



The Rum Tub or Norrie's Nocturnal and Nautical Natter

In this issue

Editorial.....	1
Why the Navy said NO.....	2
HMS Bristol & RFA's	3-4
Fleet Reviews	5-7
Giant Noah's Ark stranded in UK.....	8-9
Adam & Eve	10
HMS Tatlair Project	11
Humour cartoons.....	12

Homographs

Homographs are words of like spelling but with more than one meaning. A homograph that is also pronounced differently is a heteronym.

The bandage was **wound** around the **wound**.

The farm was used to **produce produce**.

The dump was so full that it had to **refuse** more **refuse**.

We must **polish** the **Polish** furniture.

The soldier decided to **desert** in the **desert**.

The insurance was **invalid** for the **invalid**.

I did not **object** to the **object**.

There was a **row** among the oarsmen about how to **row**.

They were too **close** to the door to **close** it.

The buck **does** funny things when the **does** are present.

A seamstress and a **sewer** fell down into a **sewer**.

The **wind** was too strong to **wind** in the sail.

I had to **subject** the **subject** to a series of tests.

How can I **intimate** this to my most **intimate** friend?

He could **lead** if he would get the **lead** out.

Since there is no time like the **present**, he thought it was time to **present** the **present**.

Upon seeing the **tear** in the painting I shed a **tear**.

When shot at, the **dove**, **dove** into the bushes.

To help with planting, the farmer taught his **sow** to **sow**.

HMS Ulster

Rum Tub

Volume 10,

Issue 4

October 2021

Editorial

By Shipmate Norrie Millen



Hi! Shipmates,

No doubt you will have all noticed that there has not been newsletter since June. This has come about on advice from the RNA committee, who suggested that every other month was too much work for me, so now the newsletter will be every three months or four times a year.

Therefore commencing January 2022 will be Issue One of that year. Some rewarding news, was I was elected President of RNA Torbay at our long delayed AGM in August, I feel quite humbled and indeed honoured.

Things are starting to look a bit more normal, well as normal as this dreaded pandemic will allow. At least we can now meet on a regular basis for the time being and long may it continue. Getting together, with a buddy or friends sharing a dit or joke and a few wets was sorely missed by us all I feel sure. The special comradery that we all old ex matelots share is quite unique and something to be treasured.

I am sure we all had some good times whilst serving along with a few bad ones. I guess we all have had that one ship where ones face just did not fit! Mine was HMS Rhyl, which I joined as Killick UC2. I joined in uniform and the OOD walked around me like I was bit of dog s***. He said "I will be your DO and I don't like the look of you, so watch your step, I will be keeping my eye on you!" Welcome aboard I thought! I was the senior leading hand for most of the commission and won the Blue Card job as Postie. My DO left the ship before me, and it was left to a Middy to go over my papers. I had passed top of the Fleet Board for Petty Officer, but all my DO had written across my entire 'Comic Cuts' was "This rating is a GPO Employee, therefore does not warrant merit points or write up!" No justice there!

The way I see it anyway!

A man tried to sell me a coffin today. I told him that's the last thing I need!

McDonald's tried to get into the high end steakhouse market. It was a big McSteak!

Why the Navy said: 'No girls'

Submitted by Shipmate Colin Moore 1970 Commission



Ord. Sea. Colin Moore shows Robert Young, 14, (left) and Alan Fletcher, both from Peter-lee's Acre Rigg school, how to work a gyrocompass on HMS Ulster.

It's usually every girl for herself when the Navy hits town. But not with HMS Ulster, she's the ship on which the unbelievable has happened.

Four of her crew — all strong, healthy, bright-eyed lads in their early twenties — aren't looking for girls. All they want is "middle-aged female chaperones" — the kind with a motherly touch.

Last week, before the anti-submarine frigate's arrival for her three-day courtesy visit to Hartlepool, they sent an advertisement for The Northern *Echo's* personal column; "Four sailors from HMS Ulster would each like a middle-aged female chaperone when ship visits port 5th, 6th and 7th March. Write direct."

It did not appear. It looked too much like a hoax and there were no means of checking back as the ship had put to sea. Yesterday, as the ship lay alongside the Harbour Terrace Quay, the matelots confessed all.

