



The Rum Tub or Norrie's Nocturnal and Nautical Natter

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**For the third time this week
I'm buying booze for the
next two weeks**

MURPHY'S OTHER 15 LAWS

1. Light travels faster than sound. This is why some people appear bright until you hear them speak.
2. A fine is a tax for doing wrong. A tax is a fine for doing well.
3. He who laughs last thinks slowest.
4. A day without sunshine is like, well, night.
5. Change is inevitable, except from a vending machine.
6. Those who live by the sword get shot by those who don't.
7. Nothing is fool proof to a sufficiently talented fool.
8. The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.
9. It is said that if you line up all the cars in the world end-to-end, someone from Quebec would be stupid enough to try to pass all of them.
10. If the shoe fits, get another one just like it.
11. The things that come to those who wait may be the things left by those who got there first.
12. Give a man a fish and he will eat for a day. Teach a man to fish and he will sit in a boat all day drinking beer.
13. Flashlight: A case for holding dead batteries.
14. God gave you toes as a device for finding furniture in the dark.
15. When you go into court, you are putting yourself in the hands of twelve people who weren't smart enough to get out of jury duty.

HMS Ulster Rum Tub

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Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

I don't know about you, but I am fed up with the way our government are handling this Covid-19 situation. Other countries shut their borders right away, nothing in, nothing out and recorded very low or zero death rates. Our borders are still wide open and the rules for us change by the minute are total confusing and really obscure. Now it's going to mid-June before they do anything about it!

Have you been watching the various debates and interviews of senior cabinet ministers on various channels? Have you noticed they never actually answer a direct question, just a lot of verbal diarrhoea which actually says and means nothing?

They appear to me to treat the general public as if we are all dense, their continual pontificating on the issues instead of taking action leaves me very angry and indeed frustrated as I am sure it does to you all.

I firmly believe that if our PM and government had taken immediate action there would be many thousands still alive today. They have knowingly committed a form of genocide, by allowing this terrible pandemic to go literally unchecked. They have directly and indirectly caused so much heartache and misery to the families who have lost loved ones. If one causes death, one is charged with murder or manslaughter. Therefore in my opinion they (PM & his senior ministers) should be also charged with manslaughter.

What about the two ministers who broke the lock down rules and yet are deemed by PM to have done no wrong? I guess one rule for them and another for us minions.

But as I always say: we are still here to complain about it. They say a matelot (and ex matelots) are not happy unless they are 'dripping'

I hope, pray and trust that you all stay on the right side of the grass and have no need for your wooden overcoats just yet. The navy didn't kill us and neither will this if we follow the rules

The way I see it anyway!



HMS Protector

The Royal Navy's Antarctic patrol ship

From the Internet, submitted by Shipmate Kevin Maguire

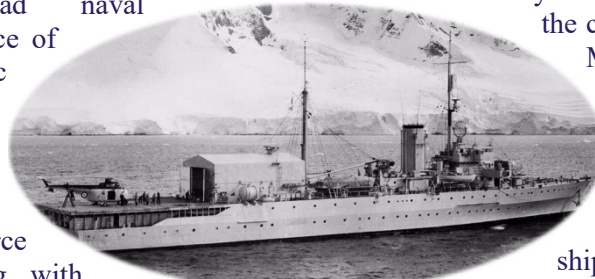
After 4 years away from the UK, HMS **Protector** returned to Devonport on 25th April 2019. Here we look at the history of Antarctic Patrol Ships, Protector and her role in supporting UK interests and global science in the region.

Background

The Royal Navy association with the Antarctic goes back to the early days of exploration of the continent in the 19th Century. Captain Robert Falcon Scott, arguably the most famous polar explorer, was an RN officer and many of the British pioneers had naval connections. The presence of a dedicated Antarctic Patrol ship can be traced back to *Operation Tabarin* of World War II. Although nominally to deter German commerce raiders from interfering with whaling and merchant ships, the despatch of HMS **Highland Monarch**, initially to Deception Island, was motivated by a desire to deter Argentine and Chilean claims to territory in the region. In the event, there was no confrontation and the expedition embarked on scientific work which remains the main focus of the UK Antarctic presence to this day.

