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# AHOY SHIPMATE

## RNA Torbay Newsletter

Volume 11

Issue 1

February 2022

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### NHS Gaffs

The patient has no previous history of suicides.

*Patient has left her white blood cells at another hospital.*

Patient's medical history has been remarkably insignificant with only a 40 pound weight gain in the past three days.

*She has no rigors or shaking chills, but her husband states she was very hot in bed last night.*

Patient has chest pain if she lies on her left side for over a year.

*On the second day the knee was better and on the third day it disappeared.*

The patient is tearful and crying constantly. She also appears to be depressed.

*The patient has been depressed since she began seeing me in 1993.*

Discharge status:- Alive, but without my permission.

*While in ER, she was examined, x-rated and sent home.*

Occasional, constant infrequent headaches.

*Patient was alert and unresponsive.*

Rectal examination revealed a normal size thyroid.

*She stated that she had been constipated for most of her life until she got a divorce.*

Examination of genitalia reveals that he is circus sized.

### Editorial

*By Shipmate Norrie Millen*

Hi! Shipmates,

Five long months now since I have been able to manage to publish the last newsletter. No doubt you will all recall this is partially on advice from the committee, who suggested that every other month was too much work for me.

It certainly is not due to lack of material, but lack of time and also some health issues. I had a nasty tumble on Remembrance Sunday, November 14<sup>th</sup> and was badly bruised all down my left side from shoulder to hip and all that area was a multi-colour of purple, red and yellow as the bruises came out. Excruciating shoulder and kidney pain too. Mainly because of the pandemic, I was unable to see my GP, who consulted and diagnosed over the phone, prescribing extra strong painkillers. Didn't do very much for the pain; but as I am sure you all know, the pills had an adverse effect on my plumbing system. Overdosing on prunes and other 'granny' cures Jack was definitely a very dull boy!

For those shipmates who were unable to attend the AGM there have been some changes on the committee. In accordance with RNA rules where 50% of the committee are required to stand down annually, Shipmate Terry Mernbery resigned, but was promptly re-elected as your Chairman. Shipmate Tony Mordaunt resigned as Secretary and has now been replaced by Mick Readdy. Shipmate Paul Lomas stood down as Branch Welfare Officer and has now been replaced by Peter Roberts. As S/M Mark Harris has been unable to fulfil his role as Standard Bearer due to pressure of work, S/M Shaun Runham, has assumed the role in addition to his position as Vice Chairman, the remainder of the committee remain unchanged.

On Sunday January 30<sup>th</sup>, the branch held their 75<sup>th</sup> Anniversary lunch, two years late once again due to the pandemic. A very successful afternoon enjoyed by members and their guests. As most of you know pictures of the lunch and the AGM are on the website and Facebook, but for the benefit of the few not on the internet, I will publish some pictures later in the newsletter.

In response to my dit about unhappy ships, I was hoping for some 'black cats' but I guess you all had great ships!

***The way I see it anyway!***

**Chairman's Chat***By Shipmate Terry Membery***Hi! Shipmates,**

A new day new dawn, hopefully, we can get back to some normality with meetings and events after nearly two years of Covid.

I am pleased with the new members of the committee in the hour of need; they stepped up to the plate.

However, I would like to say a big thank you to all the people who stepped down. Namely Tony Mordaunt Paul Lomas and Mark Harris who have all done sterling work whilst being on the committee.

Our first function of the year was a resounding success. Our guests and shipmates enjoyed the occasion. I am sure John was watching from

above and approved. I would also like to thank Norrie our IT wizard for menus and place settings. Tony and Ken for running the raffle and the staff of the Livermead House for the food and service which was excellent.

Moving forward No. 4 area's AGM was cancelled, no new date is forthcoming I will keep you informed when and if it takes place

Other than our normal branch meetings, events taking place TBC; tin rattling at Primark, Armed Forces Day at Babbacombe, Apple Pie fair at Marldon, Memorial service at Roundham Sunday 24th April and lastly Trafalgar Lunch/Dinner in October. So all in all we have quite a few events going on. I will be asking for volunteers to assist nearer the time. May I now take the opportunity for you all and your families to have a Healthy 2022?