A smiling engineer, "Dabs" Dabner revealed the whole story. He's the "ME Stokes," who signed the advertisement. "We were quite genuine about the advertisement," said ME Dabner. "All we want is someone to show us around the area. It gets a bit lonely at sea and when you come to a strange place it's difficult to get around and get to know anyone."

The bit about stokers is the only hoax, although it does have a hint of truth about it. As in all ships, engineers were once stokers, and Stokes is mere a contraction—a touch of anonymity in an otherwise friendly mess.

"Father" of 10A mess on Ulster, Leading Engineer Bill Penkethmin, is another involved. "I like to keep an eye on the lads and what better way than all four find a chaperone and we go out together," he said.

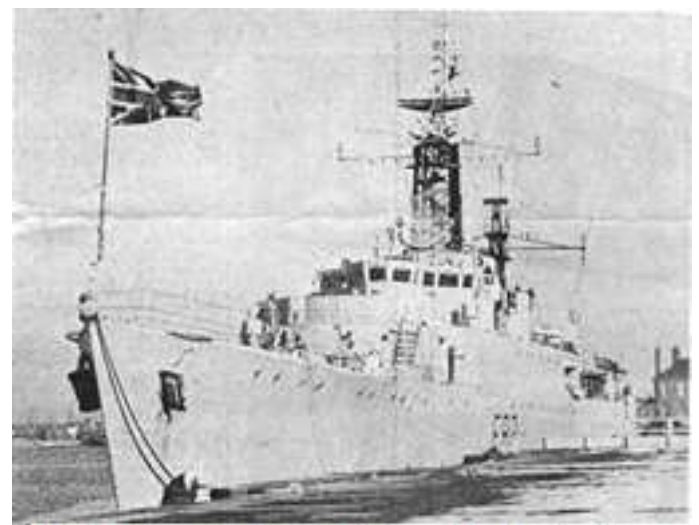
So it was that ME Dabner and Engine Boom Artificer 3 "Dobber" Petfield put pen to paper and sent off the advertisement.

ERA 3 "Mac" MacCartney and ME Mike Kent are the other two "looking for Mums." Why no interest in girls their own age?—Quite simple really. They're married.

HMS Ulster is on a courtesy Hartlepool for the first time — although it has been regular visitor to the Tyne.

Her commanding officer, Lt-Comdr C. J. T. Chamberlen, said of the ship: "She's an extremely happy ship and has an enormous personality of her own."

Ulster is the Royal Navy's navigational ship and at present has eight officers on board undergoing this training.



HMS Ulster - docked at Hartlepool for the first time

I lived on a houseboat for a while, starting seeing the girl next door. Eventually we drifted apart!

HMS Bristol

Decommissioned Vessel Goes Up For Sale For Recycling

From the Internet, submitted by S/M Kevin Maguire

The Royal Navy's recently decommissioned Type 82 Destroyer was designed to defend a class of aircraft carriers that were never built.

A former Royal Navy Type 82 Destroyer has been put up for sale by the Defence Equipment Sales Authority (DESA) - but only for recycling.

HMS *Bristol* lowered its White Ensign for the final time at a decommissioning ceremony in Portsmouth last year, bringing to a close 47 years of service.

Britain's sole Type 82 Destroyer; she was designed originally to defend a class of aircraft carriers that were never built.

She notably saw action in the Falklands during 1982, leading a group of two destroyers, five frigates and one RFA supply ship arriving as reinforcements.

After nearly two decades at sea, HMS *Bristol* was re-commissioned and converted into a harbour training ship in 1993 at Whale Island, Portsmouth, where she remained for the rest of her career.

HMS *Bristol*'s decommissioning service last year (Picture: MOD).

The vessel, described as being in "fair" condition, is moored at HMNB

Portsmouth and will be sold from there with viewings taking place in September.

Offers will only be considered from UK companies or firms included on the current European List of ship recycling facilities.

All parties interested in buying the vessel for recycling have to complete and submit a declaration of compliance form.

Anyone interested in purchasing HMS *Bristol* must not book travel until they receive an Invitation to tender in case COVID restrictions still apply, according to the Ministry of Defence (MOD).

DESA is part of the MOD and is responsible for selling surplus military equipment and inventory from the UK's Armed Forces.