In 1955 HMS **Protector** (the 5th ship to bear the name) a former 2,900-ton net-layer built before the war was converted at Devonport to a 'guardship' and survey vessel for the Falkland Islands and its dependencies. The hull was ice-strengthened, she retained some armament and was fitted with a flight deck and a crude hangar. Serving until 1968, she was replaced by HMS **Endurance**.

In 1967 the MoD purchased the 3,600-ton Danish-built icebreaker Anita Dan from Lauritzen Lines.



HMS Protector 1956



HMS Endurance in the Lemaire Channel, Antarctica, February 2005

She was renamed HMS **Endurance** and converted for RN requirements by Harland in Wolff in Belfast, including the addition of a hangar and flight deck for the operation of two Wasp helicopters. Events in 1982 conspired to make HMS **Endurance** a household name. John Nott's disastrous 1981 Defence Review which would have decimated the navy had determined HMS **Endurance** would be axed as one of many short-sighted economy measures. This was one of the signals that the Argentine government took as a loss of British interest in the Falklands, justifying their invasion. **Endurance** was involved in the recovery of South Georgia and survived the war unscathed.

As the only Chatham-based ship to take part in the conflict, she arrived home on the Medway to a hero's welcome in August 1982. The Falklands War ensured the future of the RN Antarctic Patrol Ship that continues today. (You can read the full story of the ship 1980-82 in the excellent book by her Captain, Nick Barker (*"Beyond Endurance: An Epic of Whitehall and the South Atlantic"*))

Endurance II

By the late 1980s, **Endurance** was in a poor mechanical state and the MoD began studies to replace her with an initial budget of £52 Million for a new ship. The budget was quickly slashed to £25M and it was clear an existing vessel would have to be purchased rather than be purpose-built. In October 1991 MV **Polar Circle** was chartered to replace **Endurance** for that season. **Polar Circle** was a 6,100-tonne icebreaker built in Norway. A powerful, modern and comfortable vessel, she was a big upgrade on her predecessor and was purchased outright in October 1992, becoming the second ship to bear the name HMS **Endurance**. She enjoyed a highly successful career until disaster struck in December 2008 when she was off the coast of Chile. A mistake

was made during a routine maintenance procedure led to a serious engine room flood. (The battle to save the ship is recounted in this article by her captain, Cdr Tom Sharpe: ("Mayday in the Magellan".)

The Chilean Navy came to the rescue of *Endurance* and she was dry-docked in Punta Arenas before being towed to the Falklands. There was some hope she could be returned to service and she was expensively carried back to the UK on a heavy-lift vessel. It took until 2013 for the RN to finally decide the flood damage to her propulsion and lower decks had rendered her beyond economical repair. She languished in Portsmouth until finally towed away in June 2016 for scrapping in Turkey. With no immediate replacement to hand, the RN presence in the Antarctic was gapped for the 2009-11 seasons until an alternative could be funded and procured.

Protector VII

In April 2011 the MoD took the polar research and subsea support vessel, MV Polarbjorn on a three-year bareboat charter from GC Reiber Shipping of Norway for £26 Million. Smaller at 5,000 tonnes and lacking a hangar, she was initially seen as something of a 'stop-gap' and a step down from *Endurance*. The recession had led to a surplus of commercial vessels on the world market and she represented good value for the post-2010 austerity navy.

A further £13 million was spent on converting MV Polarbjorn for RN requirements. She underwent a short refit in Odense shipyards in Denmark during May 2011. Work included installation of 4 Multi-Beam Echo Sounder (MBES) transducers into the box keel for hydrographic surveying, fitting a Sound Velocity Probe and a Ferrybox for water

sampling. The largest task was the repositioning of the flight deck aft. A new ship control and dynamic positioning system was fitted and the engines, generators and thrusters were overhauled while the galley and accommodation refurbished.

Formally re-named HMS Protector on 1 June, she commissioned into the fleet in Portsmouth soon after. (She is the 7th RN ship to bear the name, the 6th HMS Protector served briefly as a Falkland Islands Guard Ship, 1983-88) After trials and Operational Sea Training, she deployed for her first season in the Antarctic in November 2011. When it became clear that HMS *Endurance* was finished,

HMS Protector was purchased outright from Reiber for £51 Million in September 2013. Despite tight budgets, the investment in Protector was a significant demonstration of the UK's long term commitment to the Antarctic and South Atlantic.

