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Ahoy Shipmate

RNA Torbay Newsletter

Volume 9

Issue 2

April 2020

In this issue

Editorial.....	1
Chairman's Corner	2-3
New £20.00 bank note.....	3
For beer & country	4-7
RAN Frigate program	8-9
104 year old battleship	10-11
Tojo Rum loving monkey	12-13
Naval Officers finish training	14
Ratings finish training	15
Humour	16-17
Bish's Bit - The White Friar	18

APHORISM - "a short, pointed sentence that expresses a wise or clever observation or a general truth"

1. The nicest thing about the future is that it always starts tomorrow.
2. Money will buy a fine dog but only kindness will make him wag his tail.
3. If you don't have a sense of humour you probably don't have any sense at all.
4. Seat belts are not as confining as wheelchairs.
5. A good time to keep your mouth shut is when you're in deep water.
6. How come it takes so little time for a child who is afraid of the dark to become a teenager who wants to stay out all night?
7. Business conferences are important because they demonstrate how many people a company can operate without.
8. Why is it that at school reunions you feel younger than everyone else looks?
9. Stroke a cat and you will have a permanent job.
10. No one has more driving ambition than the teenage boy who wants to buy a car.
11. There are no new sins; the old ones just get more publicity.
12. There are worse things than getting a call for a wrong number at 4 am; for example, it could be the right number.

Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

This is a difficult editorial to write, I am filled with all sorts of emotions and thoughts; at these very trying times. I am sure all our hearts go out to all those poor victims of the Covid-19 virus. I don't think the world, or indeed any of us have ever experienced anything like this devastation now upon us and racing across the world like an out of control bush fire.

This virus is being spread rapidly and in a lot of cases unnecessarily by the cretins, fools and idiots who will not adhere to the advice given out by the government. What is the solution; Boris talks about calling in the troops, but to do what? Maybe it is time for very harsher police actions like clamping owner's cars that are out for an unnecessary walks/walking the dog, exercise etc. Maybe for continual and repeated offenders shut them away somewhere, in some sort of isolation internment camp. Why should they be allowed to roam around in this very serious situation possibly infecting many others?

Well I guess I have vented my frustrations enough. Like a lot of you, I am in a 12 week lock down and going quickly stir crazy. The good news is I am getting around to those tasks I was always going to do tomorrow, but we all know tomorrow never comes.

Some of the best sunny weather we have seen in a long time and majority of us are confined to barracks, no shore leave for at least another 10 weeks. That run ashore cannot come soon enough for me!

Still at least we are here to complain about it. They say a matelot (and ex matelots) are not happy unless they are 'dripping'

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

The way I see it anyway!

Chairman's Corner

By Shipmate John Soanes



Hello shipmates trust everyone is keeping safe and obeying the rules, we will survive if we do as we are told. I haven't been out for weeks as I am considered one of the extremely vulnerable. I would like to thank all Torbay RNA shipmates for their kind



messages of support it really is appreciated.

As many of you will be aware for many years I researched the history of many world war two incidents involving RN ships from a personal angle such as "I was there".

I was fortunate enough to trace many old sailors who served during the world war two and served through many an action.

Here is just one of them from Bob Saunders a Roydon, Essex RNA member who I befriended back in the late 1980's.

THE SINKING OF U878 by HMS VANQUISHER and HMS TINTAGEL CASTLE.

During April 1945 HMS *Vanquisher* was part of Convoy ON 295 which consisted of 9 ships in 14 columns, 8 ships deep except for the box for the two Merchant Armed Cruisers. Other RN escorts included HM Ships *Chelmer Dianella*, *Poppy*, *Starwort*, *Sunflower*, *Alisma* and *s Inman*.

At 2145 on 10th April 1945, *Vanquisher* reported sighting the snorkel and periscope of a U-Boat. *Vanquisher* opened fire on the submarine which immediately dived. At this time *Tintagel Castle* was some 13 miles astern of the convoy after investigating what turned out to be a non-sub contact. *Vanquisher* soon located the U-Boat and attacked with depth charges.

Tintagel Castle was ordered to join the *Vanquisher* and reached her within 40

minutes. At that time *Vanquisher* had already regained contact with the U-Boat and assumed the duties of directing ship; passing ranges and bearings.

Tintagel Castle obtained a non-sub contact within 10 minutes, and *Vanquisher* still in contact and directing operations enabled the *Tintagel Castle* to make a firm contact at 2317 on a bearing 050 degrees at 1300 yards. Speed was reduced to six knots and at a range of 1000 yards



started a slow deliberate attack with the U-Boat moving slowly to the right. All instruments were carefully checked and lined up.

With the range closed to about 800 yards and contact obtained by the 147B the depth of the U-Boat was estimated at 700 feet. At 600 yards a firm contact was made and the depth accurately observed to be stable at 600 feet. Nine and a half minutes after contact had been made the centre bearing was 088 degrees at 400 yards and the U-Boats course and speed plotted as 100 degrees at three knots. The Squid (Anti- Submarine Mortar) was fired at 2317, exactly ten minutes after contact had been made. The bombs exploded 28 seconds later and a minute later a muffled explosion was heard followed 20 seconds by an even louder explosion. This was felt by HMS *Inman* who at that time was five miles away.



Five minutes after the first attack, contact was re-gained at a range of 500 yards on a bearing of 290 degrees, the range opened in preparation for a second attack.



At this time the target appeared to be stationary. This second attack was made five minutes after the first with the target at a depth of 300 feet.