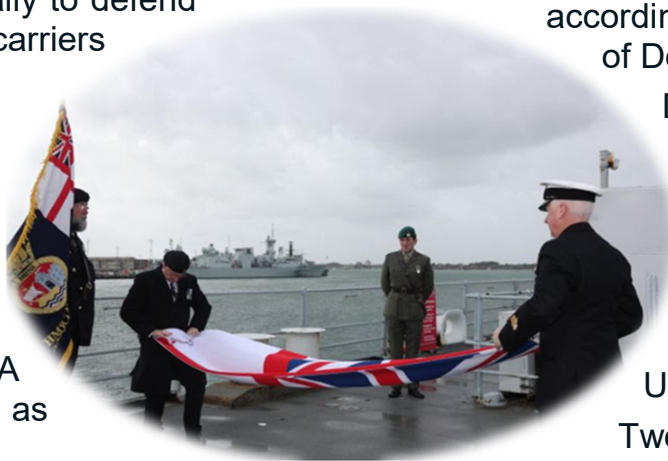
Two Former Royal Fleet Auxiliary Ships Up For Sale

The vessels, which weigh 23,384 tonnes each, are more than 40 years old.

Two former Royal Fleet Auxiliary ships have been put up for sale, but only for recycling, by the Ministry of Defence (MOD).



HMS Bristol



HMS Bristol decommissioning ceremony

Former Fleet Replenishment Ships, RFA Fort Austin and her sister RFA Fort Rosalie ceased operational service on 31 March.

Both ships were responsible for replenishing Royal Navy and allied warships with food, stores and ammunition.

They both have two flight decks and can use helicopters for vertical replenishment.

The 23,384-tonne RFA Fort Rosalie was commissioned in 1978 and underwent a life-extending programme in 2015.

She was previously based in Falmouth, Cornwall.

The ship's last docking came in January 2019 at Cammell Laird in Birkenhead, Merseyside, with her last repair and refits period coming in 2018.

She is described as being in 'good' condition.

RFA Fort Austin's last docking and repair and refits period came in 2017, also at Cammell Laird.

The ship, which was commissioned in 1979, was placed into reserve in the summer of 2009 but after a series of major upgrades, was reinstated into the RFA fleet three years later.

RFA Austin previously served on Operation Kipion in the Gulf

RFA Fort Austin served as part of the Naval Task Group during Operation

Telic in Iraq - the codename for the British military mission in the country between 2003 and 2011.

The ship has also been deployed on the Royal Navy's Operation Kipion mission in the Gulf and the Combined Task Force 150, a multinational effort to fight terrorism, stop trafficking and offer security across the region.

Fort Austin is also described as being in 'good' condition.

The Defence Equipment Sales Authority (DESA) is "inviting expressions of interest" for both ships, according to the MOD.

However, interest will only be accepted by companies with the appropriate facilities in the UK or included within the current European list of ship recycling facilities.

Both vessels are moored at Bidston in Birkenhead and will be sold from there.

All parties interested in buying the vessels for recycling have to complete and submit a declaration of compliance form.

It is hoped viewings of the ships will take place in early September of this year.

The MOD says anyone who is interested must not book any travel until they receive an Invitation to Tender in case COVID restrictions still apply.



RFA Fort Rosalie



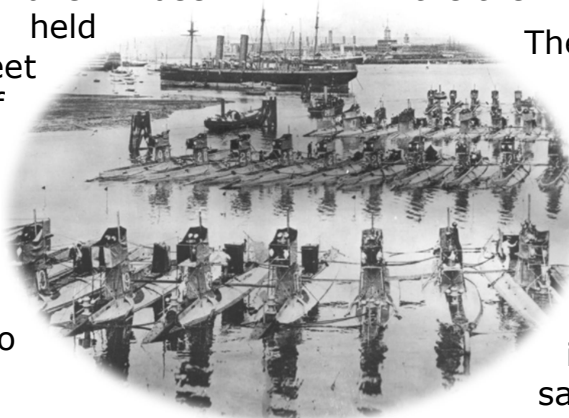
RFA Fort Austin

Fleet Reviews

by Rob Thomas RNA Port Philip – Photographs added by Norrie Millen

Stolen from Port Philip Papers (RNA Port Philip Victoria, Australia)

Fleet reviews have been the then Prince of Wales. traditionally British held to assemble the fleet prior to the start of a war or battle, to celebrate an event in the monarch's reign and to show the British naval strength to neighbouring countries.



