



www.candoo.com/ulsternorrie/rnator

AHOY SHIPMATE

RNA Torbay Newsletter

Volume 11

Issue 2

July 2022

In this issue

Editorial.....	1
Chairman's Chat	2
HMS Quorn	3-4
Deepest shipwreck found	5
S/M made it home under sail.....	6-7
Brazilian Nuclear Submarine.....	8-9
Humour.....	10
Lt Peter Norbury Obit	11-12
Captain Dick Hestilow RN Obit	13-15
Type 31 Frigates.....	16-17
That's Life & Humour.....	18

Definitions:

ADULT – A person who has stopped growing at both ends and is now growing in the middle.

CHICKENS – The only animal you eat before they are born and after they are dead.

COMMITTEE – A body that keeps minutes and wastes hours.

DUST – Mud with the juice squeezed out.

EGOTIST – Someone who is usually me deep in conversation.

HANDKERCHIEF – Cold Storage.

INFLATION – Cutting money in half without damaging the paper.

MOSQUITO – An insect that makes you like flies better.

SECRET – Something to tell one person at a time.

SKELETON – A bunch of bones with the person scraped off.

TOOTHACHE – The pain that drives you to extraction.

TOMORROW – One of the greatest labour saving devices of today.

YAWN – An honest opinion openly expressed.

OLD – I quietly confided to my friend that I was having an Affair.

She turned to me and asked, "Are you having it catered?"

That shipmates is the definition of **OLD**

Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

Once again it's been 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.

As it turns out the committee were indeed correct. These last few months I don't seem have had a single minute to spare with various personal and health issues, both my son and I. He scratched his leg on the bottom part of his left shin last September. Untreated it quickly manifested into a small ulcer which rapidly spread and covered his leg from ankle to middle of thigh. The local GP and Practice Nurse were loath to send him for specialist treatment until January when he was referred to the Lower Limb Clinic in Dawlish hospital.

The staff there were both alarmed and disgusted by the way he had been given all the wrong treatment which had made the leg worse. They cleaned his leg as best they could, prescribed antibiotics which he had not received to date, extra strong painkillers as he was in constant agony and bound his leg tight with five layers of bandages, called compression treatment.

As some of you know I have been leasing a mobility scooter for over two years. As the contract drew to a close in April, I thought it would be seamless just to renew it for another term. Not that easy, they wanted me to have a brand new scooter at almost double the previous cost plus a £400.00 deposit. I said I have already given you a deposit two years ago, that its seems was written off! So I told them to shove it. I then approached SSAFA to see if they could help, which they could. That was the easy part, however when they approached RNBT & RBL for funds for this, I was denied at first as I play the Veterans Lottery and RBL Poppy Raffle, to support needy service people. Therefore I had to cancel my support for these two worthwhile charities, so that my request could go ahead.

After an agonising wait of another month, good news full funding has been now awarded and the scooter recommended by the O/T and SSAFA is on back order and should be with me by end of this month. So I guess once again the message is.....read the small print.

The way I see it anyway!

Chairman's Chat

By Shipmate Terry Membery



Hi Shipmates,

I hope you are all well and surviving the heat. What with golf and gardening and Coastwatch my time is taken up. But I did get to see John Hider he is managing but not very well. He misses the banter of our get-together.

I also managed to get over to Roundham to spruce it up. It doesn't look so shabby now. It worries me when we have all gone who will carry on with looking after the memorial.



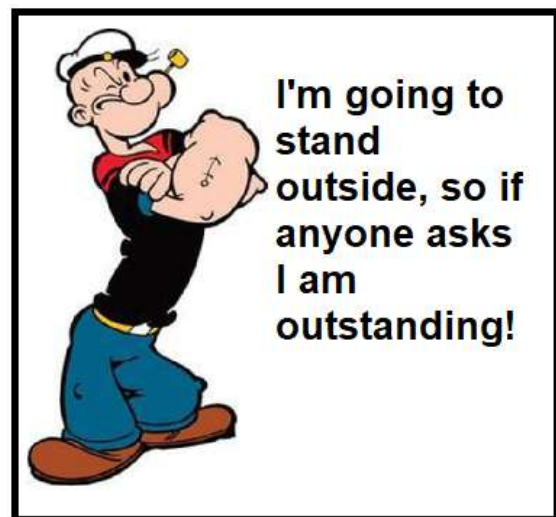
Below is an image created by the webmaster Norrie of what the Roundham memorial might look once upgraded



Changing the subject I saw a video of the Royal Marines on how they intend boarding ships or vessels. With jet packs in fact. It was just like a helicopter straight down the side of the ship, hover and then up and over and then land on. All done by jet packs.

Could it be the way forward of going ashore instead of tenders jet packs. I wait with baited breath. Anyway shipmates I look forward to seeing you at the next meeting.

As always stay safe.



Ode to the Spell Checker

Eye have a spelling checker
It came with my pea sea
It plainly marques four my revue
Miss steaks eye kin knot sea.
Eye strike a key and type a word
And weight 4 it 2 say
Weather eye am wrong oar write
It shows me strait a weigh.
As soon as a mist ache is maid
It nose bee fore two long
And eye can put the error rite
Its rare lea ever wrong.
Eye have run this poem threw it
I am shore your pleased two no
Its letter perfect awl the weigh
My chequer tolled me sew!

Appledore Shipyard wins £55 million HMS Quorn shipbuilding deal.

Submitted by Shipmate Kevin Maguire

The contract to renovate mine hunting vessel HMS Quorn is set to support 100 jobs for North Devon

A former Royal Navy mine-hunting vessel is set to be refurbished at Appledore Shipyard as part of a £55m contract. Owners of the shipyard, Harland and Wolff, were awarded the contract on behalf of the Lithuanian Government and will see the vessel HMS renovated and restored.

