



AHOY SHIPMATE

RNA Torbay Newsletter

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In the late 1700's, many houses consisted of a large room with only one chair. Commonly, a long wide board folded down from the wall, and was used for dining. The 'head of the household' always sat in the chair while everyone else ate sitting on the floor. Occasionally a guest, who was usually a man, would be invited to sit in this chair during a meal. To sit in the chair meant you were important and in charge. They called the one sitting in the chair the 'chair man.' Today in business, we use the expression or title 'Chairman' or 'Chairman of the Board.'

(And it wasn't in the corner!)

Confucius Say.

A kiss is just shopping upstairs for downstairs merchandise.



Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

My sincere apologies for the long gap in newsletters, but personal family illness has seriously curtailed my free time.

Well here we are in another year, time seems to pass faster and faster as the years go by. Like the late George Burns; I check the obituary's to see if my name is there and if not have a shave! It is sad though as we grow older to see our friends and families in these columns, in the past year I have seen three of my school chums "Cross the bar"

I was looking through some old albums of my grandfather a few days ago and came across a magazine called The Trident – incorporating BLUE PETER, dated January 1946 and priced 1/6d (Anybody know what the 'd' stood for – I do, how about you?). This magazine is full of seas stories and articles on warships, which will make useful filler for future editions. Tucked away in the pages of the magazine was a newspaper cutting (no idea from what paper) which I thought would make interesting reading for this issue. It reports the visit to Dartmouth of the Royal Yacht – HMY Victoria & Albert, which you can read on other pages of this issue.

Talking about fillers several of you have provided excellent biographies of your time in the Royal Navy, you that have not, come on give the old cells a dust off and I am sure you could put together an interesting account of your time in services.

The way I see it anyway! Hic!



Chairman's Corner

By Shipmate John Soanes

The next Quiz Night is scheduled to be held on Thursday 24th April 2014.

Let us have a good turnout, the monsoon season is now over therefore no risk of flooding, the holiday season will not yet be in full swing, so no excuses!

S/M Terry Mambery will be standing in for Bamber Gascoigne as quizmaster and there will be a 1 to 100 draw for a bottle of Pussers Rum.

My home port when I initially joined the Andrew was Chatham and the Admiralty always looked after us Chatham rates! As can be seen by this letter to the Board of Admiralty dated 30th May 1699 from Chatham Commissioner, Sir Edmond Gregory. (Spellings, grammar and punctuation as in original letter)

Dear Sirs,

"One Jenks that keeps the Tap-house in his Majesties Dockyard was designed only for the convenience of poor workmen, that belongs to the Yard, to drink at as their necessary occasions required, and the beer was formerly sold for a Penny a Quart, but now this Jenks admits of Gaming in the aforesaid Tap-house and sells his beer at a little more than a full Pint for Three pence so that poor workmen and Sailors are forced to go to the Pump and drink water by reason they have not money at all times to give at so dear a Rate for beer to refresh themselves with at all. I humbly beg that your Lordships would take into consideration that such Irregular Practices may be rectified and Poor Men not so much abused which is the desire of your Honours most humble servant.

Sir Edmond Gregory 30 May 1699"

Reply from the BOA:

"My Lords of the Admiralty having received an information of some exorbitant rates exacted from the men at Chatham for the Drink they have from the Tap-House there, their Lordships have directed me to send you the enclosed copy of the said information and to signify their directions to make enquiry into the matter and give them an account how you find the case to be."

I am your most humble servant (signature illegible)

Footnote: Sir Edmund Gregory formed a Charity Fund in 1710 which remains a local Chatham Charity to this day.



President's Patter

By S/M Peter Brown

Another yarn 'From the Bridge'

S.O.S.

July, 1946, Yokohama.
HMS Euryalus (Dido Class Cruiser).

We were at the Yokohama Yacht Club, in the middle of an Inter-Divisional Swimming Gala, with me on the first leg of the Relay Race, when I heard shouts from the spectators (which I thought was cheering!), to clear the pool, chop-chop! We had received a General Recall to the ship, so with all haste we dressed on the run, into the boats and arrived back on board just as they were about to weigh anchor!

