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AHOY SHIPMATE

RNA Torbay Newsletter

Volume 6

Issue 5

November 2017

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Guitar, for sale ñ Cheap - no strings attached

Ad in hospital waiting room:
Smoking helps you lose weight - One lung at a time!

On a bulletin board. Success is relative. The more the success, the more the relatives

When I read about the evils of drinking - I gave up reading.

My grandfather is eighty and still doesn't need glasses. He drinks straight out of the bottle.

Sign in a bar: 'Those of you who are drinking to forget please do pay in advance.'

Sign in driving school: If your wife wants to learn to drive, don't stand in her way

The reason men lie is because women ask too many questions

The surest sign that intelligent life exists elsewhere in the universe is the fact that it has never tried to contact us.

Laugh and the world laughs with you, snore and you sleep alone.

Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

Not really needing an excuse for my tardiness, for late or missing newsletters, this time I have had mitigating circumstances. As I write my editorial, this marks the 17th week of a severe chest infection. Five different antibiotics, steroids, blood tests, x-rays have failed to establish why it is not clearing up. I have in the past had four bouts of pneumonia which has left my chest weakened and this is not helping my situation, but at least I am on the right side of the grass still!



The other mitigating circumstance this week was a surprise visit from family. I was sitting in local White Ensign Club having a quiet pint after laying the wreath for SSAFA on Remembrance Sunday. Then my sister texted me to come down to the British legion where she was having lunch with two of our cousins. As it is a bottom of town and steep hill I refused. (Didn't fancy climb back up) Then she phoned and begged me to come down as she had a surprise for me. I said if you have a surprise, bring it up to me at the White Ensign Club.

Could have knocked me down with a feather when my eldest son and his partner from Scotland walked in, closely followed by my younger brother from Canada!

It was great to see them all, especially my brother as I had not seen him in over 18 months and probably will not see him again for some time unless I make a trip to Canada.

Family must and always will come first and now I have him as a house guest until 25th. Life is too short to place the family second.

The way I see it anyway!

WISHING YOU AND YOUR FAMILIES A HEALTHY AND HAPPY 2018

USNS Comfort: Aboard the world's largest floating hospital

(from the Internet)

The US Naval Ship Comfort is a mobile combat hospital with 1,000 beds and state of the art medical facilities.

The U.S. military was crucial to the relief effort in Puerto Rico after Hurricane Maria, and one group in particular played a pivotal role: The crew of the USNS Comfort.

The ship, based out of Norfolk, Va., is the world's largest floating hospital. Designed to support major combat operations, it has 1,000 patient beds and state of the art medical facilities.

In Puerto Rico it had a different mission — supporting local hospitals damaged by the storm. The ship's medical team saw about 500 patients a day, ranging from sniffles to surgical cases.

"We were actually taking delivery of entire intensive care units that were shut down because they lost power or oxygen or both," says the ship's director of surgical services, Commander Howard Pryor.

Take a tour inside the USNS Comfort, from the flight deck to the medical deck. Inside the world's largest floating hospital

<http://www.cbc.ca/player/play/1103265859821>

As well as performing surgeries on the ship, the crew set up temporary medical sites on shore, with the Comfort carrying all the medical supplies needed. Each country gets roughly 30-40 pallets of supplies and whatever is left over is donated to the host nation. This massive undertaking is funded by the U.S. government at a projected cost of \$40 million, while NGOs also donate money, supplies and volunteer time.

"It's part of our overall military strategy," explained Captain Sam Hancock. He's been in the U.S. Navy for almost 25 years - but a mission like this is a first for him.

"The partner-nation building, working to develop the relationships with the countries in this region and with the personnel, whether the ministries of health and everything that we work with coming into each country ... the relationships that are established will pay dividends in the future," he said.

