



The Rum Tub or Norrie's
Nocturnal and Nautical Natter.

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Norwegian Jokes

The toilet seat was invented in Minnesota, but twenty years later a North Dakotan invented the hole in it.....

When Ole accidentally lost 50 cents in the outhouse, he immediately threw in his watch and billfold. He explained, 'I'm not going down dere yust for 50 cents.'

THE RELATIONS Ole and Lena were getting on in years. Ole was 92 and Lena was 89. One evening they were sitting on the porch in their rockers and Ole reached over and patted Lena on her knee. 'Lena, vat ever happened tew our sex relations?' He asked. 'Vell, Ole, I yust don't know,' replied Lena. 'I don't tink ve even got a card from dem last Christmas.'

HMS Ulster

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HAPPY HOLIDAYS

Editorial

By Shipmate Norrie Millen



Hi! Shipmates,

I love reunions and have organised quite a number in my time of which 99% were very successful! That is until this year and our HMS Ulster reunion which was a complete disaster. Staged at a local hotel that we and many other ships associations have had many happy reunions at previously; the hotel was bought by new owners who promised us completely updated rooms, modernisation of the heating system, all new mattresses and slim line TVs for all rooms.

Arriving on the Friday afternoon, I was greeted by a few early and very angry arrivals very upset that there was no bar! The young Hungarian lad who was manning both reception and trying to set up bar, had very little English and along with two other Hungarian girls had only arrived in the country three days before. They had been given no formal training whatsoever, either in reception bar or dining room.

The manager (Jeff) who had been head bar person for years had apparently warned owners that they had to have the bar fully stocked, checked and running on the Thursday, day before reunion. They had obviously ignored his advice and for some bizarre reason did not seem to think it very important!

The list of individual complaints are far too numerous to list, obviously the tour of selected rooms I was given prior to reunion were only ones that had been actually upgraded, although I believe all had new mattresses and TVs. The major problem was the hot and cold water supply. The owners told me they had the system completely refurbished, but the plumbing company must have also drifted in on a raft as hot and almost neat steam was coming out of the cold taps and one report of hot water when toilet was flushed!

However Jolly Jack will always enjoy himself when he is the wrong side of a tot or three, and the excellent company and Saturday night entertainer put us in a good mood to swing the lamp! Jack will always enjoy himself come what may!

The way I see it anyway!



IS IT CHRISTMAS ALREADY?

By Shipmate Norrie Millen

When I was a wee lad, my brother, sister and I were packed off to bed early on Christmas Eve (not that we slept much) to await the arrival of Santa Claus. There was no Christmas tree or any decoration when we went up the wooden hill to bed.

Sometime in the wee hours of the night Dad or Mum crept in with our Christmas presents, scant as they were and on occasion home-made!

In the morning often quite early we would race down the stairs to find a lit Christmas tree, and the living room festooned with home-made streamers. Little net socks hung on the fire place one for each of us with an orange, apple some chocolate gold covered coins and a few nuts. As these items were scarce or still on ration it was delight to receive.

Now in today's over commercialised seasons, I have seen Christmas decorations both in stores and in some houses as early as October, to my mind spoils the atmosphere of Christmas completely.

I had a bit of a giggle when a local garden centre introduced their new idea of decorating the outside of houses with Christmas decorations! New? Hardly, they have been doing it as long as I remember in Canada and America and no doubt a lot of other countries as well.

It got mighty cold in Canada during the winter and I have seen it as warm as minus 25° on Christmas day, the garden about six feet deep in snow really made it a white Christmas. Mind



A Scottish woman went to the local newspaper office to publish the obituary for her recently deceased husband.

The obits editor informed her that there is a charge of 50 cents per word.

She paused, reflected and then said, "Aye, well then, let it read, 'Angus MacPherson died'."

Amused at the woman's thrift, the editor told her that there is a six word minimum for all obituaries.

She thought it over for a while and that said, "Ach, in that case, let it read... 'Angus MacPherson died.

Bagpipes for sale'

you it was a b****r having to shovel it the rest of the time! Well Shipmates I wish you all and your families all the very best for the Festive season and pray you have A Prosperous and Healthy New Year.



A bit of history

The district of Wanchai in Hong Kong was a well-known and enjoyable 'Run Ashore' for many visiting sailors to the Colony prior to 1997. It was very surprising to hear recently that the area is now regarded as a very **affluent and desirable** area of Hong Kong! A bit different to the impression gained in our day!

