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Ahoy Shipmate

RNA Torbay Newsletter

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In this issue

Editorial.....	1
Odds and Sods	2
New Chinese Destroyers	3-4
Argentina's Type 42's	5-6
Vanguard & Triomphant submarines .	7
1st female R M Commando	8-9
Old Battleship sinks A/C Carrier	10-12

A wise man once said nothing.

Respect your elders; they graduated school without the internet.

Behind every angry woman stands a man who has absolutely no idea what he did wrong.

Instead of "single" as a marital status I prefer "independently owned and operated".

Patience: what you have when there are too many witnesses.

Let's stop sending money to other countries and let them hate us for free.

Vegetarian: ancient tribal name for the village idiot who can't hunt, fish, or light fires!

In my defence I was left unsupervised.

If guns kill people, then pencils misspell words, cars make people drive drunk, and spoons make people fat.

Camping: where you spend a small fortune to live like a homeless person.

If my body is ever found on a jogging trail just know that I was murdered somewhere else and dumped there.

Some things are just better left unsaid. And I usually realize it right after I say them

My decision-making skills closely resemble those of a squirrel when crossing the road....

Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

Well some good news at last. The hospital in Ayrshire admitted my son and took him down to operating theatre every 48 hours to deep clean the incision and wrists area where the sepsis has spread too. It had eaten away skin, muscle and tendon, which had to be removed as all tissue was dead. After 14 days they appear to have gotten on top of the sepsis infection and have transferred him to Glasgow Royal Infirmary to have wrist damage sorted and to have skin grafts done to cover damaged areas.

He has undergone some pathology tests before skin grafts can take place, which is scheduled for next few days and will probably mean him remaining in hospital for 10- 14 days.

Seems to me his original hospital has a lot to answer for. A predicted recovery time from original surgery in October of between 7 – 9 weeks and is now dragging on into the ninth month.

Of course the worry of him and my other son living conditions in Canada, plus it was at this time of year three years ago that Angela was diagnosed with an aggressive inoperable cancer; which has seen me down in the dumps and I have been diagnosed with depression. Now I have to undergo counselling to help me get better. Personally I don't know what good someone talking at me will help much, but then I have always been a bit sceptical of this area of medicine.

The RNA booth at Babbacombe Fayre was huge success and the new gazebo looks great, a real professional unit now. I will add in a picture somewhere in this newsletter.

I am still awaiting your 'black cats' and 'lantern swinging' dits shipmates. Hard to believe with all the hundreds years of service between us you cannot recall at least one interesting dit.

The way I see it anyway!

I just rescued some Rum.....it was trapped in a bottle!

Chairman's Corner



Eds Note: Unfortunately I did not give John any notice before he went away on holiday and he has not any time to supply anything for this issue since his return. I feel sure that he will have something for next issue August.

Although I had already posted a picture of new gazebo in this issue, here are some more pictures of Babbacombe Downs Fayre and Morrisons street collection.



Babbacombe Downs



Babbacombe Downs



Morrisons Street Collection



Morrisons Street Collection



Teignmouth Armed Forces Day



Teignmouth Armed Forces Day

China just launched two more advanced destroyers

Submitted by Shipmate Gord McLennan written by Minnie Chan, South China Morning Post

Photos by Mark Schiefelbein & Artyom Ivanov

Two Type 052D (Luyang III)-class destroyers were launched at the Dalian Shipbuilding Industry Corporation (DSIC) yard in north-eastern China on 10 May as it continues its push to



The Guiyang - Chinese Type 052D

"China now has 20 Type 052Ds either in active service or being fitted out for service soon," the report said, adding that the vessels are a significant upgrade on their predecessors, the Type

052C. The Dalian Shipyard, which is run by the state-owned China Shipbuilding Industry Corporation, also built the Type 055 destroyers that have been hailed as the most advanced ships of their type in Asia.

upgrade its naval power. The ships are the fourth and fifth of the class to be built in Dalian and are assessed to be the 19th and 20th overall, with most vessels of the class having been built at the Jiangnan shipyard in Changxingdao.