**Action Stations, sung to the tune of Chacanata Choo Choo.**

It's Action Stations again  
We're closing down to Zulu Alpha  
Our respirators are on  
The air conditioning's gone  
Oh, how we love to perspire  
And feel it rolling down our ovies  
There's no need to pre wet  
We'll just sit here and sweat  
It's Action Station DC1 abandoning ship  
What a blessing, might get a chip  
Radiation fallout  
Hear the Coxswain fallout  
I'll wrap this gigacounter round the RPO's neck  
The next thing you hear, it is the Jimmy on the tannoy,  
Although he's running us down  
He says a quick fag all round.  
And now it's time to secure, and that's another one that's f.i.n.a.l.l.y complete  
Oh how we love these Portland work ups  
And this is just the first week

**When I joined up, to go to sea.**

When I joined up to go to sea, the mast had gone no button for me.  
But once at sea, aloft I'd go as the ship at sea, heaved to and fro.  
When I joined up to go to sea, there was no rigging, or sail for me.  
  
But once at sea, I learnt hitches and bends, repairing kit on make n mends.  
When I joined up to go to sea, there was no lash or keel haul for me.  
  
But once at sea perhaps 9's there'd be, or 28 days over and a fine for me.  
When I joined up to go to sea, no bell bottoms or creases 7 for me.  
But once at sea I'd still stand guard, as from afar, we were admired.  
  
When I joined up to go to sea, I dreamt of travel, no wars there'd be.  
But once at sea and the war it came, ships were lost, but not their name.  
When I joined up to go to sea, I never thought of the older me.  
  
But once at sea, my 12 now done, I hung up my hat, my 8's, my gun.  
When I joined up to go to sea, I faced the waves and the salt kissed me.  
  
But now ashore, my back to the sea, I head inland, civvy street for me.  
When they join up to go to sea, the boys and girls they follow me.  
But once at sea they know the score, with phones and emails and much, much more.  
When they join up to go to sea, they'll know our traditions and history.  
  
But once at sea the futures theirs, remembered in a matelots prayers.....

## Your Committee – Mug Shots



Norrie Millen  
President



Mike Seaward  
Vice President



Terry Membrey  
Chairman



Shaun Runham  
Vice Chairman



Mick Readdy  
Secretary



Chris Thomas  
Treasurer



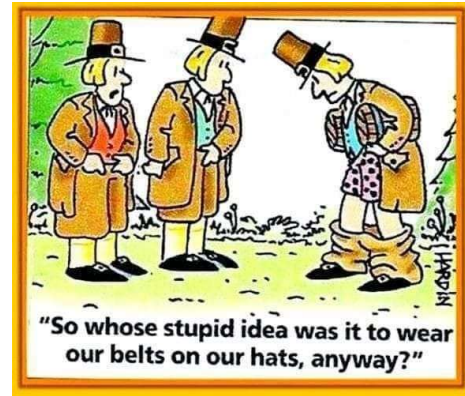
Paul Lomas  
Chaplain



Peter Roberts  
Welfare

## 75<sup>th</sup> Anniversary Lunch Photo's – Sunday 30<sup>th</sup> January 2022 (2 years late)





## Torbay “Call Girls” abducted by matelots.

*Submitted by Shipmate Chris Thomas*

Picture the scene one sultry September evening in 1972.

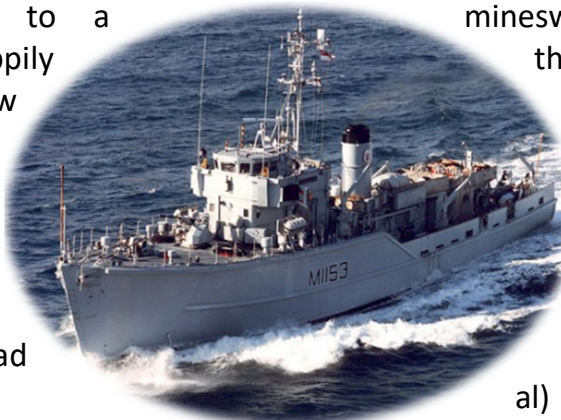
A group of lasses from Torquay GPO Telephone Exchange are excitedly gathered at Princess Pier waiting to be whisked off to a party. They’ve been invited onboard a Navy ship berthed in Brixham.