Appledore Shipyard has been the beating heart of the community since 1855 and was saved from closure by H&W in 2020. The regeneration is set to support a hundred jobs at the North Devon shipyard as part of the government's National Shipbuilding Strategy Refresh.

The work will see an influx of contractors for the project across the local and national supply chain, with 14 major subcontract packages in engineering, equipment and integration, along with other refurbishment services.

Commodore Richard Whalley, Head of the Defence Equipment Sales Authority, said: This contract award reinforces our excellent working relationship that we have with Lithuania as our NATO ally as well as UK owned Harland & Wolff. We're



really pleased to see HMS QUORN refurbished in Appledore Shipyard and look forward to continuing our work with them supporting the British supply chain.

HMS QUORN completed 27 years of Service with the Royal Navy before being sold to Lithuania in April 2020. The vessel patrolled the seas as part of the Royal Navy fleet of Hunt Class Mine Countermeasures Vessels until 2017.

The Hunt Class vessels specialise in active mine-hunting and use high-definition sonar to detect and dispose of sea mines. Tailored for the Lithuanian Navy, the work includes upgrades to the ships mission and sonar systems, and an additional search and rescue capability. The contract will also add new main engines, generators and propulsion gear as well as refurbish the accommodation, hull, ancillary systems, electrical systems and painting.



HMS Quorn in 2014 departing Portsmouth

John Wood, Group CEO of Harland & Wolff said: "This contract has provided

the breakthrough that we needed to activate the fifth and final element of our business strategy – the key market of Defence. Our strategy has been well and truly validated and we intend to capitalise on this win through bidding on and securing further government contracts.

The extended process to win the M55 Contract enabled us to showcase the technical and commercial capabilities of the entire group and has now provided the MOD with a credible alternative to the existing industry base. This contract is validation that the Government can go elsewhere, recognising the investment and progress made over the last two years to put Harland & Wolff in a position to execute on such programmes.



HMS Quorn conducting helicopter transfer

Our eyes are now set on delivering this contract and executing on our pipeline as we continue to build momentum, credibility and a high-performing, experienced workforce.

Finally, I wish to thank the MOD for the faith that they have placed in Harland & Wolff, and I look forward to working closely with them on the successful delivery of this contract."

Seniors Exercise

Seniors never get enough exercise. In His wisdom, God decreed that seniors become forgetful so they would have to search for their glasses, keys, and other things, thus doing more walking. And God looked down and saw that it was good.

Then God saw there was another need. In His wisdom, He made seniors lose coordination so they would drop things, requiring them to bend, reach, and stretch. And God looked down and saw that it was good.

Then God considered the function of bladders, and He decided seniors should have additional calls of nature, requiring more trips to the bathroom, thus providing more exercise. God looked down and saw that it was good.

So, if you find, as you age, you are getting up and down more, remember it's God's will. It is all in your best

A group of guys, all turning 40, discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because the waitresses had big breasts and wore mini-skirts.

Ten later, at age 50, once again the friends discussed where they should meet for lunch finally it was agreed that they would meet at Wetherspoons in Uxbridge because the waitresses were attractive the food and service was good and the beer selection was excellent.

Ten years later, at age 60, the friends again discussed where they should meet for lunch Finally it was agreed that they would meet at Wetherspoons in Uxbridge because there was plenty of parking, they could dine in peace and quiet with no loud music, and it was good value for money.

Ten years later, at age 70, the friends discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because the restaurant was wheelchair accessible and had a toilet for the disabled.

Ten years later, at age 80, the friends discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because they had never been there before!

'Deepest shipwreck': US WWII ship found off Philippines

Submitted by Shipmate Kevin Maguire

A US navy destroyer sunk during World War II has been found nearly 7,000 meters (23,000 feet) below sea level off the Philippines, making it the world's deepest shipwreck ever located, an American exploration team said.

The USS Samuel B Roberts went down during a battle off the central island of Samar on October 25, 1944 as US forces fought to liberate the Philippines - then a US colony - from Japanese occupation.

A crewed submersible filmed, photographed and surveyed the battered hull of the "Sammy B" during a series of dives over eight days this month, Texas-based undersea technology company Caladan Oceanic said.

Images showed the ship's three-tube torpedo launcher and gun mount.

"Resting at 6,895 meters, it is now the deepest shipwreck ever located and surveyed," tweeted Caladan Oceanic founder Victor Vescovo, who piloted the submersible.



USS Samuel B. Roberts

According to US Navy records, Sammy B's crew "floated for nearly three days awaiting rescue, with many survivors perishing from wounds and shark attacks". Of the 224 crew, 89 died.



The battle was part of the larger Battle of Leyte, which saw intense fighting over several days between US and Japanese forces.

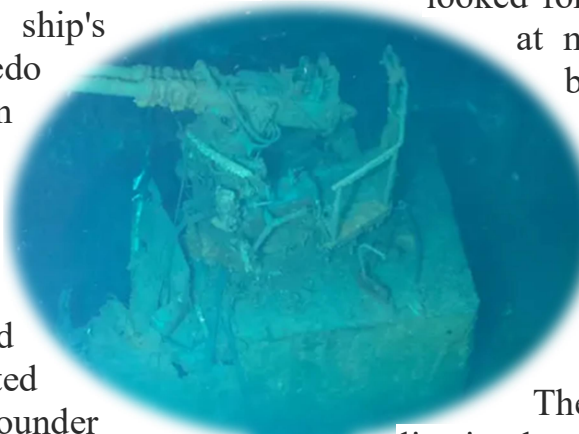
Sammy B was one of four US ships sunk in the October 25 engagement.