HERE'S how they stack up against the US Navy's Arleigh Burke-class destroyers

Advanced warships will boost PLA Navy's operational capabilities but its focus may soon shift to improving training and logistics.



However, some analysts now believe that the pace of shipbuilding will slow as the People's Liberation Army starts to place more emphasis on training and personnel.

The two new warships were launched at the Dalian shipyard in northeast China last Friday, the state-run newspaper Global Times

The launch of two 055s in July last year also prompted speculation that Beijing wanted to expand and upgrade its navy to compete with the United States, which currently has 66 Arleigh Burke-class destroyers.



Military analysts, however, said the rapid expansion of the fleet may start to slow down soon.

IS ANYONE REALLY CONFIDENT
ON HOW TO SAY
"WORCESTERSHIRE SAUCE?"

"The pace of building new warships reached a peak this year as the decision to build most of these new vessels was made by the previous leadership before Xi Jinping came to power and began his military reforms," said Beijing-based analyst Zhou Chenming. Zhou also said the building programme had been accelerated thanks to the relatively low cost of raw materials such steel.

Hong Kong-based military analyst Song Zhongping said the PLA also needed to handle the practical challenge of retiring its older warships, such as the Type 051 destroyer, older Type 053 frigates and Type 037 corvettes.

According to PLA sources, the Type 052C and Type 052D will become the mainstays of China's destroyer fleet, but there is still a gap between their capabilities and those of the Arleigh Burke-class destroyers. For example, the Arleigh Burke can cover 4,400 nautical miles at a speed of 20 knots, while the Type 052D has a range of 4,000 nautical miles at 15 knots.

"China is adding more new warships but perhaps at a slower pace now," Zhou said. "At the same time, it is strengthening its crew management training and fleet operations to catch up with the advances in hardware."

One area where the PLA is trying to catch up with the US navy is its marine

corps, which will soon expand from two brigades to six. China currently has 20 Type 052D destroyers, but only 11 in active service, while the others are undergoing sea trials or are being fitted out. The Type 052D destroyer is about 154 metres (505 feet) long with a displacement capacity of 7,500 tonnes, whereas the Arleigh Burke class has a significantly bigger displacement of 9,800 tonnes.

Both the Chinese and American destroyers are equipped with the world's most sophisticated active electronically scanned array systems, but the American ship is armed with 96 vertical launch systems — 60 of which are dedicated to air defences — in contrast to the Chinese ship's 64. Song also said that China's radar system has a better immunity from interference, and a greater compatible ability to command different electronic systems.

Type 052D's combat systems:

A Type 052D Luyang III-class destroyer is equipped with 64 vertical launch cells, each capable of carrying one to four missiles.

[000000000000](#)

I ran out of coffee this morning.....Rum seems a reasonable replacement!

Everyone is so busy today!



Argentina had some of the same class destroyers as Britain during the Falklands War

From the Internet

Yes, Argentina is the only other international user of the Type 42.

The ships were

ARA Hércules (D1) & ARA Santísima Trinidad (D2)

ordered in 1970, 2 of them. One to be built in the UK and one to be built in Argentina.

Both ships were built along the first Type-42's for the Royal Navy as part of the first batch. The Argentine ships differed that they were modified in Argentina to be multipurpose ships and not only AAW escort by the addition of 8 MM-38 Exocet launchers in Argentina, and their associated electronics.

The ARA Hércules was built in Vickers shipbuilders in 1971 and completed in 1972, being commissioned in 1976 into active service in the Argentine Navy.

The ARA Hércules original hull was partly put into HMS Sheffield hull after the RN ship caught fire on shipyard.