The design of Polarbjorn/Protector is a development of her smaller half-sister, the 4,000-tonne RSS Ernest Shackleton acquired from Reiber in 1999, which serves primarily a logistic support ship for the British Antarctic Survey. In some ways, Protector is better suited to her role

then *Endurance* with a larger cargo capacity served by two knuckle-boom cranes that allow self-loading and unloading where there is little or no harbour infrastructure. Her three holds have a cargo capacity of 3,300 m² and could take up to 90 TEU 20 containers. This space is very useful to embark all kinds of supplies and bulky items. A useful sheltered mid-ships deck area

has space for various boats. These include the Survey Motor Boat – James Caird IV, a ramped workboat (Terra Nova) a steel hulled fast rescue craft (FRC), two Pacific 24 RIBs and various inflatable dinghies.



MV Polar Bjorn arrives for conversion in Odense shipyard, Denmark, May 2011. The most obvious external change was the relocation of the flight deck to the stern from its original position above the bridge.



All ranks dining room

No News IS Good News –I have not been able to contact anybody from hotel, so assume that mid-July I hope to hear something positive.

Protector has a 4 cm thick steel hull and is built to ICE-05 standard, capable of breaking sea ice up to a maximum of 1 metre in thickness (depending on the composition and age of the ice). This includes additional hull stiffeners and an ice-knife bow which rides up on the ice shelf and then crushes as cuts using the weight of the ship. The propeller is shrouded and the rudder and pintle are strengthened to resist ice damage. Internally there are heating arrangements to keep fuel and ballast tanks from freezing. By far the strongest hulled vessel in RN service, other unique features include a crow's nest above the bridge, manned during icebreaking to extend the horizon that can be visually observed to plot the best path through ice. Mounted on the stub mast at the bow is a powerful spotlight to illuminate icebergs when navigating at night.

The main propulsion comes from two Rolls Royce Bergen BRM-G8 diesels driving a single controllable-pitch propeller. Protector has a good endurance of about 70 days and a range of over 14,000 nautical miles.

Top speed is a modest 15 knots and about 4 knots when ice-breaking. There are also two bow and two stern thrusters controlled by a dynamic positioning system capable of holding the ship precisely in place using GPS in winds up to 80 knots. This gives her the ability to come alongside without reliance on tugs or to hold a position for loading operations. There is also a drop-down retractable azimuth thruster under the bow which could provide emergency slow speed propulsion in the event of damage to propeller or main engine failure. In July 2015 while the ship was dry-docked at A&P on Tyneside, the hull was painted with Ecospeed. This environmentally friendly coating is specifically designed to protect the hull from the impacts of ice and is reinforced with

is also the only ship in the fleet glassflake resin so stays bonded to the hull plates as they flex and bend under pressure and impact.



A plum draft

In the late 1960s, the US Coast Guard started painting its ice-breakers red to make them more visible when operating with aircraft in blizzard conditions. The first HMS Endurance adopted this attractive red and white paint scheme (with buff upper works) which has become universal for most government-owned icebreakers and was she acquired the nickname "*Red Plum*", also bestowed on her successors.

The Antarctic Patrol Ship had historically been deployed down South for about 7 months each year for the Antarctic summer, making the 9,000-mile journey to and from the UK. Since 2015 a new forward-basing arrangement was adopted where the ship is maintained in South Africa while the crew is rotated on a roughly two months on, one month off routine. This efficiently maximises the use of the ship and Protector is typically at sea for about 330 days a year. Operating a three-watch system, of about 100 men & women assigned to the ship's company, around 66 are on board at any one time while the others are ashore on leave or training. A team of RN divers, as well as a detachment of Royal Marine cold weather specialists, support personnel when landed ashore in Antarctica.

A unique ship that offers memorable experiences in the fascinating environment of the Antarctic, a draft to HMS Protector is usually sought after. As a former civilian vessel, her accommodation standards have more in common with Royal Fleet Auxiliary vessels and she is considerably more comfortably appointed than any warship. She is also the only ship in the fleet with a sauna, demanded by her original Scandinavian owners. The majority of RN publicity photographs of the ship, mostly taken in fine weather, do not show the flip side of Antarctica. This is a dangerous environment which requires special expertise in which to operate safely. Even in the summer season, the average temperature around the coastline ranges between -10°C and freezing with many days when winds frequently exceed 60 mph. The South Atlantic and seas around



The Bridge - note hardwood floor



The Crows Nest

Antarctica are stormy. Life on board Protector is not always comfortable.