A boat enters the harbour and ties up. One of the crew spots the girls and strides up to greet them. One of the girls asks “Are you from the Navy ship ‘cos we’ve been invited to a party?”. The sailor happily tells the group to follow him and they are soon settled onto the liberty boat and heading out of the harbour. They reach choppy water and head out into the Bay.

But, instead of ploughing



**HMS Intrepid L11**



**HMS Kedleston M1153**

through the waves towards Brixham the tender pulls up alongside the huge grey Assault Ship anchored in the Bay. The

switchboard operators are greeted with “Welcome aboard **HMS Intrepid!**”

Looking bemused, the girls chatter amongst themselves and reply “Isn’t this **HMS Kedleston?**” As the mix-up dawns on everyone it’s decided (to no-one’s surprise!) that an impromptu party can soon be organised.

Across the sea in Brixham a disgruntled minesweeper crew realise that they have been shafted. A signal “Give us our girls” is made from **M1153** to **L11**, but the matelots and bootnecks onboard Britain’s finest amphibious assault platform (sorry *Fearless* et al) aren’t willing to hand-over their surprise guests.

Didn’t believe the local butcher was making sausages with sea birds until I saw him take a Tern for the Wurst!

The German are responding to COVID with a staple diet of cheese & sausage. They call it a Wurst Kase scenario!

## HMS AUDACIOUS

Formally commissioned September 23<sup>rd</sup>, 2021

*From the Internet, submitted by Shipmate Kevin Maguire*

The ASTUTE-Class attack submarine, HMS AUDACIOUS, was formally commissioned on Thursday, September 23<sup>rd</sup>, 2021 during a ceremony at HM Naval Base Clyde.

Members of the ship's company and personnel from the Submarine Flotilla (SUBFLOT) were joined at the Faslane site by the boat's sponsor, Lady Elizabeth Jones, as they welcomed HM S/M AUDACIOUS to the Royal Navy Fleet.

The Naval ceremony marks the completion of extensive tests and sea trials for the vessel with AUDACIOUS now ready for Royal Navy operations around the globe. Commander Jim Howard, the Commanding Officer of HMS AUDACIOUS, said: "It is an absolute pleasure to be Commanding Officer of the Royal Navy's newest and most capable SSN. "As we now move from sea trials into our operational sea training programme, I and the whole ship's company are ready for the challenge ahead. "This formal commissioning ceremony marks another major milestone in the platform being fully operational and ready for tasking." During the ceremony, members of AUDACIOUS ship's company formed platoons on the jetty with Lady Elizabeth Jones inspecting them. Afterwards she addressed those gathered for the occasion and cut the commissioning cake.



HM S/M Audacious sponsor, Lady Elizabeth Jones, addresses crew members during the ceremonial commissioning at HM Naval Base Clyde



HM S/M Audacious arriving at Faslane for the first time



Lady Jones meets crew members from Audacious

HM S/M AUDACIOUS arrived at HM Naval Base Clyde for the first time on April 7 last year where she joined sister-vessels HM S/M ASTUTE, HM S/M ARTFUL and HM S/M AMBUSH. The Astute-Class nuclear powered submarines are among the most sophisticated underwater vehicles ever

constructed, gradually replacing the Trafalgar-Class submarines which have provided sterling service for almost four decades. Equipped with sophisticated sensors, the Astute-Class submarines carry both Tomahawk Land Attack Cruise Missiles (TLAM) and Spearfish heavyweight torpedoes. The vessels are capable of circumnavigating the globe while submerged, producing their own oxygen and drinking water. Speaking of the Commissioning, Commodore Jim Perks, Head of the Royal Navy

Submarine Service, said: "This is an extremely important day in the life of HM S/M AUDACIOUS and I am delighted that the sponsor, Lady Elizabeth Jones, was able to formally commission this, our fourth Astute-Class submarine, today. "Throughout this pandemic, AUDACIOUS has delivered her extensive trials programme without fuss and with considerable style.

## ASTUTE CLASS

### ATTACK SUBMARINE

wish the boat, crew and their families all the very best for the future and look forward to seeing her deliver on operations.”

