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Ahoy Shipmate

RNA Torbay Newsletter

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MURPHY'S OTHER 15 LAWS

1. Light travels faster than sound. This is why some people appear bright until you hear them speak.
2. A fine is a tax for doing wrong. A tax is a fine for doing well.
3. He who laughs last thinks slowest.
4. A day without sunshine is like, well, night.
5. Change is inevitable, except from a vending machine.
6. Those who live by the sword get shot by those who don't.
7. Nothing is fool proof to a sufficiently talented fool.
8. The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.
9. It is said that if you line up all the cars in the world end-to-end, someone from Quebec would be stupid enough to try to pass all of them.
10. If the shoe fits, get another one just like it.
11. The things that come to those who wait may be the things left by those who got there first.
12. Give a man a fish and he will eat for a day. Teach a man to fish and he will sit in a boat all day drinking beer.
13. Flashlight: A case for holding dead batteries.
14. God gave you toes as a device for finding furniture in the dark.
15. When you go into court, you are putting yourself in the hands of twelve people who weren't smart enough to get out of jury duty.

Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

I don't know about you, but I am fed up with the way our government are handling this Covid-19 situation. Other countries shut their borders right away, nothing in, nothing out and recorded very low or zero death rates. Our borders are still wide open and the rules for us change by the minute are total confusing and really obscure. Now it's going to mid-June before they do anything about it!

Have you been watching the various debates and interviews of senior cabinet ministers on various channels? Have you noticed they never actually answer a direct question, just a lot of verbal diarrhoea which actually says and means nothing?

They appear to me to treat the general public as if we are all dense, their continual pontificating on the issues instead of taking action leaves me very angry and indeed frustrated as I am sure it does to you all.

I firmly believe that if our PM and government had taken immediate action there would be many thousands still alive today. They have knowingly committed a form of genocide, by allowing this terrible pandemic to go literally unchecked. They have directly and indirectly caused so much heartache and misery to the families who have lost loved ones. If one causes death, one is charged with murder or manslaughter. Therefore in my opinion they (PM & his senior ministers) should be also charged with manslaughter.

What about the two ministers who broke the lock down rules and yet are deemed by PM to have done no wrong? I guess one rule for them and another for us minions.

But as I always say: we are still 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



Hi! Shipmates, The editor writing this column. Holding John's page open from May 23rd for his Chairman's Corner and no answer to my emails to give him a nudge, nor any response from growing increasingly concerned.

Luckily I managed to get Ann to answer the phone yesterday. Ann does not do email and did not know how to recover my phone messages hence me not hearing back.

Ann related the horrendous tale of John's ongoing and very serious medical problems. Around 10 days ago, he went to Torbay for a

Did the US Navy ever consider a nuclear-powered battleship to replace the Iowas?

From the Internet

The last planned battleships, the *Montana* class, were cancelled at the end of WWII before construction began. They were not planned to be nuclear vessels. This was mostly a result of nuclear vessels being several years in the future long after battleships were considered obsolete. It wasn't until Admiral Rickover's push for nuclear submarines that surface ships were considered for nuclear propulsion. The *Enterprise CVN 65* didn't happen until the sixties.

The remaining Iowa class battleships were mothballed and occasionally brought back into service up until the early nineties. [Interesting side note: there were two incomplete Iowa class ships under construction that were cancelled after the war. After a collision with a destroyer, the USS Wisconsin was fitted with the incomplete USS

blood test. This led him to be admitted, first to Torbay, then transferred to a private room at Newton Abbot Hospital. He is not allowed visitors even from his wife and family. His chemotherapy treatment has been halted, and the bladder removal postponed, as it was felt the operation might be fatal for him.

To date he has received four pints of blood, has had stents placed in his kidneys as they are not functioning correctly and everything he drinks and eats is measured, and likewise everything that comes out is also weighed and measured.

