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Ahoy Shipmate

RNA Torbay Newsletter

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Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

I said in last issue that trouble comes in three's, that unless your name is Millen! Well I am up to nine and hopefully I can now stop counting. What a start to the year, unbelievable!

My son still ill after his botched operation. Six months now and incision not healed, he has had repeated infections including sepsis, which was cleared once then reared its ugly head again first weekend in April! He found he could hardly move his arms and one night pain so severe he phoned on call doctor, who arriving at 0200, identified sepsis had spread to his arms! With her NHS computer iPad, she contacted local hospital, arranged for him to be admitted and put in a private room because of his repeated infections. He had choice of waiting for an ambulance or to be driven by his friend immediately, he chose the latter. So far so good but.....

On arrival at A & E where he had been instructed to report, they knew nothing about him being admitted nor seemed particularly interested and a very rude and abrupt male & female nurse gave him pain killers and sent him home!

The next day the doctor came to his apartment surprised that he was home. She had gone to visit him in hospital and found his private room empty, but according to hospital records, he had been admitted and not discharged at the time!

Seems to me that particular hospital and indeed many areas of the NHS need a shakeup. Perhaps if we stopped foreign aid and pumped that money into the NHS, dumped all the administrators and brought the matron back it should be 100% better.

The way I see it anyway!

If you attempt to rob a bank you won't have any trouble with rent/food bills for the next 10 years, whether or not you are successful.

Do twins ever realise that one of them is unplanned?

What if my dog only brings back my ball because he thinks I like throwing it?

If poison expires, is it more poisonous or is it no longer poisonous?

Which letter is silent in the word "Scent," the S or the C?

Why is the letter W, in English, called double U? Shouldn't it be called double V?

The word "swims" upside-down is still "swims".

100 years ago everyone owned a horse and only the rich had cars. Today everyone has cars and only the rich own horses.

The doctors that told Stephen Hawking he had two years to live in 1953 are probably dead.

Chairman's Corner

By Shipmate John Soanes

We headed off at high speed, obviously with radar fully manned and many lookouts scanning the horizon.



I received an email from the USA with a report that on the 19th April in the Adriatic port



I was a member of the planned boarding party and we immediately started to prepare everything, check our weapons and equipment, discussed and planned for all possible scenarios as to how we would actually get on board peacefully. All very

of Tivat in Montenegro that, following a 'tip off' the local Army raided and searched the Naval Academy sail training ship off Montenegro "JADRAN" and discovered 50 kg of Cocaine secreted onboard. The report stated that the instructors and cadets were to join the ship later in the day to start a training cruise.

Editor's Note; They would have all achieved very high scores at coke time!

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Swing that lamp"

On 23rd January 1961 as a young 'killick' I was serving in HMS ROTHESAY (Type 12 Frigate) during the ship's first commission in the West Indies. We were enjoying a few days in peaceful Castries, the capital of St Lucia when a small ship's lifeboat with eight men, one of whom was badly wounded, and the body of a ninth, came alongside, they reported that they were from the Portuguese liner SANTA MARIA which had a few hours earlier sailed from Castries, and that the liner had been seized by men armed with machine guns and hand grenades, who attacked the officer in charge on the bridge and shot him when he tried to raise the alarm; the other officers were put under arrest and forced to sail the ship.

After a flurry of signals back and forth to the powers that be we were immediately ordered to sail in an attempt to intercept and if possible arrest the SANTA MARIA provided this could be done "by peaceful means and without loss of life or risk of scuttling "If this was to prove impracticable, to shadow the liner and report on her movements.

You can imagine this caused our skipper to really put his "thinking cap" on to come up with a plan as to how we should tackle the situation should we find her.

First of all we had to find the liner as we had no idea as to where she was heading after leaving harbour quite a few hours earlier.

exciting.

However, after forty eight hours ROTHESAY had to give up the chase and put into Trinidad as she was running short of fuel, panic now over! It turned out that we were searching completely in the wrong area.