It's a massive effort on all fronts, but a hospital ship needs more than just doctors, nurses and medical staff; the Comfort is a fully operational vessel, with engineers, a flight crew, cleaning staff

Continued on page 13



ROYAL NAVY CHANGING THE GUARD AT BUCKINGHAM PALACE

From Internet by Norrie Millen

Changing of the times! Royal Navy sailors in blue and white will replace Queen's Guards in red and black on their first ever Changing the Guard at Buckingham Palace

Eight-six sailors from 45 Royal Navy Ships and establishments will be taking over the role to perform the first ever Royal Navy Changing of the Guard at Buckingham Palace in London from the instantly-recognisable guards in red and black for two weeks after a Changing the Guard ceremony November 25th weekend.



The sailors will be guarding Her Majesty at ceremonial occasions at Buckingham Palace and her home residence of Windsor Castle. They will also be conducting duties at St James's Palace and the Tower of London.

The sailors have been undergoing extensive training to learn the intricate routines and drill movements needed to execute the historic royal guarding duties and ceremony at The Queen's official residence. They are also preparing for additional ceremonial guarding duties at the Tower of London, St James's Palace and Windsor Castle which, in addition to the Changing of the Guard, are part of a range of special duties to mark the approaching conclusion of the 'Year of the Navy'. The

special categorisation for 2017 was announced in January of this year by the Ministry of Defence in part to recognise the inauguration of the Navy's newest aircraft carrier – the HMS Queen Elizabeth.



Though the Royal Marines – the other half of Her Majesty's Naval Service – have performed the Guard ceremony (also known as 'Guard Mounting') on three occasions, this will be the first time the Royal Navy will assume the temporary duty. The Changing of the Guard pageantry at Buckingham Palace is traditionally undertaken by one of the five Foot Guards Regiments from the Army's Household Division and next week's ceremony will see the Navy take over from the Coldstream Guards.

The Navy's state ceremonial training officer, Warrant Officer Eddie Wearing has said of the honour: 'It's daunting but I'm very excited. It's something I've been pushing for since I started in-post. To be the conducting Warrant Officer for the first mount ever in the Royal Navy is a massive privilege and an honour to do, I'm really looking forward to it.'



The sailors will sport traditional navy blue double breasted greatcoats with white belts, gaiters and caps as well as black boots.



Another fine body of Marching men.....



Battle of Trafalgar night pictures





A MYSTERY NOT YET SOLVED

Submitted by Bob Styants Engineerroom Association

Lionel 'Buster' Crabb GM, OBE RNVR joined the Royal Navy 1941 and was assigned to mine and bomb disposal unit Gibraltar to disarm limpet mines attached to allied ships by Italian divers.

He learned to dive and received the George Medal and promotion to Lt/Commander for his heroic efforts.

In 1943 he received an OBE as principle diving officer for clearing the mines in the ports of Livorno and Venice.

After the war he led an underwater explosive disposal team in Palestine, removing mines placed by Jewish rebels.

He was demobbed 1947 and did similar work in the private sector; and was hired by the RN to investigate the downed submarines *ÓTruculentô* and *óAffrayô*.

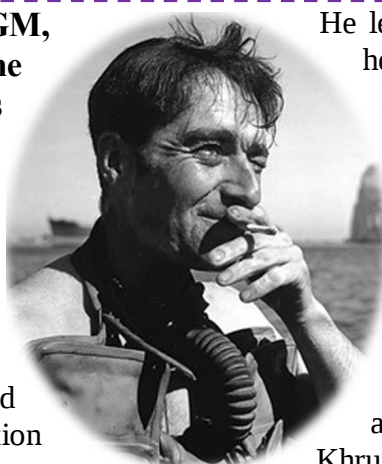
In 1955 the navy used him in clandestine tasks spying on the hull of the Soviet ship *óSverdlovô*.

The superior manoeuvrability of the ship was deemed a threat and a mystery.

After the successful mission, Crabbe was forced into retirement aged 46. however, the navy lists of 1955/56 record he is in the navy and promoted Commander. (special branch) HMS *óVernonô*

He frequently disappeared to Portsmouth Harbour, and diving work for military intelligence.