He has been transferred back to Torbay (twice I think) but currently back in Newton Abbot, hoping to be discharged middle of coming week. So not good news. I have passed the Branches regards and good wishes to John via Ann, he is allowed the odd phone call and I am sure you will all remember him in your prayers. Norrie.

~~~~~

### When you have two options, take the third!

Kentucky's bow. So the USS Wisconsin is actually two ships in one.]

But there would be other classes of ships that were nuclear powered. Guided missile cruisers for example. But despite the fact that they played a part in conflicts up until Desert Storm the halcyon days of the battleship were over after WWII.

The closest the US Navy got to a nuclear battleship idea was USS Long Beach CGN-9.

She was a beast. 720 feet long and over 16,000 tons in her prime. She carried at one point close to 200 missiles. USS Long Beach was one of a kind. Originally conceived to carry nuclear missiles, including Polaris Ballistic Missiles. She eventually became a heavily Anti-Air Warfare focused command and control type flagship



**Get Well Soon John – All Branch shipmates are thinking about you. We are all praying for you**

## Journal of Terry Mambery

Life in the RN from 1967 -1993 – Part One

*Submitted by Shipmate Terry Mambery*

The question most asked is why did one join the Royal Navy?

Rewind to boyhood.

**My father was in the Parachute division in the Army and I was destined for an Army career only one problem I was scared of heights so that was out (even to this day you will not get me up a ladder).**

With the tragic death of my father when I was 12 my Uncle influenced my boyhood life. He was in the RN.

I can remember going to Plymouth with my Auntie to meet him on his return from the sea. One such trip I can remember vividly and once we got on the ship they had monkeys and a big sword that they brought back from their voyage (*I don't think we would get away with it now*)

### HMS Ganges -20/6/67 -11/6/68.

At the tender age of 16½, I journeyed to Plymouth and signed up to enlist. The journey up to Shotley was an emotional one leaving my home family and friends. I duly signed the dotted line on the 20th of June 1967.

I was fortunate at HMS Ganges for two reasons; one I progressed, via the normal route from Annexe to the main camp but after a couple of weeks, I was made a Leading boy and secondly, I excelled at sport and I represented HMS

**Ganges** at Football and Rugby, captaining the aforementioned. I didn't find it hard to adjust to life at Shotley and so I have no horror stories of Laundry Hill.

The sport was a welcome distraction from the mundane chores of cleaning, school work, Engineering and Sewing. We had to embroider our names in red on our No. 8's which took an age. I had a year at HMS **Ganges**, looking back I enjoyed my time there days we're quite full and in the evening we played table tennis and snooker.

The year flew by and on 11th June 1968, I left HMS **Ganges** and joined HMS **Raleigh** the next day 12th June.

### HMS Raleigh - 12/6/68- 29/12 68

Although I wasn't aware I would stay at HMS **Raleigh** till December awaiting a draft to a ship. Whilst in HMS **Raleigh** I was employed at Jupiter Point sailing and seamanship school. I wasn't aware then but I would return to Jupiter Point as the Engineering Officer in charge. I liked the relaxed atmosphere at Jupiter Point the job entailed training the Raleigh trainees in boatmanship. At night it was off to the bright lights of Plymouth and one particular venue the rooftop (*that's another story*)

### HMS Eagle -30/12/70 - 13/9/70.

The big day came and I joined HMS **Eagle** on the 30th December 1968, I was billeted in 2PZ2 the flight deck stokers mess. My job was in the Arrestor Gear howdah, I put the bow strop down after the pilot who was





landing a plane had caught one wire (I say 1, not 2) It didn't happen to me but it did with my fellow watch keeper. The plane I do believe was a Buccaneer came to an abrupt halt much to the disgust of the pilot, luckily no damage was done. I served for 2½ years on HMS **Eagle**. In that time we had numerous visits to the Mediterranean And the States, one such trip to Malta indoctrinated me into Dghajsas, Barrakka lift and the Gut. I won't delve too much (*loose lips sink ships*) in case I incriminate myself, but a good time was had by all.

One day to remember was The Fleet review of the Western Fleet in Torbay. Queen's colour was presented on HMS **Eagle**; I was in the guard of honour. When the TV closed down for the night it would show the Queen being presented to the guard and if you looked close enough you could see me on TV (*my claim to fame*).

### Name of Vessels that took part

HMY Britannia

### Aircraft Carriers

Eagle

### Cruisers

Blake

### Destroyers

Glamorgan, Hampshire, Diana

### Frigates

Torquay, Eastbourne,  
Tenby, Sirius, Charybdis,  
Phoebe, Llandaff,  
Keppel, Plymouth,  
Dundas, Duncan

### Survey & Others

Abdiel, Fox, Fawn, Hecate

### Minesweepers

Soberton, Bildleston, Upton, Lewiston,  
(RNR - Venturer, Curzon)

### Submarines

Tiptoe, Ambush, Acheron, Oracle, Olympus,  
Odin, Warspite, Valiant, Solent

### RFA's

Resource, Lyness, Engadine, Olmeda

Quite an impressive list of ships how many can we muster now?

I left HMS **Eagle** on the 13/9/70 to join HMS **Manxman**.

### HMS Manxman -14/9/70 - 20/11/70

HMS **Manxman** was refitted in Chatham in the early 60s and converted to a minesweeper support vessel. During this refit, Forward Boiler room fitted with Diesel Generators to supply outboard power to minesweepers.

She returned from Singapore in 1968 and used for Engineering training in Devonport.

Following a fire towards the end of September 70, she was transferred to the reserve. I was onboard for only 2 months and left and had my first and only taste of sleeping in a

hammock. One duty I will always remember was to collect the Oggies etc. outside the gate. Except this time around I decided to have a few drinks in the Avondale 2 hours later with no money left and no oggies. I was never asked to go again. (*Hey Ho*).