ARA Santísima Trinidad (D2) was built in the Río Santiago shipyard of Astilleros y Fábricas Navales del Estado (Shipyards and Naval Factories of the State) - AFNE - since 1973 but its commissioning was delayed to 1981 due a terrorist attack on the ship that damaged severely the bottom hull, propeller axles and electronics on lower deck.

In August of 1975 the Communist terrorist organization Montoneros carried out the attack using frogmen and a magnetic mine

they failed to attach in

the hull and then was placed in the river bed where the completed ship was stationed. Repairs took a very long time due the severity of the damage.



ARA Hercules (D1)

Santísima Trinidad In 1982 the ARA took part in Operation Rosario, carrying Amphibious Commandos and Tactical Divers of the Navy during the landing.



After that the ship was attached as Air Defence escort for the 25 de Mayo carrier, and then joined by her sister ship ARA Hércules after propulsion problems derived for the terrorist attack.

Later the Junta ordered the ships the return to base.

The ARA's Type 42s helped the Argentine Air Force and Naval Aviation to develop their attacks against the RN, training making mock up attacks on it and testing its radar and weapon systems.



The ARA Santísima Trinidad never recovered from the propulsion problems caused by the Marxist-terrorist attack in 1975, suffering a deviated alignment and a bend propeller axle.

In the year 2000 the Hercules was heavily modified in Chile with a bigger helicopter hangar and accommodations for 2 Marine Companies (+230 men) to serve as a fast troops deployment ship. The ship was to replace the lost amphibious ships of the Navy in the role of deployment Marines to keep the landing capacity at a minimum for training and doctrine maintenance, reducing its combat capacity as a main surface ship (job of the newer Meko-360 Destroyers) but retaining its anti-air systems.

It was redesignated D52 ARA Hércules.

The ship suffers speed limitations due to chronic problems with the British made reduction gear that transmit the power from the turbines to the propeller and it was never replaced because of the military relationships with UK being cut since 1982.

Finally the ARA Santísima Trinidad was put on reserve after its last voyage in 1989. By 2004 the ship status remained as such while it was heavily cannibalized for



Reconfigured ARA Hercules (D52)



spare parts to sustain the D1 ARA Hércules on service.

In 2013 the ship in deplorable state, lack of maintenance and blatant negligence from the crew and command (used as training ship in port) led to a seal fail that flooded the vessel and was not controlled nor attempted to be solved. The ship banked to port laying over a fishing vessel next to it that kept it from totally flipping down until the ship was 2/3 flooded and touched the port water bed.

Later refloated and placed in dry dock for studies and possible repair as museum ship, it was ordered to be scrapped due to the high cost of a full reconstruction due to the corrosion, damage and years of lack of maintenance everywhere.

They never received any MLU or weapons upgrade and still have the same 1970 British made equipment wherever survived the D1 modification and the D2 cannibalization.

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A chicken pie in Jamaica costs £2.00  
A chicken pie in Trinidad costs £2.40  
A chicken pie in St Kitts costs £2.15

**These are the pie rates  
of the Caribbean**



## British Vanguard-and French Triomphant submarines

*From the Internet written by Andrew Karam author of "Rig Ship for Ultra Quiet"*

**Q: Why do the British Vanguard-class and French Triomphant-class SSBN submarines have irregular cross sections with flat tops while all of the US Navy's current and planned SSBN and SSN submarines have completely circular cross sections?**

Every nation has its own design philosophy when it comes to ships and submarines. Most

Russian and Soviet submarines, for example, were big and had broader hulls than ours with a low, rounded sail and no fairwater



A British boat (Astute class).