1908 Fleet Review.

35 submarines at Fort Blockhouse, Gosport

The first recorded fleet review was by Henry V in 1415 at Southampton before his first brush with the French and others occurred through the years until 1820 when George IV held the first Coronation Review.

Queen Victoria held 17 reviews during her years on the throne and she is said to enjoy the sight of young muscular sailors on the yardarms of the ships and in particular working a manual capstan on the Royal Yacht Victoria and Albert.

Reviews were held for visits from various European Royal families mostly related to the Queen, the start of the Crimea War in 1853, the Golden Jubilee in 1887 and the Diamond Jubilee in 1897 which the Queen was too frail to attend, so presided over by



View from the beach of 1914 Spithead Review which contained 59 battleships

The 17 reviews coincided with the modernisation of the Fleet which included steam driven propeller ships, the first evening illumination of the Fleet in 1856, iron hulled ships in the same year, the first showing of Parsons Steam turbine and for the Diamond Jubilee, two lines of 170 ships with 50 battleships 7 miles long.

Edward VII held the first Coronation Review in the modern era in 1902 and during his reign held a total of 6, mainly as separate fleets and in 1909 a review was held off Southend-on-Sea in the Thames Estuary comprising the Home and Atlantic fleets.

Southend was well suited as a viewing platform for the general public with the longest pleasure pier in the world complete with one of the first live rail electric trains stretching out over 2.2km from the shore to the deep water of the Estuary. The pier head was built on three levels, two to accommodate pleasure steamers docking at various tidal levels and the



1937 Fleet Review

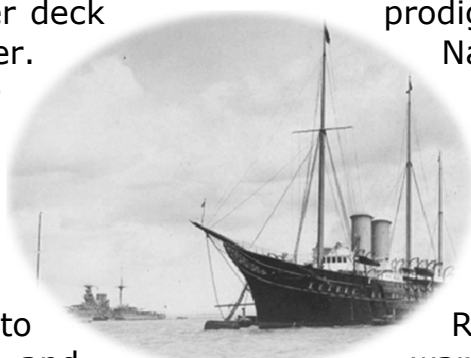
German battleship Admiral Graf Spee in foreground

top deck like the upper deck of an ocean liner. Astonishingly for the Review, 150 ships from two of the four fleets anchored in the Thames in line astern stretched from Southend right up to Tower Bridge, London and paddle steamers carried the public from Tower Bridge to Southend for the day.

During the day the steamers ran short trips around the ships from the pier head and 25000 people were estimated to have visited Southend on the first Sunday by train. George V held his Coronation Review at Spithead in 1911 with two foreign ships, USS Delaware and the Chinese Imperial Navy's Hai Chi taking part. The next year another review took place at Weymouth for the members of the Houses of Parliament who witnessed the first plane to take off from a ship, HMS Hibernia steaming at 10 knots.

In 1914 another review as the Fleet comprising 59 warships and 17 seaplanes mobilised for the start of WW1 at Spithead whilst Southend was the venue again in 1919 to celebrate the end of WW1. In 1935 the King celebrated his Silver Jubilee with 160 ships of the Fleet assembled at Spithead.

In May 1937 George VI held his Coronation Fleet Review which has since been described as the "last parade of the Royal Navy as the world's greatest and most



1935 Fleet Review
The Royal Yacht Victoria & Albert
anchored at Spithead

prodigious navy". The Royal Navy supplied 10 battleships and battlecruisers among the 101 surface ships, 22 submarines, and 10 auxiliaries, all drawn from the Home, Mediterranean and Reserve fleets. Two warships from Canada, one each from India and New Zealand, and another 17

from foreign navies including the German Admiral Graf Spee pocket battleship and the Japanese cruiser Ashigara lined up along with ocean liners and various merchant ships. The King reviewed the ships from the Victoria and Albert Royal Yacht on her last review before being scrapped. When the Fleet was illuminated an incident occurred to the lasting embarrassment of the BBC. One of their main

commentators Mr Woodroffe had been dined and well entertained in a wardroom and when the ships illuminated uttered the then famous phrase "the Fleets lit up" in a very slurred voice.

This was replayed over and over again bearing in mind just how stuffy the BBC was then.