As you all know The China Fleet Club was in Wanchai and a regular haunt of sailors, both stationed in Hong Kong or from visiting ships. But did you know that during renovations in 1964, a Japanese shell weighing 83 lbs was found just two feet below reception on the ground floor. No doubt it had landed during the battle for Hong Kong in 1941. It had lain undiscovered a mere two feet below reception on the ground floor. During the ensuing years, countless sailors must have walked unwittingly within a few feet of the unexploded shell.



The best friendships are built on a solid foundation of alcohol, sarcasm, laughter and a dislike of the same people

WWI Coronel - An unlikely naval battle remembered

The German ships, commanded by Maximilian von Spee, outclassed the Royal Navy's vessels

If you had to guess where the British suffered their first naval defeat of World War I, what would you say?

The North Sea maybe? Or somewhere in the North Atlantic?

The answer actually lies in the southern Pacific Ocean, over 12,000 km (7,500 miles) from northern Europe, off the coast of Chile.

One hundred years ago this weekend, on 1 November 1914, the British Royal Navy confronted a German squadron outside the port of Coronel, close to Chile's second city of Concepcion.

The Germans won a resounding victory, sinking two of the four British ships with the loss of over 1,600 lives. Not a single German sailor died.

Not only was it Britain's first naval defeat of WW1 but it was its first anywhere in the world in over a century, dating back to the war of 1812 against the United States.

Britannia had ruled the waves for generations, and the defeat at Coronel sent shock waves through its empire and beyond. "Within days it was all over the world," says Nick Hewitt, a

historian from the National Museum of the Royal Navy in Britain.

"The Times of London reported it, the New York Times reported it, it was front page news in Australia," he told the BBC. The port of Valparaiso is still busy today, and continues to host

warships from naval powers such as the US

"This was a superpower being humiliated.

This sort of thing just didn't happen to the Royal Navy. It had a genuinely catastrophic impact on British morale."

The British responded quickly and forcefully. They despatched ships from the North Sea down to the South Atlantic and confronted the Germans at the Falkland Islands five weeks later. This time, the British won. They sank four German ships, killing more than 1,800 sailors. All their own ships survived.

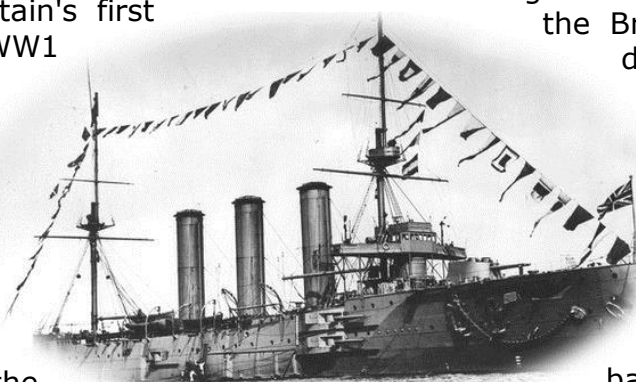
Trade target relatives of some of the British sailors who died at Coronel

have travelled to Chile this week to pay homage to them. On

Friday, they sailed out to the site of the battle and laid

wreaths at sea. On Saturday, there will be a

remembrance ceremony in the port itself. For many people, the fact that the British and Germans were even in the area at the time comes as



HMS Monmouth

something of a surprise. But it was part of an important trade route back then.

The British battleship *HMS Monmouth* was outdated compared with its German counterparts

The Panama Canal had only just opened and until then, ships crossing from the Atlantic to the Pacific had to round the bottom of South America and travel up the Chilean coast. "It was all about merchant trade," Hewitt said. "The Germans were trying to disrupt British trade to hamper their war effort."

Funeral flowers The German squadron that fought at Coronel was under the command of Maximilian von Spee, an experienced admiral. "They were crack ships, their crews have been together for years and they knew exactly what they were doing," Hewitt said. In contrast, the British squadron, led by Rear-Admiral Sir Christopher Cradock, was



"Cradock was in a difficult situation. He was going up against serious opposition, he knew his force was inadequate and to make matters worse he was getting bad direction from London. "The battle started in the late afternoon and went on into the night. It was clearly visible from the shoreline of Chile, which remained neutral throughout World War I. *HMS Good Hope* was the first British ship to sink, taking Cradock with it. Just over an hour later, the Germans sank *HMS Monmouth* with the loss of all hands. After their victory, the Germans sailed northwards and docked at the Chilean port of Valparaiso, where they were feted as heroes by the large local German community.