This was in response to an S.O.S. received from a Liberty ship drifting out in the Pacific, having lost her only propeller! We continued to build up speed until we were belting along at 31 knots, with so much vibration that the funnels were throbbing! This continued for a day and a half before we sighted the SS. Samadre and when we had hove to near the ship, the Seaboat was called away.

I happened to be on duty at the time, so as Leading Hand, took the whaler away with our tow rope to pass to the hands eagerly awaiting our arrival! They gave us three hearty cheers when the job was done and we learned that they were on passage from Shanghai to Vancouver when they lost the screw!

Then started the long tow back to Yokohama where we duly arrived three days later. Thus ended the drama of this SOS for us, so you might think?

It must have been late in 1947, when I received a letter from Admiralty, Bath, enclosing a cheque for my share of the Salvage money, £1-11-6d! Big Deal!

ROYAL YACHT "VICTORIA & ALBERT AT DARTMOUTH

King George Re-visits Scenes of Boyhood Days

QUEEN ELIZABETH AND THE TWO PRINCESSES

Arrival in the Dart This Morning

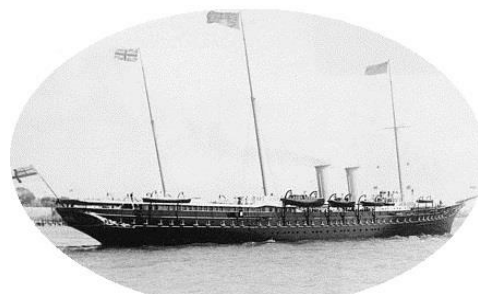
Steeped in ancient history and linked with English rulers for centuries, Dartmouth, nestling in an enchanting setting of wooded hills and the peaceful "English Rhine's" outlet to the sea, renewed its calm and long enduring association with Royally to-day.

In the long ago from this peaceful and picturesque seaport sailed gallant little vessels to drive off an attempted invasion by the Spaniards. Here, Richard I assembled his crusade, and Warwick, the King-Maker, landed during the Wars of the Roses.

Dartmouth continued to be popular with Royalty as the years passed by. In more modern times succeeding Sovereigns favoured the town with their presence, and it was Queen Victoria whose delight at the beauties of the River Dart prompted her to compare it with the Rhine. Future Kings came to Dartmouth as cadets when the port became a naval training centre, and to-day one of these cadets, now King George VI., returned to the scenes of his boyhood days, bringing with him, in the famous yacht the Victoria and Albert, his Queen and their family, Princesses Elizabeth and Margaret.

The Victoria and Albert, followed by the escorting destroyers H.M.S. Keppel and Versatile, came into sight at about a quarter to ten, and both shores of the river-mouth were thronged with people to watch the Royal yacht steam slowly into Dart guided by Mr. R. Gatzial, the senior pilot efficiently manoeuvred through

the estuary and into harbour. There she swung around completely with a gentle motion after her port anchor had been let go with a sudden short swing and splash, and as she did so onlookers who had gathered on the south embankment had a magnificent broadside view of



Ta-day the King and Queen with their two daughters are visiting Dartmouth—after spending the night on the Royal yacht Victoria and Albert in Torbay. They sailed from Weymouth last evening and moored in the harbour at Dartmouth this morning. The programme included a visit to the Royal Naval College and a series of social events. Departure from Dartmouth will be on Sunday afternoon. This is the last voyage of the Victoria and Albert, which is to be broken up after a long and useful life.

her graceful black and gold lines.

As the royal yacht moved into position facing down the river and overlooked on one side by the wooded slopes of historic Gallant's Bower, the scene of fierce conflicts in the Civil War between the Parliamentary forces and Royalists, the bells of St. Saviour's Church rang out a gorgeous peal, as they did to celebrate the Armada victory and the signing of the Peace Treaty after the World War.

As soon as the Victoria and Albert was secure to Nos. 1 and 2 buoys in the harbour the Captain of the Royal Naval College, Captain P. H. G. Dalrymple-Hamilton, proceeded down the river from the College landing stage to the yacht, and reported on board.

At the same time the officer of the guard at the College reported to the senior officer of the escorting destroyers and acquainted them with the position at which they had to moor. H.M.S. Keppel took up her berth at the Town buoy opposite the railway pontoon and the Versatile proceeded to the College buoy just north of the floating bridge ferry.