In April 1956 MI6 recruited Crabb for a mission that would resound for the next fifty years.



He left a note for his mother saying he was off to do a job in Portsmouth, not to worry, and destroy this note.

On 17th. April Crabbe and a man registered only as Mr. Smith checked into the Sally Port hotel.

The following day the Soviet warship *óOrdzhonikidzeô* arrived with USSR leader Nikita Khrushchev and his deputy Nikolai Bulganin on a goodwill mission.

There were no sightings of Crabbe 18th. April either by friends or hotel staff.

On the morning of the 19th. Mr. Smith paid the bills for both men and left with Crabbe's luggage in hand, never to be seen again.

Family and friends were instructed to *ókeep quietô* but recalling the incident of Crabbe's mission on *óSverdlovô* it was easy to conclude he had been on a similar mission on the *óOrdzhonikidzeô*.

A soviet naval attaché said *ã* guard had seen a frogman come to the surface at 0730 but assumed nothing could be done as they were in British waters: they had put a team of frogmen into the water surrounding the ship after mooring.



The record of Crabbe's hotel stay was destroyed and ten days after his disappearance the Admiralty announced that while on special assignment in connection with trials on certain underwater apparatus Crabbe was missing and presumed drowned.

Moscow complained of *ãshameful espionageã* the Admiralty, expressing regret said *ã*Crabbe was testing diving gear, and had no permission to go near the Russian ship.

A year later, a corpse in a frogman's suit, with no arms and headless was washed ashore 12 miles away in Chichester Creek.

It was presumed to be Crabbe based on a similar scar on the left knee and the Italian style dive suit.

The body was buried without official ceremony, but the story would not rest.

In 1959 a book based on a soviet file detailed the capture, interrogation and imprisonment of Crabbe.

He had supposedly joined the Russian navy as Lvov Lovech Korolev teaching soviet frogmen.

Many theories were advanced over the years: had he been freelancing for American CIA: had he been killed or captured and imprisoned in Lefortovo prison with the number 147 and brainwashed into joining the Russian navy.

Was he killed by a secret underwater weapon he discovered: or had MI6 arranged a clever defection to plant him as a double agent: had he become a liability and killed on orders from British secret service?

In 1990 a former member of soviet naval intelligence stated Crabbe was seen when he surfaced near the "Ordzhonikidze" and a sniper shot him.

We may never know the full truth of what happened to commander "Buster" Crabbe.

Cabinet papers due to be divulged after the 30 year rule in 1986 were ordered sealed until 2057?

BUT.....

**Cold War mystery solved?
I killed Buster Crabbe says
Russian frogman**
(from the Internet)

One of the great mysteries of the Cold War may finally have been solved with the claim

by a former Russian frogman that he killed British spy Lionel "Buster" Crabbe.

The death of the 47-year-old Naval commander - the inspiration for Ian Fleming's James Bond - as he spied on a warship carrying Soviet leader Nikita Khrushchev 51 years ago has been repeatedly covered up by British authorities.

But now, in a story that could have come straight from the pages of a 007 thriller, retired Russian sailor Eduard Koltsov says he cut the Briton's throat as he apparently placed an underwater mine on the vessel in Portsmouth Harbour.

The incident, in April 1956, caused a major diplomatic row - with the Russians accusing the British of a bungled attempt to spy on their warship. Crabbe's headless body was found several months later.

Mr Koltsov, who was 23 at the time, said that he was ordered to investigate suspicious activity around the cruiser Ordzhonikidze, which had brought President Khrushchev and Prime Minister Bulganin for meetings with the British Prime Minister Sir Anthony Eden and his ministers.

Speaking to a Russian documentary team, Mr Koltsov said he slipped into the water of Portsmouth Harbour, where the Ordzhonikidze was at anchor, and made out the shape of an "enemy" in the water.

"I saw a silhouette of a diver in a light frogman suit who was



fiddling with something at the starboard, next to the

ship's ammunition stores," Mr Koltsov added. "I swam closer and saw that he was fixing a mine."