But von Spee, it seems, was in no mood to celebrate. He had used much of his ammunition at Coronel and was far from home, with few options to refuel. And he was expecting a British backlash. When given a bouquet of flowers in Chile he reportedly said: "These will do nicely for my grave."

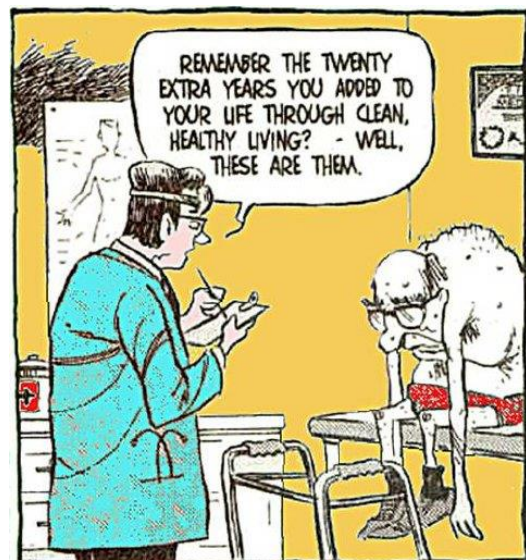
Just over a month later he was dead, one of the hundreds of German victims at the Battle of the Falkland Islands



HMS Good Hope

outdated. "The ships were old. The two armoured cruisers were badly designed. All the odds were stacked against them," Hewitt said.

Rear-Admiral Sir Christopher Cradock perished when the *HMS Good Hope* was sunk



Ten unique graveyards, not for people though.....

1. Aircraft Boneyard, USA



The 309th Aerospace Maintenance and Regeneration Group (AMARG), often called The Boneyard is located near Davis Monthan Air Force Base in Tucson, Arizona. For those of you that have never seen it, it's difficult to comprehend the size of it.

The number of aircraft stored there and the precision in the way they are parked is impressive. Another important fact is that they are all capable of being returned to service if the need ever arises.

AMARG is a controlled-access site, and is off-limits to anyone not employed there without the proper clearance. The only access for non-cleared individuals is via a bus tour which is conducted by the nearby Pima Air & Space Museum. Bus tours are Monday through Friday only. Both the museum and the Bone Yard are very popular attractions in the Arizona desert.

2. Ship Graveyard, Mauritania

The city of Nouadhibou is the second largest city in Mauritania and serves as the country's commercial centre. It is famous for being the location of one of the largest ship graveyard in the world. Hundreds of rusting ships can be seen all around, in the water, and on beaches.



One of the most commonly read explanation for that situation is that Mauritanian harbor officers were taking bribes and allowing ships to be discarded in the harbor and around the bay. This phenomenon started in the 80's after the nationalization of the Mauritanian fishing industry; numerous uneconomical ships were simply abandoned there.

The city of Nouadhibou is one of the poorest locations in the world. Right over these phantom beaches there are people living inside the huge merchant boats.

3. Train Cemetery, Bolivia

One of the major tourist attractions of south western Bolivia is an antique train cemetery. It is located 3 km (1.9 MI) outside Uyuni and is connected to it by the old train tracks. The town served in the past as a distribution hub for the trains carrying minerals on their way to the Pacific Ocean ports



The train lines were built by British engineers who arrived near the end of the 19th century and formed a sizable community in Uyuni. The rail construction started in 1888 and ended in 1892.

The trains were mostly used by the mining companies. In the 1940s, the mining industry collapsed, partly due to the mineral depletion. Many trains were abandoned thereby producing the train cemetery. There are talks to build a museum out of the cemetery.

4. Vozdvizhenka Aircraft Graveyard Russia



Littered with at least 18 gutted Tupolev Tu-22M Backfires of the 444th Heavy Bomber Regiment, Vozdvizhenka air base resembles a post-apocalyptic landscape. Entering this barren place, located near Ussuriysk in the Primorsky Krai region of Far East Russia, 60 miles (95 km) north of Vladivostok and 40 miles (65 km) from the Chinese border, is like taking a step back in time.

The 444th Regiment was disbanded in 2009, with some aircraft transferred to the Belaya air base, and others dismantled (removed engines, equipment, and with holes cut in the fuselage).

The aircraft carcasses are awaiting final metal cutting. Currently based at the airfield is the aviation commandant of Khurba airbase and the 322 Aircraft Repair Factory.