Shortly after Captain Dalrymple-Hamilton had greeted the King, their Majesties, accompanied by the Princesses, came on the bridge of the Victoria and Albert, and stayed there for about an hour

while some of the great crowd ashore were delighted to catch a glimpse of little Princess Margaret looking out of one of the portholes.

The weather was dull, grey clouds filling the sky and sending down a slight drizzle, and the King wore a blue storm-proof coat over his naval uniform, while the Queen was dressed in a long white rain-coat, and Princess Elizabeth had the protection of a brown hooded Macintosh.

The King and Queen, with Princess Elizabeth, returned below when rain began to fall more heavily. The King was making his first visit to Dartmouth since 1919, when shortly after the war finished; he spent a week-end at the Royal Naval College and devoted the Saturday afternoon to witnessing a Rugby match.

While his Majesty was on the bridge of the Victoria and Albert this morning he pointed out to Queen Elizabeth the College and other objects of interest in the town and harbour which he remembered from his cadet days.

THE SILVER OAR

The yacht is moored alongside an imposing house known as "Gunfields" the residence of Mr. E.E. Lort Phillips who was Mayor of Dartmouth in 1910 and 1911, the year in which the silver oar,

emblematical of the Lordship of the Duchy of Cornwall over the waters of Dartmouth was presented to the then Prince of Wales.

His brother the present King was present in the Guildhall then, and both the Royal Princes on more than one occasion accepted the hospitality of Mr. Lort Phillips.

All the vessels in the harbour and river were dressed to-day, and as the Royal yacht approached the moorings she was welcomed by many River Dart pleasure boats crowded with holiday-makers,

many of whom carried miniature Union Jacks.

Throughout the morning craft of every description circled around the yacht, but under the harbour master's orders no vessel was allowed to approach within 150 feet.

The G.W.R. ferry steamer, S.S. Mew, crossed the river continuously with crowds of visitors who arrived at Kingswear by train.

Despite pouring rain a large number of persons had already taken, up their positions opposite

the pontoon bridge more than two hours before their Majesties were due to step ashore

It was hard getting over my addiction to the Hokey Cokey. But I've turned myself around and that's what it's all about.

Happy Retirement

A few years ago, my wife and I moved into a retirement development on Florida's southwest coast. We are living in the Delray/Boca/Boynton Golf, Spa, Bath and Tennis Club on Lake Fake-a-Hatchee". There are 3,000 lakes in Florida; only three are real. Our biggest retirement concern was time management. What were we going to do all day? Let me assure you, passing the time is not a problem.

Our days are eaten up by simple, daily activities. Just getting out of our car takes 15 minutes. Trying to find where we parked takes 20 minutes. It takes a half-hour in the check-out line in Wal-Mart and 1 hour to return the item the next day.

Let me take you through a typical day: We get up at 5:00 am, have a quick breakfast and join the early morning Walk-and-Fart Club. There are about 30 of us, and rain or shine, we walk around the streets, all talking at once. Every development has some late risers who stay in bed until 6:00 am. After a nimble walk, avoiding irate drivers out to make us road kill, we go back home, shower and change for the next activity.

My wife goes directly to the pool for her underwater Pilate's class, followed by gasping for breath and CPR. I put on my 'Ask me about my Grandchildren' T-shirt, my plaid mid-calf shorts, my black socks and sandals and go to the clubhouse lobby for a nice nap.

Before we know it, it's time for lunch. We go to Costco to partake of the many tasty samples dispensed by ladies in white hair nets. All free! After a filling lunch, if we don't have any doctor appointments, we might go to the flea market to see if any new white belts have come in or to buy a Rolex watch for \$2.00.

We're usually back home by 2:00 pm to get ready for dinner. People start lining up for the early bird about 3:00 pm, but we get there by 3:45 because we're late eaters. The dinners are very popular because of the large portions they serve. We can take home enough food for the next day's lunch and dinner, including extra bread, crackers, and packets of mustard, relish, ketchup and Splenda, along with mints.

At 5:30 pm we're home, ready to watch the 6 o'clock news. By 6:30 pm we're fast asleep. Then we get up and make five or six trips to the bathroom during the night, and it's time to get up and start a new day all over again.