Three minutes after this attack the target was again reported to be stopped, two smaller underwater explosions were heard between eight and ten minutes after the second attack and the contact slowly faded.

About an hour after the first attack another small underwater explosion was heard and a Squid attack was immediately started which was almost immediately abandoned as the contact was not good enough for attack purposes. A search was made with the resultant conclusion that the U-Boat that the U-Boat was probably sunk or severely damaged.

In Bob Saunders view excellent work was done by *Vanquisher* in finding the U-Boat and probably disabling it before the arrival of the Anti-Submarine Frigate *Tintagel Castle* who had the necessary armament namely Squid to destroy the U-Boat.

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### The new £20 banknote *From the Internet*

The new £20 banknote has entered circulation and it includes a piece of Royal Navy history.

On the reverse side of the note, 'The Fighting Temeraire' painting by artist JMW Turner is featured. The iconic artwork depicts a steam tug hauling HMS Temeraire to Rotherhithe shipyard in London to be broken up in 1838.

HMS Temeraire, a 98-gun ship, played a distinguished role in Lord Nelson's victory at the Battle of Trafalgar in 1805. The painting, which was completed in 1839, was thought to represent the "decline of Britain's naval power", according to The National Gallery.

On the new note, a self-portrait of Turner is also featured alongside the painting.

Like the Sir Winston Churchill £5 and the Jane Austen £10, the new £20 is made from polymer. It replaces the old paper note featuring economist



Adam Smith and has been described by the Bank of England as its most secure note yet.

It has a hologram image which changes - tilting the note from side-to-side, the words change between "twenty" and "pounds".

The note also has transparent windows, with blue and gold foil on the

**GRANDPA WHAT DID YOU DO DURING THE GREAT CORONAVIRUS PANIC OF 2020?**



**WELL SON, I HAD A VERY DANGEROUS JOB. I WAS A TAILGUNNER ON A CHARMIN DELIVERY TRUCK**

front and silver on the back.

A silver foil patch containing a 3D image of the coronation crown is also included.

The note is around 139mmx73mm in size and has raised dots to help blind and partially sighted people identify it.

The note also has some special features, Snapchat users will be able to bring it to life by hovering over the note or an image of it.

It will appear to transform into a live piece of artwork through the use of augmented reality.

For now, the old paper £20 note can continue to be used as normal.

The Bank of England will give six months' notice ahead of its legal tender status being withdrawn.

# FOR BEER & COUNTRY

*From the Internet by Mark Bellamy*

From his trench barrack on the front line at Avion near Vimy Ridge, Lieutenant-Colonel Herbert Molson ripped a piece of paper from his notebook and began writing his eldest son. "When this war is finished, when the battle has been won," he resolutely stated on July 25, 1917, "I will return to Canada to fight an enemy which is as tyrannical as the Kaiser." Herbert Molson would not be alone, however, in his fight against his Canadian enemy—the prohibitionists. As they had in the trenches during the First World War, his brothers in arms would stand beside him. Together, they proved a potent force.

At the end of the war, thousands of Canadians returned victoriously home. After four years they had succeeded in defeating the forces of authoritarianism, but having put their lives on the line, many of these same veterans were horrified to find that the country they had fought for was in the grips of prohibition. "Having resisted the tyranny of Wilhelm," stated the Great War Veterans Association (GWVA)—the forerunner of The Royal Canadian Legion—"we do not propose to submit to the meanest of all tyrannies, the tyranny of petticoat government and its embrace of the dry regime." In time, Canada's First World War veterans and their supporters would win the right to drink beer and, in the process, create a culture of moderation that we now consider very much Canadian.

Before enlisting with the 5th Royal Highlanders of Canada in 1914, Herbert

Molson was head of the storied brewery that bore his family name. On the eve of war, Molson's was one of Canada's largest breweries, producing 125,000 barrels of beer and employing over 350 workers. Many who worked there would serve overseas.

But in their absence the brewery came under siege by the prohibitionists who sought to legislate the company and the rest of the "liquor traffic" out of business. And so for Herbert Molson there was the family business to protect as well as the need to fight on behalf of the men he served with.



**A man carrying keg during prohibition  
September 1916**

With approximately 424,000 Canadians overseas, the prohibitionists seized a

once-in-a-generation opportunity to end their long war with the "wets." For decades they had claimed that booze was the root of all evil. It caused misery, poverty, health defects and crime, but they were unable to sway a majority of the population prior to 1914. During the war, they added another layer to their argument, associating their

cause with the war effort and employing the rhetoric of "efficiency," "duty," and "self-sacrifice." As one New Brunswick prohibitionist stated: "While our armies are fighting the German Kaiser of frightfulness, we are fighting the Alcohol Kaiser of life." In Protestant churches a similar message was heard. "It is a fight with an

enemy more mighty, more merciless, more beastly, more fiend-like, more diabolical than the Teuton," declared Rev. C.A. Williams. "The fight is on with the waste and the ruin and the ravages of booze...that menaces our glory and our destiny as Germany never did."



**An anti Prohibition parade in Toronto 1916**

As a result of this propaganda campaign, the prohibitionists managed to pressure provincial legislatures to pass "dry" legislation. Saskatchewan was first in 1915. Then, in 1916, came Ontario, Alberta, Manitoba, Nova Scotia, followed in 1917 by New Brunswick and British Columbia. The Yukon Territory and Quebec climbed aboard the wagon in 1918. The temperance acts in each of these provinces closed drinking establishments and forbade the sale of booze. When, in March 1918, Robert Borden stopped the manufacture of "intoxicating drinks," Canada had finally gone "dry."