5. Anchor Graveyard, Portugal



Among the dunes of Tavira island, in Portugal, there's an impressive anchor graveyard called the Cemitério das Âncoras. It was built in remembrance of the glorious tradition of tuna fishing with large nets fixed with these anchors, a fishing technique already invented by the Phoenicians.

Tavira used to be a place devoted to the tuna fishing. They built up this anchor graveyard to remember those who had to quit their occupation when the big fish abandoned the coasts.

6. Soviet Tank Graveyard, Afghanistan

On the outskirts of Kabul, Afghanistan there's a massive collection of abandoned Soviet battle vehicles left behind after the failure of a massive eastern bloc military occupation of the country in the 1970's and 1980's.

The Soviets left in a hurry and couldn't be bothered to find a way to get broken-down tanks back home, so now they sit, partially stripped and covered in graffiti.



Afghanistan has few recycling facilities, so this cemetery of tanks will likely remain where it is for many more years as a reminder of the Russian invasion.

7. Submarine Graveyard, Russia

The area around Nezametnaya Cove, close to the town of Gadzhiyevo, in Murmansk Oblast on the Kola Peninsula, is a cemetery where is located a lot of old Russian submarines. After serving their duty underwater, the submarines were brought to this restricted-access zone in the 1970's and then forgotten.

Locals said that some of the old submarines were used for target practice in military exercises and often sunk, an employment of the old 'out of sight, out of mind' strategy. Others



were simply left in the bay to rust and rot, floating to the surface like so many whale carcasses.

8. Moyné Ship Graveyard, Uzbekistan

Moyné is a city in northern Karakalpak Stan in western Uzbekistan.

Home to only a few thousand residents at most,

Moyné's population has been declining precipitously since the 1980's due to the recession of the Aral Sea



Once a bustling fishing community and Uzbekistan's only port city with tens of thousands of residents, Moyné is now a shadow of its former self, dozens of kilometres from the rapidly receding shoreline of the Aral Sea.

For travellers the main reason to visit Moyné is to see the ship graveyard, a collection of rusting hulks that were once the town's fishing fleet. It's an image that perfectly illustrates the disaster - once proud vessels beached in a sandy desert.

Unfortunately there aren't many left, as scrap metal companies made short work of them before the tourism authorities forbade it. In one final kick for a local population already downed, the money didn't go to the people who owned the boats; it was divided up between the scrap companies and government officials.

9. Taxi Graveyard, China



Thousands of scrapped taxis are abandoned in a yard in the centre of Chongqing, China. Traffic congestion and pollution have worsened dramatically in Chinese cities because the country's long-running economic expansion has allowed increasing numbers of consumers to make big-ticket purchases such as cars, which means many no longer have to rely on taxis or public transportation.

10. Phone Booth Graveyard, UK

This phone booth graveyard is located between Ripon and Thirsk, near the village of Carlton Miniott, UK. There are located hundreds of disused telephone booths.

Decommissioned old red booths are systematically replaced by new modern booths, and deposited in one site near this English village.



Who Nicked The Bullion?

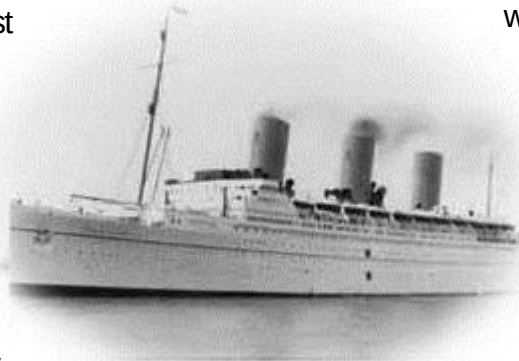
Another curious and unsolved mystery of the sea

One of the most intriguing mysteries of World War 2 centres on the sad fate of the giant Canadian Pacific liner the *Empress of Britain*, and the gold bullion that she was supposedly carrying when she was bombed, caught fire, boarded and towed, then torpedoed and finally sunk in October 26th, 1940 about 70 miles N.W. of Malin Head in about 500 feet of water. After a trip of about 20,000 miles which started at Liverpool, on to Suez, then Cape Town and was due to end at Liverpool. Although there was a convoy system in operation, she was one of a number of large, fast vessels such as liners and cruisers which sailed independently.

Although unusually the amount of gold carried was not specified, the trip took place at a time when the U.K. Was frantically

shipping gold from South Africa and other Commonwealth gold producing countries to the U.K., and thence to North America in order to finance her purchase of war materials, fuel and food in order to survive and fight.