In May 1944 the King is supposed to have reviewed in secret the D Day invasion fleet of 800 ships but that seems to be a bit far-fetched without any historical evidence. Queen Elizabeth II had her Coronation Fleet Review in June 1953 at Spithead, the first post war review, with warships from the Commonwealth and European navies and a couple of 'Tall Ships' manned by cadets. The star of the



HMS Nelson takes centre stage
at the 1937 Fleet Review

review was HMS Vanguard, Britain's last battleship, the ship which took the Royal Family to South Africa in 1947 for their tour and confirmation of romance between Princess Elizabeth and Prince Philip of Greece and Denmark. This review has been labelled the last large assembly of Royal Navy ships with 7 aircraft carriers, heavy and light cruisers, destroyers, frigates, minesweepers, boom defence vessels, submarines and more all anchored in several lines.

The frigate HMS Surprise was used as a royal yacht with an enclosed viewing platform just forward of the bridge to carry the Queen and Prince Philip whilst the remainder of the Royal family attending were on the quarterdeck under the awning. June 15th, 1953 was a wet windy cold day and with the review due to start at 3.30 pm and in typical navy fashion "hands fall in to cheer ship" was piped at 1.00 pm on HMS Forth which I had joined a month earlier. The EA's and OA's were positioned amidships on the upper deck almost immediately below the signal guns to be fired as Surprise sailed by and we waved our caps in the designated circular motion. The review finished at 5.10 pm and was followed by a flypast of Fleet Air Arm aircraft drawn from 40 naval air squadrons.



Firework display
The Fleet lit up for the 1953 Coronation Review

The Queen, Prince Philip and the other Royals transferred to Vanguard for dinner followed by the illuminations and fireworks display. Queen Elizabeth held six smaller reviews namely in 1957 off Invergordon, in 1965 on the Clyde which included HMS Dreadnought, the first RN nuclear submarine, in 1969 to celebrate NATO's 20th Anniversary, in 1977 for the Silver Jubilee, in 1993 to commemorate the Battle of the Atlantic, and in 1994 to celebrate D-Day's 50th Anniversary.

In June 2005 the International Fleet Review was held at Spithead to commemorate the 200th Anniversary of the Battle of Trafalgar which made up for the 2002 Golden Jubilee Review cancelled on cost grounds. Fifty seven RN ships attended ranging from aircraft carriers including three converted to amphibious landing ships, three Trafalgar class nuclear submarines, destroyers, frigates, survey vessels, patrol boats, mine countermeasure vessels, RFA vessels and navy tugs. (must have just about cleaned out the cupboard). Two US Navy ships with twenty-nine ships from Africa, South America, Europe and Asia, four Commonwealth Navy ships, twenty training and tall ships and 19 Merchant Navy ships including RMS QE2 made up the total of 131 ships.



1977 Silver Jubilee Fleet Review with helicopter fly past.

Giant Noah's Ark replica is stranded in the UK

Because British authorities don't believe it's seaworthy

From the Internet by Marco Margaritoff – June 2021

The floating museum can't actually sail on its own and has to be towed wherever it goes. It has been trapped by an international stalemate over its status as a "non-certified floating vessel."

The ark was built in the 1960's. It took seven years to construct and followed biblical descriptions exactly.

A giant replica of Noah's Ark has been trapped in Ipswich, England for nearly two years; the result of an international bureaucratic nightmare of biblical proportions.

According to *The Ipswich Star*, Britain's Maritime and Coastguard Agency impounded the Netherlands-based vessel in November 2019, less than a month after it arrived in the U.K., and have now deemed it "unseaworthy."

When it arrived in 2019, it purportedly lacked a load line and antifouling certificate, which verifies that it doesn't have any "coating, paint, surface, treatment, surface or device" that harms sea life below.

Still, the ship, a museum that tells stories from the Bible with quirky sculptures, remained open to the



Noah's Ark Replica

public until the coronavirus pandemic shut it down in March 2020. It had previously sailed to several other European countries without incident.

But now, British officials have cited further concerns about its safety, including issues with its fire equipment, life jackets, and lifeboats, and refuse to let it leave. The owner, Dutch television producer Aad Peters, has been fined over £47,062.00 so far. And the port is fining him £505.00 per day that the ship remains.

