



The Rum Tub or Norrie's Nocturnal and Nautical Natter

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Pay special attention to the wording and spelling. If you know the bible even a little, you'll find this hilarious! It comes from a catholic elementary school test. The last one is the best.

Kids were asked questions about the old and new testaments. The following statements about the bible were written by children. They have not been retouched or corrected.

1. In the first book of the bible, Guinness's. God got tired of creating the world so he took the Sabbath off.

2. Adam and eve were created from an apple tree. Noah's wife was Joan of ark. Noah built and ark and the animals came on in pears.

3. Lots wife was a pillar of salt during the day, but a ball of fire during the night.

4. The Jews were a proud people and throughout history they had trouble with unsympathetic genitals.

5. Sampson was a strongman who let himself be led astray by a Jezebel like Delilah.

6. Samson slayed the philistines with the axe of apostles.

7. Moses led the Jews to the red sea where they made unleavened bread, which is bread without any ingredients.

8. The Egyptians were all drowned in the dessert. Afterwards, Moses went up to mount cyanide to get the ten commandments.

9. The epistels were the wives of the apostles. (More next issue)

HMS Ulster Rum Tub

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Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

I said in February issue trouble normally comes in three's, that is unless your name is Millen! I guess I have not reached my target yet as yet another mishap occurred just before James 'Danny' Keay's funeral. As funeral cortege was arriving, I felt dizzy and went to sit in my car for a few minutes.

I never reached the car, but dropped like a lead balloon and tried to dent the curb stone with my head but failed! Blacked out and spent time in Queen Alexandra's hospital in Cosham.

After almost 24 hours in hospital with blood pressure check every hour throughout the night, cat scans, x-rays etc., they discharged me at 1515 on Friday. They put blackout down to an extremely low and dangerous level of blood pressure. The ER Doctor has consulted with my GP as I have a history of these dizzy spells and I have to have this low blood pressure issue investigated.

I was not allowed to drive so Danny's son picked me up and put me up for the night. I had taken Ted Ditum to funeral, as he had no way of getting home, Bob & Heather White took him. I had to get the train home. Danny's son is kindly driving my car down to Devon on Thursday

My son still seriously ill. Just when he thought he was on the mend he developed yet another abscess where his wrist had been repaired, also fell when getting out of bed for a visit to the heads so had a pump on that and also wrist to pump out sepsis.

I feel sure that between all of our Ulster shipmates, there must be enough material, anecdotes, 'black cats' and other amusing things that would fill several books, so why not share that with other members via this newsletter?

I normally have to rely on the Internet for material which I know you all find interesting, however it would be so much better if we could use all of your memories rather than Internet! I know when you have had a tot or three, lamps swing and the ditties come out.

The way I see it anyway!



Humans are allergic to change. They love to say "We've always done it this way" I try to fight that. That's why I have a clock on my wall that runs counter-clockwise.

Able Seaman George Hinckley VC

Copied from RNA Plymouth – with additions from Editor

THE TAIPING Rebellion is perhaps the bloodiest civil war of recent centuries, but a name scarcely recognised in the western world.

Even the famous Major General Charles 'Chinese' Gordon, who with his 'Ever Victorious Army' led the Imperial Army in a series of wins against the Taiping, is better known as 'Gordon of Khartoum'.

The Ever Victorious Army was originally created as a mercenary army by the American adventurer Frederick Townsend Ward, and his death in 1862 - one month before George Hinckley won his VC against the Taiping - brought Gordon to the fore.

British interests had been strong and then embedded in the area since the successes of the Opium War of 1840-42 against the ruling Manchu dynasty.

Led by Hong Xiuquan, the Taiping rebellion of 1851-64 was a perverted form of Christian uprising with its leader claiming to be the younger brother of Jesus Christ.

As his Taiping Heavenly Kingdom armies swept across China, some 30 million are estimated to have died in the devastating conflict and its accompanying famine.

Fighting alongside 3,000 men from the Imperial Chinese Army in October 1862 were Naval Brigades from HMS Sphinx, Encounter and the gunboats Flamer and Hardy and a Franco-Chinese force of 500 men.

On October 9, George Hinckley and his Brigade from HMS Sphynx arrived at their target, the town of Fung Wha, ten miles south of Shanghai.

The sailors had marched through the night, drenched to the skin from the pouring rain, and tired and weary they mustered their energy with a tot of rum before piling into the attack on the main gates of Fung

Wha.

From the fortified walls the Taiping hurled a barrage of metal and shot against the attackers, with death and injury slashing through the ranks

The sailors pulled back to relative safety, with the ground exploding under a relentless onslaught of shots. But from their shelter the sailors looked out at their wounded friends and colleagues, lying injured before the gates while the bullets rained around them.

George Hinckley volunteered to run through the deadly hail in pursuit of his ship's assistant master Mr Croker.

Hinckley slung Croker across his shoulder and carried him to the cover of a nearby shrine.

Hinckley rejoined his companions, and once again he stepped forward to take on another rescue mission, pulling to cover a Captain

Bruman, an army man fighting with the British contingent of the Imperial Army.