Later records show that gold from South Africa was shipped by almost every large vessel that rounded the Cape, as well as every type of naval unit, from battlewagons to Cruisers, Fast Minelayers and Destroyers, with shipments ranging from £1.5 million to £3.5 million in value, you can times that by ten to get today's worth, with up to 5 sailings a month taking place. Her troubles began on the 26th of October and just a day's sailing from her destination when, she was attacked by a FW Condor just after 9 am and hit in two out of three passes. The bombs started huge fires. Hoses were run out and brought into play



but the explosions had fractured much of the fire-main and within an hour the fires had taken such a hold that the order was given to abandon ship. This was easier said than done as most of the lifeboats were situated where the fires were fiercest. Those that were lowered to the waterline were dragged astern as the liner's 40,000 tons took a long time to lose way even after the engines had been stopped. Those that were launched had to be cut free of the falls and rapidly drifted astern. To add to their troubles, the five lifeboats which were fitted with engines

so that they could tow the rest were found to be useless

Still others were rotten and of little use.

Though an S.O.S. had been sent out, the nearest two destroyers were seven hours steaming away and did not arrive until

about 4.30 pm, three trawlers arrived an hour after them to assist in the rescue and an hour after that two more Destroyers arrived from Londonderry. When all the survivors had been picked up, the Destroyers stayed with the stricken vessel through the night, awaiting the arrival of two tugs to tow the stricken liner which was lighting up the night with its fires. By dawn the fires started to abate and as the liner did not seem to be settling, it was decided to board her and attempt to tow. This was done and the boarding party attached the tow and were said to have left at 1050. The tow began at around 4/5 knots just as another Condor appeared, but it kept out of range of the escorts guns. Then a Coastal Command aircraft sighted a U-boat closing from 50 miles. Another U-boat (U 32) was closer though and it caught up with the convoy

later that day and continued to trail them through the night by their propeller noises. Sometime after midnight she managed to slip in between the Destroyers and the liner and at around 2 am she fired three torpedoes. One failed to function, and one missed but the third hit her amidships. It is interesting to note that, whilst he was working towards a firing position, The U-boat Commander observed lights moving about the liner, which was strange as no one was supposed to have been aboard. About ten minutes after she was hit the liner rolled over and sank though the towing vessels were able to chop through the tow in time to prevent them from being dragged under. This might have been the end of the story but for the tales of gold being aboard, which ties in with the bullion movements at the time. The story gathered strength after an article in the Daily Mail in 1949 concerning a salvage attempt that was going to be made to salvage the gold that coming summer. When the story was followed up, the authorities were uncooperative, with the Bank of England and the Admiralty refusing to confirm or deny that there was a gold shipment aboard.

Nevertheless, stories of huge quantities of bullion being aboard continued to abound, and then, in March 1985 someone in the Department of Transport wrote a letter to a potential salvager that the Empress had indeed carried gold, but that it had already been recovered. The letter referred to two files, war risk insurance files 935, and 938, but there was a footnote to say that both files had been destroyed.

This of course raises more questions than answers. IF the gold had been salvaged, when? It would have been impossible to have reached that depth by diving in 1949, the date of the Mail's story. Also, that grappling into the strong room of an upturned hull would have been impossible.

Was the gold removed during the tow? Officially, S/Lt. Letty (later Captain), and his men were only on board for an hour, impossible for a small group of men to remove a huge stack of bullion seven decks down in a ship which was still red hot and smoke logged in that short time. Were some of the boarding party left aboard to remove the bullion? This might explain the lights seen by the U-boat Captain as he closed in to torpedo the ship! In 1995 a multi-million dollar operation was carried out, financed by private investors, in conditions of the utmost secrecy, and on the upturned hull by a highly respected Aberdeen based Company using saturation diving, from a hydro dynamically positioned ship. A hole was cut into the upturned hull to gain access to the strong room, which had not been touched by the fire. However, there was no bullion, just the skeleton of a man!

Why would anyone have been in in a place of top security during the last minutes of the life of this great ship?

The salvagers held a short service and then wound up the operation

The rain was pouring and there was a big puddle in front of the pub just outside McCord Air Force Base.

A ragged old Naval Aviator, wearing his winged ball cap, was standing near the edge with a fishing rod, his line in the puddle.

A curious young Air Force fighter pilot stopped and asked what he was doing.

'Fishing,' the old guy simply said.