Task and purpose

The official job description for HMS Protector is to *"patrol and survey the Antarctic and South Atlantic, maintaining UK sovereign presence with wider regional engagement, supporting the global community of Antarctica."* Covering the UK's largest Overseas Territory, this is a broad remit for a single ship.

Her hydrographic surveys contribute to the safety of navigation in the region and underpin the UK's commitment to the Antarctic Treaty, a great example of humanity working in harmony. Logistic support for the British Antarctic Survey (BAS) and other international scientific teams is a significant part of her duties. BAS is respected around the world and their scientific observation and research contribute significantly to the global understanding of issues such as climate change and meteorology. In a typical task for Protector in January 2019, working with RRS Shackleton, she delivered 4 large tracked vehicles, 14 snowmobiles, sledges, shelters, fuel and food to last nearly 5,000 days to the BAS team working on Thwaites Glacier. The scientists are conducting a 10-year study that will help understand if this giant glacier is breaking up and what its impact could be on rising sea levels. Protector also has a role in fishery protection in the South Atlantic, conducting occasional inspections under the auspices of the Commission for the Conservation of Antarctic Marine and Living Resources (CCAMLR).

Her frequent visits to the Falkland Islands for logistic support and personnel changes are always welcome. Occasional visits to the far-flung British possessions of South Georgia and the South Sandwich Islands also provide reassurance and monitoring. Instead of returning to the UK for the Winter every year, forward basing has allowed the ship to make diplomatic visits and conduct surveys in other parts of the world. During the past four years, she has been to New Zealand, Tasmania, Chile, Uruguay, South Africa and even conducted survey work in balmy Diago Garcia and the Seychelles. She was employed in the search for the missing Argentine submarine ARA San Juan in 2017 and later visited Buenos Aires, a fine bridge-building humanitarian effort for two nations that still have unresolved tensions over the Falklands.

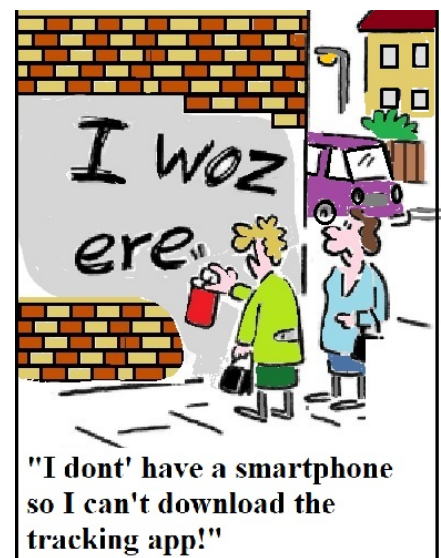
Protector offers a Search and Rescue capability in a remote part of the world as tourist cruise ships visiting the area are increasing. In 2013 she came

to the rescue of Cruise ship Fram trapped in ice floes and in 2012 she landed a fire fighting team to help after a serious fire broke out at the Brazilian research base on King George Island.

Protector is not allowed to deploy weapons under Article 1 of the 1961 Antarctic Treaty System (ATS) which bans all military activity on the continent (South of 60° Latitude). However, she does carry miniguns and GMPGs for self-protection which are mounted when entering ports outside the treaty zone. Although her role is primarily scientific, she is also a useful intelligence gathering asset and has a full HF/VHF/UHF ICS25 military communications fit inside an ISO container installed in the lower cargo hold with an antenna farm on the bridge roof.

Lacking a hangar, the flight deck is exposed and only certified for use in daylight. Helicopter landings are infrequent and Protector is unable to provide the valuable helicopter logistics capability that her predecessors could offer. In 2009 the RN still had 62 Lynx helicopters but now has just 28 Wildcats and would probably be reluctant to permanently allocate two of these precious aircraft to Antarctic duties. Small UAVs have been flown from Protector which can be used for aerial photography, surveying and plotting routes through sea ice.