Doctor-related activities eat up most of our retirement time. I enjoy reading old magazines in sub-zero temperatures in the waiting room, so I don't mind. Calling for test results also helps the days fly by. It takes at least a half-hour just getting through the doctor's phone menu. Then there's the hold time until we're connected to the right party. Sometimes they forget we're holding, and the whole office goes off to lunch.

Should we find we still have time on our hands, volunteering provides a rewarding opportunity to help the less fortunate. Florida has the largest concentration of seniors under five feet and they need our help. I myself am a volunteer for 'The Vertically Challenged Over 80.' I coach their basketball team, The Arthritic Avengers. The hoop is only 4-1/2 feet from the floor. You should see the look of confidence on their faces when they make a slam dunk.

Food shopping is a problem for short seniors or 'bottom feeders' as we call them, because they can't reach the items on the upper shelves. There are many foods they've never tasted. After shopping, most seniors can't remember where they parked their cars and wander the parking lot for hours while their food defrosts.

Lastly, it's important to choose a development with an impressive name. Italian names are very popular in Florida. They convey world travellers, uppity sophistication and wealth. Where would you rather live: Murray's Condos or the Lakes of Venice? There's no difference -- they're both owned by Murray, who happens to be a cheap @!%&.

I hope this material has been of help to you retirees and future retirees. If I can be of any further assistance, please look me up when you're in Florida. I live in the Leaning Condos of Pisa in Boynton Beach.

Australia's first Navy sailors braved trying conditions in search of adventure

Part One

One-hundred years ago, Australia's fledgling Navy was comprised of men from all walks of life, joined together for the task of serving their nation in peace and in war.

HMAS Australia's arrival in 1913 was heralded as signifying the coming of age of a country, a demonstration of the willingness to adopt the growing responsibilities of nationhood.

Less than a year later, those duties were thrust upon Australia's Navy as it



Meal time aboard HMAS Australia.

was called into service in World War I against ships guarding German colonies in the Pacific.

The men who served on HMAS Australia, and indeed all the Royal Australian Navy's ships at the time, endured hardships and conditions far removed from their counterparts 100 years on.

Dr David Stevens, director of strategic and historical studies at the Defence Sea Power Centre, says just by being at sea, sailors put themselves in a hazardous position.

He says conditions on the first Navy ships were physically demanding, and many sailors required on deck were swept overboard to their deaths in wild weather.

"Safety equipment wasn't really the same as it is today - you would see people running around with bare feet on the ships, for example, which you would never see today.

"It wasn't unknown for people to get hit in the head by a block and tackle and suffer severe injuries or die ... helmets weren't an item of kit.

"You are manually loading sacks of coal and bringing them on board and putting them into

bunkers - that is quite a dangerous task both physically and longer term for breathing.

"There haven't been any studies into the causes, but many sailors suffered lung disease later in life."

Young men looking for adventure

Despite the tough physical labour and long periods of time away from home, many young men joined the Navy looking for adventure and to escape the declining conditions at home during the war.

"The Navy offered regular meals, regular pay, and you got to see the world - so from all those aspects it would really suit a young man seeking adventure," Dr Stevens said.

"There was a great recruiting

program going on and they did get a lot of people in.

"They started off with about 230 people in 1911 and grew to 3,000 to 4,000 by 1913."

Although the food was not great, it was regular, which may not have been the case at home in Australia.

"After you'd been at sea for a few days, all of the fresh fruit and vegetables would have been used up," Dr Stevens said.

"Refrigeration was rare, so your meat wouldn't last for all that long. You were really reliant either on going into a port to get fresh fruit and vegetables or tin food."

Tough conditions, long periods away take toll

At the time, Australia had a compulsory system for military training.

Boys aged between 12 and 14 would be enlisted into the cadets and would move into the militia as they grew older and more experienced.

"It was not unusual for people to be in uniform and to know how to carry weapons," Dr Stevens said.



Preparations for a function on the modern-day HMAS Sydney.

Meanwhile, his son Jack joined HMAS Hobart (I) as a civilian canteen assistant in 1938. He served on Australia (II) between 1939 and 1948 and was on board when it came under attack during the Battle of the Coral Sea on May 7, 1942.