A Soviet-era Akula



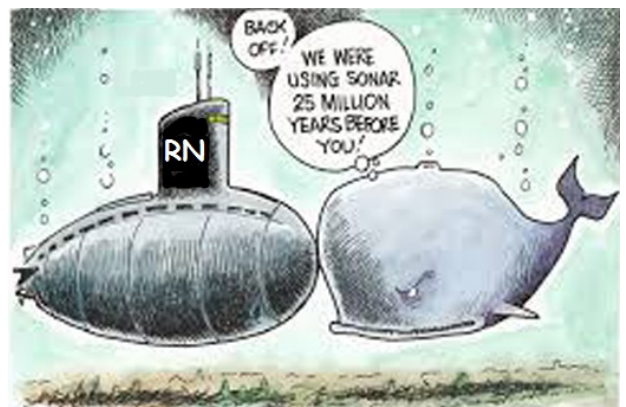
An older French submarine (Le Redoutable).

planes, and a pod on the tail that holds their towed array sonar. Our boats tend to be more slender and smaller with a circular hull - earlier boats had planes on the sail, although the newer ones do not, while our newer subs have a small curved section at the base of the sail, forward. And the Brits and French have their own preferences - you can see this in embedded photos.

The bottom line is that it really doesn't matter much as long as it doesn't affect the boat's speed, stability, or noise levels.



An American Virginia Class boat



COURTS CONSIDER NAVY v WHALE SAFETY

**The Inventor of the JigSaw puzzle just died. His widow is said to be in 2000 pieces. I'll bet one of them is missing!**

## First woman Royal Marine trainee 'impresses' everyone' at Lympstone

*From the Daily Mail on the Internet*

The first woman to be accepted as trainee Royal Marine Commando has "impressed everyone" after her first month at Royal Marines' Commando Training Centre Lympstone in Devon.

Philippa Birch, 25, began her 32-week training programme in April - after breezing through the tough entrance exercise alongside other hopefuls. Her journey only became possible after then-Prime Minister David Cameron lifted the ban on women serving on the front line in 2016.

Marine sources had said that Philippa, who is known as Pippa and rowed for England, cannot expect to receive any special treatment on account of her sex.

However, a source at the Lympstone told the Daily Mail: Pippa has impressed everyone so far. She doesn't want any more attention inside the base than any other recruit. She just wants to blend in.

"After cutting her hair off, you can't tell the difference between her and the blokes unless you're really close up. When they're marching across camp or doing weapons training she could be any one of them."

"She was already called GI Pippa, but now she's got the haircut to match."

The Mail on Sunday also reports that two more female recruits are scheduled to start training at CTCRM in the coming



months, after "passing an exhausting three-day course for potential trainees".

Philippa can expect to earn £18,000 a year as a recruit, which will rise to £22,000 after she has finished her basic training.

Speaking back in December, after she passed the entrance tests, a military source said: "Inevitably there will be a lot of pressure on her."

"She's going where no woman has gone before and that is a big ask. But once she's in the gate she'll be one of us, just another recruit."

"She'll do the same weapons and fitness tests as any male recruit. Exactly the same standards will be expected of her as of them."

"She's already shown us that she's highly motivated, physically fit and intelligent. It is very, very early days but everyone is keeping their fingers crossed that she succeeds."

"This is an exciting time for her and for the Royal Marines."

Philippa, who stands at 5ft 8ins, has already had to prove herself alongside male colleagues. She passed a number of aptitude tests at the Royal Marines' Commando Training Centre with flying colours.

This included completing tough assault courses, fireman lifts, five-mile endurance runs and standard gym fitness tests.



