open during March and April 2018 and will run for approximately four weeks.
- Cadetship competition is open during February and March 2018 and will run for approximately four weeks.
- Air Corps Apprentice Aircraft Technician is open during February and March 2018 and will run for approximately four weeks.

The eligibility criteria for each area is covered on the website. There will also be advertising notices for each competition put up on social media, newspapers, so keep checking the website and social media for information. Application forms are submitted online through the website www.military.ie and are only available when the various recruitment competitions are open. The DF does not accept applications when competitions are closed. The information you will be required to give on this application includes contact details, date of birth, nationality, preferred brigade for enlistment (the DF will try to facilitate enlisting personnel into Bdes that they prefer, but this is not always possible) and if you have a criminal record.

WHAT HAPPENS AFTER YOU COMPLETE YOUR APPLICATION? 2018 TIMELINE: APPLICATIONS SHOULD TAKE APPROX 4 MONTHS +

So, you have submitted your application online, what happens next. Well a week after the closing date of the competition for applications, you will receive correspondence informing you about the next stage of your enlistment. The enlistment process consists of five stages. You will only progress to the next stage if you successfully complete each stage to the minimum eligible criteria.

STAGE 1: PSYCHOMETRIC TESTING 2.5 MONTHS

All applicants who meet the minimum eligibility criteria on application will be invited to take an online Psychometric Test. Applicants will be given information about the test on their invitation email. Psychometric testing is designed to test your verbal and numerical reasoning. The test is completed online and will take about 30-minutes to complete. You will be given one week to practice online prior to the real test so you can familiarise yourself with the sort of questions that will be asked. You will then have one week to log on and complete the real test.

Applicants will be given their results within a week of the closing date of the test. Candidates who are successful in achieving the minimum eligible criteria will progress to the next stage. If you wish to know more about psychometric testing, please visit the website.

STAGES 2/3: FITNESS TEST/INTERVIEW 2.5 - 3.5 MONTHS

All candidates who are successful at the Psychometric Testing phase will be notified by email and will be invited to attend a Fitness Testing centre, located in Dublin, the Curragh, Cork and Naval Base, where they will be required to complete the DF induction fitness test. This test is pass or fail. If you are a dual candidate for the Army and Naval Service you will only be required to pass

one test. The Fitness test is composed of two aspects; they are Local Muscular Endurance and Aerobic Endurance.

Local Muscular

Endurance tests candidates on their ability to complete a certain number of push-ups and sit-ups over a given time of one minute.

- 20 push-ups (modified for females) and 20 sit-ups for a minimum eligible criterion

Aerobic Endurance tests candidates on their ability to run one and a half miles within a specific time limit.

- Males – 11 minutes & 40 seconds
- Females – 13 minutes & 10 seconds

Candidates who are successful at the Fitness Assessment Centre will be asked to attend an interview, which is held on the same day as the Fitness Test. The interview is competency based where Candidates will be assessed under the following competencies: Ability to work under pressure, Teamwork, Motivation and Career Orientation.

STAGES 4/5: MEDICAL/SECURITY CLEARANCE 3.5 MONTHS

Candidates who are successful at the Fitness and Interview stages, will then be invited to attend a full medical examination. This will be a thorough medical examination that will include hearing, vision and blood work.

In conjunction with this, all candidates will be security vetted by An Garda Síochána. Candidates will be required to pass both medical examination and security vetting to be considered for induction. Candidates must also supply two referees as part of the security vetting process.

OFFER OF EMPLOYMENT 4 MONTHS +

Congratulations you have made it through the Enlistment process, and have been offered employment. You will now start your training to become a member of the DF team, this training will be a challenging but enjoyable time and we look forward to seeing you among our ranks.



**IF YOU HAVE ANY QUESTIONS OR NEED MORE INFORMATION
PLEASE CONTACT OUR RECRUITMENT AND COMPETITIONS
OFFICE ON:**

Lo-Call: 1890 426555, **office:** 045 49 2553/2555 or
email: recruitment@defenceforces.ie

Address: Recruitment Section, Defence Forces Headquarters,
Dept. of Defence, Station Road, Newbridge, Co. Kildare,
W12 AD93

Changing OF THE WATCH

BY CPO/ERA RUAIRÍ DE BARRA

In the days of sail the ship's bell would ring out the passing of time and signal to the crew that it was time to change the watch. That bell has now pealed for Commodore Hugh Tully, Flag Officer Commanding the Naval Service (FOCNS) who handed over his watch to newly promoted Commodore Michael Malone at the end of 2017. And what a watch it has been, Comdre Tully has given 42 years of exemplary service to the state with a career spanning some of the most challenging periods for the navy.

Joining the NS in 1975, he was in a class of three cadets dispatched for training to Dartmouth in England. They returned from the UK and were sent to sea on *LÉ Deirdre*, which at the time was the Naval Service's only offshore patrol vessel (OPV). Commissioned in 1973, she joined the three venerable minesweepers *Gráinne*, *Fola*, and *Banba* to comprise the entirety of Ireland's naval assets.

After qualifying as a naval watchkeeper, the future FOCNS joined *LÉ Fola* as the Navigation and Gunnery officer. Rotating ashore, he spent some time on Spike Island with the Cadet College and was the cadet class officer for Comdre Malone.

Returning to sea in 1984 as XO onboard *LÉ Aisling*, he was onboard for the Air India disaster in 1985. Air India Flight 182 was a Boeing 747-237B operating on the Montreal–London–Delhi route, when on the 23rd of June 1985 it was blown up by a bomb at an altitude of 9,400m, while in Irish airspace, and crashed into the Atlantic Ocean. The death toll of 329 included 280 Canadians, 27 British, and 22 Indians.



Commodore Hugh Tully



Commodore Michael Malone



LÉ Eithne during Operation PONTUS in June 2017.



The latest addition to the fleet, LÉ William Butler Yeats P63.

Irish Naval Service personnel recovering bodies from the Air India Flight 182 disaster.



Comdre Tully recalls: *"There was no PSS in those days. It was difficult recovering the deceased, a large number of whom were women and children. But we coped very well, given the circumstances, in the way that a crew bonds together and provides self-support. It wasn't formalised or structured, but it was there."*

Every year, ex-crew members of LÉ Aisling from that operation assemble at a memorial to the victims in Ahakista, Co Cork, to pay their respects and to renew the bonds of comradeship that were forged in that terrible time.

In 1986, Comdre Tully served in Lebanon with UNIFIL, and in 1987 he was posted to NSHQ in Dublin for two years. He then joined LÉ Eithne as XO, before receiving his first command in 1990 onboard LÉ Aoife, which he commanded for almost four-and-a-half years, with a shore posting in-between.

He then served as Commandant the Naval College before going on to complete his Command and Staff course. He also managed to fit in stints with Naval Intelligence and the Fisheries Monitoring Centre (FMC).

Comdre Tully's last sea-going command was in 2007 as OC LÉ Eithne before taking charge of the Personnel Management Section until his promotion to captain and his appointment as OC Naval Operations Command (OCNOC).

Of his time as OCNOC, Commodore Tully says that, *"The main challenge in the role was dealing with the ageing vessels as we were only starting to build the P60 class...Maintenance was a headache across all branches; trying to meet the operational requirements and the maintenance needs."*

The retention of personnel was also a problem he faced and he says of this perennial issue: *"Retention has always been one of the biggest challenges. It was back then, and still is. Recruitment is still challenging, despite the high profile of the service. Yet we continue to attract a very dedicated type of person."*

In 2013, he was promoted to Commodore and appointed FOCNS and the next year the first of the new P60s. *"Three of them arrived on my watch,"* he says proudly.)

This was a very busy period, with huge challenges in meeting the Naval Service's commitments while renewing the fleet through the replacement of the older ships with ultra-modern patrol vessels.

Then, in 2015 it became even more challenging when the government responded to a call for assistance from its EU partners in dealing with the growing humanitarian crisis in the southern Mediterranean. This led to the first overseas deployment of a Naval Service vessel, when LÉ Eithne joined Operation Pontus.

Comdre Tully says of this historic deployment: *"My philosophy has always been, 'It's not all about fish!' While fishery protection is an extremely important job - you only have to consider what it is worth to the national economy and the number of people employed in the industry - but, equally, I have always held the opinion we have to keep the 'grey' in the Navy as well."*

"We were given two weeks' notice to be ready to depart and we were ready to go in two, although the diplomatic side took three weeks."

"Search and rescue was nothing new to us; it is something we have been involved in throughout the history of the service, although nothing on this volume."

He is tremendously proud of the ships' companies who participated in the rescue of thousands of people during the many Operation Pontus deployments.

In December 2017, LÉ Niamh became the first ship to join the European Union Naval Force, Mediterranean (EUNAVFOR MED) mission, Operation Sophia. Of this mission, Comdre Tully says: *"There was some resistance from some who felt there was no humanitarian element to Operation Sophia, but of course there is, and we saw that during LÉ Niamh's tour last December, when many people were rescued even though the primary focus is the disruption of smuggling and arms trafficking. Our vessels are ideal for this type of work."*

Asked if he had any words for his successor, the outgoing FOCNS said: *"I would like to congratulate and wish Michael the very best. It is so important to have a strong team around you; who will tell you what you need to hear, as opposed to what you might like to hear. It's a team effort, from senior officers to NCOs."*

Asked if he would miss the Naval Service, Comdre Tully replied, *"I won't miss the buildings, I'll miss the people. We are a small organisation, where you get to know a lot of people. For me, the annual FOCNS inspection was a chance to meet the ship's company, the inspection was nearly secondary."*

Comdre Tully is not planning on settling into a quiet retirement any time soon. He has recently become chairman of the Crosshaven RNLI Lifeboat Management Group and he is a board member of Sail Training Ireland. He will continue to serve his community in these voluntary positions, bringing his years of experience to the roles in organisations that provide so much to seafarers throughout the country.