On arrival in Trinidad we learned that a US plane had spotted the SANTA MARIA about 700 miles north-east of the mouth of the Amazon, heading on a course for Portuguese Angola in West Africa. The destroyer USS GEARING was dispatched to shadow her.

We later learned that a certain Henrique Galvao a Portuguese political exile and a leading opponent of the Dr Salazar Fascist Government of Portugal had boarded the liner with about twenty hijackers as passengers with weapons hidden in luggage at the port of Curacao on 21st January. In the early hours of 23rd January they stormed the bridge, the plan was supposed to be a peaceful takeover but the Third officer resisted and was shot dead with several other crew members wounded. The ship was forced to cease all communications and ordered to sail for Angol.

On the 24th January 1961, Captain Galvao, addressed a message to "All the newspapers of the free world" and said the SANTA MARIA had been taken over "In the name of the Independent Junta of Liberation led by General Humberto Delgado, the legally-elected President of the Portuguese Republic, who has been fraudulently deprived of his rights by the Salazar administration"

Once the US destroyer USS Gearing had reached her and diplomatic communications had been made between American and Portuguese authorities and Galvao, the ship was ordered to sail for Recife in Brazil where Galvao and the hijackers surrendered to Brazilian authorities and were granted political asylum.

Tiger Tale

Submitted by Shipmate Chris Thomas – additional material and pictures added by Shipmate Norrie Millen

"Six-year old Frazer Wilton of Torquay

has a life-limiting condition called "Late Infantile Batten's Disease" or CLN2. There is no cure for the disease. Frazer has become reliant upon his family and carers. Yet, he still offers a warming smile and chuckles. His favourite plaything is his soft toy "Tiger".

Knowing this, ex-HMS Tiger Shipmate, Chris Thomas, delivered some Tiger items to



with an extremely rare life-limiting genetic disease dedicated a day to one of his favourite things ever: Buses.

Adorable Frazer Wilton was sadly diagnosed with Late Infantile Batten's disease, a genetic life-limiting neurodegenerative disease, in February 2018.

A fund-raiser set up by his family to purchase special equipment needed to

Special day for 'bus obsessed' Torquay boy, 5, diagnosed with rare incurable disease

make him comfortable has now reached more

Frazer. Remarkably, the cap was a near perfect fit. More remarkably, Chris found he was able to tie the cap tally some 40 years after his last attempt!

A sketch of the ship and HMS Tiger crest were among the gifts given to Frazer. He has a Facebook page "Fun Days for Frazer" that tells the tale of the wonderful memories being made by, and for, his family. Torbay Sea Cadets have also offered to "enrol" him at one of their New Entries events, so hopefully Frazer (and his Mum, Dad and brother) will feel part of the naval family."

A 5-year-old Torquay boy



than £16,000 - smashing a £12,000 target.

The family are eager to make as many unique memories as they can, and Frazer has always shown a love for buses since an early age.

His auntie contacted Stagecoach South West regarding her 'bus obsessed' 5 year old nephew, and staff at Frazer's local depot decided to arrange a big surprise for a very special little boy.

Bethany Essam Wood, Frazer's auntie, contacted Stagecoach after one of Frazer's appointments at Torbay Hospital.

When Frazer and his mum Amy saw the number 32 bus waiting at the bus stop, he immediately got excited



and asked if he could sit with the driver while the bus was stationary.

Frazer has always shown a big interest in buses and when he first learnt to talk he would look for buses and shout 'BUSSSS' over and over again.

Bethany, Frazer, his mum Amy and brother Alfie, 8, were invited to Paignton bus station where one of the Golden Hop animal character open top buses was at Frazer's disposal for the day.

The destination board had been changed to read 'Frazer's bus' and Frazer was invited on-board to receive a bag of Paw Patrol goodies, a firm favourite with the 5 year old.