The Astute-class submarines are the largest, most advanced and most powerful attack submarines ever operated by the Royal Navy, combining world-leading sensors, design and weaponry in a versatile vessel.

In the first part of 2012, they proved their ability to prepare and launch Tomahawk missiles, successfully firing 2 missiles from the Gulf of Mexico and accurately hitting the targets on the test range in Northern Florida.

The Astute class equips the UK Royal Navy with its largest and most powerful fleet of attack submarines.

The Astute class are the largest and most advanced attack submarines ever built for the Royal Navy. Astute leads the way with many technological 'firsts' - the first Royal Navy Submarine not to be fitted with optical periscopes (instead high specification video technology is used to scan the horizon) and the class are the quietest ever made.

Equipped with world-leading sensors, the Astute-class carries both Tomahawk Land Attack Cruise Missiles (TLAM) and Spearfish heavyweight torpedoes. Measuring 97 metres in length the boats can circumnavigate the globe submerged, producing their own oxygen and drinking water.

“I



Proud crew members of HM S/M Audacious (note the female writer)

HM S/M's Astute, Artful & Ambush are already in service and were joined in April 2020 by HM S/M Audacious and operate from HMNB Faslane. A further three boats - named Anson, Agamemnon and Agincourt - currently under construction at BAE Systems in Barrow will complete the class.

As well as Astute BAE Systems are also constructing the Dreadnought class submarine which will replace the Barrow-built Vanguard class submarines to maintain the UK's continuous at sea deterrent (CASD).



Lady Jones and the youngest member onboard HM S/M Audacious cut the commissioning cake.

The Astute is the latest in a long line of achievements at the Barrow shipyard. With locations around the UK including Frimley Park, Weymouth and Filton, BAE Systems Submarines offer a wide variety of career opportunities.

#### Astute Class Facts

- Astute submarines are the first nuclear submarines to be designed entirely in a three-dimensional, computer-aided environment.
- If the cables on board an Astute Submarine were laid out end-to-end, they would stretch from Barrow to Preston.
- An Astute submarine's 90-day dived endurance is only limited by the amount of food that can be carried and the endurance of the crew.
- The Devonshire Dock Hall is BAE Systems Maritime-Submarines main build facility, standing 51m high, 58m wide and 260m long.
- The first submarine for the Royal Navy was built in Barrow, and every submarine currently in service was also built there, Holland 1.
- 10-week patrol the 98-strong crew of an Astute will get through (on average): 18,000 sausages and 4,200 Weetabix for breakfast.

## Catalogue of failings that sank Falklands

*From the Internet original source unknown*

### Declassified report into disaster reveals officers 'mesmerised' by sight of incoming missiles failed to raise alarm

The catalogue of errors and failings that ended in the sinking of a Royal Navy destroyer during the Falklands war has been disclosed after being covered up for 35 years.

Twenty people died and 26 were injured when HMS Sheffield was hit by an Argentinian

The radar on board the ship that could have detected incoming Super Étendard fighter aircraft had been blanked out by a transmission being made to another vessel.

When a nearby ship, HMS Glasgow, did spot the approaching aircraft, the principal warfare officer in the Sheffield's ops room failed to react, "partly through inexperience, but more importantly from inadequacy".

The anti-air warfare officer had left the ship's operations room and was having a coffee in the wardroom when the Argentinian navy launched the attack, while his assistant had left "to visit the heads" (relieve himself).

The anti-air warfare officer was recalled to the ops room, but did not believe the Sheffield was within range of Argentina's Super Étendard aircraft that carried the missiles.

When the incoming missiles came into view, officers on the bridge were "mesmerised" by the sight and did not broadcast a warning to the ship's company.

The board of inquiry found the anti-air warfare officer's mistake was based on his

reading of an intelligence assessment of the Argentinian threat, which had arrived on board in "a sizeable and daunting bundle" of paper that was difficult to comprehend.

Exocet missile during the early days of the 1982 conflict. It was the first Royal Navy warship to have been lost in combat since the Second World War.



The report of the board of inquiry into the loss of the Sheffield, which has finally been declassified, reveals the full reasons why the ship was completely unprepared for the attack.