While prohibitionists celebrated, soldiers overseas commiserated with each other when they heard the news. Most did not get the opportunity to vote in the provincial referendums on prohibition. If they had, the majority would have voted against the measure, as evidenced by the fact that only one in 10 B.C. soldiers voted for prohibition. Perhaps the vote would have been more lopsided had the troops known that the "drys" wanted to extend prohibition to the trenches of Europe.

For better or worse, booze was a regular part of military life. On the voyage overseas, Molson treated the men of the 5th Royal Highlanders to keg loads of Molson's Ale. The men were so grateful they recorded their feelings in song.

*We are the Royal Highlanders,  
We come from Montreal  
We come from Verdun, Westmount,  
Some from Côte St. Paul  
And when we get to Germany  
We'll show them we are the best.  
We're the boys to stop the bullets  
With the Molson's on our chest  
So let's away to Germany, will be  
Our battle cry  
So let's away to Germany,  
We'll drink before we die*

Soon after their arrival in Britain, Canadian troops began visiting local pubs in the little



Canadian soldiers line up at a canteen, November 1916

villages around Salisbury Plain. When the Canadian Expeditionary Force arrived in Europe in 1915, the drinking continued. Mess life revolved around the bar, where soldiers had a brief chance to relax together, talk about events and girlfriends, and exchange raunchy jokes. Soldiers in France spent their spare hours in estaminets, the tiny taverns that occupied the front rooms of countless farms.

In the trenches, alcohol helped get soldiers through tough times. As infantryman Ralph Bell wrote: "When the days shorten, and the rain never ceases; when the sky is ever grey, the nights chill, and the trenches thigh deep in mud and water; when the front is altogether a beastly place, in fact we have one consolation. It comes in gallon jars marked S.R.D. (Special Red Demerara rum)." While rum therefore acted as a means of escape, it also acted as a form of liquid courage, fuelling soldiers before attacks. "Under the spell of this all-powerful stuff," wrote one Canadian soldier, "one almost felt that he could eat a German dead or alive, steel helmet and all." Alcohol thus spilled into the social spaces soldiers occupied during the war.



Colonel Herbert Molson

When news that Canada was going dry reached Europe, soldiers generally reacted with disgust. Harold Baldwin, who joined Western Canada's 5th Battalion in 1914 and lost a leg in Flanders and then heroically re-enlisted in 1917, had harsh words for the teetotaling do-gooders who had no clue about the horrors of war: "Oh, you psalm-singers, who raise your hands in horror at the thought of the perdition the boys are bound for, if they should happen to take a nip of rum to keep a little warmth in their poor battered bodies. I wish you could all lie shivering in a hole full of icy liquid, with every nerve in your body quivering with pain, with the harrowing moans of the wounded forever ringing in your ears, with hell's own din raging all around. Any one of you would need a barrel of it to keep his miserable life in his body."

When Baldwin and thousands of other veterans returned home after the war, their

bitterness lingered. During the war soldiers had felt entitled to the rum ration, seeing it as owed to them for the hard life in the trenches. Once home, they felt just as entitled to have a beer, given the sacrifices they had made overseas. But prohibition made public drinking illegal and full-strength beer difficult to get. "What the ordinary man wants," the GWVA stated, "is some place where he can lawfully get a glass of beer in decent surroundings."

Many veterans viewed prohibition as an illegal measure enacted while they were away. What had the great sacrifice been for if not the right to have a glass of beer in one's favourite drinking hole? The questions echoed across the land and caused many to reconsider the morality of prohibition.

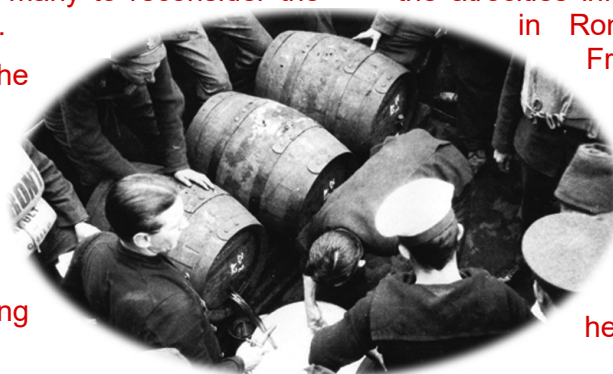
The "wets" had lost the battle over prohibition in part because they had been unable to build a broad-based coalition capable of drowning out the "drys." With the war over, they sought to cap the flow of recent

history. Veterans and other "moderates"—brewers, labourers, civil libertarians—didn't advocate a return to the unregulated saloon. Nor were they interested in having hard liquor distributed without government control. Veterans desired "the legal public sale of beer and light wines," or as Rear-Admiral Sir Charles E. Kingsmill, who served as the first director of the Naval Service of Canada, put it: "a sane, moderate compromise." These men wanted the return of the legal drinking establishments; a place where they could share a beer with their comrades—men who had experienced the horrors and excitement of war. They wanted a place to relax together, talk politics, gossip and generally reaffirm their identities as veterans and working men, and many eventually found what they were looking for as more and more Legion branches sprang up.

But most of all, veterans wanted the return of full-strength beer. "We thirsty souls are craving an old-time 'schooner' of beer of moderate strength," stated Lieutenant-Colonel Kelly Evans in 1919. Under the terms of national prohibition, Canadian brewers were

restricted to producing non-intoxicating beverages with less than 1.5 per cent alcohol. All the major breweries produced these "near beers." Labatt's Cremo, the label advised, was "best served cold."