Hinckley received his Victoria Cross from the Commander-in-Chief

Plymouth, Admiral Houston Stewart, at Devonport in July 1863.

Four months later, he had lost it. A replacement cost him the tidy sum of 24 shillings.

Hinckley had a rather up and down career - in the same year that he won the VC he had been busted down to second rate for his conduct in

January and in a separate incident spent 28 days discharged to a Hong Kong prison in May.

However his service career did improve, with promotion to a Leading Seaman and Quartermaster.

Hinckley left the service in 1867, settled down in Devon; he died in 1904 at the age of 85.

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*Able Seaman George Hinckley, aged 42, landed ashore at Fung Wha, China, as part of the Naval Division from HMS Sphinx during the*



**HMS SPHYNX**



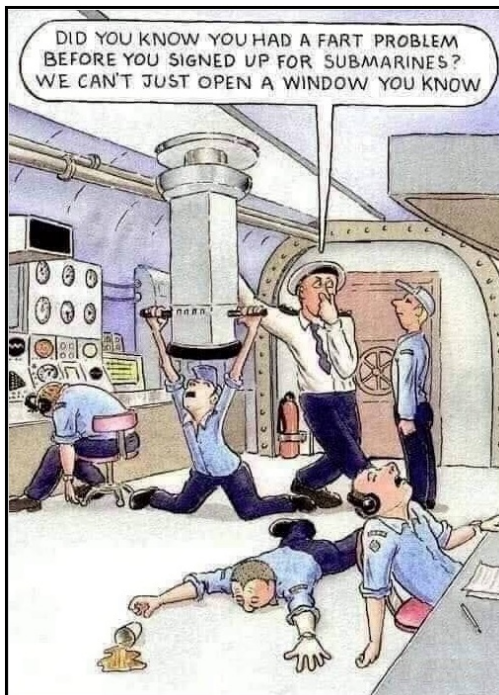
*Taiping Rebellion in 1862. His consequent actions earned him the honour of being awarded the Victoria Cross, Britain's Highest award. In January 1863 he was promoted to Leading Seaman and later to Quartermaster.*

*In 1865 he married, and settled in Plymouth. He left the Service in 1867, and died on 31st December 1904 and is buried in Ford Park Cemetery leaving a Wife, Jane, and 3 children.*

*On December 31st. each year the Branch organises a Memorial Service, and lay a wreath at the grave*

*Editor's Note; In RNA Plymouth version they spell HMS Sphynx with a 'Y', but all the references I checked spell HMS Sphinx with an 'I' However it has been pointed out to me that in fact two were spelt with a 'Y'.*

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Buddhist monks advice to matelot on exped in Nepal



"Life is a short, meaningless journey filled with emptiness and pain. Get all th e p***y while you can!"

Back in the days of tanners and bobs,
When Mothers had patience and Fathers had jobs.
When football team families wore hand me down shoes,
And T.V had only two channels to choose.

Back in the days of three penny bits,
when schools employed nurses to search for your nits.
When snowballs were harmless; ice slides were permitted
and all of your jumpers were warm and hand knitted.

Back in the days of hot ginger beers,
when children remained so for more than six years.
When children respected what older folks said,
and pot was a thing you kept under your bed.

Back in the days of Listen with Mother,
when neighbours were friendly and talked to each other.
When cars were so rare you could play in the street.
When Doctors made house calls and Police walked the beat.

Back in the days of Milligan's Goons,
when butter was butter and songs all had tunes.
It was dumplings for dinner and trifle for tea,
and your annual break was a day by the sea

Back in the days of Dixon's Dock Green,
Crackerjack pens and Lyons ice cream.
When children could freely wear National Health glasses,
and teachers all stood at the FRONT of their classes.

Back in the days of rocking and reeling,
when mobiles were things that you hung from the ceiling.
When woodwork and pottery got taught in schools,
and everyone dreamed of a win on the pools

Back in the days when I was a lad,
I can't help but smile for the fun that I had.
Hopscotch and roller skates; snowballs to lob.
Back in the days of tanners and bobs.

Credit: Pat Fairless

When I grow up I'd like to be a retired Lottery Winner

**Instead of a sign that says
"Do not disturb"
I need one that says
"Already disturbed
proceed with caution"**

**I keep randomly shouting 'Broccoli' and
'Cauliflower' - I think I might have Florets**

*Borrowed from another page.
We don't all get Medals by John Munro*

Despite the things we get to do,
Despite the things, we all go through,
We don't all get Medals,
Before, we attend our own funerals

So, I salute you one and all,
Who responded to the clarion call?
Who don't have property or wealth?
Who have varying degrees, of ill health?

Who battle every day, to smile?
Each inch you walk, feels like a mile,
That flashing light, that sudden noise,
Impacts upon your usual poise.

That group approaching, for a fight,
Then politely ask "have you got a light?"
I remember the Edinburgh one o'clock gun,
Firing, I took cover, that wasn't fun.

I clearly recall my beloved's feet,
Her asking "Why're lying in the street?"
We've all been there, had a scare,
Without support, we can despair.