While Comdre Tully has been at the helm for many firsts, the incoming FOCNS, Commodore Michael Malone, has started his command of the service with a first of his own being the first marine engineer to hold the appointment.



The Bar of Ireland presented its inaugural Human Rights Award to the Irish Naval Service on 13th October 2016 in appreciation of its exceptional contribution to human rights in saving thousands of lives in the Mediterranean Sea during the current migration crisis.



His own career has one foot firmly at sea, with years of service on many ships, and the other firmly in the dockyard, as a ship builder. He joined the Naval Service as a cadet in November 1981, training in the Cork Regional Technical College, followed by the Royal Naval Marine Engineering Officers (MEO) application course in Plymouth.

He achieved his naval engineering watchkeeping certificate in 1987, which is the professional qualification required to take a naval vessel to sea as the engineer in charge, and he served for two years as the assistant MEO on *LÉ Emer*, followed by another two years posting on the same vessel as MEO.

Having completed almost four years at sea, Comdre Malone rotated ashore to an appointment in the Naval Planning office in the Shore Support Group, which has grown and transformed over the decades into Naval Support Command (which Comdre Malone would later command.)

However, shore time passes quickly and before long *LÉ Deirdre* was to be his home for two years. This was followed by another appointment in the Naval Dockyard and Shore Support Group, and then with the Planning and Inspectorate unit, where he worked on the planning and specification for the *LÉ Roisín* and *LÉ Niamh*.

He was the resident engineer for *LÉ Niamh* in Appledore shipbuilders in 2000 and 2001, when *LÉ Niamh* was delivered to Ireland. The then Lt Cdr Malone sailed on the new vessel as MEO for nearly two-and-a-half years, during which he took part in *"the longest overseas trip the Navy had undertaken up to that time, with a visit to Japan and the Far East"*.

When next ashore, he became part of the team that began to develop the specifications for the P60-class patrol vessels. He also undertook the Command and Staff course in 2006.

In 2008 then Commander Malone began to carry out the detailed specification work for the next generation of NS vessels and he says it was a proud day, at the end of a very long journey, when contracts for those vessels were signed that year.

He remained deeply involved in that programme, which subsequently saw the proposed three vessels become four: *LÉ Samuel Beckett*, *LÉ James Joyce* and *LÉ William Butler Yeats* are now in service and *LÉ George Bernard Shaw* will arrive in July of 2018.

Of this busy period of renewal for the fleet, he says, *"As the resident engineer in Appledore, I had a very good in-*

sight into the requirements to ensure that we delivered the vessels on time, on specification and on cost. Vessels would regularly have cost overruns, but this has not been the case with the vessels we have built to date."

Asked if he thinks the relationship built up with Appledore will change post-Brexit, Comdre Malone said: *"When we go for the next generation of vessels, it will be the same as heretofore, an open EU competition. I don't necessarily see any major issue with that; in the last competition we had significant interest from a number of countries worldwide, applying to be include in the requests for tenders."*

On a recent visit to New Zealand by two NS commanders, Commodore Malone said: *"We received an invitation to look at the HMNZS Canterbury while on exercise... it was a great opportunity to view the many roles which have been given to this roll-on/roll-off variant vessel, such as its recent involvement in humanitarian relief after an earthquake. However, her design would not be particularly suited to the type of conditions off the west coast of Ireland, and also she is significantly bigger than our concept at present."*

Acquiring new vessels and new equipment for our sailors to ply their trade with is very important, and the NS must constantly renew itself to face the challenges of the future. To this end I asked Comdre Malone if he sees a possible move to a nine-ship fleet when *LÉ George Bernard Shaw* shoves into view in the lower harbour.

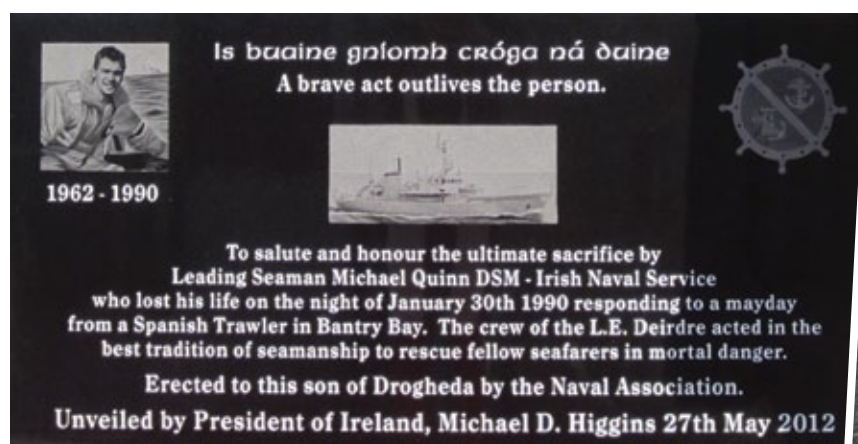
"We will have to wait to move to the ninth ship," he answered. *"The reality is, the number of ships that we can operate is a function of the number of trained, competent personnel that we have in the organisation. At the moment, we don't have sufficient numbers of critical personnel with the skills necessary to operate nine vessels."*

Comdre Malone assumes command of a service that is operating at the highest levels, domestically and internationally; that has a fleet of ships that for the first time in many years has 50% less than four years old; that faces huge challenges to secure Ireland's maritime border with the looming uncertainty of Brexit; that must continue to find a way to update its fleet; and that must find a solution to the ever-present problem of the retention of its highly trained personnel.

We thank Comdre Tully for the work he has done in modernising and equipping the Naval Service to undertake its many important roles and we wish Comdre Malone the best as he navigates the Service into the future. ■

UPHOLDING THE MARINER'S CODE

BY A/COMOP DAVID KELLY - PHOTOS BY L/COMOP STEPHEN MORRISSEY, LE EITHNE AND COURTESY OF THE IRISH NAVAL ASSOCIATION



Courage, Respect, Integrity, Loyalty, four Defence Forces' values that adorn every billet from Finner Camp to Haulbowline, and firmly embed themselves in the psyche and consciousness of recruits and cadets.

The awarding of the Distinguished Service Medal (DSM) reflects and highlights the bravery, courage, leadership and devotion to duty of servicemen and women who go above and beyond the call of duty, often risking their own lives or paying the ultimate sacrifice and, in the case of Naval Service personnel, upholding the mariner's code.

The week of 28th January to 3rd February 2018 has been both a heartrending and humbling one for the Service with 30th January marking the 28th anniversary of the tragic death of Leading Seaman Michael Quinn DSM, the Drogheda native who drowned while attempting to rescue the crew of a stricken Spanish fishing vessel, *Nuestra Señora de Gardtoza*, near Roan Carrigbeg Light, Lawrence Cove, while on 2nd February a DSM and commendations were awarded to Naval Service members in recognition of outstanding service during Operation Seabight in 2008.

Although separated by almost three decades, these accolades pay homage to the men and women in service, who are trained to respond to numerous and wide-ranging scenarios at home and abroad, ranging from search-and-rescue operations to tackling the illegal trafficking of people and narcotics, as well as humanitarian and intelligence-led missions.

DSMs bestowed on officers, non-commissioned officers and able seamen not only acknowledge and honour heroism and selflessness, but also provide a fitting insight and tribute to those nominated, by giving them a voice and affording them recognition among comrades and shipmates.

Posthumous awards and citations may offer some form of comfort and solace to grieving families, friends and colleagues. The realisation that in their final moments, their

friend or loved one was willing to lay down their life in a cause they believed greater than their own, to save that of a fellow seafarer, paints a thousand words and portrays their character with great esteem and valour.

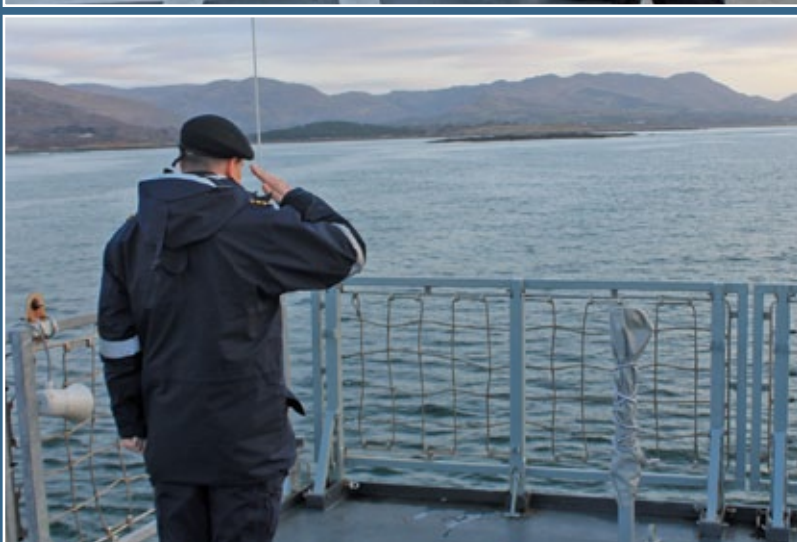
Regardless of time and place, the perils and challenges of the sea remain unpredictable; changing rapidly, and often without notice. Never before has the Naval Service entered or occupied a level of public awareness and space as it does today, brought home by harrowing events in the Mediterranean where Operation Pontus has seen almost 17,500 people rescued; and the heart-wrenching final seconds of R116 and the subsequent endeavours to bring the crew home.