Nationally, the number of breweries fell from 112 in 1915 to 66 in 1930. In 1918, with Herbert Molson still overseas, Molson's introduced its own temperance ale. Beer drinkers despised it. Veterans maintained these brews were "sickening and damaging to the constitution," "indigestible and nauseating" and "not fit for a Teuton." Evans agreed and blamed the prohibitionists for inflicting tortures upon Canadians, "worthy to be classed with the atrocities inflicted on the early Christians in Rome, or the Huguenots in France."



**The beer issue onboard the Empress of Britain, May 1916**

So what could veterans like the brewer Molson do to end the "tyranny" of prohibition?

For starters, they could let their collective voice be heard. While they were gone the prohibitionists had appropriated their image and voice as well as that of

their enemy. Now, returning soldiers spoke for themselves and their message was decidedly different.

The GWVA equated the prohibitionists with the Kaiser himself, and this tactic seemed to carry more weight. Why not use it? It was the veterans who had met the Germans face-to-face and knew what the Kaiser truly stood for. Thus they had more authority to invoke his image.

Veterans also took to the streets to spread the word, thereby being seen as well as heard. They marched on provincial capitals and demanded the return of the "real stuff." In Toronto, a parade of some 5,000 working men and veterans fell into line behind a pipe band and a banner that read For Beer and Country. They marched through the streets to the provincial legislature. Their slogan was: "If you are going to make it (beer), make it fit to drink." In Montreal, veterans were told to "fall in" for a torchlight parade "in favour of beer and wine." In B.C., the premier met with veterans who presented him with a petition signed by 30,000 individuals calling for the return of full-strength beer and the end of

prohibition. On the east coast, veterans stood on street corners and caught passers-by with anti-prohibition arguments. In Manitoba, the Legion demanded a plebiscite on prohibition and, having secured a petition with over 128,000 signatures, marched to meet Premier John Bracken.

Brewers had been slow to react when the prohibitionists first launched their attacks. They had been unwilling to distance themselves from distillers and equally unwilling to reach out to other moderates. This allowed prohibitionists to paint brewers and distillers as “merchants of death.” Perhaps the war had taught Herbert Molson and other brewers the value of having the right allies, because after the war they reached out to labourers and veterans and, noncommittally, distanced themselves from distillers. “It is essential to kill the prejudice that beer and wine are poisons the same as whisky,” a Molson spokesman stated at the time. Beer was said to be healthy and temperate. People were always going to drink, Molson maintained. Governments might try to stop it, but it won’t work because, when a demand exists someone is going to supply it. Bootlegging during prohibition proved this. Thus the best thing to do, Molson stated, was to promote a culture of moderation.

In part, because of Herbert Molson’s campaign, Quebec became the first province to move to undo prohibition. In 1919, a vast majority of Quebecers bought the veterans-

brewers argument that beer should be available in taverns, corner stores and cafes. As a result, only spirits were cut off. B.C. moved along a similar path. In 1920, voters registered a clear preference for moderate consumption and state-regulated distribution of booze. Veterans and brewers, however, kept up the fight, and in 1925 licensed places for beer drinking in B.C. re-emerged. The Yukon Territory also got government control in 1921, and beer by the glass in 1925. The three prairie governments were the next to act, and in late 1925 imbibers were again enjoying full-strength beer by the bottle or glass. Ontario followed in 1927.

The post-prohibition reality represented a “sane and moderate compromise” that would not have materialized without the actions of veterans and brewers.

In 2009, Canadians drank eight billion bottles of beer. For many, it is Canada’s drink. Produced domestically, some say it embodies the national character. It is moderate, like the people who drink it, often understated and full of subtleties. And it is thanks to the actions of veterans, many of whom, like Herbert Molson, had intimate ties to the brewing industry, that Canadian culture changed. In the immediate post war period, veterans found something new to fight for. This time they organized to defeat forces of totalitarianism at home; this time they fought for the freedom to be able to consume a glass of beer in their favourite drinking hole with their closest friends.

**Don't these food  
hoarders understand?  
The more food they buy,  
the more toilet paper  
they'll require.  
It's a catch twenty-poo**



# UK government warned to meet Australian job pledges in \$30 billion warship program

By Defence correspondent Andrew Greene

Concerns are being raised that local businesses may be excluded from taking part in the \$35 billion project to build a fleet of nine new warships for the Royal Australian Navy.

## Key points:

- UK company BAE Systems was chosen in 2018 to construct Australia's future frigates
- A senior defence official has flown to the UK to remind the UK government it needed to honour its commitment to include Australian companies
- The defence department said construction on the \$35 billion program was on track to begin this year

The ABC has learned a senior defence department official has flown to the United Kingdom to emphasise the need for Australian industry to take a central role in constructing the British-designed Hunter class frigates.

Last week Defence Minister Linda Reynolds warned the French company building Australia's \$80 billion future submarines that the government would hold it to account on its commitments to local suppliers.

The Defence Department confirmed head of national naval shipbuilding Tony Dalton was meeting the UK government and



**Photo: BAE Systems' Type 26 Global Combat Ships will start replacing Anzac class warships.** (Supplied: BAE Systems)

company BAE Systems, which was chosen in 2018 to construct Australia's Future Frigates.

"Mr Dalton is meeting with his UK Ministry of Defence counterpart as part of a routine

program of engagement to support the delivery of the Hunter class frigate program," the Department told the ABC.