He showed the documentary team the dagger he claims he used to kill the Englishman, and the Red Star medal he was later secretly awarded for his bravery.

Mr Kolstov, 74, said he was telling the story after 51 years because he wants the mystery solved before he died.

Last year, in a letter to a newspaper, Mr Kolstov told how he had been part of a group of combat-divers known as Barracuda who had been sent into the water after suspicious activity around the ship.

He did not say in the letter who killed Crabb, but provided a graphic detailed description of how the killer had dived beneath Crabb, grabbed his feet, dragged him down and cut his air supply before slashing his throat.

The body was allowed to float away with the tide, he said in the letter.

Crabb is believed actually to have been positioning a listening device, not a mine. Yesterday his remaining family reacted with amazement to the claim, while officials in Moscow and London remained silent.

Relative Lomond Handley, 61, said: "I find it hard to believe that any Soviet divers or sailors would have committed murder of a British sailor in our waters. I simply don't believe it.

"And for any of Her Majesty's Navy to endanger a visiting ship would have been unthinkable. An explosion would have embarrassed our government and destroyed the relationship between the British and the Soviet Union which our government was trying to build up.

"It's possible that Crabb may have gone down to see whether there were mines and it

would have been his duty to get rid of them." Miss Handley's mother Eileen was a distant cousin of Crabb and was brought up with him.

She spent her life trying to find out what happened to the commander, but "came up against brick walls", said Miss Handley, from Poole, Dorset.

"The Government told lie after lie - successive governments too, not only the government of the day," Miss Handley said. "No government has ever come out with the truth. It just shows that governments cannot be trusted."

Crabb was a decorated war hero and had links with the intelligence services. He had won the George Medal for his work as a frogman specialising in removing German limpet mines from British warships in Malta, and an OBE for mine clearance at Livorno, Italy.

On April 17, 1956, he checked into a hotel in Portsmouth with a Mr Smith - believed to have been a MI6 naval liaison officer.

They went out early on April 19 and Crabb was never seen again. Smith returned, paid the bills, collected their belongings and vanished.

Admiralty officials concocted a story that Crabb disappeared while testing secret diving equipment three miles from where the Soviet ship was at anchor.

The cover-up prompted wild speculation for years, including claims that Crabb was alive and well and living in Russia as an officer in the Red Navy, and others that he was killed by the Soviets.

Secret documents relating to the controversy were released to the public last year.

They reveal the determination of officials to cover up what really happened, even



rejecting a request for maintenance from his ex-wife Margaret Crabb.

Prime Minister Eden told the House of Commons that it would 'not be in the public interest' to disclose the circumstances of Crabb's death.

He added that "what was done was done without the authority or knowledge of Her Majesty's ministers".

In fact, Eden was furious - he had specifically instructed no spying missions be undertaken during the sensitive Russian visit but was disobeyed.

The Ministry of Defence declined to comment.

A FASCINATING SHORT SEA STORY

The passenger steamer SS Warrimoo was quietly knifing its way through the waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought the master, Captain John Phillips, the result. The Warrimoo's position was LAT 0° 31' N and LON 179 30' W. The date was 31 December 1899.

"Know what this means?" First Mate Payton broke in, "We're only a few miles from the intersection of the Equator and the International Date Line".

Captain Phillips was prankish enough to take full advantage of the opportunity for

achieving the navigational freak of a lifetime. He called his navigators to the bridge to check and double check the ships position. He changed course slightly so as to bear directly on his mark. Then he adjusted the engine speed. The calm weather and clear night worked in his favour.