The USS Johnston, which at nearly 6,500 meters was previously the world's deepest shipwreck identified, was reached by Vescovo's team in 2021.

In the latest search, the team also looked for the USS Gambier Bay at more than 7,000 meters below sea level, but was unable to locate it.

It did not search for the USS Hoel due to the lack of reliable data showing where it may have gone down.

The wreck of the Titanic lies in about 4,000 meters of water.



A Submarine made it Home with a Sail Made of Blankets

From the Internet

By today's standards, a submarine from 1918 is rather basic, but even for a submarine of the time, using sails as a means of propulsion was firmly in the past. Except for the crew of USS R-14, who used bed sheets and blankets as a makeshift sail when their submarine lost power in the ocean over 100 miles from Hawaii.

R-14 was an R-class submarine, a type used by the US Navy from 1918 until the end of WWII. Work on this new type of submarine began soon after the US entered WWI in early 1917. 27 were built in total, but most were completed after WWI had ended, and none of them saw combat.

They replaced the previous O-class of submarines and were the first US type to feature 21 inch (533 mm) torpedo tubes, which is still a standard size around the world today. On their decks, a 76 mm gun was used for anti-aircraft defence and as a general-purpose weapon.

The 640 ton, 186ft. long vessels used a diesel-electric propulsion system, as was common for submarines at the time. Two 600 hp diesel engines powered two 470 hp electric motors, which would run on a large bank of batteries while submerged because the diesel engines' source of air was cut off. While surfaced, an R-class submarine could reach speeds of 13.5 kn (15.5 mph), and when submerged could reach 10.5 kn (12.1 mph).



USS R14 with sails made of blankets

Construction of the USS R-14 started in 1918. She was commissioned before the end of 1919. The submarine missed WWI but would be no less busy in peacetime with the Pacific Fleet, as it was used to develop and perfect submarine and anti-submarine warfare tactics. She also helped in search and rescue operations.

The USS R-14 served into WWII, where the submarine spent much of her time as a training vessel and received an overhaul in 1941. The sub was eventually struck from the Naval Vessel Register in May of 1945 and dismantled for scrap in 1946.

The return to wind power

Seen here are the jury-rigged sails used to bring R-14 back to port in 1921; the mainsail rigged from the radio mast is the topsail in the photograph, and the mizzen made of eight blankets also is visible. R-14's acting commanding officer, Lieutenant Alexander Dean Douglas, USN, is at the top left, without a hat. (US Naval Historical Centre).



In 1921, the USS R-14 was participating in a search and rescue mission for the USS Conestoga, a US Navy ocean-going tug. Conestoga had

disappeared while on her way to the South Pacific Ocean, which prompted a major search for the vessel.

In May of 1921, while surfaced and searching for the Conestoga, R-14 ran out of fuel and lost radio communications. The crew was

about 100 nautical miles away from Pearl Harbour when the vessel ran out of fuel, a distance too far for her to reach on battery power alone. On top of this, the USS R-14 only carried enough food to last the crew 5 days.

The submarine was dead in the water, without any power and no way of calling for help.

Fortunately, the submarine's engineering officer Roy Trent Gallemore came up with an unusual but smart plan. Gallemore suggested going back to the basics, and sailing R-14 to Pearl Harbour under wind power.

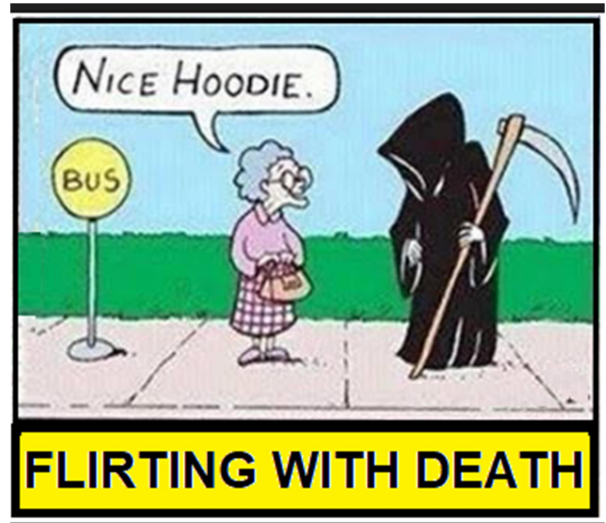
To do this, the crew tied together several bunk bed frames and attached them to the torpedo-loading crane in front of the conning tower. They then tied a foresail made out of eight hammocks to the bed frame assembly.

With just this one sail, R-14 began to move at a speed of 1.2 mph and gained rudder control. Gallemore's plan was clearly working, so the crew added another sail made from six blankets to the radio mast, which increased the submarine's speed by a further 0.58 mph. A third sail comprised of eight blankets added another 0.58 mph to the R-14's speed.

The submarine was eventually able to start charging its batteries. R-14 and all of its crew arrived at Hawaii 64 hours later, after a long and slow journey.

R-14's captain, Lieutenant Alexander Dean Douglas received a commendation for his crew's clever problem solving from Chester W. Nimitz, his Submarine Division Commander.

The USS Conestoga would never be found in the search, or for another 95 years. The tug boat was discovered in 2009 just off the coast of California, and its identity was confirmed in 2015.



What I do drunk is none of my business!

If you see me talking to myself, just move along, I am self-employed and having a staff meeting!!