Often viewed as an extended branch of the emergency services, naval personnel have occasionally found themselves at the frontline, literally being the last hope for those in distress, the difference between life and death - a responsibility they share with their colleagues in the Coast Guard.

Michael Quinn remembered

In a poignant ceremony off Roan Carrigbeg Rocks, OC *LE Eithne*, Cdr Timon, read a prayer from the Mingy Prayerbook and a salute was rendered, while a bouquet of flowers was dropped into the sea to honour and commemorate the passing of Leading Seaman Quinn 28 years ago.

LE Deirdre had responded to a Mayday call received by Valentia CRS, which indicated that the vessel was sinking with 16 persons onboard. With no helicopter support and cover available, and with *LE Deirdre* unable to manoeuvre close enough, the decision was taken to launch a Gemini, a boarding craft with a powerful outboard engine. L/Sea Quinn and A/Sea Paul Kellett volunteered, as both were the regular boarding crew and very experienced in handling and operating the Gemini.



As they edged closer to the fishing vessel, the appalling conditions and severe gale made it apparent that neither a boarding nor a rescue would be possible. As the Gemini returned, strong winds and high waves capsized the craft, throwing both crewmen into the sea. A/Sea Kellett was washed ashore, where, despite his exhaustion, he managed to clamber to safety over the sharp rocks.

An extensive search by LÉ Deirdre, assisted by an RAF Sea King helicopter, merchant vessels *Shell Technician* and *Shell Marketer*, and the fishing vessel *Ben Chourn*, failed to locate L/Sea Quinn.

The following morning an Air Corps Dauphin helicopter

based in Shannon joined the search. At 0800hrs on the 31st, it recovered the sailor's body three miles east of the tragic scene. He was only 27 at the time of his death; A/Sea Kellett was 21.

An RAF Sea King helicopter subsequently rescued the 16-man crew of the trawler.

In recognition of L/Sea Quinn's gallantry and devotion to duty, the minister for defence made a posthumous award of the DSM. The King of Spain awarded him with a posthumous Spanish Cross of Naval Merit in recognition of his brave attempts to rescue the Spanish crewmen. A/Sea Kellett was also awarded both medals in equal recognition of his bravery and commitment to service.

Two years after the tragedy, the Dublin Branch of the Irish Naval Association was renamed the Leading Seaman Michael Quinn Branch in his memory.

His DSM citation reads: *'For displaying leadership, devotion to duty and courage to the extent of losing his own life, in that he volunteered for and undertook a hazardous mission under adverse conditions to locate and reconnoitre a stricken vessel in order that a rescue could be effected on the crew of the FV Gardotza, grounded on the Roan Carrigbeg Rocks, Co Cork on the night of the 30th of January 1990.'*

Publilius Syrus, a Syrian slave who found prominence and fame in Rome as a playwright, scholar and philosopher wrote, *"Man's life is short; and therefore an honourable death is his immortality."*

Michael Quinn's legacy will live on, inspiring others to join the ranks and wear the uniform with pride and distinction; putting other seafarers' needs before their own. Fondly remembered, 1962-1990.

No safe haven for drug cartels: present day honours

On the 2nd February, Minister with Responsibility for Defence Mr Paul Kehoe TD, accompanied by Chief of Staff of the Defence Forces Vice Admiral Mark Mellett DSM, attended a ceremony at Haulbowline to award a DSM to Lt Cdr Jamie Cotter for his actions as Boarding Officer during one of the largest drug seizures in the history of the State.

The intense operation, involving several units of the Naval Service, LÉ Niamh, LÉ Roisin, LÉ Orla, the Garda National Drugs Unit, and Customs drugs law enforcement, resulted in the seizure of 1,800kg of cocaine, with an estimated street value of €750 million.

The narcotics were hidden onboard a sailing yacht, *Dances With Waves*, which departed Venezuela, with suspected drop off points off the Cork and Welsh coasts.

S/Lt Cotter (since promoted) was nominated for a reconnaissance patrol, which was conducted in RHIBs under cover of darkness, with the level of perceived resistance unknown and in treacherous sea conditions.

Cdr Eugene Ryan (retd) and Lt Cdr Martin Brett also received commendations for their actions during the operation. Cdr Ryan was Commander of Fleet Operations ashore with overall operational responsibility, while Lt Cdr Martin Brett, OC LÉ Niamh, was in tactical command of the multi-ship task group that conducted the boarding. ■

TAKEN

BY PAUL O'BRIEN MA

Many members of the Irish Defence Forces will, at some stage in their career, encounter people who are, or have been, the victims of human trafficking. In recent years, criminal gangs have taken advantage of the migration crisis to traffic people; a despicable act that brings in an estimated £250 million pounds a year in Britain alone.

Recently Security Analysis & Research (SAR) Consultancy, a risk management, research and analysis provider, held the third of series of talks on security issues, the latest being on human trafficking and modern slavery.

Dr Carol Murphy of St Mary's University opened the proceedings with a great talk on the criminal aspects of trafficking. She says it is usually families who sell or traffic family members for profit and this is the first act, but exploitation by criminal gangs occurs in the country where they arrive.

There are no specific models to follow with these gangs. For example, in Vietnam or Albania the exploitation is very ad hoc, while Nigerian gangs are much more organised. Women are usually smuggled through airports, where they are trained to exploit loopholes in a country's immigration system. These women, who have been promised proper work and accommodation, are usually found later working in nail bars or the sex industry.

Pablo Rojas Coppari, of the Migrant Rights Centre, Ireland (MRCI), explained that 80% are non-EU migrants and that more men are trafficked than women, and are generally exploited for labour. Even people who have the right to live and work in a country are exploited, living in bad conditions and being paid little or nothing for their work.

The MRCI raises awareness on these issues in Ireland through its actions and campaigns. Helped by the police, it assists victims and investigates claims of forced labour, involving people being forced to work long and arduous hours in restaurants, domestic work or in the agricultural sector. The MRCI also assists victims in getting compensation through the Labour Court.

Mr Coppari said that although there are a diverse range of services to assist victims of slavery, they need to be improved and he highlighted the lack of certain types of support for victims, such as safe houses and specialist medical facilities. Often, the experiences these people suffer leave them financially and psychologically scarred.

District Inspector Molloy, of An Garda Síochána, an officer with many years of experience in this field, gave many examples of this international crime. He says that 300 to 400 people are trafficked to and exploited in Ireland every year and that illegal immigrants are the most vulnerable. There is huge money to be made by the traffickers and those exploiting the victims of trafficking. As a result the police have made great strides in smashing these criminal networks and bringing those responsible to justice by following the money.

The final speaker on the evening was Kathryne Bomberger, direct general of the International Commission on Missing Persons, which highlights people who have gone missing due to criminal activity. Ms Bomberger spoke about how important it was to put a face to those who are missing and to see them as people, not merely numbers or statistics as we often do.

She says there is no specific legislation on missing persons and the issue is vast. Around the world today there are millions of reported cases of missing persons due to armed conflict and human rights abuses, and the problem of missing and disappeared persons has intensified in the course of the last two decades. Failure by governments to account for large numbers of persons who go missing for involuntary reasons is a fundamental abrogation of the rule of law, according to Ms Bomberger, and state responsibility and action are essential, both domestically and internationally.

While some of the details and stories given by the speakers were harrowing, to

say the least, one positive aspect emerged from the talks; many groups are working together to assist victims of trafficking, and the excellent relationships between the various organisations and the police are getting results. However, the struggle continues. ■



NAVAL CADET EXCHANGE WITH US

BY CDT CUAN KENNEALLY & CDT CHRISTOPHER MALCOLM,
56 NAVAL CADET CLASS

In June 2017, NS Cdt Kenneally and Malcolm travelled to the United States Naval Academy (USNA) in Annapolis, Maryland to join the USNA's Yard Patrol (YP) craft Atlantic patrol training block for midshipmen training to become officers of the US Navy. This is their report...



We were quickly made welcome after our arrival at the USNA in Annapolis as we were shown around the academy. What first struck us was the size and scale of everything. For example, the building we were staying in, Bancroft Hall, is home to 4,000 midshipmen in training.

The first phase of the training block was classroom based, ensuring we all knew the theory and had the skills required for the upcoming voyage. This included a brief sea survival course and a basic navigation test. We were introduced to the crew of the yard patrol (YP) craft we would be onboard and the two lieutenants who were attached to us for the duration of the patrol.

After lessons on the navigation equipment and techniques we started reviewing the charts we would use for our voyage, which would bring us from Annapolis to Baltimore, then on to Philadelphia, New York, and Boston, travelling in a convoy of four boats.

Next came familiarisation with the YPs, including practicing coming in and out of the harbour and putting our navigation theory to the test. We were also put into our watch teams for the voyage. We were in Blue watch for the close-to-shore legs and watch Three for the legs that did not require as many people on

the bridge. Each person in the watch was given a role to start with, such as radar operator, navigator, lookout, or officer of the day. However, during each watch we would rotate jobs, so everyone got experience in each bridge role.

The morning before we got underway was spent loading provisions and our kit onto the boats and carrying out final checks. A final navigation brief was held in the academy with the YP crews and the expedition's commanding officer. This dealt with each stage of the voyage and highlighted key sections, such as canals, dangerous areas, and anchorages.