So thanks to all, who've cared for us,
Dealt with tantrums, moods and fuss,
The father, sister, brother, mother
Partner, husband, wife, significant other.

You haven't been given a Medal
For dealing with all our trouble.
You deserve a row of medals on your chest,
Because, you truly are THE BEST.

**Try to remember the greener grass
across the fence may be due to a
septic tank issue.**

The brain is the most
outstanding organ. It
works for 24 hours,
365 days, right from
your birth until you fall
in love!

Brexit and the Medical Profession

Physicians were unable to reach a consensus on whether the UK should Brexit.

The Allergists were in favour of scratching it, but the Dermatologists advised not to make any rash moves.

The Gastroenterologist's had sort of a gut feeling about it, but the Neurologists thought May had a lot of nerve.

Meanwhile, Obstetricians felt certain everyone was labouring under a misconception, while the Ophthalmologists considered the idea short sighted.

Pathologists yelled, "Over my dead body!" while the Paediatricians said, "Oh, grow up!

The Psychiatrists thought the whole idea was madness, while the Radiologists could see right through it.

Surgeons decided to wash their hands of the whole thing and the Internists claimed it would indeed be a bitter pill to swallow.

The Plastic Surgeons opined that this proposal would "put a whole new face on the matter."

The Podiatrists thought it was a step forward, but the Urologists were pissed off at the whole idea.

Anaesthesiologists thought the whole idea was a gas, and those lofty Cardiologists didn't have the heart to say no.

In the end, the Proctologists won out, leaving the entire decision up to the a**holes in Parliament

You never appreciate what
you have till it's gone.
Toilet paper is a good
example!

HMS Kelly –Eye Witness Reports

Submitted by Shipmate John Soanes

During the 1990's I was researching and gathering "I was there" type stories from survivors of Royal Navy vessels sank during WW2 or actions they had witnessed first-hand, and having chatted with a few, I discovered that their stories often conflicted with naval historians accounts. This aroused my interest and I had the idea to compile many of the personal accounts or recollections and put them in a book, sadly the book never materialised. Some recollections came from survivors of two particular incidents involving HMS KELLY which was commanded by Lord Louis Mountbatten.



Louis Mountbatten
Captain on the bridge of HMS Kelly

able to ferry the injured sailors to the destroyer where first aid was administered during passage back to Devonport, where after landing them, it was back on patrol.

On 20th October 1939, KELLY, leader of the 5th Destroyer Squadron was ordered north, their role in the Western Approaches temporarily put on hold. The squadron was tasked in the search for the

British freighter CITY OF FLINT which had been captured by the pocket battleship DEUTSCHLAND and a prize crew put on-board to look after about 600 captured crew members from the CITY OF FLINT and other merchant ships sank by the German battleship. Mountbatten raced across the north sea and into Norwegian waters and was almost immediately challenged by a Norwegian gunboat and ordered out of neutral Norwegian waters. By now the ship was running short of fuel, but Mountbatten insisted on returning to Scapa Flow at speed in heavy weather, which proved too much for the ship and at a speed of some 28 knots she was struck by a huge wave which rolled her over to 50 degrees on her starboard side, taking away guardrails davits and boats, along with an off watch stoker who was never seen again. The ship was ordered to Hebburn on Tyneside the yard where she was originally built for repairs.

A brief history of the ship;

HMS KELLY a 'K' class destroyer was commissioned on 23rd August 1939, just 11 days before the outbreak of World War 2. and was sunk in the Mediterranean off Crete on 23rd May 1941.

During her short 21 month career under the command of Lord Louis Mountbatten the KELLY was involved in numerous incidents.

Four within the first two weeks of war being declared, the KELLY having just given passage to the Duke and Duchess of Windsor from Cherbourg to Portsmouth, was at sea again the next day engaged in a hunt for U-boats in the Western Approaches. One of these U-39 narrowly missed the ARK ROYAL and in a counter attack was blown to the surface and sank by the aircraft carrier's destroyer escorts.

A couple of days later KELLY received an SOS from HMS COURAGEOUS which had been struck by two out of three torpedoes fired by U-29 and was sinking rapidly. On the ship's arrival they discovered that two neutral liners were doing everything possible to pick up survivors. The seas were running high and the area covered in debris and oil. An American liner had picked up over forty injured and oil drenched survivors. KELLY launched her ship's boat and despite the heavy seas was



On 14th December 1939 the ship left Hebburn, and almost immediately an urgent signal was received about two oil tankers in trouble with U-boats believed to be in their vicinity.

Off the ship went down the Tyne at almost full speed narrowly avoiding a large merchant ship en-route. by 1600 one of the tankers was sighted, the ATHOL TEMPLAR she was on fire and obviously sinking. Before the KELLY could get alongside in an effort to take off survivors, an unusual bumping was felt under the keel as if they had struck a rock, this was followed by a tremendous explosion. The ship had struck a mine which badly damaged her propellers and the ship

was unable to manoeuvre and remained wallowing in the water. Thankfully HMS MOHAWK was able to rescue most of the survivors from the tanker. The KELLY was towed back to the Hawthorne Leslie yard at Hebburn for yet more repairs.