I am a Multi - Tasker I can Listen, Ignore and Forget...All at the same

Tonight's forecast is 'ALCOHOL' with a chance of low standards and poor

You can't scare me..... I have 2

The path of inner peace begins with 4 words..... Not my bloody

The difference between beer and your opinion is..... I asked for a



Brazilian submarine *Álvaro Alberto*

From the Internet



The Brazilian submarine *Álvaro Alberto* is a nuclear-powered attack submarine under construction for the Brazilian Navy by the Brazilian state-owned naval company ICN. The construction is part of a strategic partnership signed between France and Brazil in 2009, which also included the total transfer of technology and support for the construction of four enlarged conventionally-powered Scorpène-class submarines. The namesake will be a tribute to the Navy vice admiral and scientist *Álvaro Alberto da Motta e Silva*, who was the responsible for the implementation of the Brazilian Nuclear Program. He also served as President of the United Nations Atomic Energy Commission between 1946-47, and as President of the Brazilian Academy of Sciences for two terms, from 1935-37 and 1949-51. Brazil is the seventh country in the world, after the United States, Russia, United Kingdom, France, China and India, to field nuclear submarines, and will become the first since 1987 to join the group of nuclear submarine operator's, when India began its use of the INS *Chakra*, a former Soviet Navy Charlie-class submarine.

History

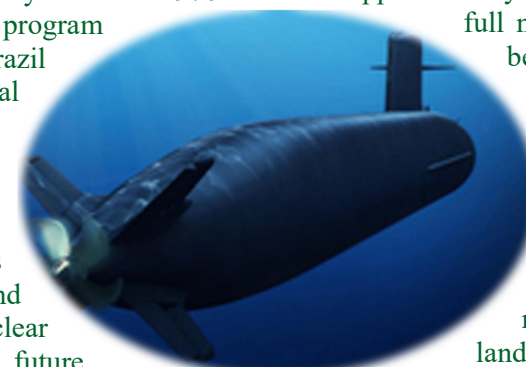
The Navy's nuclear submarine project dates back to the 1970's, more practically between 1976 and 1978. It was decided by program officials at the time that Brazil should obtain the three vital processes before start the construction of a nuclear submarine. The first point was the nuclear fuel cycle domain, known internally as the *Ciclone* project. Second the development of a nuclear reactor for the use in the future submarines, the *Remo* project. As a third point, the development of the knowledge to design and build a hull to accommodate the developing reactor, the *Costado* project.



Álvaro Alberto - Computer graphics



Brazilian Submariners Badge



Álvaro Alberto from astern

Fuel cycle domain

The beginning of the project for the domain of the nuclear fuel cycle and nuclear reactors took place in 1979, in that year, under the military regime with leadership of the Army general Ernesto Geisel and later general João Figueiredo, two enthusiasts of the nuclear technology, the government secretly joined the Institute of Energy and Nuclear Research of Sao Paulo (IPEN) where it started to work in the most ambitious military program to date. In 1982, the scientists won its first major victory after adopting the ultracentrifugation technique for enrichment and learning about uranium hexafluoride technology in the city of Poços de Caldas, Minas Gerais. In the same year, the project researchers achieved isotopic uranium enrichment with centrifuges built entirely in Brazil.

To support the experimental activities of the research and development program of the fuel cycle and nuclear reactors, the Aramar Experimental Center (CEA) was built in the state of Sao Paulo. The center is home to testing facilities, experimental validation laboratories and some special workshops. It is also responsible for uranium enrichment on a small industrial scale, but sufficient to power existing nuclear research reactors in the country. Over a period of approximately 20 years, the country acquired the full nuclear fuel cycle and was able to begin the construction of the naval nuclear reactor

Naval nuclear reactor

In 2014, after many years and a series of problems, delays in federal funding and program freezes, and the first naval nuclear test reactor was built on land at the Aramar Experimental Center, with the aim of enabling the technological, industrial and operational processes of nuclear installations applicable to ship propulsion. In 2018, the prototype of the naval nuclear reactor for the *Álvaro Alberto*,

known internally as the Brazilian Multipurpose Reactor was launched.

Submarine hull

At the beginning of the project in 1979, the Navy did not know the processes for the submarine hull construction. First it was necessary to acquire new and modern submarines that could be built in Brazil. The first were the Type 209 class of German origin. In 1982, the country signed contracts for the construction of five new navy submarines, four of them on Brazilian territory, at the Rio de Janeiro Navy Arsenal. The country also invested in the modernization of its facilities and in the training of the national industry, as well human qualification.

In 2009, Brazil purchased four enlarged Scorpène-class conventionally-powered submarines from France in a deal of US\$ 10 billion, with total technology transfer agreement, giving to the country the knowledge for the design and construction of modern submarine hulls. The first Brazilian Scorpène-class submarine, Riachuelo, was launched on 14 December 2018. The project was initiated in 2012 through the Submarine Development Program (PROSUB), with the Itaguaí base in Rio de Janeiro as the submarine development and manufacturing point. From 2010 to 2012, a group of 31 engineers, 25 officers and 6 civil employees, received theoretical training by the DCNS in Cherbourg. In 2018, more than 400 Brazilian engineers worked on the nuclear submarine project staff, originally formed by the group that received training in France

The Brazilian Navy modernization program plans the development and construction of six SSN submarines. In the Brazilian doctrine, the *raison d'être* of the national defense strategy is to develop deterrence capability against a possible hostile force to the national territory. The country understands that with its future nuclear fleet, at least some of its weapons will be able to survive the first strike of an enemy and prevent further attempts at aggression.