'Poor old fool,' the Air Force officer thought and he invited the ragged old Naval Aviator into the pub for a drink.

As he felt he should start some conversation while they were sipping their whiskey, the haughty fighter pilot asked, "And how many have you caught?"

'You're the eighth,' the old Naval Aviator answered.

A Soldier, Sailor, Airman, Marine and Para got into an argument about which branch of the service was "The Best." The arguing became so heated the five servicemen failed to see an oncoming truck as they crossed the street.

They were hit by the truck and killed instantly.

Soon, the five servicemen found themselves at the Pearly gates of Heaven. There, they met Saint Peter and decided that only he could be the ultimate source of truth and honesty. So, the five servicemen asked him, "Saint Peter, which branch of the Armed Forces is the best?"

Saint Peter replied, "I can't answer that. However, I will ask God what He thinks the next time I see Him. Meanwhile, thank you for your service on Earth and welcome to Heaven."

Sometime later the five servicemen see Saint Peter and remind him of the question they had asked when first entering Heaven and asked Saint Peter if he was able to ask God for the answer to their question?

Suddenly, a sparkling white dove lands on Saint Peter's shoulder. In the dove's beak is a note glistening with gold dust. Saint Peter opens the note, trumpets blare, gold dust drifts into the air, harps play crescendos and Saint Peter begins to read the note aloud to the five servicemen:

MEMORANDUM FROM THE DESK OF THE ALMIGHTY ONE TO:

All Former Soldiers, Sailors, Airmen, Marines and Para's

SUBJECT: Which Military Service Is the Best?

1. All branches of the Armed Forces are honourable and noble.
2. Each serves the United Kingdom well and with distinction.
3. Serving in the military represents a great honour warranting special respect, tribute, and dedication from your fellow man.
4. Always be proud of that.

Warm regards,

GOD

(Ex Royal Navy)

A Young Girl walked into a supermarket and on her way round she sees the bloke who had slept with her the previous evening, after they met in a pub. He was stacking washing powder boxes on shelves. 'You liar' she yells!! 'Last night you told me you were a stunt pilot'. 'No' he says. 'I told you I was a member of the Ariel display team

CHRISTMAS CAKE RECIPE

Ingredients:

2 cups flour
1 stick butter
1 cup water
1 tsp. baking soda
1 cup sugar
1 tsp. salt
1 cup brown sugar
Lemon juice
4 large eggs
Nuts
2 bottles wine
2 cups dried fruit

Method:

Sample the wine to check quality.

Take a large bowl, check the wine again.

To be sure it is of the highest quality, pour one level cup and drink.

Repeat. Turn on the electric mixer.

Beat one cup of butter in a large fluffy bowl. Add one teaspoon of sugar.

Beat again. At this point it's best to make sure the wine is still OK. Try another cup... Just in case.

Turn off the mixerer thingy. Break 2 eggs and add to the bowl and chuck in the cup of dried fruit.

Pick the frigging fruit up off floor. Mix on the turner. If the fried druit gets stuck in the beaterers just pry it loose with a drowscriver.

Sample the wine to check for tonsisticity. Next, sift two cups of salt. Or something. Check the wine. Now shift the lemon juice and strain your nuts.

Add one table. Add a spoon of sugar, or some fink. Whatever you can find.

Greash the oven. Turn the cake tin 360 degrees and try not to fall over.

Don't forget to beat off the turner.

Finally, throw the bowl through the window. Finish the wine and wipe counter with the cat.

Go to Sainsbury's and buy cake.



BINGLE JELLS!

U.S. Navy Deploys First Laser Weapon in Persian Gulf

The U.S. Navy has deployed on a command ship in the Persian Gulf its first laser weapon capable of destroying a target. The amphibious transport ship USS Ponce has been patrolling with a prototype 30-kilowatt-class Laser Weapon System since late August, according to officials. The laser is mounted facing the bow, and can be fired in several modes - from a dazzling warning flash to a destructive beam - and can set a drone or small boat on fire.

The Ponce "provides a unique platform" to deploy the new capability "in an operationally relevant region," Vice Admiral John Miller, the 5th Fleet commander, said in an e-mailed statement. The ship is the 5th Fleet's primary command and control afloat staging base for operations. Since 2011, the Navy has boosted its presence in the Persian Gulf and the Strait of Hormuz, through which a fifth of the world's traded oil flows. Equipped with naval mines and small vessels that practice swarming tactics to attack larger warships, Iranian officials have periodically threatened to close the waterway.