He was also able to meet Hop mascot, Gary the Rabbit and sit in the driver's seat.

He was then whisked off with his family on his own personal bus tour of Torbay.

Driven by Gary Partridge, Frazer was taken to Dinosaur World in Torquay for a fun filled visit.

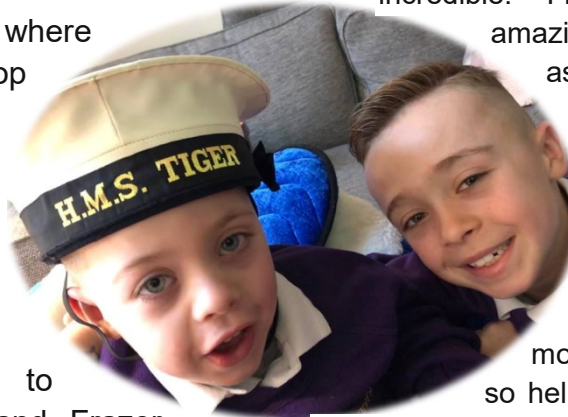
The family was then collected and treated to a guided tour of the bus depot.



Bethany said: "I really wasn't expecting this. I simply got in touch with Stagecoach to see if they would allow Frazer to have a look around a bus depot.

Frazer has always loved buses and Stagecoach went above and beyond for all of us.

"We were amazed at the amount of effort that was put in for Frazer. The balloon, costumes, toys and teddies were just incredible. Frazer had the most amazing and memorable day, as did Alfie his older brother.



"We have been able to make more unique memories with Frazer and the depot team couldn't have done more for us, they were just so helpful and welcoming and

I am truly grateful to them all."

After months of tests in hospital, Frazer's parents were told the devastating news about the incurable genetic condition which only five or six children a year are diagnosed with in the UK.

Children with the disease usually pass away between the ages of six and 12-years-old.



The disease begins with epilepsy, trouble with speech development and violent jerking of the limbs, and by the age of six-years-old children

become completely reliant on families and carers for all of their daily needs.

Behold the epic scale of Royal Navy's new 65,000-tonne warship

From Internet by Victoria Turk. Pictures by Benedict Redgrove

HMS Prince of Wales is the second of the Royal Navy's Elizabeth-class aircraft carriers.

In the Rosyth dockyard in Scotland, final works are being carried out on HMS Prince of Wales, the Royal Navy's second supercarrier, following the commissioning of HMS Queen Elizabeth in 2017.

The new ship shares the design of its sister, but with a few tweaks to the process from lessons learned the first time around. "We're not testing the design this time; we're testing that we've built it completely accurately to the design," says Vice Admiral Simon Lister, who is managing director of the Aircraft Carrier Alliance, a partnership between industry and the Ministry of Defence that is responsible for the construction of the two ships.

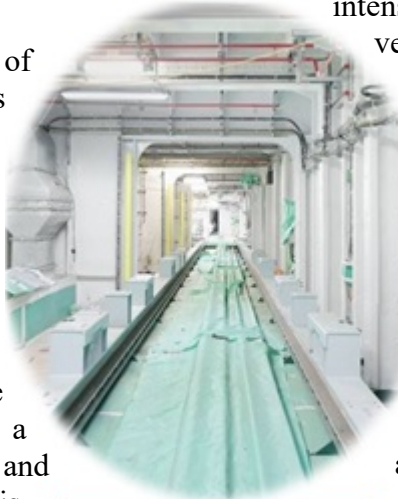
At 280 metres long and with a displacement of 65,000 tonnes, the Queen Elizabeth-class carriers are the largest warships ever constructed for the Navy. Building such a large ship, explains Lister, requires distributing construction around the country to manage the throughput of steel. The carriers were built in parts before being assembled at Rosyth using the most powerful crane in Britain, which is capable of lifting 1,000 tonnes and is appropriately named Goliath.