"While in the UK, Mr Dalton will also meet with key industry representatives from BAE Systems and Thales UK."

BAE Systems says it's confident of achieving 'well north' of 60pc Australian industry content

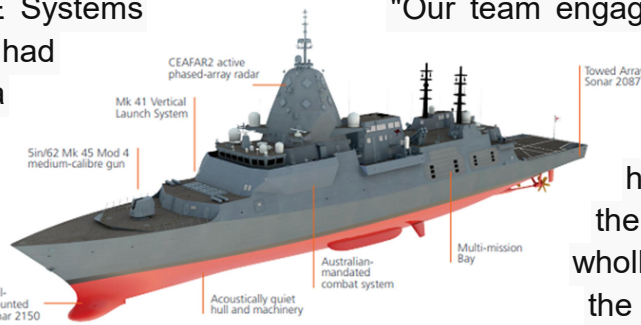


**PHOTO: The ANZAC Class frigates, including HMAS Anzac (pictured) are to be gradually replaced.** (Supplied: Australian Defence Forces)

Defence sources have told the ABC the Deputy Secretary had been dispatched to remind the UK government it needed to honour its commitment to including Australian companies, and that the \$35 billion frigate program **was not** to be simply used to prop up British shipbuilders.

"The Australian Government has been clear about its expectations for maximising Australian industry content in the Future Frigate program," a Defence spokesman told the ABC.

In a statement BAE Systems Australia said it had "worked in Australia for over 65 years and as a result have gained a solid understanding of the capability of local industry".



**INFOGRAPHIC: An annotated computer-generated image of the Hunter class Type 26 global combat ship, by BAE Systems.**

(Supplied Prime Ministers Office)

"Our team engages daily with thousands of Australian small and medium sized businesses and we have great confidence in their capability to be able to wholly support the success of the Hunter Class Frigate Program and the establishment of a successful and sustainable naval shipbuilding industry."

"This provides us with the confidence that we will be able to achieve well north of 60 per cent Australian Industry Content over the life of the Hunter Class Frigate Program," the spokesperson said.

**"The UK Government and BAE Systems are committed to honouring the terms of the contract."**

"Supporting and investing in the capability of Australia's defence industry is critical to our goal and that of the Commonwealth, which is to put in place a sovereign shipbuilding industry."

South Australian crossbench Senator Rex Patrick said he was concerned local contractors may be missing out on work.

"The Australian government has to

take seriously the issue of Australian industry content, it's really important and thus far they have let both the Australian public down and Australian industry," he said.

Defence said construction on the \$35 billion future frigate program was on track begin this year.



**I was at the bank this morning and two people came in with masks. We all freaked. Then they said it was a burglary. We all calmed down.**

## Historic 104-Year-old Battleship Close to Sinking

*From the Internet by George Winston*

**Battleship Texas BB35 is a New York-class battleship that has the distinction of having served in both World War I and World War II. The 104-year-old ship is facing possibly its toughest battle as it fights a two front war against time and budgetary constraints.**

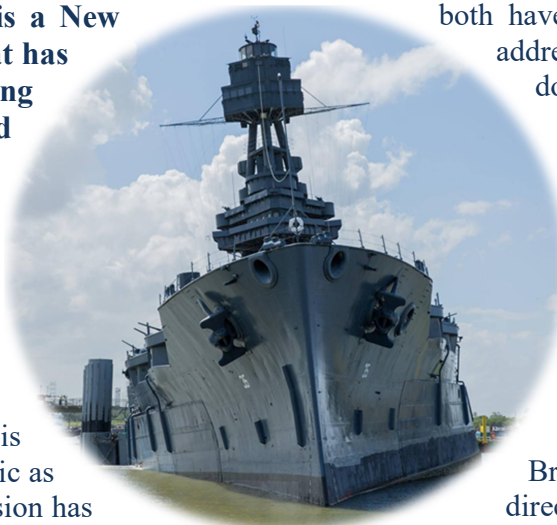
The aging battleship is currently closed to the public as it undergoes repairs. Corrosion has caused leaks in the hull of the last remaining WWI dreadnought. Officials have stated that they are pumping 300,000 gallons of water out of the hull every day.

The state of Texas had been paying for maintenance on the ship but it has announced that it will no longer do so after paying \$35 million to have the ship floated to a shipyard to undergo the repairs.

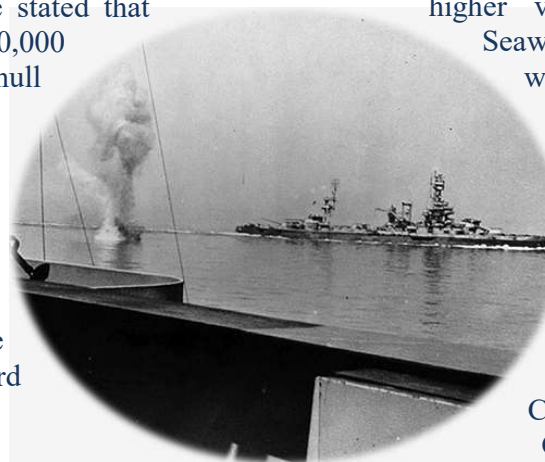
This means that the ship will have to support itself based on admission fees. That would require 300,000 people to pay to visit it each year in order to fund its own maintenance costs. Currently, the ship is berthed by the San Jacinto Battle Monument in La Porte, Texas. That site does not get enough visitors to keep the ship afloat.