Repairs were not completed until February 28th 1940. A few days later on the 9th March while escorting a North Sea convoy, in very heavy weather HMS KELLY ran into the stern of HMS GURKHA and was forced to enter Lerwick in the Shetlands for temporary repairs before heading to Scapa Flow where steel plates were welded over the damage before heading down the north sea to the London Graving dock for permanent repairs which were eventually completed on 27th April 1940.

By the 29th April HMS KELLY was involved in the evacuation of French troops from Namsos, Norway. Following the evacuation, it was not long before intelligence was received concerning a German mine laying group, supported by E-boats operating in the vicinity of Sylt just off Germany and occupied Denmark. KELLY, KANDAHAR and BULLDOG were sent to the area to rendezvous with HMS BIRMINGHAM which was patrolling the area around Sylt without escort. During the morning of 9th May 1940. KELLY, KANDAHAR and BULLDOG reached the area off Sylt and later that day an aircraft reported it had sighted a U-boat on the surface and forced it to dive.

Mountbatten decided to order KANDAHAR to join him in a search for the U-boat, this was not thought to be a good idea by the CO of KANDAHAR who thought they should do as ordered and join the BIRMINGHAM who was alone in hostile waters waiting for their support, coupled with the fact the E-boats were known to be present in the destroyers immediate position.

However Mountbatten was very keen to 'bag' a U-boat and a search was started, however it was not long before officers on the bridge of KANDAHAR witnessed a massive explosion and KELLY had been torpedoed and was left without power and unable to move. Mountbatten ordered the KANDAHAR to come



alongside at first light to take off the injured. The KELLY was taken in tow by BULLDOG, once again heading for the Tyne. Eventually after about 92 hours, the ship was back in the yard of Hawthorne - Leslie for more repairs. 27 men lost their lives and many were seriously injured during this attack. *(Eye witness reports to follow)*

1st December 1940, repairs were completed and HMS KELLY departed down the Tyne when a helm order was misunderstood and the KELLY steered directly into the side of a merchant ship the SS SCORPION, resulting in an immediate return to the shipyard where, the dockyard workers were much surprised to see the ship back yet again for more repairs. Work soon started and these were completed about the 15th December 1940 and KELLY returned to sea on passage to Scapa Flow for working up before returning to patrol a few days before Christmas.

News was then received the ship was to leave northern waters for Plymouth where she arrived mid-January. It was not long before the ship was back on U-boat patrol in the Western Approaches with intelligence received that the German battle-cruisers GNEISENAU and SCHARNHORST together with the pocket battle-ship ADMIRAL SCHEER may be in the area. KELLY leading the 5th Flotilla was ordered to search for the enemy ships, however the two battle-cruisers had returned to Brest before Mountbatten reached the area. During the search for other enemy ships KELLY was battered by one of the biggest storms experienced in the

Irish Sea for many years resulting in the starboard guard-rails being ripped away. The motor-boat torn from its davits, all Carley rafts washed away together with other gear. Another return to dockyard for repairs, this time not to the Tyne, but to Devonport dockyard where after a week she was back at sea engaged in mine laying escort operations off the coast of

France.

In the late spring of 1941 on the 24th April the fifth Destroyer Flotilla with HMS ABDIEL arrived in Malta at the height of the bombing raids. Although



the ships were in danger of being sunk or damaged by the constant raids on Malta, the Commander in Chief Mediterranean Admiral Cunningham wanted the fifth Flotilla to remain at Malta for as long as possible as Prime Minister Winston Churchill had emphasised the importance of attacking Rommel's supply lines across the Mediterranean. At this time Rommel was being reinforced and receiving supplies from Italy. On 1st May Churchill signalled "Above all we look to you to cut off seaborne supplies from the Cyrenaican ports and beat them up to the utmost. It causes grief here whenever we learn of the arrival of precious aviation spirit to the enemy in one ship after another".

Early May 1941, the flotilla left Malta with other ships to escort convoys to Egypt and Greece. On 10th May 1941, the 5th Flotilla bombarded Benghazi before returning to Malta. On the 21st with KASHMIR and KIPLING she was dispatched to Crete to begin patrols north of the island on the 22nd, which included bombarding the Maleme airfield on Crete following the German invasion of Crete on the 20th May.

About 0800 on 23rd May 1941, twenty four Junkers 87 (Stukas) dive bombers in eight groups of three approached from the north over Crete and attacked both KELLY and KASHMIR with devastating effect as one bomb hit KELLY which was travelling at 30 knots with all guns crews closed up. Another single bomb hit the KASHMIR both ships capsized and sank almost immediately with heavy loss of life. HMS KIPLING picked up survivors from both ships and landed them in Alexandria having rendezvoused and taken on fuel from HMS PROTECTOR on route.

From the KELLY nine officers and one hundred and twenty one ratings were lost.

EYE WITNESS REPORT by Petty Officer Yeoman A.W. (John) Hutchinson as told to me in respect of the attack on 9th May 1940 when the ship was attacked by a German E-boat off the coast of Holland and 27 men were lost.