The ship is designed specifically for the Lockheed Martin F-35B fighter jet. The F-35B is a short-take-off and vertical-

landing aircraft – a STOVL in military parlance, describing the way it can get airborne and touch down. This informs everything from the ship's "ski jump" runway, which launches the aircraft so that its wings are at the ideal angle for take-off, to the special paint on the flight deck – an aluminium coating that can withstand the intense heat generated by the plane's vertical landing.

Despite the ship's size, it requires a relatively small crew – around 700 people in total – thanks in part to automated systems. One example is the highly mechanised weapons handling system, a series of tracks, moles, lifts and cranes that transport munitions from the deep magazines to the preparation area and flight deck. Stewart Sykes, flight deck and aviation programme manager for the Aircraft Carrier Alliance, compares the system to moving goods in an Amazon warehouse. "Essentially that's what highly mech is – just with the added complexity of installing it on a naval platform," he says.

Sykes says that a Nimitz-class carrier – the US Navy's aircraft carrier, which at 333 metres long is bigger than the British ship – would use around 300 personnel to manage munitions. "We believe that with this system and with the technology we've installed here, we can conduct the same operation with around 30 people," he says. As well as keeping operation costs down, this means that fewer people need to handle dangerous equipment.



Weapon delivery



Twin Peaks

The HMS Prince of Wales will undergo power and propulsion trials in August, with staff scheduled to move on board in September. It should be ready for sea trials by September and will be commissioned in 2020. Captain Steve



The “ski jump” ramp helps turn forwards momentum into vertical momentum to get aircraft like the F-35B off to a flying start. Because the fighter lands vertically, old-style aircraft carrier runways – angled diagonally, to give jets landing at high speed more

Moorhouse, the first seagoing commanding officer of the HMS Prince of Wales, will then face the daunting task of navigating the ship out of the dock – through a gap that allows for less than half a metre leeway on either side.

Broadside

space to abort – are no longer necessary.

The journey from magazine to flight deck is highly mechanised. A lift takes munitions from stores deep in the ship. They are then moved in pallets along tracks on platforms called moles. A crane hoists them to the preparation area. The flight deck is the final stage. The system automatically cuts out in rough seas.



Ski-lift

Under cover of a protective tent a special thermal coating – to resist the intense heat generated by the Lockheed Martin F-35B – is applied over the flight deck, which is the size of three football pitches. The metal crosses recessed into the floor at regular intervals tether the aircraft so they don’t roll as the ship negotiates heavy seas.

Below deck is the Prince of Wales’ ship control centre. The levers on the left of the black console are the propulsion demand regulators. These determine the demand placed on the ship’s prime movers, which convert energy into movement. The demand required is proportional to the speed of the ship.

The Prince of Wales has a twin island design. The aircraft carrier’s forward island houses the bridge – the command centre – and the rear (pictured) acts primarily as an aircraft control tower. However, both islands can multi-task and take over the roles of the other in the event of “function redundancy”.

The first seagoing Captain of the Royal Navy’s second brand new aircraft carrier, HMS Prince of Wales, is Captain Stephen Moorhouse.

The cost of the Prince of Wales – the seventh Royal Navy ship to bear the name – has proved controversial.

Originally forecast at £5.8bn, the total build cost of the two Queen Elizabeth-class carriers has risen to £6.2bn. A plan for the Prince of Wales to have catapult-assisted take-off was abandoned as too expensive.



Levers of power

Captain Moorhouse is an experienced naval officer, having served as Commanding Officer on HMS *Ocean* and HMS *Lancaster*.

Speaking of his excitement about his new position, Captain Moorhouse said:

“I am honoured to have been appointed as the first seagoing

Captain of HMS Prince of Wales, a hugely exciting job to be in at such an important time for the Royal Navy."



First Captain

Seeing our sister ship HMS Queen Elizabeth make her debut in Portsmouth last year was an amazing sight and I look forward to one day bringing HMS Prince of Wales home to the same warm welcome."