### HMS Tiger -21/11/70 - 19/5/74

HMS **Tiger** was placed in reserve on the 18th of December 1966 before undergoing conversion to a Helicopter and Command cruiser. I joined the

ship in refit which was due to take 18 months and cost 5 million the refit actually took 5 years and cost the taxpayer over 13 million. She was

recommissioned on the 19 May 1974. Whilst onboard

HMS **Tiger** I was employed on the refrigeration section which I enjoyed immensely, especially when the ship was at sea I had a daily diet of fresh fruit. HMS **Tiger** had been designed to cope with a nuclear attack in that she can



HMS Tiger



HMS Manxman

steam for up to a fortnight through radioactive fallout with remotely controlled boilers and engines. Places we visited on HMS *Tiger*, Gibraltar, Malta, Capetown, Singapore, Hong Kong to name a few. Trips that I remember, Capetown a cable car trip, Singapore a doubleheader at HMS *Terror*, whilst in Singapore I befriended a Tailor and I would take his book of samples around the ship, so I always had a good suit and trousers (*shame I can't meet up with him now*) and not forgetting Sembawang Village and the market at Sembawang Hills. Hong Kong a trip up to Victoria Peak to look down at the bustling port and Happy Valley (*horse racing*) Finally Gibraltar, was always a good run ashore Catalan bay The Rock (*with the Monkeys*) HMS *Rooke* football on the sandy pitch and numerous bars to frequent at night. I left HMS *Tiger* 19th May 1974 as an acting leading hand I also passed for Petty Officer.

#### HMS Sultan - 20-5-1974 to 22-9-1974.

I passed my Leading Hands course with a very good pass, so much so I passed for Mechanician Qualifying Course.

#### HMS Defiance - 23-9-74 to 31-8-75

During my time in HMS *Defiance*, I was in charge of the crane and workshop. Within three days of joining HMS *Defiance*, I was rated a Petty Officer. One of my tasks was putting periscopes into conventional Submarines. This, as you can imagine, wasn't a nine to five job I was called for at any time night or day.

#### HMS Sultan -1-9-75 to 13-12-75

I was at HMS *Sultan* for just over 2 years. The days passed by with Engineering, Workshop, Academics and a lot of sport. I played Rugby for Sultan and a member of the Brickwood field gun team. We won at HMS *Collingwood* and as part of the Queens Jubilee Celebration; we were victorious at South Sea Common on grass 28th June 1977.



HMS Ark Royal

#### HMS Ark Royal - 14-1-1978 to 14-12-78

I joined HMS *Ark Royal* on the 14th January 1978 as a Mech 3.

HMS *Ark Royal* was the sister ship to HMS *Eagle* and was the Royal Navy last remaining conventional catapult and arrestor gear landing aircraft carrier.

#### Aircraft on board:

809 NAS 14 Buccaneers  
892 NAS. 12 Phantoms  
849 NAS. 4. Gannets  
849 NAS. 1 COD Gannet (*best plane onboard carrier onboard delivery collects the mail*)  
824 NAS. 7 Sea King Helicopters  
Ships flight 2 Wessex. Helicopters.

I was billeted in the POs Mess just aft of the wing catapult. It was a mixed mess of different branches. A RM Sergeant was President of the Mess who was a good saxophone player. (*Ideal for parties in foreign countries.*) We had 6

Seamen, 6 aircrews from 849 squadrons, 4 chefs, 6 clankies (*Engineer Branch*) and 3 from the Royal Marine Band. Whilst onboard I was employed in X Boiler room, one of four onboard, double banking until I passed my Boiler room Watch keeper Certificate which I passed in May 78. We visited quite a few different ports, Gibraltar, Malta, Ft Lauderdale and Norfolk Virginia. Whilst in Norfolk Naval Base we tied up abreast of the USS *Nimitz*. While we were in Norfolk the Rugby team had a tour to Roanoke which is on the edge of the Blue Ridge Mountains; lovely time had by all concerned. One of my mess-mates managed to get me on a trip on the COD Gannet leaving and returning on board. When you imagine a pilot of a civil aircraft landing on a runway it is stationary. When you consider a Naval Aircraft landing on the deck with the ship moving sideways and up and down. It is astonishing how they managed the task. I can remember one such trip returning to the ship with the mail. When you caught sight of the ship at some considerable distance it looked like a small rowing boat bobbing about on the sea. As you close the ship one minute you see the flight deck next to the Quarter Deck or the props depending on the movement of the ship very frightening, glad to say no disasters whilst I was onboard. I believe it was down to the expertise of the pilots. She entered Devonport Naval Base on the 4th December 1978 and decommissioned on the 14th February 1979.



## HMS Protector

### The Royal Navy's Antarctic patrol ship

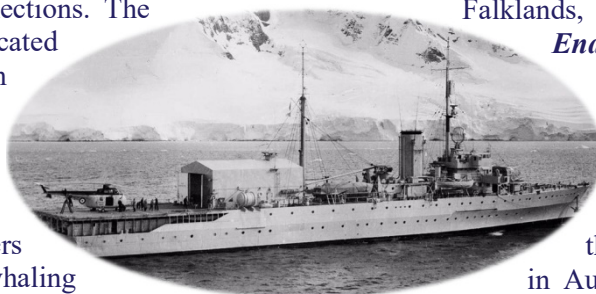
*From the Internet, submitted by Shipmate Kevin Maguire*

After 4 years away from the UK, HMS *Protector* returned to Devonport on 25th April 2019. Here we look at the history of Antarctic Patrol Ships, *Protector* and her role in supporting UK interests and global science in the region.

#### Background

The Royal Navy association with the Antarctic goes back to the early days of exploration of the continent in the 19th Century. Captain Robert Falcon Scott, arguably the most famous polar explorer, was an RN officer and many of the British pioneers had naval connections. The presence of a dedicated Antarctic Patrol ship can be traced back to *Operation Tabarin* of World War II. Although nominally to deter German commerce raiders from interfering with whaling and merchant ships, the despatch of HMS *Highland Monarch*, initially to Deception Island, was motivated by a desire to deter Argentine and Chilean claims to territory in the region. In the event, there was no confrontation and the expedition embarked on scientific work which remains the main focus of the UK Antarctic presence to this day.