While the ship's company were aware of the threat posed by Exocet missiles, some appear to have thought the Sheffield was beyond the range of the Super Étendard aircraft, because they were unaware the planes could refuel in mid-air.

The board also concluded it was "unfortunate" that the Sheffield's captain, (the submariner Sam Salt,) and his second-in-command, a helicopter officer, had "little or no relevant recent surface ship experience".

In the event, nobody called the captain. His ship did not go to "action stations", did not fire off clouds of chaff in an attempt to deflect the Exocets, and did not turn towards the incoming missiles in order to narrow the Sheffield's profile. Moreover, some of the ship's weapons were unloaded and unmanned, and no attempt was made to shoot down the incoming missiles.

One of the Exocets slammed into the Sheffield's starboard side about 8ft. (2.4

metres) above the waterline, ripping a hole 4ft high and 15ft long. It penetrated as far as the ship's galley, where eight cooks are thought to have been killed instantly. Fire erupted within seconds and the ship filled with smoke.

Twelve people were thought to have been overcome by fumes, including five who remained on duty in the Sheffield's computer room until it was too late for them to attempt escape. Some of the wounded suffered serious burns.

The report says the firefighting efforts "lacked cohesion" and were "uncoordinated", and that although the crew attempted to tackle the blazes, "it was not clear where the command of the ship was located".

The main pipe through which water was pumped for firefighting had been ruptured, while several pumps failed and forward escape hatches were found to be too narrow for people wearing breathing apparatus. The ship's company were unable to bring the blaze under control and Salt gave the order to abandon it.

The Guardian understands that at the time the board's findings were suppressed, the British government was attempting to sell type 42 destroyers. And had been negligent for failing to react in line with standard doctrine and training.

In London on the evening of the attack, 4 May 1982, the defence secretary, John Nott, told the Commons that the Argentinian fighter had probably flown in a letter that has also been declassified – that although both. The next day French manufacturer of the Exocets, Aérospatiale, issued a statement describing its missile as infallible.

Reporting in July 1982 to the navy's commander-in-chief, Adm John Fieldhouse, the board of inquiry said it had concluded that the Sheffield's on-watch principal warfare officer in the ops room had been negligent for failing to react in line with standard doctrine and training.

The board also found the anti-air warfare officer had been negligent because his "lengthy absence" from the ops room meant an important air-defence facility was not manned. The report notes that 12 minutes after impact, this officer was still insisting the ship had not been struck by a missile.



**The captain of HMS Sheffield, Sam Salt onboard HMS Hermes after the loss of his ship.**

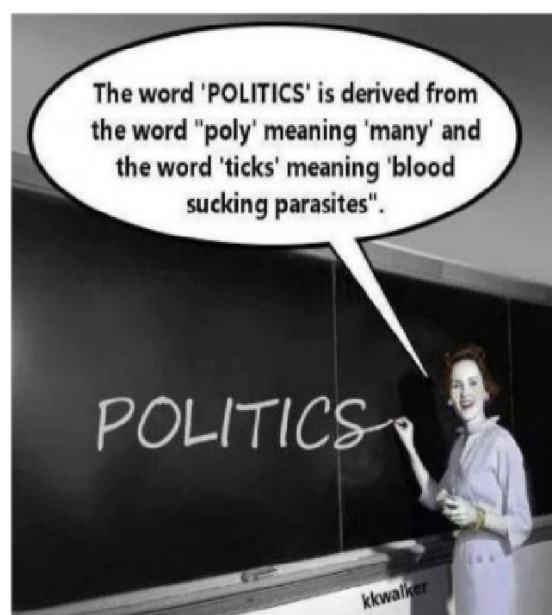
Photo: Martin Cleaver/Press Association

However, Fieldhouse ruled that the two officers would not face any sanction. In September 1982 he informed the MoD – in a letter that has also been declassified men had "*prima facie* demonstrated negligence", they would not face courts martial, disciplinary action or any form of formal administrative proceedings.

Instead, Fieldhouse decided, he or one of his staff officers would speak to each officer, to "ensure that each fully understands the situation". The Guardian understands that one was subsequently promoted, reaching the rank of captain, and served in the Royal Navy for a further 20 years.