"I was Yeoman of the watch and had the first watch. The weather was reasonably calm but there was a lot of fog and at that time our speed, (we were in company

with another 'K' boat, HMS KANDAHAR nicknamed 'CANDYBAR' was reduced to a few knots and at one time some ratings were on the upper deck pushing off a mine with boathooks. Yes, we appeared to be in the middle of a minefield.

It was a tricky situation. Just after 2200 I went up to the Compass platform to be with the Chief Yeoman, JA Bottoms. known as 'JAB' in the Signal Branch. When we appeared to run clear of fog and mines we increased speed, JAB and I were together on the port side of the bridge keeping a lookout and sweeping round with binoculars. At the same time we both caught sight of a shape right on the port beam. I first thought it was the conning tower of a U-boat just surfacing, then it became clearer, "E-boat" shouted JAB. Then we saw it, a torpedo track coming straight towards us. JAB shouted just before me "Torpedo" to the Captain who was standing on the grating by the binnacle with his hands on the compass, "Too late", the next second there was a tremendous explosion and a great red flash seemed to surround me as I was thrown back almost to the Captain's feet. I clearly remember him shouting down the engine room voice pipe "Stop both". As it happened, the torpedo blast ensured that both engines had certainly stopped! I doubt whether anyone else other than the CYS and me saw that torpedo track.

We were looking out directly over the spot that the fish struck. Everything was amazingly quiet afterwards. I stood up and was in time to see the KANDAHAR flash past on our starboard side. I remember thinking "Why the hell hasn't she stopped" Whether they thought we had been blown to bits I don't know, or why they did not immediately turn back and look for survivors has always puzzled me.

A young Ordinary Signaller lay on the bridge, his leg had been injured. He called to me "'Blow up my lifebelt Yeo". He evidently thought that if the ship went down he had little chance of survival. I found the mouthpiece and blew it up, saying "It should have been blown up all the time we have been at action stations" Shortly there was a distant

noise of a motor. The Captain gave the order for "complete silence throughout the ship"; evidently he thought the same E-boat or another would fire a further torpedo and finish us altogether. After a few minutes the destroyer BULLDOG who had been in company. but a mile or so astern drew up alongside and the Captains exchanged words and ours asked if the BULLDOG could take us in tow and immediately towing wires were run out. At this time the Captain turned to me and said "Hutchinson, go down below and find Commander Evans and tell him to report to me on the bridge as to the amount of damage". I climbed down the ladder to the upper deck. we were now listing considerably to starboard, and went forward past the canteen. which



had been badly damaged with liquorice allsorts lying all over the deck, past the W/T office which was also badly damaged with an injured telegraphist inside who was subsequently given a pain killing injection by a rating who squeezed himself into the office and won for himself a DSM.

Part II next Issue

WILLIAM HOSTE. Baronet KCB RN.

(From servant, to captain in command)

Submitted by Bob Styants –Engineroom Association

The son of Dixon Hoste, William was educated at Kings Lynn, and later at the Paston school, where Horatio Nelson himself had been some years previously.

Dixon Hoste had arranged for William's name to be entered in the books of HMS 'Europa' as a captain's servant when he was just five years old, although he would not actually go to sea until he reached the age of 12 or 13.

That time coincided with the outbreak of war with France in February 1793.

Lacking any influence or naval contacts himself, Dixon Hoste asked his landlord, Thomas Coke for assistance, and was introduced to Nelson, then living nearby in Burnham Thorpe, and who had recently been appointed as captain of HMS 'Agamemnon' a 64 gun third rate, which was being fitted out at Chatham Dockyard.

Nelson accepted Hoste to join him as a captain's servant and he joined the ship at the end of April 1793.

'Agamemnon' joined the Mediterranean Fleet under Lord Hood, and it was in the Mediterranean and Adriatic that Hoste saw most of his naval service.

In letters to his wife Nelson praised him as a fine boy, and his gallantry can never be exceeded.

On the 1st. February, 1794, Hoste was promoted Midshipman, and served with Nelson during the blockade and assault on Corsica 7th. February.

In 1796 Nelson was promoted Commodore with a small squadron of ships.

Now too senior to command a ship, he moved to HMS 'Captain' making it his flagship, and Hoste moved with him, and was with him at the first 'Battle of Cape St. Vincent', 1796, when a British fleet under Admiral Sir John Jervis defeated a Spanish fleet

almost twice its size with 'Captain' heavily involved in the fighting:.

Nelson started the fight toward the rear of the British line: disobeying orders, instead of continuing to follow the line, he wore ship, making for the Spanish van, which consisted of the 112 gun 'San Joseph', the 80 gun 'San Nicholas' and the 130 gun 'Santisima Trinidad'.

He engaged all three, assisted by HMS 'Culloden' which had come to her aid.

After an hour of exchanging broadsides, which left both 'Captain' and 'Culloden' heavily damaged, Nelson found himself alongside the 'San Nicholas' which he also boarded and forced to surrender: The 'San Joseph' attempted to come to her aid, but became entangled with her compatriot and was left immobile; moving from the deck of 'San Nicholas' Nelson captured her as well.

In June 1797 Nelson transferred to the 74 gun third rate HMS 'Theseus', a troubled ship.