At mid-night the SS Warrimoo lay on the Equator at exactly the point where it crossed the International Date Line! The consequences of this bizarre position were many:"

- ✿ The forward (bow) of the ship was in the Southern Hemisphere and in the middle of summer. "
- ✿ The rear (stern) was in the Northern Hemisphere and in the middle of winter. "
- ✿ The date in the aft part of the ship was 31 December 1899. "
- ✿ In the bow (forward) part it was 1 January 1900.
- ✿ This ship was therefore not only in two different days, "
- ✿ Two different months, "
- ✿ Two different years, "
- ✿ Two different seasons "

But in two different centuries - all at the same time



Water Entered Missing Sub's Snorkel

By Hugh Bronstein BUENOS AIRES, Nov 27 (Reuters)

ARA San Juan seen at its home base of Naval Base Mar del Plata.

Water entered the snorkel of the Argentine submarine ARA San Juan, causing its battery to short-circuit

before it went missing on Nov. 15, a navy spokesman said on Monday as hope dwindled among some families of the 44-member crew.

The San Juan had only a seven-day oxygen supply when it lost contact, and a sudden noise was detected that the navy says could have been the implosion of the vessel. Ships with rescue equipment from countries including the United States and Russia were nonetheless rushing to join the search.

Before its disappearance, the submarine had been ordered back to its Mar del Plata base after it reported water had entered the vessel through its snorkel, causing a battery short circuit, navy spokesman Enrique Balbi told a news conference.

“They had to isolate the battery and continue to sail underwater toward Mar del Plata, using another battery,” Balbi said.

After contact with the San Juan was lost, the Vienna-based Comprehensive Nuclear Test-Ban Treaty Organization, an international body that runs a global network of listening posts designed to check for secret atomic blasts, detected a noise the navy said could have been the submarine's implosion.

The search for the 65-meter (213-foot) diesel-electric submarine is concentrated

in an area some 430 km (267 miles) off Argentina's southern coast. The effort includes ships and planes manned by 4,000 personnel from 13 countries, including Brazil, Chile and Great Britain.

Among the crew's family members, fissures started appearing on Monday between those who refuse to give up hope and those who say it is time to accept that their loved ones will not come back alive.

Some relatives have said they are focusing on the lack of physical evidence of an implosion and the possibility that the submarine might have risen close enough to the ocean surface to replenish its oxygen supply after it went missing.

But Itati Leguizamon said she believed her husband, crew member German Suarez, had died.

“There is no way they are alive,” she told reporters, her voice shaking and eyes welling with tears. “It is not that I want this. I love him. I adore him. He left his mother and sister behind, but there is no sense in being stubborn.”

“The other families are attacking me for what I am saying,” she said, “but why have they not found it yet? Why don't they tell us the truth?”



GOLF CLUB

Mr David Davis is at the golf club returning his locker key when Mr Barnier, the membership secretary sees him.

"Hello Mr Davis", says Mr Barnier. "I'm sorry to hear you are no longer renewing your club membership, if you would like to come to my office we can settle your account".

"I have settled my bar bill" says Mr Davis

"Ah yes Mr Davis", says Mr Barnier, "but there are other matters that need settlement" In Mr Barniers office Mr Davis explains that he has settled his bar bill so wonders what else he can possibly owe the Golf Club?

"Well Mr Davis" begins Mr Barnier, "You did agree to buy one of our Club Jackets".

"Yes" agrees Mr Davis "I did agree to buy a jacket but I haven't received it yet". "As soon as you supply the jacket I will send you a cheque for the full amount".

"That will not be possible" explains Mr Barnier. "As you are no longer a club member you will not be entitled to buy one of our jackets!"

"But you still want me to pay for it" exclaims Mr Davis.

"Yes" says Mr Barnier, "That will be £500 for the jacket. There is also your bar bill".

"But I've already settled my bar bill" says Mr Davis.

"Yes" says Mr Barnier, "but as you can appreciate, we need to place our orders from the Brewery in advance to ensure our bar is properly stocked" "You regularly used to spend at least £50 a week in the bar so we have placed orders with the brewery accordingly for the coming year". "You therefore owe us £2600 for the year".

"Will you still allow me to have these drinks?" asks Mr Davis.