"Until then the ship's company in Rosyth will continue to grow and

they have much to be proud of in all the work they have done so far, working with our civilian industry partners to bring this ship to life."

HMS PRINCE OF WALES- THE KEY STATS:

Cost Of Build:£3 billion

Length:.....920 ft.

Weight:65,000 tonnes

Range:10,000 nautical miles

Crew:.....679

Transport Capability: Able to carry 36 F35B Lightning II Jets, up to 12 Chinook or Merlin helicopters and 8 Apache attack



How's this for a Burma Road?

helicopters.

Planned Date for Service: 2020

Weapons Systems: Phalanx Close-In Weapons System for anti-aircraft and anti-missile defence, 30mm Automated Small Calibre Guns and Miniguns.



As mentioned earlier in article, almost fully automatically delivery from magazines to flight deck only involving 30 personnel, same action in US super carriers seems takes 300 officers and crew!



Weapon delivery

Did you know that the words "listen" and "silent" use the same letters?

Do you also know that the words "race car" spelled backwards still spells "race car"?

And that "eat" is the only word that if you take the first letter and move it to the last, it spells its past tense "ate".

Defence Minister Signs \$50 Billion Submarine Deal With French Contractor

From the Internet

The Australian government has signed an agreement with French Naval Group to build 12 attack class submarines worth 50 billion Australian dollars (£27,432,630,500 billion) for the Royal Australian Navy, the Australian defence minister said on Monday.

"Today is a defining moment for Australia with the formal signing of a \$50b agreement to build 12 submarines in Australia for the Navy. This agreement will create around 2,800 jobs for Australians, while helping to protect our country and keep Australians safe," Christopher Pyne said on Twitter.

According to the Australian Defence Ministry, the first submarine that will be named **HMAS Attack** is expected to be delivered in the early 2030s.

"The submarines will help protect Australia's security and prosperity for decades to come and also deepen the defence relationship between Australia and France... The Attack class submarines are a major pillar of our \$90 billion National Shipbuilding Plan, which will see 54 naval vessels built in Australia, to meet the strategic requirements set out in our 2016 Defence White Paper and giving our Navy the edge it needs in an uncertain world," the ministry said.

In 2016, France won a tender for the construction of 12 new-generation submarines for Australia, beating Japan and Germany. According to media reports, the victory of France may mean that the new Australian submarines will be of the Barracuda-class submarines with non-nuclear power unit.

The Royal Australian Navy's future submarines will be named the Attack class, with the first submarine being named HMAS *Attack*.

The first of the 12 new submarines is not expected to be operational until at least the early 2030s. They will be built by France's



Naval Group (formerly DCNS) and will gradually replace the Navy's Collins class submarines. Naval Group's Shortfin Barracuda Block 1 A submarine will be one of the most advanced conventionally-powered submarines in the world, says the Navy, and they will be built in Australia by ASC at the Osborne Naval Shipyard in South Australia. Engineering company Laing O'Rourke will build a new submarine yard at Osborne. Around 60 percent of each submarine will be built locally as was the case with the Collins Class.

Chief of Navy, Vice Admiral Noonan, said the name Attack represents the inherent stealth, long-range endurance and lethality of a submarine.

"The future submarine project is a major part of the Naval Shipbuilding Plan, and, it is appropriate that the class name be established now given the significant effort already underway to introduce this critical capability that will protect Australia's security and prosperity for decades to come," he said. "The name Attack along with its motto 'Never Waver' captures the tradition of tenacity and determination within the Australian Submarine service."

This is the second time the Royal Australian Navy has used the name Attack, with the name previously used for the class of Patrol Boats that served from 1967 to 1985.

With the winning bidder for Australia's next fleet of submarines announced as French company DCNS, attention has turned to how it will meet Australia's requirement for a long-range, high-endurance war machine.

From a defence industry perspective, such a collaborative approach would provide many new, long-term Australian jobs. That's a view that has been articulated by ASPI, argued by Government and confirmed by our own analysis.