The tale of American exploits during WWI and WWII will not be complete without mention of Texas BB 35

Galveston has emerged as a front runner to provide a home for the Texas. They have two locations that could take the battleship, though



**USS Texas BB35 - Credit: usstexasbb35.com**



**A heavy German coastal artillery shells falls between Texas (in background) and Arkansas while the two battleships were engaging Battery Hamburg - Battle of Cherbourg 1944**

both have problems which need to be addressed before the ship could dock there. These findings are from a citizen-led committee's report which provides recommendations on where the ship could be berthed.

Seawolf Park on Pelican Island and Pier 21 located on Galveston's harbour are the two locations identified in the report.

Bruce Bramlett, executive director of the Battleship Texas Foundation, says that the ship needs to find a spot with higher visitation which would rule Seawolf Park out in his mind. "That would be a worse location that what we're in," he said.

Seawolf Park currently sees 80,000 visitors per year according to park managers for the Galveston. This is not nearly enough to support the Texas. But Galveston Island Convention & Visitors Bureau Chief Tourism Officer, Michael Woody, believes that the number would rise with the Texas berthed there.

"The historic warship faces an uphill battle against leaks and decay."

Having the historic ship located in Seawolf Park, which already hosts the USS Cavalla and the USS Stewart, would provide opportunities for education programs, school trips, corporate events and even increase leisure traffic at the park.

Pier 21 has the benefit of being near downtown and cruise ship traffic. This would provide the necessary numbers to support the ship. But

**As Floodwaters Rise, a Moment of Reckoning for Battleship Texas**  
Battleship Texas faces a moment of truth as millions are spent to keep it afloat.

having the battleship docked there would exacerbate parking and crowding issues already being experienced at the pier.

Also, the berth at Pier 21 is 510 feet long but the Texas is 560 feet long. With budgetary constraints, the city may simply not be able to afford the work required to bring the Texas to that site.

The city officials have stated that they will require more information before deciding if they want to make a bid for hosting the Texas.

Representative Mayes Middleton is on the committee researching locations in Galveston says that the bottom line is whether Galveston has the number of visitors required to support the Texas. He says that since the ship needs 300,000 visitors each year and Galveston sees over 7 million tourists every year, the numbers aren't a problem.

The committee is expecting to release the full report along with its recommendations this month.

Meanwhile, the Battleship Texas Foundation, which is responsible for the upkeep and maintenance of **A veteran of two world wars**



the Texas, is pushing for the ship to be placed in a dry berth. The constant contact with salt water has weakened the hull of the ship and caused many leaks.

Work on building the Texas began in 1910. After serving in both world wars, the Texas was placed under the care of the Battleship Texas Commission in 1947. The Texas became one of the first museum ships in the US. In 1983, leadership of the Texas was transferred to the Texas Park and Wildlife department. At that time, a survey showed that the watertight seal. The ship was closed to the public for nearly two years while repairs were made.

In 2010, a new leak led to the ship sinking 2-3 feet. In 2012, 30 new leaks were discovered. The ship was once again repaired and reopened to the public.

The Battle Ship Commission would like to see the ship placed in a dry berth, out of the water. Then they could stop spending money on repairs. But getting the Texas out of the water will cost \$40 million. The foundation is willing to raise part of the money but seeking assurance from the government that they will provide the rest.



Now that you've seen the home, could you see yourself being quarantined here?



## The remarkable story of 'Tojo' - The rum-loving monkey who crash-landed in Ireland during WWII

*From the Internet – The Irish Post*

That headline is a little misleading. The monkey himself wasn't actually piloting the plane - which crash-landed in Clonakilty, but he was an important member of the American crew who dropped out of the sky into a little seaside town in Co. Cork on a rather eventful April morning in 1943.



they had to hand as the rescue party approached.

But after being assured that they were on friendly soil, and once their identities were confirmed, the crew, and Tojo, were soon welcomed with open arms.

Before finding themselves surrounded by hundreds of fascinated Irish folk, the airmen in question had taken off from the United States in an aircraft named 'T'Ain't a Bird' and, after a short stop in Morocco in North Africa, were bound for England. However, they ran out of fuel over the Emerald Isle after a misleading radio report had thrown them off course.

On board, were 10 crewmen, along with a monkey - Tojo, who they'd picked up in Morocco as a mascot.

As the story goes, the Boeing B-17 - dubbed the 'American Flying Fortress' - began circling the town of Clonakilty around midday on April 7, 1943.

The enormous plane, something few Irish had ever seen the likes of before, which flew so low that locals feared it would knock out one of the church spires, eventually headed out to sea before turning and landing on a marsh.

The crew inside had initially thought they'd crashed in German-occupied Norway, and were allegedly readying cyanide tablets

Local businessman Thomas Tupper told the BBC that the crew were taken into police custody, but that "the custody consisted of them being in a local hotel where a party ensued for three days."

As the men and their monkey mascot settled into their new surroundings, they decided to share the 36 bottles of rum they had on board with the wide-eyed Irish men and women who came to see them - as well as with Tojo, who took a liking to the booze (he's got good taste).



"When we discovered they were Americans, there was great excitement in the town," said Dena O'Donovan, whose family ran the hotel where the crew were staying.

There was a sort of carnival atmosphere for days. People took time off work to go to see this massive plane and the soldiers were like celebrities.

But none were as famous as Tojo. No one had ever seen a monkey, so he was treated very well indeed."

Eventually, the call of duty interrupted the party and the crew were taken to Cork before being driven to Northern Ireland and handed over to the RAF. But one member of was sadly unable to make the trip - Tojo.