"No of course not Mr Davis". "You are no longer a club member!" says Mr Barnier. "Next is your restaurant bill" continues Mr Barnier. "In the same manner we have to make arrangements in advance with our catering suppliers". "Your average restaurant bill was in the order of £300 a month, so we'll require payment of £3600 for the next year".

"I don't suppose you'll be letting me have these meals either" asks Mr Davis.

"No, of course not" says an irritated Mr Barnier, "you are no longer a club member!" "Then of course" Mr Barnier continues, "there are repairs to the clubhouse roof".

"Clubhouse roof" exclaims Mr Davis, "What's that got to do with me?"

"Well it still needs to be repaired and the builders are coming in next week", your share of the bill is £2000".

"I see" says Mr Davis, "Anything else?".

"Now you mention it" says Mr Barnier, "There is Fred the Barman's pension". "We would like you to pay £5 a week towards Fred's pension when he retires next month". "He's not well you know so I doubt we'll need to ask you for payment for longer than about five years, so £1300 should do it".

"This brings your total bill to £10,000" says Mr Barnier.

"Let me get this straight" says Mr Davis, "you want me to pay £500 for a jacket you won't let me have, £2600 for beverages you won't let me drink and £3600 for food you won't let me eat, all under a roof I won't be allowed under and not served by a bloke who's going to retire next month!"

"Yes, it's all perfectly clear and quite reasonable" says Mr Barnier.

"P*** off!" says Mr Davis

Now you understand what Brexit is all about!!!



MAJOR FIRE IN HMS 'BULWARK

Submitted by Bob Styants – Engineerroom Association.

I had not known until reading another association magazine some time ago of the major boiler room fire in my old ship *óBulwarkô* 15/3/80 while berthed at Philadelphia USA; and to me the simple reason that caused it. No water in the boiler!

Although, I can understand the unfortunate incidents that led up to it.

I read two accounts of the incident: one by the POME on watch and another by an interested member of the crew.

On leaving the US Naval Base at Mayport Florida, the ship suffered complete engine failure caused by feed water problems; and had to be placed back to the wall by tugs; much to the amusement of American ships and the embarrassment of her command and Engine room staff.

At Philadelphia, it was cold and snowing; the ship was on auxiliary power.

The waters of the Potomac River were too polluted for the ship's evaporators; so water was transported by road tankers.

It was important to conserve the amount of feed water for the boilers and at the same time supply *ñhotelô* facilities for the crew remaining aboard.

Ships today; being all electric, do not have these problems.

If I recall correctly, *ñBulwarkô* had two boiler rooms: each with two boilers, with eleven oil sprayers on each.

Boiler routines, such as Soot Blowing, Gauge Glass drill etc.; were installed in all of us.

I would assume, that being in auxiliary mode, one boiler was in use with two or three burners. There had been problems maintaining the boiler water level.



At 0445 in the morning watch, the LM(E) Water Tender reported he had lost the level.

The EOOD was called and considered the water was above the glass, and sent the stoker for the *ñblowdown keysô* from the workshop.

Why they were kept there instead of in the boiler room is a mystery to me !

ñBlowing downô did not produce a level, and there was concern that a high level carrying water over with steam would damage turbine blades.

Obviously the water was below the glass NOT above it

The boiler had been shut down; the EOOD ordered it to be relit in an effort to burn off any excess water, bearing in mind the need to conserve it.

The POME was reluctant to do so; but was overruled; with the result thirty minutes later of an explosion and major boiler fire involving evacuation of the ship and involvement of the Philadelphia Fire Department for seven hours.

A court martial convened in Portsmouth found the EOOD guilty and he was reprimanded: which to a commissioned officer would be detrimental to his career: to the Fleet CERA at the end of his service, it made little difference.



and a kitchen where chefs have 1,000 mouths to feed, three times a day.

U.S. navy brings critical health care to Jamaica

Medical stations

In Jamaica the Comfort's medics left the ship to set up medical stations in gymnasiums and existing clinics, providing services including paediatric care, women's health, cardiology, eye exams, general surgery, dentistry and everything in between.