However, Peters argues that the ship, which is built on a barge, has no engine, and must be towed wherever it goes, is a "non-certified floating object" and is not required to "comply with international regulation." He insists he is ready to tow it back to the Netherlands if British authorities would just let him.

As Peters explains it, there was never any need to register the vessel in its home country of the Netherlands. It is, after all, not an actual ship. But the lack of registration has caused Peters problems in the U.K., which is notably stricter with maritime regulations than the Netherlands.



The Ark Museum being towed in moonlight

If the ship had been registered in the Netherlands, authorities could grant it a one-time exemption to sail home. But because it is unclassified in its home country, the U.K. has effectively deemed it a commercial vessel, forcing it to abide by its regulations. This stalemate has left British and Dutch authorities frustrated.

"We do have concerns about this vessel and we cannot rely on the grace of God that it can be safely towed to Holland," the Maritime and Coastguard Agency of Britain said.

As it stands, a conglomerate of agencies has since become entangled in this bureaucratic fiasco. From Britain's Human Environment and Transport Inspectorate to the Ministry of Infrastructure and the Dutch Water Management department; all hands are on deck.

"We are aware of the situation and are in discussions with relevant agencies in the U.K. and the Netherlands," Britain's

Department for Transport explained. "Safety remains the top priority."

Peters bought the vessel in 2010 for £2,678,925 million to create a "talking point" for people of all backgrounds. It is one of two replicas built by Dutch carpenter Johan Huibers in 1960. The process took him seven years, following Biblical descriptions of the mythical ship exactly.

The Dutch producer initially even carried actual animals on board but explained that they "caused too many problems" and replaced the live creatures with wooden figurines.

The last time the Ark was in the news was in 2015 — when it ran directly into a patrol boat of the Norwegian Coast Guard. The collision ruptured the hull, but no one was injured.

As for structural integrity at sea, Peters confessed after that trip that the ark can't handle waves taller than six feet.

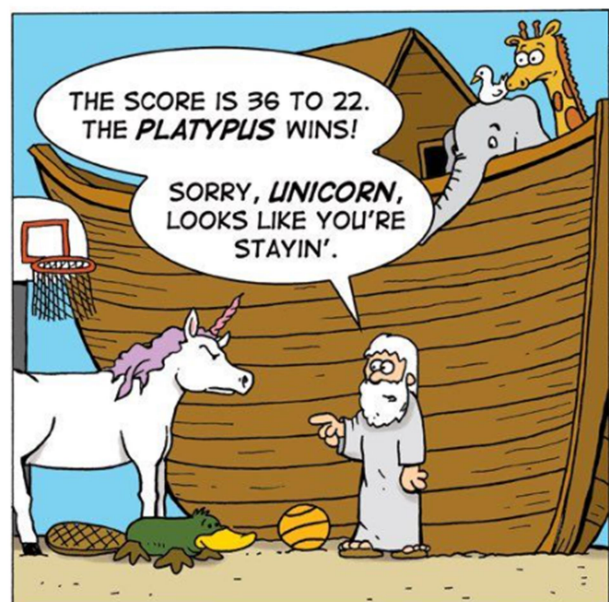
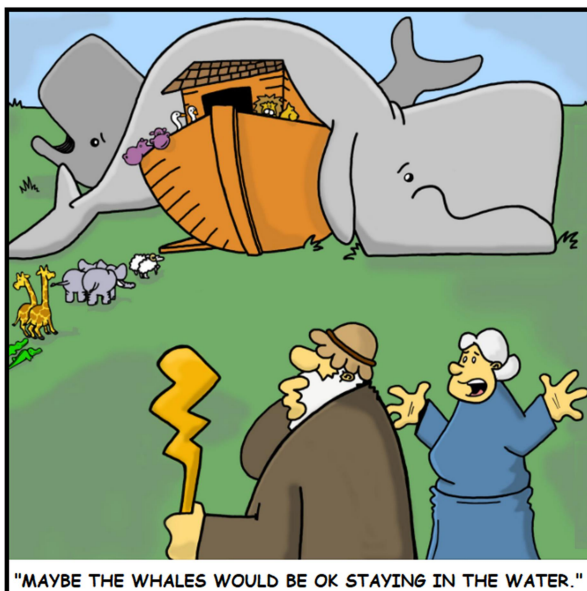
When asked if it could survive a flood like the one referenced in the Bible, Peters replied, "Sadly, no. I don't like to use the word 'miracle,' but it is a miracle that we got to Norway."