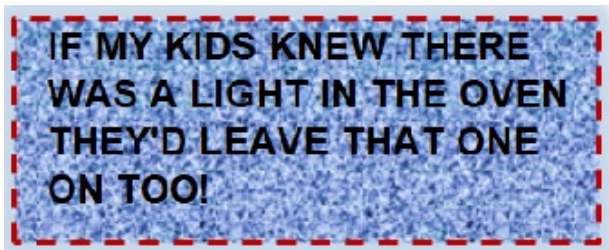
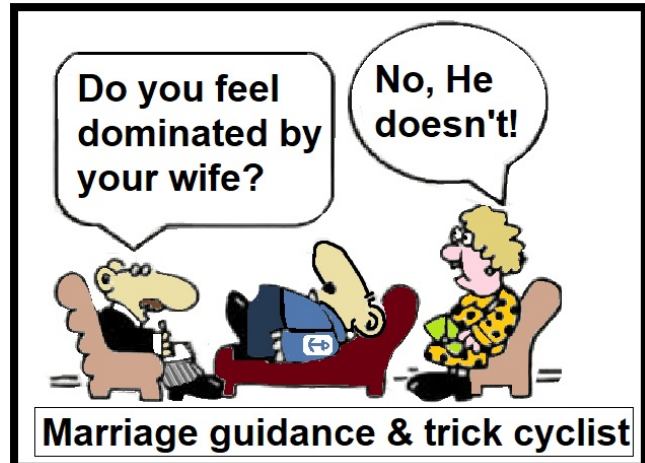
According to her profile on LinkedIn, she went to the US to study mechanical engineering at Oregon State University before returning to England to attend Loughborough University. The Star say her social media is littered with references to the Royal Marines, as well as to Hannah Snell, who pretended she was a man to serve in the elite squad in the 18th Century.

According to Professor Peter Roberts, the Director of Military Sciences at the Royal United Services Institute, and former Royal Navy Officer, Royal Marine recruits go through one of the "longest" and "most rigorous" infantry training courses in the world.

To achieve the coveted Green Beret, recruits must complete a nine-mile speed march in 90 minutes and a six-mile

endurance course in less than 73 minutes, and 71 minutes for officers.

An aerial assault course must also be finished in under 13 minutes, and 12 minutes for officers, as well as a 30-mile march across Dartmoor while carrying



Stuck in the snow on your travels? Take your floor mats from the car and place them under the wheels to get traction #CarHack



I know you have been lying awake at night wondering why baby diapers have brand names such as "Luvs", "Huggies," and "Pampers", while undergarments for old people are called "Depends".

Well here is the low down on the whole thing.

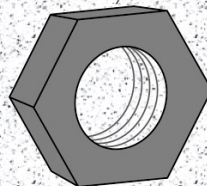
When babies crap in their pants, people are still gonna Luv'em, Hug'em and Pamper'em.

When old people crap in their pants, it "Depends" on who's in the will!

Glad I got that straightened out so you can rest your mind.



Most computer problems are caused by a loose



between the chair and the keyboard

**COMMON SENSE IS LIKE DEODORANT. THE PEOPLE WHO NEED IT MOST NEVER USE IT!**



equipment and a rifle in eight hours, and seven for officers.

## An 'Old' Battleship Actually Sank an Aircraft Carrier in 1940

*From the Internet by Sebastian Roblin*

### This is what happened

At 4 p.m. on June 8, 1940, the aircraft carrier HMS *Glorious* was cruising west across the Norwegian Sea towards the British naval base of Scapa Flow when her lookout spotted two grey blips over a dozen miles away on the horizon.

The *Glorious* and her two escorting destroyers did not yet have radar, so Capt. D'Oyly-Hughes ordered the destroyer *Ardent* to turn about and visually investigate the sighting, while nonchalantly maintaining his westward course at cruising speed.

In a matter of minutes, the British sailors would discover to their horror that the innocuous little dots constituted the worst threat conceivable—the German battlecruisers *Gneisenau* and *Scharnhorst*. Only a few dozen would survive one of the most controversial naval battles of World War II—perhaps the only time battleships single handily took out an aircraft carrier.

The prevailing narrative of naval warfare in World War II concerns how the carrier decisively unseated the battleship as the dominant naval weapon system. Yes, battleships mounted over a dozen guns that could pot huge shells at other vessels from over a dozen miles away. But a carrier could deploy over a hundred airplanes that could strike targets hundreds of miles away with torpedoes and bombs.