Among the Comfort's patients was Marleen Maxwell. She's 56 years old, from Kingston, Jamaica, and for eight years she's been living with an overactive thyroid -- a gland near your windpipe that produces hormones to help keep your body in check.

"It hurts ... and sometimes you feel it come up like it blocks the airway," said Maxwell. She says the healthcare in Jamaica is good if you can get it, but she's been waiting three years for surgery.

So Maxwell went aboard the Comfort to have her enlarged thyroid removed. Her nurse was lieutenant junior-grade Kimberly Stoops. Aged 27, it was her first deployment with the Comfort, and she did her best to put her patients at ease.

"I know it's scary for a lot of these patients coming onto a ship that they're not familiar with," she said. "A hospital in general is scary, but then



coming somewhere where it's not your territory and then seeing people in uniform can be daunting, so I try to break down those borders and introduce my name and ask if they have any questions, try to explain things thoroughly before I do them, so that I don't catch them off guard."

Mixed emotions

But it can be tough to be away from home on a long mission.

"It's hard to be away but it's also great ... knowing that we're doing really good work here," said Stoops. "A lot of

mixed emotions -- you have those days where you really miss home and then you come in and see someone's smiling face like Marleen and just so much you can do, and it really brings you up again."

A big part of the Comfort's mission was helping to train Jamaican medics. First assist on Maxwell's operation was Dr Natalie Wylie, an ear-nose-and-throat surgeon and head of the

Kingston public hospital. For her, the Comfort was a most welcome visitor to local shores. "I think

the whole of Jamaica welcomes the Comfort," she said. "If they could see more patients, if they could do more surgeries, if they could stay longer, if they could leave the ship with us," she joked.

The operation took several hours but it went well, and Maxwell returned home

the next day. Jamaican doctors helped with the operation, and they continued with her follow-up care.

As she recovers, the Comfort will continue on its mission, with stops in Nicaragua, Panama, Colombia, El Salvador, and many more. It's a remarkable example of what a highly-trained hospital staff can do -- even on the high seas.



THE MATELOT

(Courtesy of the Lodown)

A Matelot is not born...he is made out of leftovers. God built the world and the animals and then recycled the gash to create this dastardly weapon.

He took the leftover roar of the lion, the howl of the hyena, the clumsiness of the ox, the stubbornness of the mule, the slyness of the fox, the wildness of the bull and the pride of a peacock then added the filthy evil mind of the devil to satisfy his weird sense of humour.

A Matelot evolved into a crude combination of John Dillinger, Errol Flynn, Beau Brummel and Valentino: a swashbuckling, beer-swilling, lovemaking LIAR.

A Matelot likes girls, rum, beer, fights, uckers, runs ashore, pubs, jokes, long leave and his mates.

He hates Officers, rounds, divisions, saluting middies, reggies, joss men, navy scrans and his turn on duty watch.

He is brave drinking beer, abusive playing crib, brutal defending his pride and passionate making love. He can start a brawl, create a disaster, offend the law, desert his ship, make you lose your money, your temper and your mind.

He can take your sister, your mother, your aunt and, when he is caught, get his Divisional Officer to vouch for his integrity.

A Matelot is loved by all mothers, sisters, aunts and nieces but hated by all fathers, brothers, uncles and nephews.

He has a girl in every port and breaks more hearts and causes more fights than any other man yet, when he is off to sea, he is missed more than any other.

A Matelot is a mean, hard drinking, fast running son-of-a-gun but, when you are in trouble, he is a strong shoulder to lean on, a pillar of wisdom and a defender of the faith and cause. He fights for his mates and dies for his country without question or hesitation.

This is a Matelot and I'm so proud to have been one.

Has a viry æppy Khrrisstmas shipmates! Hic!



lön nit as drink as you thunk I wus!

**I WISH YOU ALL AND YOUR FAMILIES A VERY HAPPY CHRISTMAS
AND PROSPEROUS AND HEALTHY 2017**