He with a few handpicked officers, including Hoste, captain Ralph Miller and Lieutenant John Weatherhead were sent aboard to restore order.

The tactic was successful, and Nelson received a letter from the would-be mutineers which read, we thank the Admiral for the officers he has placed over us.

In July 'Theseus' was present at the 'Battle of Santa Cruz de Tenerife'.

Following the death of Lt. Weatherhead in the battle, Nelson promoted Hoste to fill the vacancy, his position being confirmed thanks to his 'book time' in 'Europa'.

Later that year, Hoste still aboard 'Theseus' was at the 'Battle of the Nile'.

The Royal Navy fleet was outnumbered, at least in firepower by the French fleet, which boasted the 118 gunship of the line 'l'Orient' plus three 80 gun warships and nine of the popular 74 gunships,.

The Royal Navy in comparison, had just thirteen 74 gun ship, and one 50 gun fourth rate: nevertheless, It was a decisive victory for the British.

Continued on Page 11.



HMS Agemennon

How active is the SBS compared to the SAS? How do they differ?

From the Internet

The SAS and SBS have many similar capabilities. The SAS is based in Hereford the SBS in Poole.

Their motto's differ. The SAS is "Who Dares Wins." The original SBS motto was "Not by Strength by Guile" but was later (and I disagree with the change) to "By Strength and Guile."

However, the SBS (being the principal Royal Navy additional to the UKSF) means the SBS has been provided with the additional training and equipment required to lead missions in the maritime, amphibious and riverine environments.

Both units come under the operational command of HQ Directorate of Special Forces (DSF) and undergo an identical selection process. They utilize significant interoperability in training and operationally.

In 1977, their name was changed to the Special Boat Squadron and in 1980 the SBS relinquished North Sea oil rigs protection to another unit.

In 1982, after the Argentinian invasion of the Falklands they were deployed to Georgia. The only losses to the SBS during the Falkland War occurred when the SBS and SAS were operating behind the lines and two members of the SBS were shot by an SAS patrol, who had mistaken them for Argentinian.

In Spring 2005, the Director of Special Forces chose to re-balanced British special forces deployments so that Afghanistan would be the responsibility of the SBS and Iraq would be the 22nd SAS Regiment's.

In 1987, the unit was renamed the Special Boat Service, the SBS was also reformed along SAS lines, with 16 man troops instead of the more traditional sections.

About 200–250 men make up the SBS at any one time, the SAS active contingent is somewhat larger at 400–500 men. In the SBS once a candidate is qualified, personnel are known as "Swimmer Canoeists". They are experts in swimming, diving,

parachuting, navigation, demolition and reconnaissance.

There are four SBS Squadrons

- C Squadron
- X Squadron
- Z Squadron
- M Squadron

The use of watercraft of a variety of configurations is another distinction between SBS and SAS

Traditions of marksmanship run strong through these squadrons. The motto "From a place you will not see a sound you will not hear."

The SBS of the past and as far as I know today has had no member step forth and break the ethos of clandestine silence. No books or movies. Outside of CIA SOG/Special Activities Division and SIS equivalent "The Increment" the SBS are the most secretive special warfare warriors on the planet and remain true to the concept of service for service sake not notoriety, profit or acclaim.

In times of armed conflict and war, the SBS and SAS are both required to operate in small parties in enemy-controlled territory. Operations of this nature require men of courage and high morale who have excellent tactical awareness be it knowledge of special tactics or simply knowing one's place in a polyvalent unit. Self-discipline neatly ties into this. Intelligence, reliability, determination and also being very physically fit are key skills. SBS operators must handle marine infiltrations and swim and dive proficiently.



Armaments for SBS

Colt Canada C7 5.56x45mm- C8 SFW variant is used.

Heckler & Koch HK33 5.56x45mm- HK53 variant is used which replaced the MC51.

Heckler & Koch G3 7.62x51mm- MC51 variant was used and it featured a suppressor. It was replaced by the HK53 as its recoil was not as controllable as

the 5.56x45mm in the HK53.

SIG-Sauer P226 9x19mm- P226R pistol which is the standard sidearm replacing the Browning Hi Power as it did with the Special Air Service (SAS).

Heckler & Koch P11 7.62x36mm- Underwater pistol.

Sterling sub-machine gun 9x19mm- Was used as the L34A1 with a suppressor.

Heckler & Koch MP5 9x19mm- MPDS is now used which replaced the Sterling SMG (L34A1)

M82 anti material rifle has also been adopted.

L225A3 .338 Lapua Magnum sniper rifle has been use since 2008.

Remington 870 12 Gauge – Utilised with special breaching rounds which are referred to as 'Hatton Rounds'.

Armaments for SAS weapons roster lengthier

L119A1/A2 5.56x45mm– The UK designation for the Colt Canada C8SFW (Special Forces Weapon).

UCIW (Ultra Compact Individual Weapon) 5.56x45mm – Shortened M4 carbine with a maximum length of 22 inches and accepts 30 round M16/M4 magazines.

Heckler & Koch HK33 5.56x45mm – HK33 and HK53 variants are used.