Another rationale is to support the defense of the so-called Blue Amazon (Portuguese: A Amazônia Azul), a resource-rich area covering about 4,500,000 km² (1,700,000 sq mi) off the Brazilian coast. This area is the country's exclusive economic zone, home to a huge diversity of marine species, valuable metallic minerals and other mineral resources, petroleum, and the world's second largest rare-earth reserve.

Brazilian nuclear policy

The country has a policy of no nuclear weapons since the 1990's. Nonetheless, experts at the Los Alamos National Laboratory have concluded that Brazil developed the technological capability to field nuclear weapons. If the country's current policy on this type of armament change, Brazil would be able to produce highly enriched uranium using centrifuges like Resende for this type of armament. Instead, the country opted for working in the development of a nuclear submarine fleet and is the only non-nuclear weapon state on the verge of launching a nuclear submarine.

Characteristics

Alvaro Alberto has many similarities to his conventional predecessor of the Scorpène class. The first Brazilian nuclear submarine will have a beam of 9.8 m (32 ft) to accommodate the pressurized water nuclear reactor (PWR). Its 100 m (330 ft) length and 6,000-ton displacement will be propelled by a 48 MW (64,000 hp) fully-electric propulsion system.

The advantages of an SSN over a conventionally powered SSK are much longer endurance (a nuclear submarine can stay submerged for months and does not need refueling), and higher speed. Unlike most SSK's, SSNs do not have to surface periodically for air, which would compromise their stealth. Their roles include intelligence gathering platforms, insertion and exfiltration of Special Forces teams in addition to traditional hunter-killer SSN roles. The most prominent roles of the SSNs, is the capability to launch cruise missiles, giving a significant overlap between cruise missile submarines (SSGN) and traditional attack submarines.



I don't understand why prescription medicine is allowed to advertise on TV or why anyone would think of trying one of the medicines after listening to the laundry list of warnings of possible side effects. But this is definitely an exception!

Do you have feelings of inadequacy?

Do you suffer from shyness?

Do you wish you were a better conversationalist?

Do you sometimes wish you were more assertive?

Do you sometimes feel stressed?

If you answered yes to any of these questions, ask your doctor or pharmacist about **Cabernet Sauvignon**.

Cabernet Sauvignon is the safe, natural way to feel better and more confident. It can help ease you out of your shyness and let you tell the world that you're ready and willing to do just about anything.

You will notice the benefits of **Cabernet Sauvignon** almost immediately and, with a regimen of regular doses, you'll overcome obstacles that prevent you from living the life you want.

Shyness and awkwardness will be a thing of the past. You will discover talents you never knew you had.

Cabernet Sauvignon may not be right for everyone. Women who are pregnant or

nursing should not use it, but women who wouldn't mind nursing or becoming pregnant are encouraged to try it.

Side Effects May Include:

Dizziness, nausea, vomiting, incarceration, loss of motor control, loss of clothing, loss of money, delusions of grandeur, table dancing, headache, dehydration, dry mouth, and a desire to sing Karaoke and play all-night Strip Poker, Truth Or Dare, and Naked Twister.

Warnings:

The consumption of **Cabernet Sauvignon** may make you think you are whispering when you are not.

The consumption of **Cabernet Sauvignon** may cause you to tell your friends over and over again that you love them.

The consumption of **Cabernet Sauvignon** may cause you to think you can sing.

The consumption of **Cabernet Sauvignon** may create the illusion that you are tougher, smarter, faster and better looking than most people. Chardonnay, Sauvignon Blanc, Pinot Grigio, Tequila, Scotch, Vodka or Bourbon, and of course Beer, may be substituted for Cabernet Sauvignon, with similar results.

Please feel free to share this important information.

LIFE IS A CABERNET OLD CHUM

Hired a handy man and gave him a list. When I got home, only #1, 3, & 5 were done. Turns out, he only does odd jobs!



**I HATE IT WHEN I CAN'T
FIGURE OUT HOW TO
OPERATE THE I-PHONE,
AND THE RESIDENT
TECH EXPERT
IS ASLEEP.**

BECAUSE HE'S 5.

**AND IT'S PAST
HIS BEDTIME.**

Lieutenant Peter Norbury Obituary.

Submitted by Shipmate Kevin Maguire

Lt-Col Peter Norbury, trained and led a platoon of dogs clearing land mines during the Second World War

During the initial assault across the Rhine he and his dogs crossed by boat under heavy fire then cleared a groyne on the enemy's bank

Norbury when he was serving in the Sudan; he was a temporary colonel at the time

Lieutenant-Colonel Peter Norbury, who has died aged 98, commanded a platoon of mine dogs in the Second World War.

In September 1944 Norbury, then a second lieutenant in the Royal Engineers, crossed the Channel in command of No 4 Mine Dog Platoon, one of the last dog platoons committed to the continent and the advance to Germany.

He had two sergeants, one a sapper, the other a vet. There were about four or five handlers in each of the three sections and each of these had two or three dogs. In addition, there were four drivers and a cook. Operations were restricted to the hours of daylight. The dogs could find mines in the dark but the handlers could not see the dogs.

In March 1945 Norbury's platoon took part in the initial assault across the Rhine and was tasked with clearing a groyne on the enemy's bank so that the first of five floating Bailey bridges could be built. The groyne was about 10 yards wide and it projected into the river for about 35 yards.

Norbury crossed the river in a small boat with his sergeants and five handlers, each with one of their dogs. During the crossing, the boat was targeted by an observation post in a nearby village. They came under

mortar fire, and a stray artillery shell seriously wounded the veterinary sergeant.