In 1955 HMS *Protector* (the 5th ship to bear the name) a former 2,900-ton net-layer built before the war was converted at Devonport to a 'guardship' and survey vessel for the Falkland Islands and its dependencies. The hull was ice-strengthened, she retained some armament and was fitted with a flight deck and a crude hangar. Serving until 1968, she was replaced by HMS *Endurance*.



HMS Protector 1956



HMS Endurance in the Lemaire Channel, Antarctica, February 2005

In 1967 the MoD purchased the 3,600-ton Danish-built icebreaker *Anita Dan* from Lauritzen Lines. She was renamed HMS *Endurance* and converted for RN requirements by Harland in Wolff in Belfast, including the addition of a hangar and flight deck for the operation of two Wasp helicopters. Events in 1982 conspired to make HMS *Endurance* a household name.

John Nott's disastrous 1981 Defence Review which would have decimated the navy had determined HMS *Endurance* would be axed as one of many short-sighted economy measures. This was one of the signals that the Argentine government took as a loss of British interest in the Falklands, justifying their invasion.

*Endurance* was involved in the recovery of South Georgia and survived the war unscathed. As the only Chatham-based ship to take part in the conflict, she arrived home on the Medway to a hero's welcome in August 1982. The Falklands War ensured the future of the RN Antarctic Patrol Ship that continues today. (You can read the full story of the ship 1980-82 in the excellent book by her Captain, Nick Barker (*"Beyond Endurance: An Epic of Whitehall and the South Atlantic"*))

#### Endurance II

By the late 1980s, *Endurance* was in a poor mechanical state and the MoD began studies to replace her with an initial budget of £52 Million for a new ship. The budget was quickly slashed to £25M and it was clear an existing vessel would have to be purchased rather than be purpose-built. In October 1991 MV *Polar Circle* was chartered to replace *Endurance* for that season. *Polar Circle* was a 6,100-tonne icebreaker built in Norway. A powerful, modern and comfortable vessel, she was a big upgrade on her

predecessor and was purchased outright in October 1992, becoming the second ship to bear the name HMS *Endurance*. She enjoyed a highly successful career until disaster struck in December 2008 when she was off the coast of Chile. A mistake was made during a routine maintenance procedure led to a serious engine room flood. (The battle to save the ship is recounted in this article by her captain, Cdr Tom Sharpe: ("*Mayday in the Magellan*".)

The Chilean Navy came to the rescue of *Endurance* and she was dry-docked in Punta Arenas before being towed to the Falklands. There was some hope she could be returned to service and she was expensively carried back to the UK on a heavy-lift vessel. It took until 2013 for the RN to finally decide the flood damage to her propulsion and lower decks had rendered her beyond economical repair. She languished in Portsmouth until finally towed away in June 2016 for scrapping in Turkey. With no immediate replacement to hand, the RN presence in the Antarctic was gapped for the 2009-11 seasons until an alternative could be funded and procured.

### Protector VII

In April 2011 the MoD took the polar research and subsea support vessel, MV Polarbjorn on a three-year bareboat charter from GC Reiber Shipping of Norway for £26 Million. Smaller at 5,000 tonnes and lacking a hangar, she was initially seen as something of a 'stop-gap' and a step down from *Endurance*. The recession had led to a surplus of commercial vessels on the world market and she represented good value for the post-2010 austerity navy.

A further £13 million was spent on converting MV Polarbjorn for RN requirements. She underwent a short refit in Odense shipyards in Denmark during May 2011.

Work included installation of 4 Multi-Beam Echo Sounder (MBES) transducers into the box keel for hydrographic surveying, fitting a Sound Velocity Probe and a Ferrybox for water sampling. The largest task was the repositioning of the flight deck aft. A new ship control and dynamic positioning system was fitted and the engines, generators and thrusters were overhauled while the galley and accommodation refurbished.

Formally re-named HMS Protector on 1 June, she commissioned into the fleet in Portsmouth soon after. (She is the 7th RN ship to bear the name, the 6th HMS Protector served briefly as a

Falkland Islands Guard Ship, 1983-88) After trials and Operational Sea Training, she deployed for her first season in the Antarctic in November 2011. When it became clear that HMS *Endurance* was finished, HMS Protector was purchased outright from Reiber for £51 Million in September 2013. Despite tight budgets, the investment in Protector was a significant

demonstration of the UK's long term commitment to the Antarctic and South Atlantic.

The design of Polarbjorn/Protector is a development of her smaller half-sister, the 4,000-tonne RSS Ernest Shackleton acquired from Reiber in 1999, which serves primarily a logistic support ship for the British Antarctic Survey. In some ways, Protector is better suited to her role than *Endurance* with a larger cargo capacity served by two knuckle-boom cranes that allow self-loading and unloading where there is little or no harbour infrastructure. Her three

holds have a cargo capacity of 3,300 m<sup>2</sup> and could take up to 90 TEU 20 containers. This space is very useful to embark all kinds of supplies and bulky items. A useful sheltered mid-ships deck area has space for various boats. These include the Survey Motor Boat – James Caird IV, a ramped workboat (Terra Nova) a steel hulled fast rescue craft (FRC), two Pacific 24 RIBs and various inflatable dinghies.



MV Polar Bjorn arrives for conversion in Odense shipyard, Denmark, May 2011. The most obvious external change was the relocation of the flight deck to the stern from its original position above the bridge.



All ranks dining room