The crew who crash landed 'Taint a bird' with Tojo in Clonakilty in 1943

the food. Monkeys have not been known to eat black pudding. But others have said he was given quite a bit to drink," added Ms O'Donovan.

Shortly after his death, Tojo was laid on a bed in one of the rooms in the hotel and hundreds of people queued up to see his body.

Due to his taste for rum, the monkey, who had no



doubt continually raised the spirits of American crewman and Irish farmers alike, contracted pneumonia, and despite the best efforts of local vets, doctors and even chemists, Tojo sadly died a few days later.

"People were genuinely devastated when he died. Some say his little body couldn't handle the cold in Ireland, others say it was

Sweetly, Tojo was given a traditional Irish wake with full military honours, offering a glimpse into the impact the little primate had during his brief stay.

Further still, in 2013 a statue of Tojo was unveiled in Clonakilty, where he and the American crew had made an emergency landing seventy years prior.

There's even been a local American Pale Ale named after him, to honour his drinking exploits!

His Irish excursion was a short one, but Tojo left a legacy that thankfully to this day hasn't been forgotten.



## Admiral who sank Cherie

Being head of the Royal Navy has many perks (all the rum and lashing you can take, for a start), but invitations to Downing Street are not among them. In Tom Bower's new biography of Tony Blair, he reveals that Admiral Alan West, below, didn't visit Downing Street once during his four year tenure as First Sea Lord. "If I'd been a member of a pop group, I'd have been invited," West grumbled. He found a cunning way of getting his own back though, when Cherie Blair asked him if she could personally launch a ship. West replied she could launch the twelfth of the Type-45 destroyers her husband had commissioned. He failed to mention that Tony Blair was about to cut the number of ships to eight, sinking HMS Cherie!

## NAVAL OFFICERS FINISH TRAINING AMID COVID-19 RESPONSE

03 April 2020

**As Royal Navy medics and planners join the national effort against the coronavirus, a new generation of naval leaders today joined its ranks.**

Two Naval nursing officers were among more than 130 men and women completing their 29-week training which has turned them from civilians into naval officers.

They paraded at Britannia Royal Naval College in Dartmouth - the spiritual home of the Officer Corps for more than a century - to mark their success. The Fleet Commander, Vice Admiral Jerry Kyd, was the inspecting officer and addressed the newest Naval Officers ahead of them joining the Fleet.

Under normal circumstances, the passing-out on the parade ground in front of Britannia's famous façade is attended by family and friends. However due to the coronavirus outbreak, the parade took place behind closed doors.

Passing out were more than 60 engineers, 50 warfare specialists, a couple of Naval chaplains, five logistics experts and nine officers from the Royal Fleet Auxiliary, which supports the Royal Navy on its operations around the globe.

Vice Admiral Jerry Kyd, told them:

"Now is your moment to add to the Royal Navy's long, proud history, to serve your nation, to live up to the example set by the thousands of leaders who have passed through this magnificent College for more than a century, to lead sailors in some of the most challenging times our nation has faced.

"Some of you will be involved almost immediately in the national effort to deal with the coronavirus. All of you will play your part in some way the

coronavirus. All of you will play your part in some way.

"And when this pandemic passes, which it will, you will continue to be there for your nation, ensuring the safety, security and prosperity of the British people."

Among those passing-out was Officer Cadet Joseph Colyer, aged 22, from Cumbria. He said: "While the future holds many unknowns, I am confident in my training and the ability it has given me to do whatever I am asked to assist the nation in these turbulent times."

Officer Cadet Georgia Robbins joined the Royal Navy in 2015, as a rating specialising in supply chain. The 27-year-old, from Preston, said: "I enjoyed my time as a rating however I knew the Training Managers Officers branch was where my passion really lay. I look forward to the challenges ahead but I feel my training has prepared me well for what is to come, and I welcome the opportunity to assist the nation in her time of uncertainty through this current crisis.

Despite the pandemic, instruction continues at Dartmouth - with appropriate medical precautions taken - to ensure the constant flow of trainees to the front-line Fleet, which is carrying out its duties above, on and below the waves around the world as regularly as allows during the emergency.

Each cadet will receive a souvenir DVD of the parade as a memento of the occasion, courtesy of the Britannia Association, a charity dedicated improving the lived experience of Naval Officers whilst at BRNC.



## RECRUITS FINISH TRAINING AMID CORONAVIRUS RESPONSE

27 March 2020

**As Navy medics and planners play their part helping the NHS save lives during the coronavirus outbreak, the next generation of recruits at HMS Raleigh have today joined the service to fill key roles.**

A class of 53 new Royal Navy sailors – including two naval nurses and a medic – have completed their basic training at HMS Raleigh and now stand ready to proceed with their next stage of training.

The recruits embarked on their Royal Navy careers in January and have now completed the Navy's 10-week training programme designed to transform them from civilians into military personnel.

While the finale of the course is normally a passing-out-parade attended by family and friends, due to the coronavirus outbreak, the parade took place behind closed doors with a live stream made available for families to follow.

Captain Rich Harris, the Commanding Officer of HMS Raleigh, said: "We continue to train sailors to support the country in times of need, as so many of our people are doing right now in helping the NHS save lives during the coronavirus outbreak. Among the people finishing their training are medical personnel, chefs, supply chain specialists, and engineers, who the country will call upon in times of emergency.

"While this passing-out-parade and currently those planned for future recruits will be held without their families to share in the pride and joy of their achievement, it in no way

undermines their great efforts and readiness to serve their nation.