Clive Ponting, then a senior civil servant in the MoD, said the loss of the Sheffield was too great a catastrophe for the full facts to be made public. "Most people were clear that there wasn't going to be public blame for mistakes that had been made," Ponting said.

Ponting was arrested in 1984 after he exposed another of the war's secrets: that the Argentinian cruiser General Belgrano had been sailing away from the Falkland





## Procedure makes submariners safer

*Submitted by Shipmate Kevin Maguire*

*Written by Lt. Sarah Rohweder RAN*



**Five minutes is now all it** takes for a submarine crew to conduct a man overboard recovery and return below the surface.

It is a significant reduction in time compared with the previous procedure, which took about 40 minutes.

It is thanks to one medic submariner who knew there was a need for change.

Three years ago, CPO Kerrin Lyon took his idea to overhaul the procedure to Command at the Sea Training Unit – Submarines at **HMAS Stirling**.

It included training crew members in a new technique to transfer injured personnel from the casing into the submarine where they would undergo medical treatment in a protected area.

“The old procedure had us doing treatments outside the submarine where we weren't protected because there are no rails so they'd be more likely to

be washed overboard,” CPO Lyon said.

“The new procedure minimises the time spent outside the submarine and allows us to bring the casualty down below where they can be treated properly and safely, a lot quicker.”



**The then LS Kerrin Lyon working on a simulation mannequin**

For his efforts in developing the new man-overboard recovery, CPO Lyon was

awarded a Conspicuous Service Medal as part of the 2021 Queen's Birthday Honours.

According to the citation, he was “instrumental in identifying potential risk of injury, developing the new procedure, gaining endorsement and trialling the new procedure”.

CPO Lyon, who is still posted to the Sea Training Unit, said it was an honour to receive the medal – a highlight of his decade-long career in the Navy.

“I put it down to my work colleagues helping me and the support and encouragement from my wife and children,” CPO Lyon said.

# A multinational warship crew

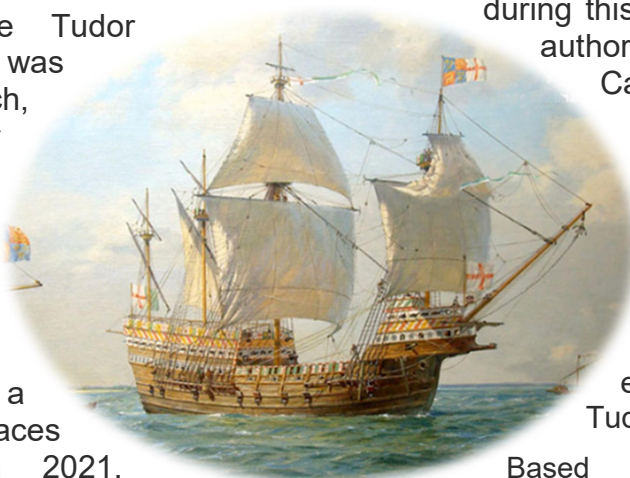
*From the Internet*

The crew of the Tudor warship *Mary Rose* was a diverse bunch, hailing from as far away as continental Europe, the Mediterranean and Africa, says new research that reinforces Britain's long history as a society of multiple races and ethnicities. In 2021, scientists published the results of isotope analysis of the teeth in eight of 179 crew whose remarkably well-preserved remains were recovered along with 19,000 artefacts and much of the ship, which was sunk on July 19, 1545, during the Battle of the Solent off England's south coast.

Isotopes helped construct what one expert described as "unparalleled" biographies suggesting several of the tested subjects were raised on African, Mediterranean or other diets differing from the relatively limited fare on which most Britons relied at the time—namely bread, soups, stews, ale and meats.

At least three of the eight could have come from southern European coasts, Iberia or North Africa and, while the others originated from diverse regions of Britain itself, it is believed some of their recent family histories reached far beyond the home islands.

"Our findings point to the important contributions those individuals of diverse backgrounds and origins made to the English navy



**Mary Rose**

during this period," said lead author Jessica Scorrer of Cardiff University.

"This adds to the ever-growing body of evidence for diversity in geographic origins, ancestry and lived experiences in Tudor England."

Based on context and associated artefacts, the Mary Rose Trust even attributed professions to seven of the sampled individuals, dubbing them cook, archer, royal archer, gentleman, carpenter, officer and purser.