To be clear, the likely roles for Australians under a collaborative design-and-build model would, at a minimum, include: mission system design—working closely with an offshore designer; mission system integration; hull consolidation; test and activation; and the substantial task of sustaining the submarine throughout its approximately 30-year operational life. Potential also exists for a level of in-country platform assembly. Such a collaborative approach would also require a substantial Australian supply chain.

Through a collaborative approach with an international partner, Australia has the potential to acquire the most capable conventional submarine in the world, optimized for its needs while delivering maximum value for money for the taxpayer. That means Australian industry has every reason to welcome the opportunities presented by the SEA1000 future submarine program. *To be continued in next issue*

The older you get the more you appreciate cancelled plans, early nights, thunderstorms and alcohol that is on sale

I'M AT THAT DELUSIONAL AGE WHERE I THINK EVERYONE MY AGE LOOKS WAY OLDER THAN I DO!

Brexit and the Medical Profession

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

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

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

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

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

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

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

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

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

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

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

When I finish eating I have to show my hands to the dog, like I'm a blackjack dealer.....

Awe-Inspiring Images From Underneath A Well-Worn USS Nimitz, The Navy's Oldest Carrier

The *Nimitz* is approaching the end of her design life, but the Navy is looking at extending her service in order to sustain a 12 carrier fleet

The fact that *USS Nimitz* (CVN-68) is the Navy's oldest operational aircraft carrier really ages you. Following the early retirement of *USS Enterprise* (CVN-65), America's supercarrier fleet is all *Nimitz* class,



but that will change once the atrociously expensive *USS Gerald R. Ford* (CVN-78) actually enters operational service. In the meantime, *Nimitz* has been receiving some much needed TLC up at Puget Sound Naval Shipyard in Bremerton, Washington as part of a nine month long planned incremental availability maintenance period.



shipyard has released a string of amazing photos showing a well-worn *Nimitz* during its time in dry dock over the better part of the 2018. They almost have a cathedral-like vibe to them and the proportions of the ship, seen from its keel up, are hard to get your head around.

This image shows the *Nimitz*'s relatively new rear sponson configuration. Both Phalanx CIWS that



are usually seen on the lower sponsons have been removed for this maintenance period.

With calls to expand the U.S. Navy's carrier inventory, as well as the Navy's fleet size in general, to meet growing threats from peer state competitors like China and Russia, *Nimitz* may serve well past its 50 year service life. As it sits now, the nuclear-powered



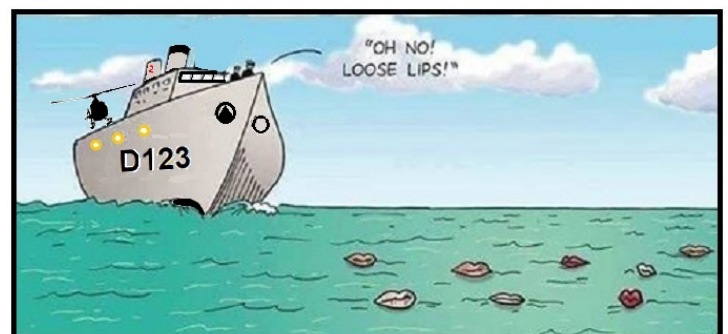
supercarrier will be retired from service in 2023, but further maintenance and upgrades may allow it to serve on, which would significantly help maintain a 12 supercarrier force. Today 11 supercarriers are in the Navy's fleet. You can read all about this possible life extension initiative in a past. If the option to extend *Nimitz's* life is executed, other *Nimitz* class supercarriers in the U.S. Navy's fleet could also potentially receive similar life extensions as needed. The Navy is also looking at extending the service lives of some of its surface combatants, such as its Aegis-equipped cruisers and destroyers, as well.