He became the canteen manager in 1944. In 1948 he transferred to HMAS Kanimbla (I) and went to England to pick up the new aircraft carrier HMAS Sydney (III). He left Sydney (III) in 1955 when the RAN took over the management of canteens.



Cooks to the Galley

Norrie's Eccles Cakes

Ingredients

For the filling

- 30g/1oz unsalted butter, melted
- 150g/5½oz soft light brown sugar
- 175g/6oz currants
- pinch ground cinnamon
- pinch freshly grated nutmeg
- ½ orange, zest only

For the cakes

- 300g/10½oz ready-rolled puff pastry
- 30ml/1fl oz cold water
- plain flour, for dusting
- 30ml/1fl oz whole milk
- 25g/1oz caster sugar
- good quality vanilla ice cream, to serve

Preparation method

1. Preheat the oven to 180C/350F/Gas 4.
2. For the filling, in a large bowl, mix together the melted butter, soft light brown sugar, currants, ground cinnamon, fresh nutmeg and orange zest until well combined.
3. For the cakes, roll out the pastry onto a lightly floured work surface, using a rolling pin. Cut twelve 10cm/4in discs from the pastry using a cookie cutter or an upturned bowl.

Place a teaspoonful of the filling mixture into the centre of each of the pastry discs. Brush the edge of each disc with a little cold water,

1. then draw the edges together above the filling and press together with your fingertips to seal.
2. Using the palm of one hand, flatten the filled pastry parcels into discs.
3. Using a sharp knife, make a cross in the top of each of the cakes. Brush each of the cakes with a little milk, then sprinkle over the caster sugar.
4. Transfer the cakes to a baking tray and bake for 10-12 minutes, or until the pastry is golden-brown.
5. To serve, place two of the Eccles cakes, still warm, into the centre of each of six serving plates. Place a scoop of vanilla ice cream alongside each serving.



Welfare Report

Once again I am pleased to report that I have nothing to report; so assume that all shipmates are doing fine. Please phone me if you know of any shipmate on sick list. I wish the few on light duties a speedy recovery and hope to see you at Both Watches soon.

THE TINY CABIN

A social worker from Ottawa recently transferred to the northern part of Saskatchewan, and a small community was on the first tour of her new territory when she came upon the tiniest cabin she had ever seen in her life.

Intrigued, she went up and knocked on the door.

'Anybody home?' she asked.

'Yep,' came a kid's voice through the door.

'Is your father there?' asked the social worker.

'Pa? Nope, he left afore Ma came in,' said the kid.

'Well, is your mother there?', persisted the social worker.

'Ma? Nope, she left just afore I got here,' said the kid.

'But,' protested the social worker, 'are you never together as a family?'

'Sure, but not here,' said the kid through the door.....'This is the Outhouse!'

Chain of Command



ADMIRAL

Leaps tall buildings with a single bound,
Is more powerful than a locomotive
Is faster than a speeding bullet
Walks on water



CAPTAIN

Leaps small buildings with a single bound,
Is more powerful than a shunting engine
Is just as fast as a speeding bullet
Walks on water if sea is calm

COMMANDER

Leaps small buildings with a running start
Is almost as powerful as a shunting engine
Is slower than a speeding bullet

Walks on water in indoor swimming pool

TALKS WITH GOD

IF SPECIAL CHIT PROVIDED



Lt. COMMANDER

Barely clears little huts,
Loses tug of war
with a shunting engine
Can fire a speeding bullet
Swims well.

IS OCCASIONALLY ADDRESSED BY GOD



LIEUTENANT

Makes a mark when trying
to leap tall buildings,
Is run over by shunting engine
Sometimes handle a gun without
inflicting self-injury,
Dog paddles

TALKS TO ANIMALS



SUB LIEUTENANT

Runs into buildings,
Recognizes shunting engines
2 out of 3 times
Is NOT issued ammunition
Can stay afloat but only in life jacket

TALKS TO WALLS



MIDSHIPMAN

Falls over doorstep entering buildings,
Says, "look at the choo choo"
Not allowed elastic for his catapult
Plays in mud puddles

MUMBLES TO HIMSELF



CHIEF PETTY OFFICER

Lifts buildings and walks under them
Knocks locomotives off the tracks
Catches speeding bullets in teeth and eats
them

Freezes water with a single glance

HE IS GOD