The Navy laser wasn't specifically designed or deployed to counter Iran's arsenal of small armed vessels, Chief of Naval Operations Admiral Jonathan Greenert said in an interview earlier this year. "I wouldn't target a country for a weapon, nor would I preclude putting together a weapons system for a country by itself," he said. The laser deployment is "a worthwhile experiment" because "it'll help us feel out the operational limitations" such as power

constraints, Frank Kendall, the Pentagon's top weapons buyer said at a Bloomberg Government breakfast in April. Testing the Weapon However, he said, "I still think we have some work to do on the technology side." "What am I looking for? How does it operate in that environment - heat, humidity, dust and at sea," Greenert said in the interview. "It's got to roll, move around, how much power does it take to sustain it?" "I have to take it out and get it wet, and the Arabian Gulf's a pretty tough environment," he said.

Naval Sea Systems Command technicians developed the prototype over seven years at a cost of about \$40 million. The Ponce crew was authorized to deploy the weapon after it passed a series of at-sea tests, including lasing static surface targets, the 5th Fleet spokesman Commander Kevin Stephens said in an e-mail statement. The prototype focuses the light from six solid-state commercial welding lasers on a single spot, according to a July 31

Congressional Research Service report. It "can effectively counter surface and airborne threats, to include small boats" and drones, Miller said, and firing it costs about a dollar a shot, according to the Navy.

Adjustable Strength The device can emit progressively stronger beams, first to warn an adversary, and then destroy it if necessary, Chief of Naval Research Rear Admiral Matthew Klunder said at a Bloomberg Government session this year. The laser can be adjusted to fire a non-lethal dazzling flash at an incoming vessel so they know it's there "all the way to lethal," Klunder said. The laser's range is classified.



Medical School. When I was young I decided to go to Medical School. At the entrance exam we were asked to rearrange the letters PNEIS and form the name of an important human body part which is most useful when erect. Those who answered SPINE are doctors today, the rest of us are sending jokes via email.

An Admiral visits one of the ships under his command. While eating breakfast with the crew he was impressed to see the naval insignia stamped on every biscuit. He went to the cook to ask how this feat was done, so it could be used on other ships under his command. The cook replied, 'Well Admiral, after each one is cut out, I just slap it here against my belt buckle which bears the Naval Insignia'. Horrified the Admiral exclaims 'Well that's very unhygienic!' The cook shrugs, and replies 'Well if you feel that way sir, I suggest you steer well clear of the donuts.'

A good laugh for people in the over 60 group!

When I bought my Blackberry, I thought about the 30-year business I ran with 1800 employees, all without a cell phone that plays music, takes videos, pictures and communicates with Face book and Twitter.

I signed up under duress for Twitter and Face book, so my seven kids, their spouses, my 13 grand kids and 2 great grand kids could communicate with me in the modern way. I figured I could handle something as simple as Twitter with only 140 characters of space.

My phone was beeping every three minutes with the details of everything except the bowel movements of the entire next generation. I am not ready to live like this. I keep my cell phone in the garage in my golf bag.

The kids bought me a GPS for my last birthday because they say I get lost every now and then going over to the grocery store or library. I keep that in a box under my tool bench with the Blue tooth [its red] phone I am supposed to use when I drive. I wore it once and was standing in line at Barnes and Noble, talking to my wife and everyone in the nearest 50 yards was glaring at me. I had to take my hearing aid out to use it, and I got a little loud.

I mean the GPS looked pretty smart on my dash board, but the lady inside that gadget was the most annoying, rudest person I had run into in a long time. Every 10 minutes, she would sarcastically say, "Re-calc-u-lating." You would think that she could be nicer. It was like she could barely tolerate me. She would let go with a deep sigh and then tell me to make a U-turn at the next light. Then, if I made a right turn instead. Well, it was not a good relationship...

When I get really lost now, I call my wife and tell her the name of the cross streets and while she is starting to develop the same tone as Gypsy, the GPS lady, at least she loves me.

To be perfectly frank, I am still trying to learn how to use the cordless phones in our house. We have had them for 4 years, but I still haven't figured out how I lose three phones all at once and have to run around digging under chair cushions, checking bathrooms, and the dirty laundry baskets when the phone rings.

The world is just getting too complex for me. They even mess me up every time I go to the grocery store. You would think they could settle on

something themselves but this sudden "Paper or Plastic?" every time I check out just knocks me for a loop. I bought some of those cloth reusable bags to avoid looking confused, but I never remember to take them with me.