Protector has a 4 cm thick steel hull and is built to ICE-05 standard, capable of breaking sea ice up to a maximum of 1 metre in thickness (depending on the composition and age of the ice). This includes additional hull stiffeners and an ice-knife bow which rides up on the ice shelf and then crushes as cuts using the weight of the ship. The propeller is shrouded and the rudder and pintle are strengthened to resist ice damage. Internally there are heating arrangements to keep fuel and ballast tanks from freezing. By far the strongest hulled vessel in RN service, other unique features include a crow's nest above the bridge, manned during icebreaking to extend the horizon that can be visually observed to plot the best path through ice. Mounted on the stub mast at the bow is a powerful spotlight to illuminate icebergs when navigating at night.

The main propulsion comes from two Rolls Royce Bergen BRM-G8 diesels driving a single controllable-pitch propeller. Protector has a good endurance of about 70 days and a range of over 14,000 nautical miles.

Top speed is a modest 15 knots and about 4 knots when ice-breaking. There are also two bow and two stern thrusters controlled by a dynamic positioning system capable of holding the ship precisely in place using GPS in winds up to 80 knots. This gives her the ability to come alongside without reliance on tugs or to hold a position for loading operations. There is also a drop-down retractable azimuth thruster under the bow which could provide emergency slow speed propulsion in the event of damage to propeller or main engine failure. In July 2015 while the ship was dry-docked at A&P on Tyneside, the hull was painted with Ecospeed. This environmentally friendly coating is specifically designed to protect the hull from the impacts of ice and is reinforced with

is also the only ship in the fleet glassflake resin so stays bonded to the hull plates as they flex and bend under pressure and impact.

### A plum draft

In the late 1960s, the US Coast Guard started painting its ice-breakers red to make them more visible when operating with aircraft in blizzard conditions. The first HMS Endurance adopted this attractive red and white paint scheme (with buff upper works) which has become universal for most government-owned icebreakers and was she acquired the nickname "*Red Plum*", also bestowed on her successors.

The Antarctic Patrol Ship had historically been deployed down South for about 7 months each year for the Antarctic summer, making the 9,000-mile journey to and from the UK. Since 2015 a new forward-basing arrangement was adopted where the ship is maintained in South Africa while the crew is rotated on a roughly two months on, one month off routine. This efficiently maximises the use of the ship and Protector is typically at sea for about 330 days a year. Operating a three-watch system, of about 100 men & women assigned to the ship's company, around 66 are on board at any one time while the others are ashore on leave or training. A team of RN divers, as well as a detachment of Royal Marine cold weather specialists, support personnel when landed ashore in Antarctica.

A unique ship that offers memorable experiences in the fascinating environment of the Antarctic, a draft to HMS Protector is usually sought after. As a former civilian vessel, her accommodation standards have more in common with Royal Fleet Auxiliary vessels and she is considerably more comfortably appointed than any warship. She is also the only ship in the fleet with a sauna, demanded by her original Scandinavian owners. The majority of RN publicity photographs of the ship, mostly taken in fine weather, do not show the flip side of Antarctica. This is a dangerous environment which requires special expertise in which to operate safely. Even in the summer season, the average temperature around the coastline ranges between -10°C and freezing with many days when winds frequently exceed 60 mph. The South Atlantic and seas around



The Bridge - note hardwood floor



The Crows Nest



Antarctica are stormy. Life on board Protector is not always comfortable.

### Task and purpose

The official job description for HMS Protector is to *"patrol and survey the Antarctic and South Atlantic, maintaining UK sovereign presence with wider regional engagement, supporting the global community of Antarctica."* Covering the UK's largest Overseas Territory, this is a broad remit for a single ship.

Her hydrographic surveys contribute to the safety of navigation in the region and underpin the UK's commitment to the Antarctic Treaty, a great example of humanity working in harmony. Logistic support for the British Antarctic Survey (BAS) and other international scientific teams is a significant part of her duties. BAS is respected around the world and their scientific observation and research contribute significantly to the global understanding of issues such as climate change and meteorology. In a typical task for Protector in January 2019, working with RRS Shackleton, she delivered 4 large tracked vehicles, 14 snowmobiles, sledges, shelters, fuel and food to last nearly 5,000 days to the BAS team working on Thwaites Glacier. The scientists are conducting a 10-year study that will help understand if this giant glacier is breaking up and what its impact could be on rising sea levels. Protector also has a role in fishery protection in the South Atlantic, conducting occasional inspections under the auspices of the Commission for the Conservation of Antarctic Marine and Living Resources (CCAMLR).

Her frequent visits to the Falkland Islands for logistic support and personnel changes are always welcome. Occasional visits to the far-flung British possessions of South Georgia and the South Sandwich Islands also provide reassurance and monitoring. Instead of returning to the UK for the Winter every year, forward basing has allowed the ship to make diplomatic visits and conduct surveys in other parts of the world. During the past four years, she has been to New Zealand, Tasmania, Chile, Uruguay, South Africa and even conducted survey work in balmy Diago Garcia and the Seychelles. She was employed in the search for the missing Argentine submarine ARA San Juan in 2017 and later visited Buenos Aires, a fine bridge-building humanitarian effort for two nations that still have unresolved tensions over the Falklands.