A representation of The Tree of Life inside the Ark



The Ark includes figurines of Adam & Eve



Adam & Eve



Adam and Eve said, 'Lord, when we were in the garden, you walked with us every day. Now we do not see you anymore. We are lonesome here, and it is difficult for us to remember how much you love us. And God said, "I will create a companion for you that will be with you and who will be a reflection of my love for you, so that you will love me even when you cannot see me. Regardless of how selfish or childish or unlovable, you may be, this new companion will accept you as you are and will love you as I do, in spite of yourselves."

And God created a new animal to be a companion for Adam and Eve.

And it was a good animal and God was pleased.

And the new animal was pleased to be with Adam and Eve and he wagged his tail.



And Adam said, 'Lord, I have already named all the animals in the Kingdom and I cannot think of a name for this new animal.'

And God said, 'I have created this new animal to be a reflection of my love for you, his name will be a reflection of my own name, and you will call him **DOG**.'

And Dog lived with Adam and Eve and was a companion to them and loved them.

And they were comforted.

And God was pleased.

And Dog was content and wagged his tail.

After a while, it came to pass that an angel came to the Lord and said, 'Lord, Adam and Eve have become filled with pride. They strut and preen like peacocks and they believe they are worthy of adoration. Dog has indeed taught them that they are loved, but perhaps too well.'

And God said, "I will create for them a companion who will be with them and who will see them as they are.

The companion will remind them of their limitations, so they will know that they are not always worthy of adoration."



And God created **CAT** to be a companion to Adam and Eve.

And Cat would not obey them. And when Adam and Eve gazed into Cat's eyes, they were reminded that they were not the Supreme Beings.

And Adam and Eve learned humility.

And they were greatly improved.

And God was pleased.

And Dog was happy.

And the Cat . . .



didn't give a toss one way or the other.

HMS Tarlair Heritage Project

A community led local history project

Submitted by Shipmate Kevin Maguire



At the beginning of the First World War the German U-boat (*unterseeboot* or submarine) had become a major threat. Its large-scale destruction of merchant shipping caused not only great loss of life but also a fear that the British population would be fatally starved of materials and food. At one stage there were only six weeks of food reserves left (April 1916).

Between 1915 and 1918 the Admiralty

detection of submarines, and it was one of the first instances of collaborative work between civil and military scientists and researchers.

The staff from HMS Tarlair were also responsible for fitting submarines with hydrophones and issuing special sets of hydrophones to the 1,500 drifters and motor launches in the Auxiliary patrol, which was the major part of the Navy's anti-submarine force.

This is not only the story of the development of new technology, but also of the characters and personalities involved.

The HawkCraig experiments were under the command of Captain C P Ryan, RN.

From 2013 the Aberdour Cultural Association has been supporting a community-driven local history project which has uncovered a significant amount of archive and other material. Please browse this website to see a little of what we have found and learn something of the fascinating history of HMS Tarlair.



Aerial view of HMS Tarlair c. 1917/18

Experimental Establishment Station located at HawkCraig Point in the Firth of Forth's coastal village of Aberdour, Fife was the centre of a highly concentrated effort to defeat the German U-boats. It was the Navy's main hydrophone research and training base. These hydrophones (or underwater microphone receivers) were the forerunner of today's sophisticated sonar systems. The naval establishment was named HMS Tarlair.

The work carried out at HMS Tarlair is of local and national interest. During its short period of operation, major technological advances were achieved, not only in the



Captain Cyril Percy Ryan pictured in the garden of HawkCraig Cottage

McDonald's tried to get into the high end steakhouse market. It was a big McSteak!

A man tried to sell me a coffin today. I told him that's the last thing I need!

I lived on a houseboat for a while, starting seeing the girl next door. Eventually we drifted apart!



**I SWALLOWED A
DICTIONARY. IT
GAVE ME
THESAURUS THROAT
I'VE EVER HAD**



That moment when you found out
your rescue dog was in the army

freedumb

noun

- 1 the belief that your personal freedom outweighs others' personal safety.



"It's alright son It's only an Amazon delivery"