All that was left was to get underway.

The first leg, to Baltimore, only took eight hours but served as a warm up for the longer legs that lay ahead. Blue watch held the first watch out of Annapolis and Chesapeake Bay, which gave Gold watch a chance to take in the scenery and prepare for our navigation into Baltimore. The four YPs travelled mostly in Formation One, a simple line with one boat behind the next, with the first boat giving commands via radio for things like speed, marking turns, or changing formation. Each watch lasted three hours and the time spent off the bridge was used to rest, cook or get to

know the midshipmen and learn about their training.

During their training, they have the opportunity to get a degree in subjects ranging from philosophy and law, to nuclear engineering, while training for one of the four main branches of the US Navy: surface fleet, submarines, Marine Corps or aviation.

The approach into Baltimore was our first time as a team navigating beyond Chesapeake Bay, but we relaxed into the roles we had practised for. As we came into the harbour the spare hands manned the rails to render honours to Fort McHenry. (It's a US Navy tradition to render honours to specific forts and memorials and we would see and take part in this throughout the passages ahead.)

The journey from Baltimore to Philadelphia took 11 hours and brought us through the Chesapeake and Delaware Canal and up the Delaware River. When we arrived, we docked at Penn's Landing, where we were surprised to find a memorial to the victims of the Irish famine right beside where we were docking for three nights.

The next leg of the journey took us from Philadelphia to New York City, a two-day passage involving travelling at night. While on night watch, we had to be vigilant for lights and sound signals as well as carefully observing radar and electronic navigation systems. Our last watch of the leg began as we arrived in New York, which was particularly spectacular as we watched the city skyline grow on the horizon and saw its iconic landmarks coming into view.

Coming into New York we rendered honours to Fort Tompkins, the Statue of Liberty, and the 9/11 memorial before docking on Pier 86 on the Hudson River, home to *USS Intrepid*, an aircraft carrier-turned-museum.

While docked the YPs were open for tours, and despite the billions of dollars' worth of the *Intrepid* beside us the public took a huge interest in the YPs and the training the midshipmen were doing.

After three days giving tours and preparing for our passage to Boston, ahead of us was the major challenge of navigating out of New York. Diligently following our navigation plan we successfully got through Hell Gate, an extremely narrow tidal channel and busy traffic lane, before heading up the Long Island Sound to carry out fleet exercises.

These exercises involved the YPs manoeuvring in different formations at different speeds and distances, followed by man-overboard drills, after which we continued to our anchorage. The exercises were very interesting to participate in as we had learned about them during training.

The next day we were underway again, steaming up the East Coast, passing Atlantic City, until we anchored at night at the entrance to the Cape Cod Canal. The next morning, we made our way through the canal and were in Boston by afternoon.

Arriving in Boston, we manned the rails as we passed the crowds gathering for Sail Boston, a maritime festival that we would be participating in with other naval vessels and tall ships from around the world.

The following morning, we departed Boston Harbour to join the Parade of Sail and took up our position in the parade outside the bay. Visibility was poor and the high concentration of traffic proved to be a challenge to navigation. Re-entering Boston with the parade, the four YPs took up a diamond-shape formation, while the crews manned the rails.

The Parade of Sail involved over 50 ships from 14 countries and included a 183m-long dock landing ship and a flyby from F-16 fighters. The next day we got to visit the other participating ships, which were spread out along the various piers, drawing a massive crowd to the seafront. It was a fantastic experience to visit the various ships and meet their crews.

The next morning, we got underway on the longest leg of our journey, from Boston back to Annapolis. After passing through the Long Island Sound the weather grew progressively worse, and the mixture of the YP's top-heavy design and size made for rough sailing. Our passage through the C&D Canal sheltered us from the rough weather for a while and by the time we emerged the worst of it had passed. The remainder of the journey home was much more stable; a relief to the many sick crew on board.

On returning to the USNA we did the last of our scrub-down and cleaning of the ship, had our final debrief with the CO of the YP fleet, and parted ways with the crew.

Overall, we had a fantastic experience in America; it allowed us to utilise our training, adapt to a new learning environment and learn about how another navy operates, while getting to know its future officers. ■



**Defence Forces
5 Mile Road Race
Hosted by the Air Corps**

Casement Aerodrome, Baldonnel



Thursday 22nd March 2018 @ 12:00Hrs

Prizes: 1st, 2nd & 3rd for Senior Male & Female
1st & 2nd for Female Over 35 - 1st, 2nd & 3rd for Over 40s
1st, 2nd & 3rd for Over 45s - 1st & 2nd for Over 50s
1st for Over 55s - Team Prize for Teams of 3

- Entry by post on official entry form with €5 entry fee.
- Postal entries closes on 14th March 2018.
- T-shirt and Goody-Bag guaranteed for 1st 300 entries only.
- Limited entries on the day.
- All profits will be donated to the Organisation of National Ex-Service Personnel (ONE)

For more info Contact:
Comdt Orla Jennings Ext:7825
Sgt Alan Hayles Ext:7537



**LISTOWEL MILITARY
PARADE 2018**

The Listowel Military Parade 2018 & Wreath Laying Ceremony takes place:

on Saturday 5th May 2018
at 15.00hrs followed by a celebrated mass at 18.15hrs

This year, the Parade is particularly dedicated to the 40th Anniversary of the first Irish Infantry Battalion to be deployed in Lebanon and to honour those who died there in all the subsequent years.



Cordially invited associations are: ONE, IUNVA, Irish Legion, Royal British Legion, American Legion, Munster Fusiliers, Civil Defence, Irish Naval Association, Irish Coast Guard, Associazione Nazionale Carabinieri Irlanda, French Foreign Legion Association of Ireland and other associations will also be invited as the list is extended. Several Military Attaches are also invited along with local dignitaries.

For more information contact John Wade Organising Committee on 086 803 3121 or email: derryhouse@eircom.net

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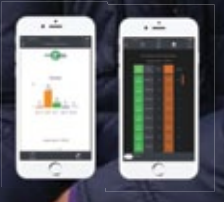
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BY JOE PRICE

DUCT TAPE AND ITS EMERGENCY USAGE

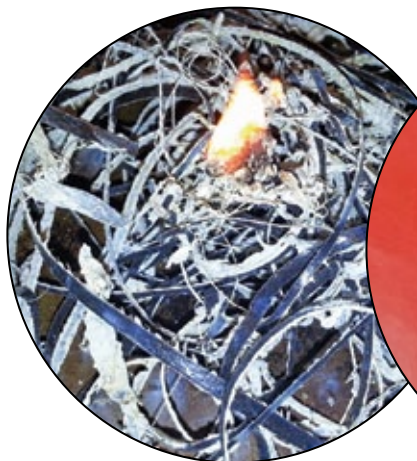
LET'S TALK ABOUT THE MENTALITY OF MULTIPLE USE ITEMS. USING A REDUCTIONIST MENTALITY OF "TWO IS ONE" IN LOOKING AT WHAT YOU CARRY IN YOUR KIT HELPS MAKE YOU MORE ADAPTABLE AND TURN A BAD SITUATION INTO SOMETHING MORE BEARABLE. A PRIME EXAMPLE OF THIS MULTI-USE ITEM IS DUCT TAPE. CARRYING 10-15 FEET OF DUCT TAPE WRAPPED AROUND A LIGHTER OR OLD CARD CAN BE A BIG BENEFIT IN THE FIELD. HERE ARE JUST A FEW OF THE MANY EXAMPLES FOR DUCT TAPE USES.

REPAIRS: We start with the obvious *"if it moves and it shouldn't – duct tape"* logic. But it's also incredibly versatile in repairing punctured water bladders, tents, bivis, sleeping bags that are losing stuffing and even yourself in a last-ditch medical emergency. Buy the best brand you can. 3M make some of the best and it's available in a huge variety of colours.



CORDAGE: Duct tape makes surprisingly good cordage. Simply holding one end and twisting as it comes off the spool will turn the tape into strong cordage for an improvised sling in first aid or a strap for carrying items.

TINDER: By pulling apart strands of duct tape and tearing them into strips, it can be ignited with the lighter you wrapped it around to help build a fire.



GAITERS: Many boots are only waterproof to above the ankle. If you encounter snow or tall grass, wrapping the tape in an overlapping fashion allows you to add extra inches of waterproofness to your boots and trouser ends.

CONTAINERS: Duct tape can be layered to make a usable vessel for water, but the best method I have found is to wrap a Zip-Loc bag in layers of tape. It gives you a container for water or a pouch to hold a water bladder or other equipment safe in your bag.

FIRST-AID: The *"if it moves and it shouldn't"* concept works here. Wrap the tape around sticks or other objects for splints. When cut or torn into strips, it can be used as butterfly sutures in conjunction with a protective dressing. If you feel a warm spot happening in your boots, applying duct tape to the area will ease this and help prevent blisters.

Joe Price is a 'Living to Learn' survival enthusiast, a member of the Irish Bushcraft Club and an Irish Ambassador for Mora Knives. He works in The Camo Shop www.thecamoshop.ie and you can follow the 'Living to Learn' community online:

www.facebook.com/groups/livingtolearn/

GLASNEVIN CEMETERY STEEPED IN HISTORY

BY SGT WAYNE FITZGERALD PHOTOS BY CPL LEE COYLE & SGT WAYNE FITZGERALD

“The fools, the fools, the fools! They have left us our Fenian dead and while Ireland holds these graves, Ireland unfree shall never be at peace.”