On reaching the far bank, the mine dogs cleared the groyne of mines. These included three "S" mines, which were greatly feared by soldiers because of their habit, when triggered, of jumping up, exploding and causing dreadful injuries to anyone close by.

Peter Norbury was born at Billericay, Essex, on February 21 1924. He spent his early years in Australia.

For many years his family had lived at Bendigo, some 100 miles north of Melbourne.

They found gold there and built a large Victorian-style mansion called "Fortuna", which still stands.

In the 1930's they moved back to England and young Peter was educated at Oundle, and Truro Cathedral School. He was a member of the Army Cadet Force and held one of the first Lord Lieutenant's Commissions, a scheme designed to identify future military leaders.

In 1942 he left school, and after completing his basic training he joined the Royal Engineers and volunteered to work with mine dogs.

The dogs came from two main sources – Battersea Dogs Home and families who wanted to help the war effort, some of whom perhaps found it a strain feeding large dogs during the war.

Labradors were favoured, being strong, biddable and resilient, but other breeds, including Alsations, Collies and cross-breeds were also sometimes used.

All the dogs went through three weeks' "obedience" assessment, and their training in mine clearance was carried out alongside exercises for guarding, searching for casualties, accompanying infantry patrols and carrying messages between units.



Lt. Col. Peter Norbury

Mine dogs were trained in several stages. At the start of a session the dogs would be fitted with a special harness to teach them that they were “on duty”. They learnt to quarter the ground, moving from left to right and back again as their handler slowly worked them forward.

The first stage began with live anti-tank mines laid on the surface with a cube of meat inside the lid. The dog would smell the meat and initially try to head straight towards the mine, but it was restrained and taught to maintain the quartering pattern until it reached the mine. Then it was trained to sit with the mine between its front paws. It was then patted and rewarded with the cube of meat.

In the second phase, mines were buried flush with the surface. In the third, they were buried to a normal depth, and in the final stage there was no meat in the mines, but the handler carried meat cubes on him.

When the dog located a mine, the handler would prod for it with a sharp steel probe, and mark the site with a small white cone ready for subsequent disposal.

In February 1945 the platoon’s dogs were deployed in the Battle of the Reichswald, an operation to clear German forces between the Meuse and the Rhine. They came under constant fire but Rex, a black Labrador, proved outstandingly resilient and continued to sniff out mines in the forest left by the retreating Germans.

His courage saved the lives of many soldiers during the battle and he was given the task of making sure that an area of the forest was safe before it was visited by Winston Churchill.

At the end of the war, Rex was awarded the Dickin Medal for Gallantry. The award, honouring the wartime service of animals, was instituted in 1943 by Maria Dickin, founder of the People’s Dispensary for Sick Animals (PDSA).



Peter Norbury with two of his mine dogs

Norbury wrote the citation: “Rex has always worked with great zest. Whilst on duty in the Reichswald Forest, he worked under the worst of conditions both overhead and underfoot with complete disregard for the heavy enemy shelling. He helped to clear a pathway through a thickly sown anti-personnel minefield, so saving casualties that would have most certainly occurred but for his devotion to duty.”

After the war, Norbury worked at the War Dog Training School at Sennelager, Germany, before gaining a Regular Commission. His postings took him to Singapore, Thailand and Sudan before he retired in 1973 in the rank of lieutenant-colonel.

He then joined the Planning Inspectorate at the Department of the Environment.

Settled in a village in Dorset, he enjoyed wood-turning to make a variety of bowls and platters.

In 1948 Peter Norbury married Barbara Morgan. She predeceased him and he is survived by their two sons and a daughter

**There we were renovating our home
when we knocked out a wall and made
an incredible discovery.
We found a secret room completely
furnished.
That's when we remembered that we
live in duplex!**

**Kids today will never know
what it was like to take a ton
of pictures**



**And have to wait a week to
find out they were useless**

Captain Dick Hastilow RN Obituary

Submitted by Shipmate Kevin Maguire

While on fishery protection duties in UK waters Hastilow brought his diplomatic skills to a tense negotiation with a Russian trawler

Captain Dick Hastilow, who has died aged 76, commanded four ships during his long and distinguished career, the last of which was the aircraft carrier *Invincible*.

On August 24 1994 she sailed for a tour of duty in the Adriatic as senior British ship in the area tasked with providing support for the British forces serving in the Former Republic of Yugoslavia with the United Nations Protection Force, Unprofor. The ship and its air squadrons had to be ready for action at any time, day or night, and this meant remaining in a limited area with little shore leave or relaxation.

Hastilow kept his men sharp and motivated during a difficult period, arranging exchange visits with other warships, Army units in Bosnia and US naval units. When short breaks were possible, visits were arranged to places of interest and he sent volunteer sailors ashore to repair a shell-damaged school at Bugojno, near Gornji Vakuf.

The French and American navies shared replenishment activities with British tankers, but political considerations prevented an exact matching of carrier operations and Hastilow had to use his diplomatic



Dick Hastilow, commanded HMS *Invincible* in the Adriatic providing vital air support during the Bosnian War

skills to liaise with their commanding officers to produce the best results.

Air support was an essential element of Allied operations, enforcing a no-fly zone over the former Yugoslavia both to enforce UN sanctions and to cover Unprofor re-supply and medical evacuation missions by helicopter. RN Sea Harriers operated closer to the men on the ground than NATO fighters based in Italy and could offer air interception, close air support and reconnaissance capabilities within a

single sortie.

Soon after *Invincible's* arrival, two Sea Harriers came under fire from surface-to-air missiles over the town of Bihac on the border of Bosnia and Croatia. *Invincible* and her two sister ships took turns to operate in the Adriatic between January 1993 and March 1996 and, although none had more than eight Sea Harriers embarked at any one time, they flew a significant percentage of all the British fast-jet missions over the former Yugoslavia.