Just as importantly, in an era where radar technology was in its infancy, airplanes

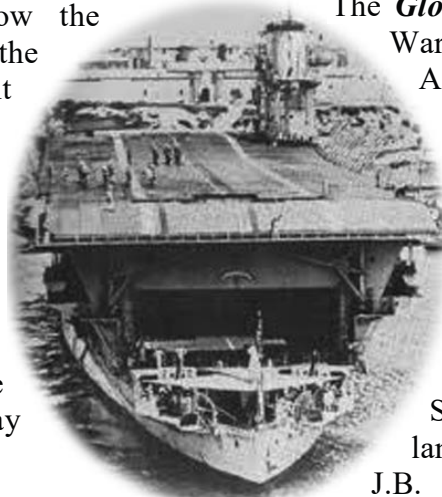
were the most effective tool for scouting out vast swathes of the ocean to locate enemy fleets.

These advantages meant that battleships and battlecruisers were repeatedly sunk by carrier-based aircraft, from Pearl Harbour to Taranto to the Battle of the Philippines Sea. In return, battleships almost never succeeded in closing into gun-range of carriers.

The *Glorious* was one of the first flat-top aircraft carriers ever built, converted from a speedy *Courageous*-class battlecruiser in 1924. Her pointed bow still poked from below a raised flight deck. Her class's lead ship, the *Courageous*, had launched the first carrier-launched naval air strike in history near the end of World War I.

The 224-meter long vessel still could only carry a smaller air group of forty-eight aircraft compared to larger U.S. fleet carriers. In 1940, these included Fairey Swordfish torpedo bombers, Gloster Sea Gladiator fighters, as well monoplane Blackburn Skua monoplane bomber/fighters.

The *Glorious* first saw action in World War II providing air cover for the Allied expeditionary force seeking to support Norway's resistance to Nazi invasion in April 1940, her Sea Gladiators shooting down several German bombers. Her captain, Guy D'Oyly Hughes, a decorated submariner in World War I, also ordered her Swordfishes to launch raids on land targets, but air group leader J.B. Heath refused, arguing they lacked clear targets and that the pokey



biplanes would be shot to pieces by flak. D'Oyly kicked Heath off the ship and departed on missions to ferry Royal Air Force Gladiators and Hurricanes to Norway.

However, in May 24 the Allies began evacuating forces in Norway due to Germany's successful offensives into the Low Countries and France. The *Glorious*

then was assigned to pick up the fighters she had just dropped off. The RAF Hurricanes of No.46 squadron were relatively fast and lacked arrestor hooks—but by tying on sandbags, the pilots managed to weigh their tails down and pull off short carrier landings. This feat accomplished, the *Glorious* was to sail back to the UK with fellow carrier *Ark Royal* for mutual protection.

However, on June 8 D'Oyly-Hughes received permission to depart independently for Scapa Flow escorted by just two destroyers. Officially, the Royal Navy maintains this was to save fuel. However, crew members have alleged D'Oyly-Hughes was in a hurry to attend Heath's court martial.

In any event, none of the *Glorious's* aircraft were airborne performing a Combat Air Patrol, nor were any readied on the flight deck—perhaps due to concerns of pilot fatigue. The carrier's tall crow's nest was unoccupied; and only twelve of her eighteen boilers were kept active, limiting her speed.

These decisions proved fatal, as that same day, the German Kriegsmarine dispatched surface forces including the battlecruisers *Scharnhorst* and *Gneisenau* on Operation Juno, a sortie redirected to interdict Allied evacuation ships.

Earlier that day the battlecruisers sank an oil tanker and a trawler. At 3:45 p.m., crew on the German capital ships spotted the funnel smoke of the British warships and surged forward to close the distance. While the British sighted the ships fifteen minutes later, Captain D'Oyly didn't call action stations and

begin having Swordfish bombers lifted to the flight deck until 4:20 p.m.