The authors called the eighth crewman the "young mariner." They believe he was of African ancestry and lived in England.

"This finding adds to the growing evidence for Black Africans in professional roles among the Tudor population," said the study. "Most records referring to African residents are from parishes near port towns, such as London, Southampton, Bristol and Plymouth, which may have attracted people outside of Britain for trade."



A portrait of Henry VIII by Hans Holbein

The young mariner "may well have been raised in or near a port town in the southwest of England and represents the first direct evidence for mariners of African descent in the navy of Henry VIII."

Comparing their findings with known samples in a forensic databank, the researchers' work was made easier and more precise by several circumstances, including the fact that the exact date and

circumstances of death were known and the wreck was encased in preserving estuarine silts soon after it went to the bottom.

The hull and its contents, including more than 40 per cent of the ship's complement, were recovered in 1982 and subsequently conserved and displayed at Portsmouth Historic Dockyard.

Crews were made up of skilled mariners, soldiers and gunners, along with a broad range of trades.

Prior historical and scientific evidence has pointed to diverse naval recruits within the English fleet, but the direct scientific evidence acquired from human remains from the Tudor period is limited.

**Commissioned by** Henry VIII, the flagship *Mary Rose* was in Tudor naval service for all but four years of his 1509-1547 reign.

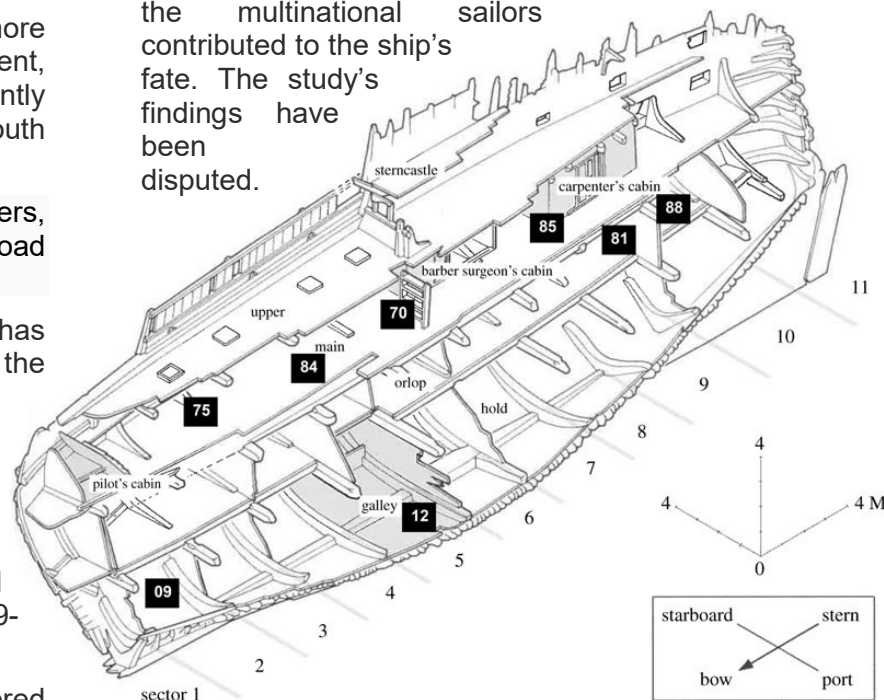
English naval ranks in 1545 numbered 8,000. Crews were made up of skilled mariners, soldiers and gunners, along with a broad range of trades and professions, including cooks, carpenters and pursers, who handled finances aboard ships.

During wartime, the English also hired retainers, or private armies, from English lords along with foreign mercenaries from Germany, Netherlands, Italy and Spain. Sixteenth-century writings and other evidence indicate Africans were among crews aboard English merchant and pirate vessels.

It's not the first time isotope analysis has been conducted on *Mary Rose*'s crew. Research on the ship and its inhabitants has been ongoing since they were raised from their silty grave in 1982.

A 2009 isotope analysis of 18 of the recovered remains found that at least a

third, and up to almost two-thirds, originated from warmer or more southern locales than the British Isles. It also claimed that communication issues among the multinational sailors contributed to the ship's fate. The study's findings have been disputed.