The retention of an Antarctic Patrol ship is partly a legacy of lessons learned during the Falklands War 37 years ago that the presence of even a single ship can influence events. Protector is a valuable asset to the UK and an ambassador for good, supporting global science and conservation. At the time of writing, the ship has arrived at UK Docks on Teesside and is about to commence drydocking and a major refit before heading back to the Southern Hemisphere in the Autumn of 2019.



Field Hospitals: How Crimean War Events Have Shaped The UK's Coronavirus Strategy

From the Internet -10th April 2020

The military has assisted with the construction of temporary facilities across the UK in the fight against COVID-19.

NHS Nightingale hospitals are beginning to take their first COVID-19 patients.

With the help of military personnel, facilities have been developed across the United Kingdom.

They are named after Florence Nightingale – a 19th century nurse considered to be a pioneer of modern nursing.

Working at the Selimiye Barracks in Scutari during the Crimean War, she was horrified at the conditions faced by British soldiers and pleaded with the government to do something about it.

The job of designing the first ever prefabricated hospital was done by Victorian engineer, in 1855. He got it done in just six days.

The project was completed within five months – the facility was manufactured and shipped from the UK and built in Renkioi (after which it was named) in the Dardanelles.

It included ventilation, drainage and mechanisms to control temperature, and could be constructed as a series of units, with each housing 100 patients.

Within a few weeks, Brunel's hospital was caring for 300 wounded a figure that had risen to over 1,000 by the end of the year.

Nightingale and fellow volunteer nurses referred to Renkioi as "those magnificent huts".

Tim Bryan, director of the Brunel Institute at the Bristol-based SS Great Britain, said: "Although the idea of 'sanitary' hospitals had been promoted by Florence Nightingale it is not known if Brunel consulted her, but his designs incorporate much of the modern medical thinking around good sanitation and ventilation.

"To design, construct, transport, rebuild and commission an entirely new kind of hospital 1,000 miles away in only five months is no mean achievement and comparable to great work being done by engineers and NHS staff today."



Florence Nightingale



Isambard Kingdom Brunel

Renkioi Hospital

Renkioi hospital was a pioneering prefabricated building made of wood, designed by Isambard Kingdom Brunel as a British Army military hospital for use during the Crimean War.

Background

During 1854 Britain entered into the Crimean War, and the old Turkish Selimiye Barracks in Scutari became the British Army Hospital. Injured men contracted illnesses-including cholera, dysentery, typhoid and malaria-due to poor conditions there. After Florence Nightingale sent a plea to The Times for the government to produce a solution, the British government was alarmed by the revelation of the appalling state and statistics of military hospitals in the first phase of the war.

Design

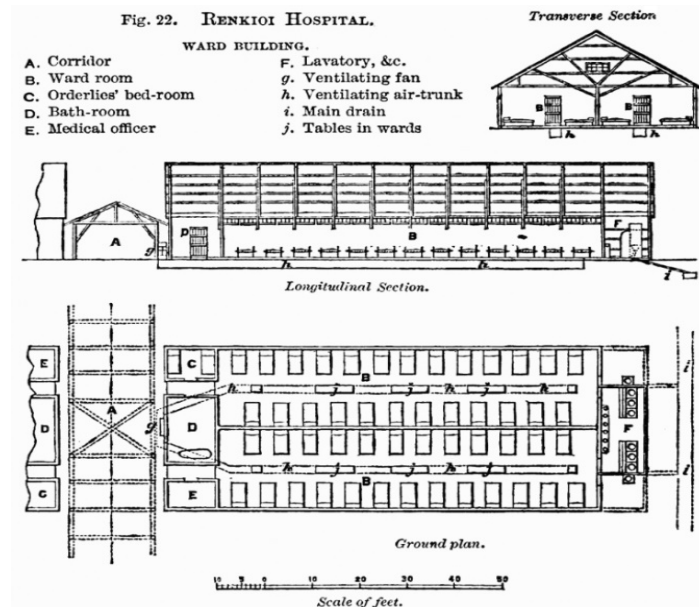
In February 1855, Isambard Kingdom Brunel was invited by the Permanent Under Secretary at the War Office, Sir Benjamin Hawes (husband of his sister Sophia), to design a pre-fabricated hospital for use in the Crimea, that could be built in Britain and shipped out for speedy erection at still to be chosen site.