Crucially, the German battlecruisers were fast—but *Glorious* could nearly match their speed at thirty knots, once her boilers built up enough steam.



Just seven minutes later, the *Scharnhorst* opened fire on the investigating *Ardent*, busting open a boiler. The much smaller vessel immediately laid a smoke screen which it used as cover to launch hit-and-run torpedo attacks. The destroyers' 4.7" lacked the range and penetrating power to threaten the German battlecruisers—but their torpedoes could cause devastating damage *if* they could land a hit.

While her smaller 15-centimeter cannons exchanged shots with the *Ardent*, *Scharnhorst's* big 11" turrets blazed away at the distant flat-top. Five minutes later, in one of the longest-range hits in naval history, the *Scharnhorst's* third volley screamed over fifteen miles to slam straight into the *Glorious's* flight deck, blasting open a huge hole that rendered it unusable and knocking two Swordfish bombers into the water. Splinters also pierced one of the carrier's boilers, slowing her down.

By then *Glorious* had transmitted a distress message which was picked up by the heavy cruiser HMS *Devonshire* thirty to fifty miles away. Though the Royal Navy claimed the transmission was too garbled to be understood, her crew later testified to the contrary. In fact, the Northampton was secretly evacuating the Norwegian royal family to the UK, and commanding Vice Admiral John Cunningham had strict orders to maintain radio silence, and thus neither intervened nor relayed the message.

At 5 PM a shell slammed into the *Glorious's* bridge, killing D'Oyly and most of the command crew. *Ardent* was finally caught darting out for another torpedo run and set ablaze by repeated hits. She managed to complete a seventh and final torpedo run before capsizing twenty-five minutes later.

By then the crippled *Glorious* was listing and turning in circles while being relentlessly pounded by German guns.

Rather than disengage from the hopeless fight, the *Acasta* peeled off from the *Glorious* and valiantly charged the *Gneisenau*. The 1,300-ton ship sustained a multiple hits from the two 40,000-ton battlecruisers—but on her second run, one of her torpedoes slammed into the *Scharnhorst*, ripping a 12-meter wide hole into her hull that let in over two thousand tons of water, knocked her aft “Caesar” turret out of action, killed forty-eight crew, and disabled her starboard propeller shaft.

But the battlecruisers’ retaliatory fire was devastating, and the *Acasta*’s blazing wreck dipped stern-first into the water after 6 p.m. By then, the starboard-listing *Glorious* had also sunk. A camera crew onboard the *Scharnhorst* filmed the engagement, and the *Glorious*’s sinking.

The German battlecruisers then hastily left the scene without picking up survivors. *Scharnhorst* limped home, listing at five degrees, and would spend the next six months in Trondheim, Norway undergoing repairs. The Royal Navy apparently remained unaware of the battle and made no rescue effort, only learning what happened after Germany announced the victory.

Only one crew member from the *Ardent*, two from the *Acasta*, and thirty-six from the *Glorious* survived to be picked up by Norwegian and German forces. 1,596 Royal Navy and Air Force personnel died, many freezing to death awaiting rescue.

Only extraordinary circumstances particularly the lack of Combat Air Patrol made the ambush of the *Glorious* possible by two large capital ships on a clear day. For decades, the Royal Navy offered a vaguely exculpatory account of the disaster, but in the 1980s historian Stephen Roskill published an article holding poor command culture by Captain D’Oyly responsible for the tragedy. The unusual disaster continues to evoke controversy, and even questioning in Parliament, decades later.

Battleships accompanied by other surface warships did directly engage carriers one more time in World War II during the Battle of Samar, though this time the U.S. carriers’ air wings participated in the fight leading to a very different, though no less dramatic outcome.

This is a genuine advert from 1964 when WD-40 was first released. If you don't read anything else today this one just might make you laugh out loud.



Who knew that if you turned Donald Duck upside down you get the other Donald?