So, there you have it, the old lady of America's supercarrier fleet, still going strong as she approaches her 50th birthday with the help of the hard working folks up at Puget Sound Naval Shipyard. It's also worth noting that these images serve as a good reminder of just how important the Navy's

shipyards are, which have been left to rot in recent decades. This harsh reality is something the Navy is finally coming to terms with. In the end, you can build all the ships and submarines you want, but unless you have industrial capacity to keep them in an operational state, they become fiscal black holes that live their lives roped to a pier.



I would like to thank God for my legs, they have always supported me, also my arms because they have also been alongside me, and also thanks for my fingers because I could always count on them....



Men Are Just Happier People!

What do you expect from such simple creatures? Your last name stays put. The garage is all yours. Wedding plans take care of themselves. Chocolate is just another snack. You can never be pregnant. You can wear a white T-shirt to a water park. You can wear NO shirt to a water park.

Car mechanics tell you the truth. The world is your urinal. You never have to drive to another gas station restroom because this one is just too icky. You don't have to stop and think of which way to turn a nut on a bolt. Wrinkles add character. Wedding dress - £5,000. Tux rental - £100. People never stare at your chest when you're talking to them. New shoes don't cut, blister, or mangle your feet. One mood all the time. Phone conversations are over in 30 seconds flat. You know stuff about tanks.

A five-day vacation requires only one suitcase. You can open all your own jars. You get extra credit for the slightest act of thoughtfulness. If someone forgets to invite you, he or she can still be your friend. Your underwear is £8.95 for a three-pack. Two pairs of shoes are more than enough. You almost never have strap problems in public. You are unable to see wrinkles in your clothes. Everything on your face stays its original colour. The same hairstyle lasts for years, maybe decades. You only have to shave your face and neck.

You can play with toys all your life. One wallet and one pair of shoes - one colour for all seasons. You can wear shorts no matter how your legs look. You can 'do' your nails with a pocket knife. You have freedom of choice concerning growing a moustache... You can do Christmas shopping for 25 relatives on December 24 in 25 minutes. No wonder men are happier!

NICKNAMES

If Laura, Kate and Sarah go out for lunch, they will call each other Laura, Kate and Sarah.

If Mike, Dave and John go out, they will affectionately refer to each other as Fat Boy, Bubba and Wildman.

EATING OUT

When the bill arrives, Mike, Dave and John will each throw in £20, even though it's only for £32.50. None

of them will have anything smaller and none will actually admit they want change back. When the girls get their bill, outcome the pocket calculators.

MONEY

A man will pay £2 for a £1 item he needs. A woman will pay £1 for a £2 item that she doesn't need but it's on sale.

BATHROOMS

A man has six items in his bathroom: toothbrush and toothpaste, shaving cream, razor, a bar of soap, and a towel.

The average number of items in the typical woman's bathroom is 337. A man would not be able to identify more than 20 of these items.

ARGUMENTS

A woman has the last word in any argument. Anything a man says after that is the beginning of a new argument.

FUTURE

A woman worries about the future until she gets a husband. A man never worries about the future until he gets a wife.

MARRIAGE

A woman marries a man expecting he will change, but he doesn't.

A man marries a woman expecting that she won't change, but she does.

DRESSING UP

A woman will dress up to go shopping, water the plants, empty the trash, answer the phone, read a book, and get the mail.

A man will dress up for weddings and funerals.

NATURAL

Men wake up as good-looking as they went to bed.

Women somehow deteriorate during the night.

OFFSPRING

Ah, children. A woman knows all about her children. She knows about dentist appointments and romances, best friends, favourite foods, secret fears and hopes and dreams.

A man is vaguely aware of some short people living in the house.

THOUGHT FOR THE DAY

A married man should forget his mistakes. There's no use in two people remembering the same thing!

So, send this to the women who have a sense of humour.... and to the men who will enjoy reading.

SOME PEOPLE WON'T THEIR FAULTS. I WOULD IF I HAD ANY!