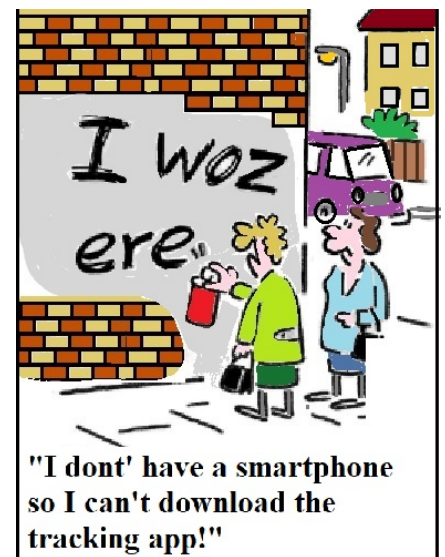
Protector offers a Search and Rescue capability in a remote part of the world as tourist cruise ships

visiting the area are increasing. In 2013 she came to the rescue of Cruise ship Fram trapped in ice floes and in 2012 she landed a fire fighting team to help after a serious fire broke out at the Brazilian research base on King George Island.

Protector is not allowed to deploy weapons under Article 1 of the 1961 Antarctic Treaty System (ATS) which bans all military activity on the continent (South of 60° Latitude). However, she does carry miniguns and GMPGs for self-protection which are mounted when entering ports outside the treaty zone. Although her role is primarily scientific, she is also a useful intelligence gathering asset and has a full HF/VHF/UHF ICS25 military communications fit inside an ISO container installed in the lower cargo hold with an antenna farm on the bridge roof.

Lacking a hangar, the flight deck is exposed and only certified for use in daylight. Helicopter landings are infrequent and Protector is unable to provide the valuable helicopter logistics capability that her predecessors could offer. In 2009 the RN still had 62 Lynx helicopters but now has just 28 Wildcats and would probably be reluctant to permanently allocate two of these precious aircraft to Antarctic duties. Small UAVs have been flown from Protector which can be used for aerial photography, surveying and plotting routes through sea ice.

The retention of an Antarctic Patrol ship is partly a legacy of lessons learned during the Falklands War 37 years ago that the presence of even a single ship can influence events. Protector is a valuable asset to the UK and an ambassador for good, supporting global science and conservation. At the time of writing, the ship has arrived at UK Docks on Teesside and is about to commence drydocking and a major refit before heading back to the Southern Hemisphere in the Autumn of 2019.



## Field Hospitals: How Crimean War Events Have Shaped The UK's Coronavirus Strategy

*From the Internet -10th April 2020*

The military has assisted with the construction of temporary facilities across the UK in the fight against COVID-19.

NHS Nightingale hospitals are beginning to take their first COVID-19 patients.

With the help of military personnel, facilities have been developed across the United Kingdom.

They are named after Florence Nightingale – a 19th century nurse considered to be a pioneer of modern nursing.

Working at the Selimiye Barracks in Scutari during the Crimean War, she was horrified at the conditions faced by British soldiers and pleaded with the government to do something about it.

The job of designing the first ever prefabricated hospital was done by Victorian engineer, in 1855. He got it done in just six days.

The project was completed within five months – the facility was manufactured and shipped from the UK and built in Renkioi (after which it was named) in the Dardanelles.



**Florence Nightingale**

It included ventilation, drainage and mechanisms to control temperature, and could be constructed as a series of units, with each housing 100 patients.

Within a few weeks, Brunel's hospital was caring for 300 wounded a figure that had risen to over 1,000 by the end of the year.

Nightingale and fellow volunteer nurses referred to Renkioi as "those magnificent huts".

Tim Bryan, director of the Brunel Institute at the Bristol-based SS Great Britain, said: "Although the idea of 'sanitary' hospitals had been promoted by Florence

Nightingale it is not known if Brunel consulted her, but his

designs incorporate much of the modern medical thinking around good sanitation and ventilation.

"To design, construct, transport, rebuild and commission an entirely new kind of hospital

1,000 miles away in only five months is no mean achievement and comparable to great work being



**Isambard Kingdom Brunel**



done by engineers and NHS staff today."

## Renkioi Hospital

Renkioi hospital was a pioneering prefabricated building made of wood, designed by Isambard Kingdom Brunel as a British Army military hospital for use during the Crimean War.

## Background

During 1854 Britain entered into the Crimean War, and the old Turkish Selimiye Barracks in Scutari became the British Army Hospital. Injured men contracted illnesses-including cholera, dysentery, typhoid and malaria-due to poor conditions there. After Florence Nightingale sent a plea to The Times for the government to produce a solution, the British government was alarmed by the revelation of the appalling state and statistics of military hospitals in the first phase of the war.

## Design

In February 1855, Isambard Kingdom Brunel was invited by the Permanent Under Secretary at the War Office, Sir Benjamin Hawes (husband of his sister Sophia), to design a pre-fabricated hospital for use in the Crimea, that could be built in Britain and shipped

out for speedy erection at still to be chosen site.

Brunel initially designed a unit ward to house 50 patients, 90 feet (27 m) long by 40 feet (12 m) wide, divided into two hospital wards. The design incorporated the necessities of hygiene: access to sanitation, ventilation, drainage, and even rudimentary temperature controls. These were then integrated within a 1,000 patient hospital layout, using 60 of the unit wards. The design took Brunel six days in total to complete.

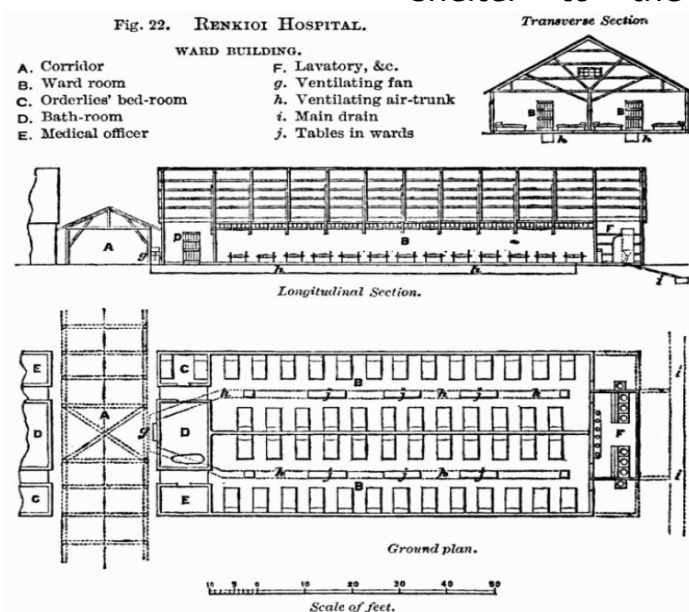
## Fabrication

From 1849 Gloucester Docks-based timber merchants Price & Co. became involved in supplying wood to local contractor William Eassie, who was supplying railway sleepers to the Gloucester and Dean Forest Railway. Eassie's company diversified after the railway boom period, manufacturing windows and doors, as well as prefabricated wooden huts to the gold prospectors in Australia.[4] As a result, when the Government wanted to provide shelter to the soldiers in the