Brunel initially designed a unit ward to house 50 patients, 90 feet (27 m) long by 40 feet (12 m) wide, divided into two hospital wards. The design incorporated the necessities of hygiene: access to sanitation, ventilation, drainage, and even rudimentary temperature controls. These were then integrated within a 1,000 patient hospital layout, using 60 of the unit wards. The design took Brunel six days in total to complete.

Fabrication

From 1849 Gloucester Docks-based timber merchants Price & Co. became involved in supplying wood to local contractor William Eassie, who was supplying railway sleepers to the Gloucester and Dean Forest Railway. Eassie's company diversified after the railway boom period, manufacturing windows and doors, as well as prefabricated wooden huts to the gold prospectors in Australia.[4] As a result, when the Government wanted to provide shelter to the soldiers in the Dardanelles, Price & Co. chairman Richard Potter had tendered to supply Eassie design as a solution, and gained a 500 unit order.[4] Potter then travelled to France and obtained an order from the French Emperor for a further 1,850 huts to a slightly modified design.

French Army soldiers arrived in Gloucester Docks in December 1854 to learn how to erect the huts. Supply was delayed by the need to



transfer the resultant packs from broad-gauge GWR to standard-gauge LSWR tracks, with the last

packs shipped from Southampton Docks in January 1855.

Having worked with Eassie on creating the slipway for the SS Great Eastern, Brunel approached Price & Co. about producing the 1,000 patient hospitals. The last of the units was shipped from Southampton on one of 16 ships, Less than five months later.

Construction

In January 1855, the Government had selected Dr. Edmund Alexander Parkes to travel to Turkey to select a site for the hospital, organise the facility, and superintend the whole operation. Parkes had selected Erenköy on the Asiatic bank of the

Dardanelles near the fabled city of Troy. This was located 500 miles (800 km)-then three or four days' journey-from the Crimea, but importantly outside the malaria zone in which Scutari was located. Parkes remained onsite until the end of the war in 1856.

After William Eassie Snr had seen the awful state of construction of the previously shipped British Army huts at Balaklava, he sent his son to supervise the construction of the hospital. The whole kit of parts had reached the site by May 1856, and by July was ready to admit its first 300 patients. Although hostilities had ceased in April, by December had reached its capacity of 1,000 beds, scheduled to expand to 2,200.

Management and operations

Renkioi was designated a civilian hospital, under the War Office but independent of the Army Medical Department, and hence outside the management of Florence Nightingale. It had a nursing staff selected by Parkes and Sir James Clark, including as a volunteer Parkes's sister; while other staff included Dr. John Kirk, later of Zanzibar fame.

Run as a model hospital, it "demonstrated the best practices of the age". This was in contrast to the Army medical facilities, which between them had two clinical thermometers and one ophthalmoscope. Also, despite the Royal Navy's success in preventing scurvy through the provision of concentrated fruit juice, the army failed to learn the same lesson, and so its Crimean soldiers suffered from scurvy.

Renkioi Hospital however had a short life. It received its first casualties in October 1855, after the fall of Sevastopol, was closed in July 1856, and was sold to the Ottoman Empire in September 1856.

But even for such short used institutions, it was feted as a great success. Sources state that of the approximately 1,300 patients treated in the hospital, there were only 50 deaths. In the Scutari hospital, deaths were said to be as many as 10 times this number. Nightingale referred to them as "those magnificent huts".

Lt Col John Weston Royal Marines

Intelligence officer who started a menagerie in Borneo -Obituary

From the Internet, submitted by Shipmate Kevin Maguire

Weston: he 'never spared' himself', according to the citation for his MC

Lieutenant Colonel John Weston, who has died aged 91, was the intelligence officer of 45 Commando, Royal Marines, when it made a first-ever heli-borne assault from the sea at Suez, and later won an MC during the Konfrontasi with Indonesia.

On November 5 1956, as the dust and noise of the helicopters subsided to reveal the De Lesseps statue alongside the Suez Canal, a British fighter delivered a devastating attack, killing several marines and wounding others, including Weston and his commanding officer.