Patrick Pearse's graveside oration at the funeral of O'Donovan Rossa in Glasnevin Cemetery, 1st August 1915.

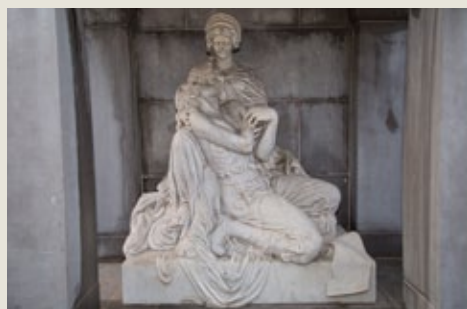
In 1828 Daniel O'Connell set up the Dublin Cemeteries Committee with a view to establishing a non-denominational burial ground in Dublin - at that time Catholics didn't have their own cemeteries due to the Penal Laws.

When a cholera epidemic broke out in 1832, Bully's Acre cemetery in Kilmainham began refusing burials after receiving 500 corpses in a ten-day period. As a result O'Connell's new cemetery received its first burial on 22nd February 1832; that of 11-year-old Michael Carey from Francis Street.

Originally known as Prospect Cemetery, as the entrance was on Prospect Square, it soon became known as Glasnevin Cemetery after the entrance moved to Finglas Road in 1879.

Recently, *An Cosantóir* visited Glasnevin Cemetery, where Paddy Gleeson from the Glasnevin Trust kindly acted as our tour guide.

The impressive wall, with its eight watchtowers, surrounding the cemetery was built to deter body snatchers in the 1800s, and the cemetery's main focal point is the 168-foot round tower that is the final resting place of Daniel O'Connell.



The cemetery has an abundance of greenery, including a huge variation of trees, some of which are over 200 years old, including oak, pine, yew, beech and cedar.



The five most visited graves are those of Michael Collins, Charles Stewart Parnell, Roger Casement, Daniel O'Connell and Éamon de Valera.

With far too many famous occupants of the graveyard to mention, we focused on those with a military or revolutionary past.

There are 17 WWI British Army chaplains at rest in Glasnevin, including Very Reverend Francis Canon Gleeson, who is depicted on his horse in Fortunino Matania's famous painting *The Last General Absolution of the Munsters at Rue du Bois*. He also served as a chaplain to the Free State Army from February 1923.

The Jesuit plot includes over 20 chaplains, one of whom, Fr Francis Browne, photographed the Titanic on its maiden voyage from Southampton to Queenstown (now Cobh) in 1912. Fr Browne went on to serve as a chaplain to the Irish Guards in 1916 and saw action from the Battle of the Somme to Mesines Ridge, Ypres and Passchendaele.

Another denizen of the cemetery is Col James Fitzmaurice, who served in the Great War as an infantryman before being commissioned. He transferred to the Royal Flying Corps in 1917, and stayed with them as they became the RAF, before resigning on the signing of the Treaty in December 1921, after which he returned home to serve in the newly formed Irish Air Corps. In 1928 he co-piloted the first successful east/west flight across the Atlantic from Ireland to America.

Worth a visit on its own is the daily appearance, at 2.30pm, of an actor arriving in Irish Volunteer uniform as PH Pearse to re-enact, with great vigour, Pearse's oration at the grave of O'Donovan Rossa in 1915.

We then visited the Necrology Wall, which was built in 2016 to commemorate those who died in the 1916 Easter Rising. The names of 485 people, including 58 rebels, 262 civilians, 13 RIC policemen and 107 British soldiers are listed in chronological order, culminating with Roger Casement on 3rd August 1916. Casement's remains were repatriated from the UK in 1965 for reinterment in Glasnevin.

The Defence Forces plot contains many former soldiers, including Tpr Anthony Browne who was awarded the Military



Medal for Gallantry (MMG) for his actions in the Niemba Ambush in November 1960.

We then visited the grave of General Michael Collins, Commander-in-Chief of the Free State Army, who was killed during the Civil War in an ambush at Béal na mBláth on 22nd August 1922. His was regarded as one of the largest state funerals ever, with over 300,000 people lining the streets of Dublin for the cortege. A number of societies and individuals still visit his grave and lay fresh flowers regularly throughout the year.

Next, we visited the tomb of the Liberator, Daniel O'Connell, who is remembered as one of Ireland's most prominent politi-

cian leaders from the start of the 19th Century. Elected as an MP for Clare in 1828, he campaigned for the emancipation of Catholics and for the repeal of the Act of Union.

Paddy told us O'Connell's resting place, which he says is "*the most elegant tomb in Ireland*", was completed in 1869 and now contains the remains of many of O'Connell's descendants. The tower, which was the subject of an unclaimed bombing in 1971, has undergone recent restoration and the new staircase will be opened in March 2018.

In 1920 and 1921, during the War of Independence, ten republicans, including Kevin Barry, were executed and buried in unmarked graves in Mountjoy Prison, they remained there for some 80 years, until 14th October 2001, when nine of the 'Forgotten Ten', as they are sometimes referred to, were given a full state funeral and reinterred in Glasnevin Cemetery close to a Celtic cross that had been erected in their memory in 1996. (The tenth, Patrick Maher, was re-buried in Co Limerick in accordance with his family's wishes.)

Another feature in the cemetery, beside the Cross of Sacrifice, are the Memorial Walls which contain over 200 names of Irishmen who died during the First and Second World Wars and are buried in Glasnevin. Some 37 Irishmen were recipients of the Victoria Cross (VC), the British Army's highest award for gallantry. Memorial stones are currently being placed for these 37 individuals, including Pte James Duffy VC, Royal Dublin Fusiliers, who died on 27th December 1917, being the most recently unveiled. (See *An Cosantóir* February 2018.)

We also visited the grave of Éamon De Valera, who commanded the Volunteer garrison at Boland's Mills during the Rising; was the political leader of republican side in the War of Independence and of the anti-Treaty opposition in the ensuing

Civil War; served as Head of Government six times; and was the third President of Ireland, serving the maximum term of 14 years from 1959-73. He died on 29th August 1975, aged 92.

Glasnevin Cemetery's famous Republican Plot contains 80 burials, including the following:- The O'Rahilly, a founding member of the Irish Volunteers, and Director of Arms, who was shot and killed on 28th April 1916 on Moore Street as he was searching for an escape route out of the burning GPO;

Elizabeth O'Farrell, a member of Cumann na mBan who courageously tended the wounded in the GPO and who famously stood beside PH Pearse as he surrendered to the British on



Saturday 29th April 1916;

Constance Markievicz, the most famous of the Irish female revolutionaries, who fought at the College of Surgeons during the Rising. She was the first female to be elected to Westminster, but never took up her seat, she died in 1927;

Eoin O'Duffy, a republican leader in the border region in 1920, who became the first chief commissioner of An Garda Síochána in 1922, serving for 11 years. A staunch fascist, he founded the Army Comrades Association, otherwise known as the 'Blueshirts', bringing many of them to fight for Franco during the Spanish Civil War in 1936. He returned to Ireland in ill health and died in 1944, aged 52.

Before leaving the cemetery visit the delightful Sigerson Memorial beside the main gate, which was designed and paid for by Irish writer and poet Dora Sigerson-Shorter in memory of those who died in 1916. She lost many of her closest friends in the Rising and her poem 'The Sacred Fire' is inscribed on the back of the memorial. Dora died in 1918 and is also buried in Glasnevin.

Visitors can also search Glasnevin's 1.5 million burials through the searchable database on the cemetery's website with 2,504 Fitzgeralds and 17 Wayne Fitzgeralds among them.

As this article shows there is a lot more to Glasnevin Cemetery than one might imagine. It is an unforgettable experience walking past the resting places of many ordinary Dubliners buried side by side with so many of the country's greatest heroes and historical figures.

General History Tours are conducted daily at 11.30am and 2.30pm and the Dead Interesting Tours at 1pm on Saturdays and on Sundays. The cemetery museum is open from 10am to 5pm daily. Contact +353 (01) 882 6550 or visit: www.glasnevintrust.ie. ■

COMDT JIM LAVERY DSM

BY DON LAVERY

It is one of the iconic pictures of 1960s Ireland; President John F Kennedy's motorcade on O'Connell Street in Dublin. The closest person to the president's car is my dad, then Captain Jim Lavery, riding his motorbike while commanding the cavalry escort from 2 Motor Squadron (now 2 Cav Sqn). This was June 1963; five months later Kennedy would be dead, shot by a sniper in Dallas.

Capt Lavery had trained all the men who made up the presidential escort that day, and by all accounts he was a tough but fair commander.

While President Éamon de Valera was the unit's usual focus, they also provided escorts to

many visiting dignitaries, such as Princess Grace of Monaco.

The Kennedy visit, however, was different as the country was transfixed with the glamour and prestige of the most powerful man in the world coming to visit his ancestral home.

His security detail's briefing included a warning of a possible rooftop sniper on the motorcade's route into Dublin. Live ammunition was issued to the escort's officers, including my dad, who, as he was riding right next to JFK, would have to have been the first to react in the event of an assassination attempt on the president.

Capt Lavery had addressed President Kennedy in Irish when presenting the escort at Dublin Airport, and later, when huge crowds overwhelmed Kennedy's security outside Iveagh House, he drove his motorbike into the crowd to get to the president and ensure his safety. Before leaving Ireland, Kennedy gave Capt Lavery a gold tie pin of his WWII boat, PT 109, as thanks for guarding him. Both men were of a similar age, and both had seen action, Kennedy in the Pacific, and Lavery in the Congo.