When VIPs visited his ship, Hastilow showed them how well his team performed their difficult task and this left a deep impression on politicians who saw at first hand the important work they did.

Hastilow: his other commands included the Britannia Royal Naval College, Dartmouth



Richard Geoffrey Hastilow was born on May 27 1945 in Liphook, Hampshire, to

Geoffrey Hastilow, a civil servant, and Phyllis (née Blower). He was educated at Portsmouth Grammar School before entering the Britannia Royal Naval College, Dartmouth, as a Murray Scheme Cadet in 1963.

His early appointments were in ships stationed in various parts of the world, but in 1976 he demonstrated his qualities of diplomacy and the leadership that had created a ship's company capable of achieving positive results in a difficult situation. Recently promoted to Lieutenant Commander, he was in command of the mine countermeasures vessel *Soberton* on fishery protection duties in UK territorial waters when a Russian trawler was detected fishing near the Scilly Islands.

Hastilow persuaded him to stop and sent an unarmed boarding party of three men on board; 16 hours of tense negotiation followed. While this was progressing, a Russian seaman in another trawler was injured and Hastilow organised a helicopter to pick him up.

Unfortunately the man died, but this act of goodwill, with firm but professional pressure, led to the Russian captain to agree to his ship being taken into Plymouth, where he was prosecuted. He pleaded guilty and blamed faulty radar equipment for his position error.

Prior to *Soberton*, Hastilow qualified on the first Principal Warfare Officers' course, and after further service at sea he completed the RN Staff Course and trained ships' warfare teams. After promotion to Commander in 1979 he attended the US Naval War College

before joining the Defence Policy Staff in Whitehall in 1982.

In 1984 he was appointed to his second command, the destroyer *Manchester*, in which he circumnavigated the world. Promoted to Captain in 1986 he led the Navy's officer recruiting team for two years and then became Captain of the RN Presentation Team, an appointment that involved speaking to public audiences around the UK on naval matters.

He was appointed to his third command, the destroyer *Bristol*, which was training Dartmouth Cadets, in 1990, and was then in command of BRNC, Dartmouth, in 1991. Throughout this period he was strongly in favour of women serving at sea on an equal footing with their male colleagues.

Invincible was his last appointment; in 1995 he left the Navy and was appointed CBE.

Hastilow went on to have a successful civilian career, starting in 1996 as the group managing director of the Hampshire Training and Enterprise Council, with a turnover of £35 million and 200 staff. The leadership skills he had demonstrated in the Navy were still much in evidence and the chairman described him as "a rare breed ... equally at home chatting with young trainees as he is discussing issues of vision and strategy with government or the TEC's many partners".

Hastilow's warmth and humanity brought staff together

In 2000, still only 55, he was appointed chief executive of the Royal Institute of British Architects. Hastilow considered one of the biggest challenges faced by the RIBA was for the profession to "capitalise



Dick Hastilow on the bridge of HMS Bristol



on the current interest from both the public and government in the opportunities that architecture has to offer". By the time he retired in 2009 he had made RIBA into a more outward-facing and high-profile organisation.

His warmth and humanity brought staff and members closer together in an atmosphere that is still spoken of more than a decade later. He introduced a staff social committee and a summer games day in Regent's Park – the sort of innovations with which the sailors in his various ships would have been familiar. He also took volunteer members of staff sailing.

He left RIBA in 2009 but spent a further year as an ambassador for the organisation, before retiring for the second time in 2010, aged 65.

Richard Hastilow married, in 1967, Jill (née Hayes); she survives him with two sons and a daughter.

Richard Hastilow, born May 27 1945, died February 1 2022



A Tall Tale

A good looking man walked into an agent's office in Hollywood and said "I want to be a movie star." Tall, handsome and with experience on Broadway, he had the right credentials.

The agent asked, "What's your name?"

The guy said, "My name is Penis van Lesbian."

The agent said, "Sir, I hate to tell you, but in order to get into Hollywood, you are going to have to change your name."

"I will NOT change my name! The van Lesbian name is centuries old. I will not disrespect my grandfather by changing my name. Not ever."

The agent said, "Sir, I have worked in Hollywood for years. You will NEVER go far in Hollywood with a name like Penis van Lesbian! I'm telling you, you will HAVE TO change your name or I will not be able to represent you."

"So be it! I guess we will not do business together" the guy said and he left the agent's office.

FIVE YEARS LATER..... The agent opens an envelope sent to his office. Inside the envelope is a letter and a check for \$50,000. The agent is awe-struck, who would possibly send him \$ 50,000? He reads the letter enclosed...

"Dear Sir, Five years ago, I came into your office wanting to become an actor in Hollywood, you told me I needed to change my name. Determined to make it with my God-given birth name, I refused. You told me I would never make it in Hollywood with a name like Penis van Lesbian. After I left your office, I thought about what you said. I decided you were right. I had to change my name. I had too much pride to return to your office, so I signed with another agent. I would never have made it without changing my name, so the enclosed check is a token of my appreciation.

Thank you for your advice.

Sincerely,

Dick van Dyke

Construction of Royal Navy's Type 31 frigates officially starts in Scotland

From the Internet, submitted by Shipmate Kevin Maguire

The keel of HMS *Venturer* was laid in a formal ceremony in Scotland - marking the start of construction for the ship.

Each vessel has previously been estimated to cost around £250 million, with the first expected to have entered service by 2027

The Type 31 frigates will replace the Type 23's in the Royal Navy's fleet (Picture: MOD).