Weston was swiftly evacuated to Malta where an accomplished surgeon reconstructed his right arm, though it never regained full mobility. Subsequently he held the rare privilege of saluting with his left arm.

Later he met the pilot, who insisted that he had attacked only after several protests to the forward air controller but had been overruled.

On September 12 1966, Weston was commanding C Company, 40 Command in dangerous jungle along the border in Sarawak. Locating an enemy platoon, he executed a textbook pre-emptive strike, using lethal firepower and sound tactics, before

withdrawing successfully and without casualties.

The citation for his MC identified his calmness under fire during an intense engagement in which some 30 enemy were killed: "Weston who, although severely handicapped himself by an arm badly wounded at Suez, never spared himself and has set a magnificent example to his men."

John Culpeper Weston was born on April 11 1928. His father, Eric Culpeper Weston, would serve during the Second World War as a Major-General in the Royal Marines. An ancestor was Thomas Culpeper, beheaded by Henry VIII.

Weston joined the Marines in 1946 and was on amphibious training exercises in 1950 when he was urgently recalled to Eastney Barracks to take command of a detachment of bewildered marines.

They were isolated in secrecy before being dispatched with sealed orders to Devonport, to join the frigate Austell Bay, whose captain seemed equally confused. Leaning over the bridge he called out: "Who the hell are you and what do you want?"

After the orders were opened, the ship sailed two hours later for the Falklands, to deter one of the first post-war Argentine threats to invade the islands.

On arrival in Port Stanley, Weston

Owing to an injury, he attained the rare privilege of being allowed to salute with his left arm



was presented with a white charger by a welcoming committee who thought this was the proper way for an officer to lead his men into town.

During service in Borneo (1963-66), Weston started a collection of wild animals, including two honey bears, a giant hornbill, several mongeese,* a vicious monitor lizard and five pythons.

John Weston: injured in a 'blue on blue' or friendly fire



Covertly shipped to his next posting, Singapore, one of the bears broke loose, but Weston managed to thrust the animal into the back of his car and, with a shaken young daughter beside him, sped off to his quarters at Johore Bahru while the bear rampaged on the back seat.

His arrival coincided with a truck carrying the rest of the collection: "It's OK, darling, I can explain everything," he told his wife.

Weston subsequently served in the Admiralty, with the USMC in Virginia and in Scotland, and was universally popular and respected. In 1978, however, he took early retirement to assume a management role at the Design Council in London.

For almost 30 years he lived in Liss Forest where he was an active member of the community. A rare blood infection led to the amputation of both legs, which he bore courageously, while insisting that he should live at home to the end.

Weston married, first, in 1951, Pamela Bowden. She died in 1997 and he married, secondly, Jean Bruce, the widow of a brother officer and a former House of Worth model known as "Rowlande". She died in 2013.

He is survived by a son and two daughters.

Lt Col John Weston, born April 11 1928, died March 27 2020

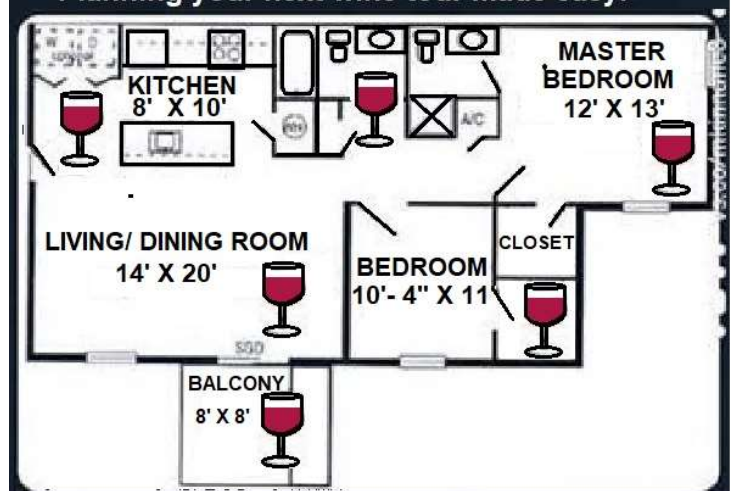
Editor's Note: According to my references Mongeese or Mongooses are both acceptable.