My father, who was born in Lurgan, Co Armagh, in 1922, joined the Irish Army as a Commissioned Temporary Officer in 1944, and was troop commander of 8 Cyclist Squadron. In the event of an invasion, as an experienced motorcyclist my dad was tasked with rushing to Belvelly Bridge, which connected the vital harbour and naval base at Cobh to the mainland, to set off a demolition charge to blow the bridge.

Given a regular commission in 1946, he served with 1 Motor Squadron and 4 Motor Squadron, before joining 2 Motor Squadron in 1956, where he served as adjutant, troop commander, and second-in-command.

He volunteered for the Congo in 1960, serving with 33 Infantry Battalion as Admin Officer with A Coy, which lost nine soldiers in the Niamba ambush in November 1960, an incident that shocked Ireland to the core. Three of the 11-man patrol were from 2 Motor Squadron, and the patrol com-

mander, Lt Kevin Gleeson, was a friend of my father's. The small patrol was attacked by more than 200 warriors and remains the Irish Army's worst loss of life in a single incident in more than 50 years of peacekeeping.

My twin, Mike, and I were seven years old when a chaplain came to our home in Rathmines to tell my mother Nancy that dad was safe, after fears that he had been caught up in the ambush.

My father interviewed one of the two survivors of the ambush and two years later, along with Comdt Jack Gallagher, Comdt Brendan Heaney (MO), and Comdt Thomas Malachy McMahon, he took part in a secret mission deep into Baluba territory to recover the body of Tpr Anthony Browne, who had fought his way clear of the ambush site before being overwhelmed some distance away, perhaps days later.

The four Irish officers expected to be attacked by the warriors who they knew were in the surrounding bush, and my father recalled carrying a Gustaf sub-machine gun with 12 magazines, a satchel of grenades, and a .38 revolver with 12 rounds.

They held discussions with local tribal leaders, some of whom had been involved in the ambush, and told them that Browne's wife and children wanted his body back (although he was not in fact married). As a result one of the chiefs agreed to guide them. As they moved on, Capt Lavery stayed close to the chief, later saying the man would have been, "the first to get it" if they were betrayed and ambushed. However, the chief duly led them to a spot and there, as Lavery noted in his diary, "was little Browne".

Capt Lavery also led a patrol through hostile territory to rescue a Belgian priest, Fr Defour, before his mission was overrun. (Some 58 years later I came across a photo I had never seen of that patrol, on Facebook!) The priest later stayed at our home in Dublin as a guest of our family.

My dad did a second tour in the Congo in 1962 as an armoured car section commander with 38 Infantry Battalion. During that trip, his elderly, home-built Ford armoured cars with their Vickers machine guns provided valuable fire support and reconnaissance for UN and Irish troops attacking Simba Hill and in the advance on Kipushi. His cars' machine guns fired 47,000 rounds over two days, giving an



Escorting President Éamon de Valera in the early 1960s.

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Escorting JFK in O'Connell St, Dublin, 1963.

indication of the ferocity of the fighting.

Before entering Kipushi, he told the town's mayor that mercenaries and armed civilians had to lay down their arms or they risked being shot on sight, and he later joked that he was the first Irish officer to accept a town's surrender since the 1920s.

It was during this operation that he won his Distinguished Service Medal, with Distinction, for leadership and bravery. The citation reads: "For distinguished service with the United Nations Force in the Republic of the Congo, for leadership and courage. During the operations of December 1962, Capt Lavery led the advance of the Irish troops on Kipushi, and displayed courage and leadership in the handling of his armoured cars, disregarding his own safety to direct and control their fire. His handling of a team charged with attending to the problem of 15,000 refugees, solved the problem in a matter of days, mainly through his efficient leadership."

At one stage a bridge was blown up just as his Ford armoured car was about to cross it and he suffered back injuries.

Most soldiers didn't talk about their experiences of the savagery of the Congo, but my dad told me about the horrific effects of the Vickers machine gun on human bodies, after a couple

of decades of using it only against targets on the range. Towards the end of his life he also recalled one incident that had stayed with him. Together with his sergeant he had searched a house at night and they found three white women raped and butchered with machetes.

As they continued their search he saw movement in the corner of a darkened room. His finger was just about to press the trigger of his Gustaf when he saw it was a young woman and a baby who had escaped the butchery. He said he had been only a second or two from killing them.

His last overseas tour was with Armoured Car Group, 18 Infantry Group, in Cyprus in 1970 from

where he wrote to tell us of Vulcan bombers flying overhead from RAF Akrotiri, and of putting on a Panhard armoured car display for a visiting British royal.

He was promoted to commandant in 1971.

During his career he also served with 11 Motor Squadron FCÁ; commanded 5 Motor Squadron FCÁ; was PSO to the chief of staff; and served as an intelligence officer at the outbreak of the Troubles.

Comdt Jim Lavery retired in 1974 to become National Organiser with the Irish Red Cross. He died in 1995. ■



After leading a patrol in the Congo to rescue a Belgian priest whose mission was about to be overrun by Balubas

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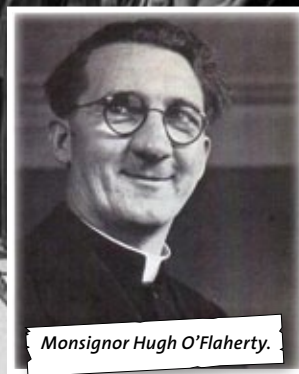
MASSACRE IN MARCH:

Rome, 1944

BY PAT POLAND



Civilians rounded up in the aftermath of the bombing.



Monsignor Hugh O'Flaherty.



Col Kappler in the custody of the RMP.

At dawn on 10th July 1943, the Allies landed in force on Sicily in preparation for the invasion of the Italian mainland. Two weeks later, the Fascist Grand Council met and overwhelmingly passed a vote of 'no confidence' in the Italian dictator, Benito Mussolini. King Victor Emanuel III, nominally commander-in-chief of the Italian forces, was anxious to extricate his country from the war, and ordered the arrest of Mussolini. He appointed Marshal Badoglio as head of a new military government which began secret surrender negotiations with the Allies.

The Germans, anticipating an Italian defection, began flooding troops into Italy. Their suspicions were vindicated when, on 3rd September, the Badoglio government surrendered unconditionally to the Allies. Shortly after, German forces began the occupation of Rome, imposing martial law.

The same night, the king and Badoglio fled to the south of Italy, leaving the Italian army leaderless and in chaos.

Far from being the 'soft underbelly of Europe' that Winston Churchill had predicted, a terrible war of attrition began, with the Allies experiencing highs and lows in their fortunes in equal measure.

Landings at Salerno by General Clark's Fifth Army on 9th September, the Allies entering Naples on 1 October, and the first attacks towards Monte Cassino (straddling the notorious German 'Gustav Line') in January 1944, were all important milestones in the battle for Italy. But it was the news, on 22nd January, of an Allied landing at Anzio, just 30 miles from Rome, that sent a wave of euphoria through most of Rome's populace. They thought all they had to do was keep their heads down and await their deliverance from their Nazi oppressors.

Then, at precisely 3.45pm on 23rd March,

a bomb exploded on the Via Rasella, not far from the famous Spanish Steps. A Roman nightmare was about to begin.

The news that the Allies were within striking distance of Rome had led to a dangerous relaxation of caution amongst members of the resistance movement, particularly the Communist-led GAP (*Gruppo d'Azione Patriottica*, or, in English, Patriotic Action Group). They were determined to carry out a 'spectacular' against the Germans, and had monitored the activities of the SS 'Bozen' Regiment, comprised of ethnic Germans from the northern Italian province of South Tyrol, and had noticed that they always marched along the same route on their way to a public swimming baths. On the afternoon of 23rd March, the 156-strong SS column was marching through the narrow Via Rasella when a bomb hidden in a refuse cart, and triggered by a young medical student,

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went off. Instantly, 28 SS men and two civilians, including an 11-year-old boy, were killed, and 60 more SS were wounded, 16 grievously. Partisans lobbed hand grenades among the dead and dying, before melting away into the crowd, leaving a final total of 33 dead.

The German commandant in Rome,

born and Kerry-reared Monsignor Hugh O'Flaherty, the affable head of a secret underground organisation credited with saving over 6,500 runaway Allied prisoners, anti-Fascists and members of the Jewish community, from the Nazis, was startled by the explosion. His deputy, British Major Sam Derry, soon brought

him the grim news. Both knew that the German response would be fast and furious, and they would have to act quickly. There were more than 200 'safe houses' – from convents, to houses of the aristocracy and ordinary people – strewn across Rome, and all would

Several of O'Flaherty's key helpers were swept up in the mass of arrests. In all, 335 men were rounded up, five more than Hitler had stipulated. When the mistake was realized, the Germans decided to kill them anyway, so that the terrible atrocity on which they were about to embark would not be divulged.

With their hands tied behind their backs, the captives were herded onto trucks and driven to the Ardeatine Caves, an abandoned network of tunnels in the south-east suburbs of Rome. There, SS troopers shot every man with a single bullet in the back of the head. The caverns were then dynamited to cover up the atrocity. This aspiration was short-lived, however. As soon as American forces entered Rome less than three months later, investigations began and the truth was quickly revealed.

After the war a huge mausoleum was constructed at the site of the massacre and in 1949, on the fifth anniversary of the tragedy, the area was declared a national monument.