Heckler & Koch G3 7.62x51mm – Uses the SG1 variant which features a special barrel, bipod, ergonomic stock, trigger group, and a scope which strongly resembles the Heckler & Koch PSG-1 while still supporting the standard G3 body style.

Heckler & Koch G36 5.56x45mm – G36K variant has been used by the SAS in Afghanistan.

Heckler & Koch MP5 9x19mm – various models used including the MP5K and MP5SD.

MAC-10 9x19mm – Previously used by the SAS in Northern Ireland during the early 1970s and the Troubles.

Browning Hi Power 9x19mm Pistol – Designation was L9A1 and was mostly replaced with the P226 pistols.

SIG-Sauer P226 9x19mm pistol – Designation as L105A2 meaning it has a tactical rail for a

flashlight and or laser attachment is warranted and replaced the L9A1.

Glock 17 9x19mm – Designated as the L131A1 and is used also by the SAS

Glock 19 9x19mm – Used by plain-clothed operatives.

Heckler & Koch HK417 7.62x51mm – Utilised as a marksman rifle.

Accuracy International Arctic Warfare .50 Calibre – Utilised as a sniper and anti-materiel rifle.

Remington 870 12 Gauge – Utilised with special breaching rounds which are referred to as 'Hatton Rounds'.

Colloquially the SBS are often referred to a 'bubble heads', 'canoe drivers' or 'underwater knife fighters'.

In turn they called the SAS 'Desmonds', as in Desmond Tutu. I have also heard them referred to as 'flat heads'.

In common use, the SBS are just called 'Poole' and the SAS 'Hereford' and both are affectionately known as 'the Lads'. Though rivalry exists it's usually kept professional and whoa be it to a poor big bugger at a pub who interferes with one of the lads when he is having pints with his mate whether from Poole or Hereford.

Ask a Poole lad whether Hereford or Poole has the better warrior he will explain that the planets 70% water so why would a real warrior deprive themselves of so much opportunity? A Hereford man might say the canoeist is a fine swimmer and clears the beach but they have to go in and do the real fighting.

The SBS has one black mark in its combat history. Early in the Iraq war a patrol came under heavy fire and abandoned their "Pinky" Land Rovers. All survived but two missed Ex filtration and had to walk to Syria. The SAS at the time made statements that the withdrawal was improperly implemented and the vehicles should have been saved.

Since that time adjustments to training mean an SBS operator does everything an SAS does in addition to all their riverine, diving & demolition skills.

This mishap's correction now also means that more so than the higher profile SAS, the shadowy SBS are better suited for so called 'black ops': deniable operations that would be too controversial for



official recognition. Britain's Secret Intelligence Services (SIS), such as MI6, may occasionally have a use for men with the qualities of an SBS operator. Such men might temporarily 'leave' the military to work for a front company of the SIS. Whilst precise details of the activities that an SBS man 'on holiday' may perform are unknown, one can speculate that they include:

- Inciting unrest and revolution amongst the populations of hostile countries
- Assisting foreign 'freedom fighters'
- Terminating 'undesirables' or 'dangerous' individuals (anyone from national leaders, to nuclear scientists, to enemy agents)
- Secretly training foreign militaries
- Ferrying secret agents or sensitive materials in and out of countries

For some time now there have been assertions that the SIS draws, on demand, the cream of UK SBS Special Forces operators away from their regiments to form a unit known as 'The Increment', or 'E Squadron'. The UK's version of CIA's SOG or "Tertia Optio"

In summation and for simplicity I would say the closet analogue in America is comparing SEALs to MARSOC or Green Berets. There are substantial differences in American chain of command mission management are tactics are not quite the same. Also the balance of men recruited into the CIA's "Tertia Optio" teams which is as I said the American equivalent of the UK's "The Increment" is not heavily weighted to SEALs it is more evenly distributed amongst the various branches Spec Warriors. Whereas "The Increment" favours SBS recruits.

One attribute common to both SBS and SAS operators is the ability to morph from the witty banter of affable comradeship one minute to extreme and overwhelming violence in a nanosecond. An enemy unfortunate enough to engage a squadron quickly experiences a ferocity of attack and a cunningness of tactical applications they suddenly sense death or flight are their only two choices. That's assuming the mission allows enemies retreat as an option. After the last 20 + years of war skills and capabilities both SAS & SBS are at their highest level ever.



As of last news mission is changing for all U.K. Spec War. Special Operations Concept is underway by the DSF. New missions may be less "kinetic" (violent) and work more closely with MI6....

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## RECIPE FOR A *Happy Marriage*



### INGREDIENTS

- 1 Cup of consideration
- 1 Cup of courtesy
- 2 Cups of flattery carefully concealed
- 2 Cups of milk of human kindness
- 1 Gallon of faith and trust in each other
- 2 Cups of praise
- 1 Small pinch of in-laws
- 1 Reasonable budget
- 1 Cup of contentment
- A generous dash of cooperation
- 1 Large or several small hobbies
- 1 Cup of blindness to each others faults

*Flavour with frequent portions of recreation and happy memories. Stir well and remove any specks of jealousy, temper of criticism. Sweeten generously with love, and keep warm with a steady flame of devotion.*

*Continued from page 8.*

Following the battle, Nelson sent his report to London, taking the precaution of sending a duplicate in the Brig HMS 'Mutine' commanded by Lt. Thomas Capel.