Dardanelles,

Price & Co. chairman

Richard Potter had tendered to supply Eassie design as a solution, and gained a 500 unit order.[4] Potter then travelled to France and obtained an order from the French Emperor



for a further 1,850 huts to a slightly modified design.

French Army soldiers arrived in Gloucester Docks in December 1854 to learn how to erect the huts. Supply was delayed by the need to transfer the resultant packs from broad-gauge GWR to standard-gauge LSWR tracks, with the last packs shipped from Southampton Docks in January 1855.

Having worked with Eassie on creating the slipway for the SS Great Eastern, Brunel approached Price & Co. about producing the 1,000 patient hospitals. The last of the units was shipped from Southampton on one of 16 ships, Less than five months later.

## Construction

In January 1855, the Government had selected Dr. Edmund Alexander Parkes to travel to Turkey to select a site for the hospital, organise the facility, and superintend the whole operation. Parkes had selected Erenköy on the Asiatic bank of the

Dardanelles near the fabled city of Troy. This was located 500 miles (800 km)-then three or four days' journey-from the Crimea, but importantly outside the malaria zone in which Scutari was located. Parkes remained onsite until the end of the war in 1856.

After William Eassie Snr had seen the awful state of construction of the previously shipped British Army huts at Balaklava, he sent his son to supervise the construction of the hospital. The whole kit of parts had reached the site by May 1856, and by July was ready to admit its first 300 patients. Although hostilities had ceased in April, by December

had reached its capacity of 1,000 beds, scheduled to expand to 2,200.

## Management and operations

Renkioi was designated a civilian hospital, under the War Office but independent of the Army Medical Department, and hence outside the management of Florence Nightingale. It had a nursing staff selected by Parkes and Sir James Clark, including as a volunteer Parkes's sister; while other staff included Dr. John Kirk, later of Zanzibar fame.

Run as a model hospital, it "demonstrated the best practices of the age". This was in contrast to the Army medical facilities, which between them had two clinical thermometers and one ophthalmoscope. Also, despite the Royal Navy's success in preventing scurvy through the provision of concentrated fruit juice, the army failed to learn the same lesson, and so its Crimean soldiers suffered from scurvy.

Renkioi Hospital however had a short life. It received its first casualties in October 1855, after the fall of Sevastopol, was closed in July 1856, and was sold to the Ottoman Empire in September 1856.

But even for such short used institutions, it was feted as a great success. Sources state that of the approximately 1,300 patients treated in the hospital, there were only 50 deaths. In the Scutari hospital, deaths were said to be as many as 10 times this number. Nightingale referred to them as "those magnificent huts".



## Bish's Bit –The White Friar

*By Shipmate Paul Lomas – Part II*

### Carrying on from my last item which ended with my accepting Jesus as my Lord and Saviour

The year 1967, I was on the books with the Eagle refitting in Devonport, I had damaged my knee and had a date for an op in Stonehouse, I was put on P7R and drafted into Drake.

Had the operation, then more rehab, arranged my wedding in Teignmouth, went on leave, 3<sup>rd</sup> August 21<sup>st</sup> Birthday my RNH appointment, where I was placed back P2 fit for sea duties, I was still on leave so stayed on leave, how naïve!

Wedding was on 5<sup>th</sup> August, we went away for the week and when I returned to Teignmouth, my new mother in law greeted me with, "The Police have been up here looking for you. You're absent without leave". Went to hand myself in with my leave pass in my hand, showed said pass, as far as they were concerned I was kosher to carry on, my leave finished Monday morning 14<sup>th</sup>.

Monday came and I walked back into Drake where I was confronted with, pack your kit, get down to the dockyard.

Eagle sails at 12:00 and you had better be on it!

I also had an ear bashing for not reporting back after I had been to RNH.

A hasty phone call to let my new bride know, I will not be home tonight, see you next year! That was tough.

I made it obviously, ship sails and spends the first night in Torbay, ouch that was a bitter pill to swallow!

Far East again, but not through Suez we were going round the Cape, first port of call Cape Town, my first foreign port since I became a Christian.

Life on the mess deck was a little different, it wasn't easy, the language was what I knew it would be, I had used the same and probably stronger, I was no saint. I found that swearing was no problem but I found hearing the name of Jesus or his title Christ used as swear words was tough. Life was also different because I was in a Wafoos mess. As my arrival onboard had been a bit of a pier head leap, the only spot available for a stoker was lower hangar sentry. Not a bad number.

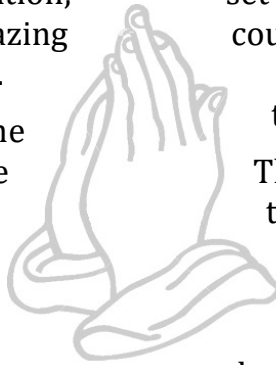
We arrived in Cape Town, and I wondered what on earth I was going to do, then walking past the gangway I noticed a shore side phone had been installed along with a directory. I browsed for the church that I had been to in the UK, and got in touch with a local Pastor. I had half hour to change



HMS Eagle 1960's

and he was at the gangway waiting for me. He was a mine of information; he introduced me to an amazing couple that took me up homers.

On the Sunday they picked me up for church, after the morning service I was taken to the home of another couple for lunch, returning for the evening service. There was going to be a baptism. Something I had not come across except for babies, I was talking to another person as you do about what went on, and he asked if I had been baptised, which is something done after accepting Jesus as saviour, I said no! He then asked why not here, tonight, I was on No1's the candidates were all in