Colonel Kappler was handed over to the Italian authorities by the Allies and was sentenced to life imprisonment. For years, he had only one visitor; the man he had once targeted for assassination if he could lure him outside the jurisdiction of the Vatican, his old adversary, Monsignor Hugh O'Flaherty. In 1959, Kappler, a Protestant, became a Roman Catholic under O'Flaherty's guidance. The Monsignor passed away in 1963 aged 65, the recipient of several awards for his humanitarian actions during the war, and is buried at Cahersiveen, Co Kerry.

In 1972 Kappler married his second wife, Anneliese, a nurse, in a prison ceremony. Three years later he was diagnosed with terminal cancer. On one quiet night when staff were thin on the ground, she quickly hurried him from the sick bay to a waiting car and drove through the night to Germany.

Six months later, on 9th February 1978, while the diplomatic wrangle was still playing out between Italy and Germany, he died at his home in Soltau, Lower Saxony, aged 70, having spent 32 years in custody. ■



The scene of the massacre today; now a national monument.



Pope Benedict XVI praying at the Ardeatine mausoleum.

General Malzer, who was fond of his lunchtime tippie, was among the first to arrive on the scene of carnage, still under the influence of alcohol. One observer described him as having lost all control of himself; 'waving like a madman, crying in a voice choked with tears, shrieking for revenge, and shouting that he was going to blow up the whole street'.

The next senior officer to arrive was the coldly-calculating head of the SD (Security Service), Colonel Herbert Kappler, who took charge after telling Malzer's driver to take the general home.

News of the attack was immediately relayed to German Army Headquarters in East Prussia. Within 15 minutes a furious response came back from Hitler: for every SS man killed, 30 to 50 Italians were to be shot and the whole district blown up.

Across the city in the Vatican, Cork-

have to be emptied without delay.

Fearing a massive series of surprise raids, O'Flaherty's fine-tuned organisation swung into action. All those in hiding were told to take refuge in parks or take to the streets, mingle with the crowds and try to remain inconspicuous. But O'Flaherty's instincts were, for once, ill-founded; there would be no raids. Hitler had stipulated that the retaliation – now amended to ten Italians for every German – must take place within 24 hours.

Victims were simply snatched off the streets indiscriminately; others were taken from prisons. They included men from many trades and professions, and none, a priest, doctors, bankers, lawyers, policemen, army officers, artists, diplomats, scores of Jews, merchants, captured partisans, petty criminals, and teenagers, the youngest being a 15-year-old boy.

GAA REFEREE COURSE

BY CPL LYNN RYAN PHOTOS BY CPL NEVILLE COUGHLAN AND ARMN EMMET LONG



On the 12th and 13th February 2018 the Defence Forces Gaelic Athletic Association Committee conducted a GAA Referee Course for both hurling and gaelic football in co-operation with the GAA's Leinster Council in the Ordnance School, DFTC.

The course coordinator Capt Gary White, DFHQ said the aim of the course was to expand the number of highly qualified referees within the Defence Forces and to cover all rules of GAA games.

Some of the main points covered were:

- Qualify for both Defence Forces and club GAA games.
- Understanding the black, yellow and red card system.
- Tactical fouls, aggressive fouls and technical fouls
- Player safety.
- Respect and fair play.
- Time and score keeping.
- Player welfare.
- Sideline control.
- Showing a professional appearance.

BDE/

FORMATION

Air Corps Comdt

DFTC

Naval Service

1 Bde

2 Bde

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Comdt Eamonn Kenneally – eamonn.kenneally@defenceforces.ie

Comdt Brian Walsh – brian.walsh@defenceforces.ie

Vox Pops



LEE MOORE, FROM TIPPERARY – “I’m already a qualified GAA referee for the last 2-years, so I used this course as a re-fresher and to keep updated on the skills and rules etc.”



JOHNNY FINANE, 3 INF BN, FROM BALACOLLA, CO LAOIS – “I play GAA for Balacolla in Co Laois, and I really enjoyed the referee course.”

EMMET LONG, AIR CORPS FROM WATERFORD - “I have a general interest in hurling and I see refereeing as a good way of developing control in a fair manner.”



SPORT

33

The GAA are always looking for new referees



Are you interested in becoming a referee? Think you can do better? Then “Put your whistle where your mouth is” and “Become a GAA Referee”

The GAA have Referee Administrators & Recruitment Officers in each of the 32 counties to help you get started and assist you in progress as a referee.

WHY BECOME A GAA REFEREE?

- Stay involved with the game as an alternative to playing.
- Fitness – It’s a great way to keep fit.
- Ambition – could you referee a County Final or even an All-Ireland?
- Learn more about the game.
- Give Something Back - offers players, at the end of their playing days, the opportunity to continue in the sport.
- Personal Development - helps to develop personal skills that are of value in all walks of life.

WHAT QUALITIES ARE REQUIRED TO BECOME A GAA REFEREE?

- Good knowledge of the playing rules.
- Be physically and mentally fit.
- Have the ability to remain calm.
- Have the moral courage to take decisions, which are correct.



How do I become a Referee?

The first thing to do, is to contact your local Referee Administrator or Recruitment Officer who will give you details on upcoming GAA Referee Foundation Course in your local area, which you will have to complete before you can referee games. GAA Club Referee Course will take 3 nights to complete and will be delivered by GAA Referee Tutors.

Lists of the relevant contacts for your county are available on <http://learning.gaa.ie/referee>

MONEY MATTERS



THE BEST WAY TO KEEP TRACK OF YOUR FINANCES IS TO BUDGET

Budgeting will highlight how much money comes into your household, how much money is going out, how much you can afford to pay to those you owe money to and how to plan for future spending. We here at ANSAC would encourage everyone to look at their finances honestly, this will help you on the first steps to budgeting and managing your money. ANSAC has a budget account facility and members can

use our calculator at <http://www.ansaccu.ie/Budget-Account>

. As always if any member is in financial difficulties please contact our office where we can provide free advice and guide you through your options. Our main tip would be stay away from money-lenders, their rates are very high.



If you have had to use a money-lender and are looking to break the cycle please contact us on info@ansaccu.ie or by phone on 01-8554489, even if you are not currently a member we will be happy to help if we can.

CAOGA Mission

To provide its members with the means to secure the long term financial security of their families in the event of the death of a key member of the family.

Recent Advances

The Management Committee of CAOGA has recently finalised a renewal of the Group Voluntary Life Assurance plan with a new provider Irish Life. CAOGA has retained the status quo of premiums and associated benefits for its members and Irish Life has guaranteed the premium for 3 years until December 2020. Furthermore CAOGA negotiated an additional funeral benefit for current members between 75-84 years old, which ceases when a member reaches age 85.

DID YOU KNOW?

CAOGA subs are refundable on death, retirement or on the member reaching 70 years of age.

All Serving Officers pay €2.00 per month towards the CAOGA Benevolent Fund (as distinct from the DF Benevolent Fund) Each individual application is considered in the strictest confidence by the Committee in order to alleviate financial stress caused by family illness.



WE BLED TOGETHER MICHAEL COLLINS, THE SQUAD AND THE DUBLIN BRIGADE

Author: Dominic Price
Publisher: Collins Press (October 2017)
www.collinspress.ie
ISBN: 978-1-84889-331-3
Pages: 288
Price: €24.99 HB



Dominic Price, has in his latest work turned his keen historical eye to the often-claustrophobic streets of Dublin during the period of the War of Independence and the role of both the Dublin Brigade of the IRA and their smaller, but even more ruthless counterpart the 'Squad'.

There have been many previous works on this particular aspect of the period, so this latest work has to elbow its way into a crowded publishing field. It is to the credit of the author that this work compares more than favourably to its predecessors. But its particular strength is grounded in the research of the author particular in the rich archival vein of Military Archives' and its embedded Pension's Bureau of the period, in addition to a swathe of other comprehensive sources.

This period and the brutal intelligence battle waged between the Crown Forces and the IRA has become a key portal in the academic study of insurgency and urban terrorism in particular. He chronicles how under the tutelage of Michael Collins the Squad first decapitated police intelligence of the G Division (mostly native-born Irishmen) and subsequent actions against British Army intelligence operatives. The events of Bloody Sunday, in November 1920 when both the Squad and Dublin Brigade combined to eliminate the British army intelligence capacity (the so-called Cairo Gang) in the city are laid out in both painstaking and horrifying detail.

Price concludes his book with a chilling chapter on the role of the Dublin Brigade in ruthlessly suppressing anti-treaty IRA forces in Kerry during the period of the Irish Civil War, where what can only be described as sheer terror tactics were utilised in an often-fratricidal conflict. A chilling yet fascinating account, with the morbid final coda furnished by Price of the deep and enduring physiological effects of the conflict that traumatized the combatants in later life. **RF**

THOSE OF US WHO MUST DIE EXECUTION, EXILE & REVIVAL AFTER THE EASTER RISING

Author: Derek Molyneux
 & Darren Kelly
Publisher: Collins Press (September 2017)
ISBN: 978-1-84889-325-2
Pages: 320
Price: €17.99 PB



This is both a sad and poignant book that charts in detail the events immediately post the 1916 Rising, outlining the events of the trials and execution of the main leaders of the Revolution. An Irish Nationalist militia had been established in 1913, ostensibly formed as a response to the formation of the Ulster Volunteers in 1912. A minority retained the name Irish Volunteers, while the majority some 90% became the National Volunteers' who supported Home Rule and many of whom enlisted in the 10th and 16th (Irish) Divisions of the British army, leaving the Irish Volunteers' with a rump estimated at some 10,000 to 14,000 members.