THE FIRST WORD YOU SEE WHERE YOU ARE GOING IN JUNE

N O W H E R E N O W H E R E
O W H E R E N O W H E R E N
W H E R E N O W H E R E N O
H E R A B S O L U T E Y O W
E R E N O W H E R E N O W H
R E N O W H E R E N O W H E
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H E R E N O W H E R E N O W
E R E N O W H E R E N O W H

Adam blamed Eve
Eve blamed the snake
and the snake didn't have
a leg to stand on!

Planning your next wine tour made easy.



JUNIOR SAILORS MAKE HISTORY AS NUMBER OF ROYAL NAVY RECRUITS SOARS

From The Internet

Junior sailors are making history by training at the spiritual home of naval officers amid a rise in demand to join the Royal Navy during the COVID-19 outbreak.

To meet the sudden spike in interest among those wishing to serve their country, sailors are being inducted into the Royal Navy at the iconic Britannia Royal Naval College (BRNC) in Dartmouth for the first time in history.

A group of 47 new recruits started their nine-week basic training course at the college last week. BRNC has been the home of Royal Navy officer training for over 100 years while new entry training for ratings is done at HMS Raleigh in Cornwall.

But with an increased interest in careers in the service, the Royal Navy has increased training capacity for ratings with an additional intake of sailors at BRNC.

The Royal Navy has continued to train new sailors throughout the coronavirus outbreak to support the country in times of need and ensure key Defence outputs are maintained.

Captain Roger Readwin, the Captain of BRNC, said: "It is an absolute privilege to support the training of ratings



A new JR Dartmouth recruit

at Dartmouth and to play our part in growing the Royal Navy.

"This will also be a historical first with officer cadets and ratings training together, celebrated with a combined passing out parade at the end.

"The planning and preparation to deliver this training has been developed

in close partnership with the team at HMS Raleigh."

The course at BRNC is based on the tried and tested programme developed by HMS Raleigh. It will be primarily delivered by instructors with experience of the course, while calling on the expertise of BRNC staff for specialist areas such as physical training, seamanship and navigation.

Captain Richard Harris, the Commanding Officer of HMS Raleigh, said: "Since March,

around 600 sailors have completed

their basic training here at

HMS Raleigh and

we've continued to

take in

approximately 60

recruits every

week.

"This is an exciting opportunity for some of our recruits to experience training at Dartmouth and gain an



Dartmouth Royal Naval College

insight into how the officers train. I look forward to seeing them on the parade ground for their passing-out-parade in August.”

During training recruits are placed in divisions, and to recognise the unique nature of their course the first ratings at BRNC have formed a new group named the Whittall Division.

It has been named in honour of Petty Officer Wren Ellen Whittall who was the only fatality when the college was bombed in September 1942.

Among the new recruits training at BRNC is Kieran Warren, 22, from Witham in Essex. He said: “I’ve always wanted to work in the public sector. My dad and my brother are in the Army and I wanted to do something different. When I found out I was joining Dartmouth, I did some research into the college. I felt it would be a real opportunity to see how the officers train, interact with them and then maybe meet them later during our careers.”

Sophie Loraine, aged 18 from Sunderland, said: “When I heard that I’d been selected to go forward for the course at Dartmouth I was really excited and glad that I’m going to be able to start my career early. “Being in the Royal Navy is my dream job. Looking out of the window where I’m from I couldn’t see anything that I wanted to do other than be in the Royal Navy because of all the career and travel opportunities. Training is going to be a challenge, particularly all the organisation, but I think I’m prepared.”

**Exercise makes you
look better naked.
So does
Alcohol...your choice**

It is essential that our Royal Navy recruits are able to train today to fight the threats of the future. The brilliant work of our Armed Forces during the COVID-19 response has demonstrated just how rewarding and diverse a career in the Armed Forces is – and led to even more applications from ambitious hopefuls. Increased capacity at Dartmouth will allow recruits to go on to become full-time sailors, helping to protect the security of the UK and our allies.

Minister for the Armed Forces James Heappey

**We will always
remember the year
2000 as Y2K.
I guess 2020 will be
remembered as
Y2 PLY!!**

**It's been such a joy being
home with my wife the
past 3 weeks. We've
caught up on all the
things I've done wrong
the past 30 years.**