"HMS Raleigh will continue to deliver essential training to personnel in order to fulfil operational outputs. This means that trained personnel

will be ready to respond to the evolving COVID-19 situation and provide resilience as the Royal Navy's support increases, while maintaining key defence outputs. Training continues in line with Public Health England guidance and will be kept under review."

It comes as the UK Armed Forces are committed to supporting the NHS and other government departments in the response to the coronavirus outbreak.

Air Engineering Technician Michael Guthrie, from Fareham, was among those completing training. The 19-



year-old is the fourth generation of his family to join the Armed Forces, following in the footsteps of his parents, uncle, grandparents and his great-grandfather.

He said: "I joined the Royal Navy for a stable career in a varied and challenging environment.

Training was a bit of a tumble between happiness,

nervousness and pride in

what I and the rest of my class achieved every day. I am very proud to join the Royal Navy and follow my family in what has developed into a

tradition."



The class was predominately made up of engineers and members of the logistics branch. They are now ready to progress onto their specialist training.



**Day 3 and I'm already tired of babysitting my mom's grandkids**

**How long is this social distancing supposed to last? My wife keeps trying to come in the house.**

**Raw toilet paper for sale £20**



**Some assembly required**

**Day 1 of working from home: My wife has already filed a harassment complaint to HR!**

**Corona free man seeks corona free lady with toilet paper. Send pictures of toilet paper!**

## **CRITICAL ADVISORY**

**8pm is now the official time to remove your day pajamas and to put your night pajamas on**



**If the schools are closed for too long, the parents are gonna find a vaccine before the scientists...**

I'm either coming out of this quarantine 20 lbs lighter, chakras balanced & a house full of completed craft projects Or.... 20 lbs heavier with a drinking problem. 🧐

**WHAT IF THEY CLOSE THE SUPERMARKETS? WE'LL HAVE TO HUNT FOR OUR FOOD.**

**I DON'T EVEN KNOW WHERE DORITOS LIVE!**

**To the people who have bought 27 bottles of hand sanitizer, leaving none on the shop shelves for others.**

**You do realise that to stop getting coronavirus, you need other people to wash their hands too.**



**Week one done, its recycling day tomorrow thankfully!**



**YOU THOUGHT DOGS WERE HARD TO TRAIN?**

**LOOK AT ALL THE HUMANS THAT CAN'T SIT AND STAY!**

**Does anyone know how long toilet paper will last if you freeze it?**

**MY BODY HAS ABSORBED SO MUCH SOAP & DISINFECTANT RECENTLY, THAT WHEN I GO IT CLEANS THE TOILET**

**I HOPE THE WEATHER IS GOOD TOMORROW FOR MY TRIP TO PUERTO BACKYARDÀ, I'M GETTING TIRED OF LÕS LIVINGROOM....**

How to give suppository using good social distancing method



**Head nurse Kratchit demonstrates the latest technique in touchless suppository administration!**

## Bish's Bit –The White Friar

*By Shipmate Paul Lomas*



**Before I start, reading this may give the impression that I am anti Catholic, this is not true and not my intention, this is my story, and my search, and every word is true.**

Many of you may have had the email in which I mentioned when it was, that I came to accept Jesus as my Saviour.

You would have seen from the text that I was searching though not even aware of it, well on reflection it is all down to, The White Friar.

As a boy I was christened and raised as a Roman Catholic, went to Catholic schools etc. The church I attended was St Marys as was the Primary and Secondary schools. Whenever there were special days the secondary school would file into the left hand side of the church, and the primary into the right. The reason that this is important, is that on this occasion I was in the right hand side therefore still at Primary School, not yet 11 years, still very much a boy in the mid 1950's.

We were there to see and hear a missionary from Africa, he came to the altar completely clothed in white, and hence the title, and he was of the order of the white friars. His order, that he was a part of, worked among the tribes in extreme locations. He talked of how they would enter these villages and bring their message of Jesus. He talked about the images and idols that they worshipped, and how they told the villagers that they could keep their idols and change the names to the names of Jesus, Mary, Joseph and the many saints that the church had.

Something stirred in my young mind, "Surely that is wrong"



**A White Friar**

My love affair with Catholicism and church was coming to an end, I had been an altar boy, and my mother envisioned me becoming a priest.

Not long after leaving school on 10th October 1961 I was in HMS Ganges. Church was once again part of the system but my heart was no longer in it. Once free from having to go to church, the chains were off, and I no longer bothered with it.

I read books on Buddhism, and the occult, immersed myself in the kinds of things you guys would understand as a rite of passage.

However something was missing, early 1967 I hit an all time low, I was waiting to pick up my hook, then got myself arrested on a run ashore, the hook got put back, I appeared in court, got fined. Then defaulters, punished twice.

I was courting a girl in Teignmouth at the time and as Easter was approaching the family went to a small bible church and I went too.

They had a guest speaker and as I listened to him, tears began to roll down my cheeks. I had known about Jesus but this man knew Him in a way that I didn't, I knew then that my search was over. My girlfriend kept nudging me asking me to stop crying, I could not, not until I surrendered my life to Christ and literally the burden of my sin lifted from me, similar to Pilgrims Progress.

I discovered that Jesus was real, was Gods son and God's gift to the World and Jesus took upon Himself the punishment due to sin and forgiveness was freely available to all who would believe, and turn from their past life (repent) and confess Him as Lord.

And so to Cape Town and Baptism...../to be continued.

Blessings