This split, proved advantageous to the Irish Republican Brotherhood (IRB), natural heirs of the militant Fenian tradition; which was now in a position to control this organisation for insurrectionary purposes.

Often referred to as the Easter Rising, the events of 1916 were in essence an insurrectionary putsch planned by the IRB and the Irish Citizen Army (ICA), whose able leader James Connolly had been admitted to the revolutionary conspiracy in January 1916 post the split in the Volunteers at the outbreak of war.

Death by violence is by definition traumatic and the balance in the book is not only the traumatic effect on the families of the rebels but also on the young 'Tommies' who were mustered for the grisly task of the Firing Squads.

There are many heroes in the book who bravely met their fate, but the authors in particular are to be commended on highlighting the role of the mothers, wife's and sisters of the executed often left with young families who displayed a stoicism that is difficult for the modern reader to comprehend. **RF**

OPERATION LIR A SANDS OF TIME ADVENTURE (BOOK 1)

Author: Paul O'Brien
Publisher: Amazon Digital Services LLC (February 2018)
www.amazon.co.uk
ASIN: B079MD5XSX
Pages: 894
Price: €1.10 eBook



'Operation Lir' is a rip-roaring fictional action adventure from the pen of Military Historian, author and regular contributor to *An Cosantóir*, Paul O'Brien.

This story follows the legendary Finn MacCool (yes that guy) as he goes through his SOFQ course selection for the Irish Army Ranger Wing (yes those guys) and his assignment to Alpha Team.

Finn's first mission is to Co. Cork, where a simple recon turns in to a daring rescue mission.

Boarding a ship to rescue a high-value-asset, the operatives are confronted by armed Tangos and a game of cat and mouse ensues where they have to use all their training and skills to complete the mission.

As you can guess the body count is high with the ARW giving as good as they get.

This is the first in a series of stories and top marks to O'Brien for this short yet action-packed adventure that champions an Irish military unit while so many other authors choose to look abroad. Highly recommended, especially as its just over a euro and is definitely worth checking out. Download now from Amazon. **WF**

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GLASNEVIN CEMETERY MUSEUM EVENTS

UNIFORM SERVICES:

Medal Mounting Service:
Competitive prices,
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087 9394680

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087 297 1982

GENERAL HISTORY - DAILY TOURS

Our original tour takes in the graves of those who shaped the course of Irish History. See the final resting places of figures like Michael Collins, Countess Markievicz, Eamon De Valera and Charles Stewart Parnell.

Daily at 11.30am & 2.30pm. Adult - €13.00, Child (under 16yrs) - €10.00, Student & Senior (over 60yrs) - €10.00 and Family (2 adults & 2 children) - €29.00.

PATRICK PEARSE ORATION RE-ENACTMENT: As part of the General History Tour, every afternoon at 2.30pm, witness a defining moment in Irish History.

DEAD INTERESTING GLASNEVIN - A NEW TOUR

A new tour of Glasnevin Cemetery which will give an alternative view of the varied heritage that the largest cemetery in Ireland holds and the history within its walls.

GENEALOGY WORKSHOP - KEEP AN EYE OUT FOR OUR NEXT GENEALOGY WORKSHOP:

Join our Resident Genealogist, Lynn Brady, for a workshop on the Glasnevin records, what they contain and how they can help you with your family history research.

Museum Opening Times: Monday to Sunday inc Bank Holidays: 10am-5pm

Call us on +353 (0)1 882 6550 or book online at <https://shop.glasnevintrust.ie/collections/tickets>



COMPETITION €50 VOUCHER

Q. HOW MUCH IS PROTAC'S MILITARY MAP STENCIL ON WW.PROTAC.IE?

Post your answer along with your name, address and contact number to us or email subs@military.ie for a chance to win a PROTAC €50 Voucher to use in store or online.

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www.facebook.com/protacmilitary



Last month's winner of the PROTAC €50 Voucher was Alan Breen, Co Kilkenny. Closing date is 20th March 2018.

WORD SEARCH

CROSS OFF THE WORDS IN THE LIST AS YOU FIND THEM.

Word searches are fun, they also bring benefits you may not realise and can play an important role in keeping you mentally fit.

Glasnevin Cemetery Museum

X	W	M	F	G	D	Y	X	C	V	C	U	O	R	D
A	V	T	Q	S	T	E	W	A	R	T	J	Y	R	T
W	K	O	Y	Y	K	S	N	C	A	X	T	U	L	M
L	L	E	N	R	A	P	O	O	D	D	K	A	A	T
W	S	L	G	P	T	U	K	T	F	V	O	R	W	R
I	D	V	A	F	N	K	P	M	D	J	K	N	D	J
I	K	V	G	T	U	A	I	E	S	I	S	N	R	J
P	B	W	E	S	T	T	V	C	E	C	N	C	H	A
E	N	S	M	R	F	A	B	V	H	G	I	X	B	H
A	S	O	I	X	L	C	I	A	G	T	L	E	E	O
R	X	C	M	E	Q	C	R	U	U	P	L	E	Y	J
S	K	H	R	A	Z	L	A	V	Z	E	O	I	Q	V
E	U	A	R	G	E	W	R	B	Y	L	C	E	Q	A
Q	M	L	S	S	X	T	R	F	J	V	S	I	Q	D
B	N	L	G	G	G	P	O	E	W	N	U	R	E	D

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Last month's winner: Joseph Hanly, Bettystown, Co Meath



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LÉ SAMUEL BECKETT

REPORT AND PHOTOS BY CPL LEE COYLE



I am originally from Castlebar, Co Mayo, and my first taste of military life was with the FCÁ, when I enlisted into my local unit, B Coy, 18 Inf Bn. Later I moved to Cobh in Cork and transferred to the 4 AD Bty then based there.

I had family members in the Naval Service, and it was always my goal to follow that tradition, which I did when I enlisted on the 13th January 1998 as an apprentice engine room artificer (ERA) in the first class to be enlisted directly to the Naval Base in many years.

Over the next few years I worked on the ships and went to college for the different phases of my training, spending periods ranging from three to nine months with various units.

While at sea I was training to become a watchkeeper, while learning to repair and look after everything mechanical onboard, from pumps to generators and main engines.

During those first few years I served on *LÉs Deirdre, Ciara, Aoife, and Róisín*, as well serving onboard *LÉ Aisling* as she made a UNIFIL resupply crossing to Lebanon in 1999, and with *LÉ Eithne* for her first visit to the US over ten years.

In 2002 I qualified as a fitter-turner and in 2004 as a leading hand, which meant I was now a fully trained watchkeeper.

I completed my Standard NCO course in November 2005 and was promoted to petty officer and began doing two-year sea cycles on the ships as a fully trained engine room artificer. My first posting was on *LÉ Emer*, then the oldest ship in the fleet.

My next two years were onshore, split between the Technical and Line Training colleges. In the Technical College I

instructed the ERAs and mechanics in marine engineering, watchkeeping and maritime safety subjects, while in the Line College I was involved with more traditional military training such as Pot NCO courses.

I spent another two years at sea, on *LÉ Niamh*, conducting standard MDSO (maritime defence and security operations) patrols and when I returned to base for my two years on shore, I spent some time in Fleet Support Group, involved with maintenance of the small boats. I also spent some time in the Dive Bay, where I was responsible for inspecting and maintaining the hyperbaric chamber, diving life-support systems and the breathable air compressors. I also had the opportunity to instruct a direct entry ERA course in 2013, which was very intense, turning civilians into trained sailors and NCOs within 18 weeks. However, it was highly rewarding and I was very proud to be involved.

I returned to sea at the end of 2013 on *LÉ Eithne*, spending 34 months on board, during which time I was promoted to CPO/ERA. Also during my time on board *LÉ Eithne*, we became the first NS vessel to be deployed to the Mediterranean on Operation Pontus, in the midst of the humanitarian crisis in 2015. This was the most challenging operation I have done in the Naval Service, but it was also the most rewarding. When I returned I spent the next two years in FORST (Fleet Operational Readiness Standards and Training), the unit employed to conduct all training, assessments and exercises across the fleet.

I have just recently returned to sea on *LÉ Samuel Beckett* as the Chief ERA, where my job is to supervise marine engineering, watchkeeping and maintenance. This includes planned and preventative maintenance of all engineering equipment, such as pumps, generators and engines. I am also the divisional NCO, which means I look after admin of the Engineering Branch. It's a huge responsibility to ensure the ship is seaworthy; but we can do it thanks to having a fantastic multidisciplinary crew on board.

At the moment on board the *LÉ Samuel Beckett* we are preparing to go to operation Sophia later this year, and I am looking forward to facing this new challenging operation. ■





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ARE YOU THE IRISH DEFENCE FORCES' ELDEST VETERAN



An Cosantóir – the Defence Forces Magazine and Ireland's Military Story have teamed up with Military Archives and the National Museum of Ireland in search for the oldest veterans of the Irish Defence Forces.

We would like to find the eldest veteran in each Corps/Service and record their story.

If you served or know anyone who served in the following Corps/Services: Air Corps, Artillery, Cavalry, Coastwatching Service, Construction Corps, Engineers, Infantry, Local Defence/Security Force, Local Defence Force (LDF)/ Fórsa Cosanta Áitiúil (FCÁ), Medical, Marine/ Naval Service, Signals, Transport, Military Police, or Ordnance please get in touch.

As part of an ongoing Oral History project, the Veterans accounts will be recorded and deposited for future generations in Military Archives and the National Museum, and published in both magazines.

A reception will be held in the National Museum of Ireland, Collins Barracks, Dublin, in the New Year, date TBC.

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