The construction of the first of five new Royal Navy Type 31 frigates is now underway in Scotland.

In the brand-new assembly hall in Rosyth dockyard, the keel of HMS *Venturer* was laid in a formal ceremony marking the beginning of construction for the ship.

According to the Royal Navy, the keel laying is the formal moment of construction beginning for the ship, following September's steeling cutting for the Inspiration-class Type 31 frigate.

It will be fully constructed over the coming months and, alongside it from next year, will be the second ship in the class - HMS *Active*.

Jeremy Quin, Defence Procurement Minister, said the keel laying is a "hugely important milestone... particularly for HMS *Venturer*, being the first of a new frigate class for the Royal Navy".

The keel was placed upon a coin minted especially for the occasion, keeping with naval tradition, and watched by representatives from the Navy and the shipbuilding industry.

The coin was designed by seven-year-old Josh Duffy, whose mother works for

Babcock, the firm constructing the ship, and is said to bring the ship and her crew luck.

Rear Admiral Paul Marshall, Director Navy Acquisition for the Royal Navy, said keel laying ceremony joins "Royal Navy tradition with 21st century shipbuilding".

He added the "short seven months between HMS *Venturer's* first steel being cut and her keel being laid" shows the pace of the Type 31 programme and "should ensure that the Royal Navy gets the capability it needs on time".

The *Venturer* Hall is large enough to allow two frigates, each longer, wider and heavier than the Type 23's, to be constructed at the same time.

The Type 31's are larger than the current Type 23's they replace, but shorter and lighter than the Type 26 frigates also being built for the fleet.

The Type 26's will focus on anti-submarine warfare, allowing the Type 31's to carry out patrols wherever they are needed.

Each ship is equipped with three Pacific 24 boats, used for board-and-search and counter narcotics work.

They also come armed with a 57 mm gun and two 40 mm secondary guns, Sea Ceptor air defence missiles and off-the-shelf sensors and computer systems.

The flight deck of the ship can host helicopters up to the size of a Chinook, although more typically Royal Navy Merlin's and Wildcats.



A typical crew will be just over 100, but with space, notably for Royal Marine detachments, for up to 187 personnel on board.

All five ships being built take their names from predecessors

Each vessel has previously been estimated to cost around £250m, with the first expected to have entered service by 2027.

The Type 31's are due to be delivered later this decade

During the announcement, Boris Johnson said part of the budget would be used to "restore Britain's position as the foremost naval power in Europe", highlighting plans for five Type 31 frigates to continue, as well as those for Type 26's and previously never-before-mentioned Type 32 frigates.

On 19 May 2021, the MOD announced the names chosen for the five Type 31 frigates - HMS Active, HMS Bulldog, HMS Campbeltown, HMS Formidable and HMS Venturer.

The vessels, named after famous former ships and submarines from the Royal Navy's past, will be known as the 'Inspiration Class'.

HMS Active is set to be the second ship in the class, following HMS Venturer.

What are Type 31 frigates?

The Type 31 frigate programme is a step in the Government's plan to increase the number of warships in the Royal Navy over the coming decades.

This specific class of surface warship is expected to first enter service with the

infamous for inspirational actions and deeds.

HMS Venturer, for example, is named after the first submarine to torpedo and destroy another boat while both craft were submerged.

Royal Navy by 2027, and replace the Type 23 frigates.

BAE Systems will build and deliver Bofors naval gun systems for the Royal Navy's Type 31's

The Defence Command Paper last year outlined the Type 31's as "key to our forward presence in the South Atlantic, the Caribbean, the Mediterranean and the Gulf of Guinea, as well as the Indian and Pacific Oceans".

The first Type 31 is expected to be in the water within the next three years, with five having been delivered to the Royal Navy by 2028.

The MOD has

commissioned the first batch of five Type 31 frigates, costing about £250m each.

Capabilities will Type 31 frigates have?

Regarding weaponry, the Type 31's will also have a 57mm gun, plus two 40mm guns, as well as being fitted with the Sea Ceptor missile system.

The Navy said in 2020 that BAE Systems would be producing Bofors 40 Mk4 and Bofors 57 Mk3 naval guns for the frigates.

There will be room for a crew of 187 personnel on each ship.



40 Years Ago:

40 years ago, children were gentle with their parents. Today parents have to be gentle with their children.

40 years ago, everyone wanted to have children. Today many people are afraid of having children.

40 years ago, children respected their parents. Now parents have to respect their children.

40 years ago, marriage was easy but divorce was difficult. Nowadays it is difficult to get married but divorce is so easy.

40 years ago, we got to know all the neighbours. Now we are strangers to our neighbours.

40 years ago, people had to eat a lot because they needed the energy to work hard. Now we are afraid to eat fatty foods for fear of the cholesterol.

40 years ago, villagers were flocking to the city to find jobs. Now the town people are fleeing from the stress to find peace.

40 years ago, everyone wanted to be fat to look happy ... Nowadays everyone diets to look healthy.

40 years ago, rich people pretended to be poor. Now the poor are pretending to be rich.

40 years ago, only one person worked to support the whole family. Now all have to work to support one child.

40 years ago, people loved to study and read books ... now people love to update Facebook and read their WhatsApp messages.

THIS IS HOW WE
PLAYED ON LINE



BEFORE THE INTERNET

**I just paid for a
12 month gym
membership. My
bank called to
see if my credit
card was stolen.**

Yesterday my
husband thought he
saw a cockroach in
the kitchen. He
sprayed everything
down and cleaned
thoroughly. Today I'm
putting the cockroach
in the bathroom.