Now I toss it back to them. When they ask me, "Paper or plastic?" I just say, "Doesn't matter to me. I am bi-sacksual." Then it's their turn to stare at me with a blank look. I was recently asked if I tweet. I answered, "No, but I do flat**** a lot."

We senior citizens don't need any more gadgets. The TV remote and the garage door remote are about all we can handle.

A North American joke. It is customary in US and Canada to have the deceased on view a few times before the funeral, thought it best to explain this so as not to spoil the joke

MY PRIVATE PART DIED

An old man, Mr. Wallace, was living in a nursing home. One day he appeared to be very sad and depressed.

Nurse Tracy asked him if there was anything wrong. 'Yes, Nurse Tracy,' said Mr. Wallace.

'My Private Part died today, and I am very sad.'

Knowing her patients were a little forgetful and sometimes a little crazy, she replied, 'Oh, I'm so sorry, Mr. Wallace. Please accept my condolences.'

The following day, Mr. Wallace was walking down the hall with his Private Part hanging out of his pyjamas.

He met Nurse Tracy. 'Mr. Wallace,' she said, 'You shouldn't be walking down the hall like that. Please put your Private Part back inside your pyjamas.'

'But, Nurse Tracy I can't,' replied Mr. Wallace. 'I told you yesterday that my Private Part died.'

'Yes,' said Nurse Tracy, 'you did tell me that, but why is it hanging out of your pyjamas?'

(You've gotta love this.)

'Well,' he replied, 'Today is the viewing.'

A doctor starts having an affair with a much younger woman. Before too long, she becomes pregnant and they don't know what to do--they won't consider abortion and don't want to put the baby up for adoption.

However the doctor's not going to leave his wife and the young woman can't stand the thought of taking care of the child alone. Several months later, just about the time she is going to give birth, a priest goes into the hospital for a prostate gland infection.

The doctor says to his mistress, "I know what we'll do. After I've operated on the priest, I'll give the baby to him and tell him it was a miracle."

"Do you think it will work?" she asks the doctor. "It's worth a try," he says.

So the doctor delivers the baby and then operates on the priest. After the operation he goes in to the priest and says,

"Father, you're not going to believe this."

"What?" says the priest?

"What happened?"

"You gave birth to a child."

"But that's impossible!"

"I just did the operation," insists the doctor. "It's a miracle! Here's your baby."

About fifteen years go by, and the priest realises that he must tell his son the truth. One day he sits the boy down and says,

"Son, I have something to tell you. I'm not your father."

The son says, "What do you mean, you're not my father?"

The priest replies, "I'm your mother. The archbishop is your father

A doctor in Dublin wanted to get off work and go fishing, so he approached his assistant.

"Murphy, I am going fishing tomorrow and don't want to close the clinic. I want you to take care of the clinic and take care of all my patients".

"Yes, sir!" answers Murphy.

The doctor goes fishing and returns the following day and asks: "So, Murphy, how was your day?"

Murphy told him that he took care of three patients.

"The first one had a headache so he did, so I gave him Paracetamol."

"Bravo Murphy lad and the second one?" asks the doctor.

"The second one had indigestion and I gave him Gaviscon, so I did sir" says Murphy

"Bravo, bravo! Your good at this and what about the third one?" asks the doctor.

"Sir, I was sitting here and suddenly the door flies open and a young gorgeous woman bursts in so she does.

Like a bolt outta the blue, she tears off her clothes, taking off everything including her bra and her panties and lies down on the table, spreading her legs and shouts:

'HELP ME for the love of St Patrick! For five years I have not seen any man!'"

"Tunderin' Lord Jesus, Murphy, what did you do?" asks the doctor.

"I put drops in her eyes."

Out and about

By Norrie Millen



Well that's about for another year shipmates; hopefully we will all see next Christmas too! It's a bu***r this getting old skylark, but who would have thought fifty five years ago that a lot of us would still be in contact today.

We have lost quite a few (known) since 2001 our first official reunion and sadly we lost poor Alan Gibbons shortly before reunion, but Mick Morris, Ted Ditung, Darby Allin and myself attended his funeral and gave him a good send off on his Eternal Patrol. RIP Alan.

Tail Piece

HAVE VERY HAPPY CHRISTMAS SHIPMATES & FAMILIES AND A PROSPEROUS AND HEALTHY NEW YEAR.