dressed in white, he then said, "I have a set of cricket whites in the car". Of course you're in South Africa, of course they must all have cricket whites in their cars, Gods provision for a need.

The next thing I was in whites, and then I am stood in front of the church and telling them the story of my conversion, and how I now wanted to follow my saviour through the waters of baptism. Full immersion, buried with Christ in baptism and raised to newness of life according to the scriptures. Rom 6:4

Another answer to prayer, next time.....Singapore!

**We will always  
remember the year  
2000 as Y2K.  
I guess 2020 will be  
remembered as  
Y2 PLY!!**

**For the third time this week  
I'm buying booze for the  
next two weeks**

**Exercise makes  
you look  
Better Naked.  
So does Alcohol  
..your choice. 😄**



**It's been such a joy being  
home with my wife the  
past 3 weeks. We've  
caught up on all the  
things I've done wrong  
the past 30 years.**

## Lt Col John Weston Royal Marines

### Intelligence officer who started a menagerie in Borneo -Obituary

*From the Internet, submitted by Shipmate Kevin Maguire*

Weston: he 'never spared himself', according to the citation for his MC

Lieutenant Colonel John Weston, who has died aged 91, was the intelligence officer of 45 Commando, Royal Marines, when it made a first-ever heli-borne assault from the sea at Suez, and later won an MC during the Konfrontasi with Indonesia.

On November 5 1956, as the dust and noise of the helicopters subsided to reveal the De Lesseps statue alongside the Suez Canal, a British fighter delivered a devastating attack, killing several marines and wounding others, including Weston and his commanding officer.

Weston was swiftly evacuated to Malta where an accomplished surgeon reconstructed his right arm, though it never regained full mobility. Subsequently he held the rare privilege of saluting with his left arm.

Later he met the pilot, who insisted that he had attacked only after several protests to the forward air controller but had been overruled.

On September 12 1966, Weston was commanding C Company, 40 Command in dangerous jungle along the border in Sarawak. Locating an enemy platoon, he executed a textbook pre-emptive strike, using lethal firepower and sound tactics, before

withdrawing successfully and without casualties.

The citation for his MC identified his calmness under fire during an intense engagement in which some 30 enemy were killed: "Weston who, although severely handicapped himself by an arm badly wounded at Suez, never spared himself and has set a magnificent example to his men."

Owing to an injury, he attained the rare privilege of being allowed to salute with his left arm

John Culpeper Weston was born on April 11 1928. His father, Eric Culpeper Weston, would serve

during the Second World War as a Major-General in the Royal Marines. An ancestor was Thomas Culpeper, beheaded by Henry VIII.

Weston joined the Marines in 1946 and was on amphibious training exercises in 1950 when he was urgently recalled to Eastney Barracks to take command of a detachment of bewildered marines.

They were isolated in secrecy before being dispatched with sealed orders to Devonport, to join the frigate Austell Bay, whose captain seemed equally confused. Leaning over the bridge he called out: "Who the hell are you and what do you want?"

After the orders were opened, the ship sailed two hours later for the Falklands, to deter one of the first post-war Argentine threats to invade the islands.





On arrival in Port Stanley, Weston was presented with a white charger by a welcoming committee who thought this was the proper way for an officer to lead his men into town.

During service in Borneo (1963-66), Weston started a collection of wild animals, including two honey bears, a giant hornbill, several mongeese,\* a vicious monitor lizard and five pythons.

John Weston: injured in a 'blue on blue' or friendly fire



Covertly shipped to his next posting, Singapore, one of the bears broke loose, but Weston managed to thrust the animal into the back of his car and, with a shaken young daughter beside him, sped off to his quarters at Johore Bahru while the bear rampaged on the back seat.

His arrival coincided with a truck carrying the rest of the collection: "It's OK, darling, I can explain everything," he told his wife.

Weston subsequently served in the Admiralty, with the USMC in Virginia and in Scotland, and was universally popular and respected. In 1978, however, he took early retirement to assume a management role at the Design Council in London.

For almost 30 years he lived in Liss Forest where he was an active member of the community. A rare blood infection led to the amputation of both legs, which he bore courageously, while insisting that he should live at home to the end.

Weston married, first, in 1951, Pamela Bowden. She died in 1997 and he married, secondly, Jean Bruce, the widow of a brother officer and a former House of Worth model known as "Rowlande". She died in 2013.

He is survived by a son and two daughters.

**Lt Col John Weston, born April 11 1928, died March 27 2020**

**Editor's Note:** According to my references Mongeese or Mongooses are both acceptable.

### THE FIRST WORD YOU SEE WHERE YOU ARE GOING IN JUNE

N O W H E R E N O W H E R E  
O W H E R E N O W H E R E N  
W H E R E N O W H E R E N O  
H E R A B S O L U T E Y O W  
E R E N O W H E R E N O W H  
R E N O W H E R E N O W H E  
E N O W H E R E N O W H E R  
N O W H E R E N O W H E R E  
O W H E R E N O W H E R E N  
W H E R E N O W H E R E N O  
H E R E N O W H E R E N O W  
E R E N O W H E R E N O W H

Adam blamed Eve  
Eve blamed the snake  
and the snake didn't have  
a leg to stand on!

### Planning your next wine tour made easy.