At Naples, Capel was to carry on with the dispatch, handing command of 'Mutine' to Hoste, making him an acting captain at the age of 18.

Hoste carrying the news of the victory, first sailed into Gibraltar before rejoining the fleet, off Cadiz his promotion was confirmed in December 1798.

He continued in command of the 'Mutine' for the next three years, campaigning in Italy under Nelson, where in the autumn of 1799 he took part in the capture of Rome.

Hoste, later served under Lord Keith, who knew little of him, and his career appeared to have stalled: until, possibly at Nelson's prompting, he was promoted Post-Captain by Lord St. Vincent, First Lord of The Admiralty, in January, 1802.

At this time Hoste was in Alexandria, where he contracted Malaria and then a lung infection, which were to have a lasting effect on his health.

He convalesced with Lord and Lady Elgin in Athens, where he began an education in classical antiquity, and on completion was appointed to the frigate HMS 'Greyhound' in Florence, where it was cruising on the Italian coast.

Hoste served almost continuously throughout the Peace of Amiens, retuning to England briefly in April 1803, before being given command of HMS 'Eurydice' in October.

The 14<sup>th</sup>, February 1799 Nelson was promoted Rear Admiral of the Red.

January 17<sup>th</sup>, 1801. Nelson was promoted to Vice Admiral of the Blue.

April 24<sup>th</sup>. 1804 he is further promoted to Vice Admiral of the White.

Nelson summoned Hoste to Cadiz in September 1805 and gave him command of the 32 gun frigate HMS 'Amphion'.

Sent on a diplomatic mission to Algiers, he missed the 'Battle of Trafalgar' by a matter of days, and only learned of Nelson's death on his return in November.

A number of successes while engaged on active service in the Mediterranean over the following 18 months brought Hoste to the attention of Admiral Lord Collingwood, who took command of the fleet after the death of Nelson.

Collingwood sent him into the Adriatic Sea: here he single handed conducted an aggressive campaign against enemy shipping and coastal installations, bringing enemy trade more or less to a halt.

By the end of 1809 Hoste and his crew had captured or sunk over 200 enemy ships.

His endeavours were rewarded with command as Commodore of small detachments of frigates, comprising, 'Amphion', 'Active', (36 guns) 'Volage' (22 guns) and 'Cerberus' (32 guns): operations continued and by establishing a base in Lissa, he was able to dominate the Adriatic with just four ships.

In March and April alone they took or destroyed 46 vessels.

The French and their allies became so frustrated by the disruption to their shipping, that a Franco-Venetian squadron, under the command of an aggressive frigate commander named Bernard Dubourdieu was dispatched,

and on 13<sup>th</sup>. March. 1811, they attacked Hoste's small force, in what became known as the 'Battle of Lissa'.

Dubourdieu's squadron of seven frigates and four smaller warships, possessing a total of 276 guns and nearly 2,000 men, significantly outnumbered Hoste with his four frigates mounting only 124 guns and manned by less than 900 men.

The French officer imitated Nelson's attack at Trafalgar by sailing down on the English line from windward with his ships in two lines.

Signalling "Remember Nelson" to rally his men, Hoste used his superior seamanship and gunnery to overcome the larger enemy force, with the loss of 50 men killed and 132 wounded.

Dubourdieu was killed, one of the French frigates was driven on shore, another captured and two of the Venetian frigates were taken.

Hoste's signal had a profound effect on his men: it was universally greeted with loud cheers, and captain Hornby of the 'Volage' wrote of it later, 'never again so long as I live shall I see so interesting or so glorious moment.'

'Amphion' was so badly damaged that she was obliged to return to England, where Hoste was given the command of HMS 'Bacchante' (38 guns) although he did not return to the Adriatic in her until 1812.

He continued to demonstrate the same kind of initiative and aggression as before.

He helped capture Spalato (Split) in November 1813, with the assistance of the 35<sup>th</sup>. Regiment of Foot: then working with Montenegrin forces, he attacked the mountain fortress of Cattaro, hauling ship's cannons and mortars to positions above the fort using block and tackle.

The French garrison had no alternative but to surrender, which it did on 5<sup>th</sup>. January 1814.

Hoste immediately repeated these tactics At Ragusa (now Dubrovnik) which also surrendered later on the 27<sup>th</sup>.

Hoste's health, compromised by his Malaria and lung infection, worsened and he was forced to return to England in 1814, where he was made a Baronet and knighted KCB 1815.

In 1817 he married Lady Harriet Walpole, with whom he had three sons and three daughters.

In 1825 he was appointed to the Royal Yacht 'Royal Sovereign'

In January 1828. he developed a cold which affected his already weakened lungs and died of Tuberculosis in London 6<sup>th</sup>. December, 1828, and buried in St. John's Chapel, London.



William Hoste



HMS Eurydice