Bone and cranial analysis, as well as associated artefacts, suggests diversity among the crew.

Another study said *Mary Rose* was manned by a "semi-permanent, professional crew." Many of the remains it sampled were of young men with "age-related vertebral pathologies potentially caused by continuous work aboard a warship."

The



**A salvage cage holds the remains of the *Mary Rose***

scientists believe one of the archers came from a port in southwest England, such as Plymouth in Devon or Fowey in Cornwall. The cook is thought to have come from a West Country coastal area. The officer

could have been raised in the Midlands or Wiltshire, while the purser is thought to have been raised on the banks of the Thames Estuary.

Other evidence, including bone and cranial analysis, as well as associated artefacts, suggests diversity among the crew.

"There are indications of foreign connections among the *Mary Rose* crew in the form of various ceramic types, including English, French, Low Countries, Rhenish and Iberian wares," said the latest study, conducted by eight British experts and published in the *Royal Society Open Science* journal. The Royal Society, founded 360 years ago, is the world's oldest national scientific academy.

"These may represent personal belongings brought on board by recruits from overseas, although similar wares would have been available at English ports due to trade connections. In addition, whetstones belonging to the barber surgeon and carpenters have been analysed and may have originated from Brittany, the Channel Islands, Scottish Highlands or regions in southern Europe and North Africa."

The gentleman's remains were found close to a chest containing a carved bone panel similar to those produced in northern Italy in the 14th and 15th centuries.

While the items could have been acquired through trade and don't necessarily represent Italian origins, the study said: "A coastal region in southern Europe is a likely place of origin for this individual based on his isotope values and the historical/artefactual evidence."

Spanish coins and Spanish-style tools found in the carpenters' cabin indicate at least one of the six carpenters aboard ship could have

come from the Iberian Peninsula. Analysis of remains of the man found in proximity to the cabin suggests he came from inland southwest Spain.

"Four adzes with a 'stirrup' design commonly found in Spain during this period were recovered, and there were a few coins identified as Spanish in an embroidered leather pouch found in a personal chest in the cabin. Combining isotope and artefactual evidence, inland southwest Iberia provides a plausible area of origin."

The second Bowman became known as "the royal archer" because he had a leather wrist guard bearing the symbol of a pomegranate, associated with Catherine of Aragon, Henry VIII's first wife. The Moors brought the fruit to Europe from Africa in the medieval and early-modern periods.

"We never expected this diversity to be so rich."

His isotope analysis suggests the man could have been raised in north-eastern Morocco, the Atlas Mountains in Algeria, the Chotts—or salt lakes—in southern Tunisia or possibly Spain.

The *Mary Rose* Trust was a primary sponsor of the project. Alexandra Hildred, its head of research and curator of ordnance and human remains, said the "variety and number of personal artefacts recovered which were clearly not of English manufacture made us wonder whether some of the crew were foreign by birth."

"We never expected this diversity to be so rich," she said. "This study transforms our perceived ideas regarding the composition of the nascent English navy."

The Battle of the Solent pitted the fleet of Francis I of France against that of Henry VIII. It ended without a clear victor, though the four-masted carrack, believed to have been



A lantern made of Poplar was found in the lowest deck of the *Mary Rose*



Various tools were found in chests stowed in the carpenter's cabin

named for Henry's sister Mary and the Tudor emblem—a rose—sank after a volley of French gunfire on the battle's second and final day.

Interestingly, period papers from the High Court of Admiralty showed that one of the first attempts to salvage the wreck of Henry's favourite ship was attempted soon after it sank by a West African diver, Jacques Francis.

**Apparently you  
can't use Beef  
Stew as a  
password. It's  
not Stroganoff!**

**TIPS ON HOW TO  
FALL ASLEEP IN A  
LIVING ROOM  
CHAIR:**

- 1. BE OLD**
- 2. SIT IN A CHAIR**

**A clean desk is a sign of a  
cluttered desk drawer!**



**It took  
"Click it or Ticket"  
to get people to  
wear a seatbelt.**

**I wonder if  
"Mask it or Casket"  
might work?**

**Is the fall of Rome  
comparable to the current  
situation in the United  
Kingdom?**

**No, Rome had better roads!**