



**The Rum Tub or Norrie's
Nocturnal and Nautical
Natter.**

In this issue

Editorial	1
Just Nuisance III	2
Arold's first battles.	3
Unusual Action	4
The Grave Yard	4
Routine for dying	5
The 1787 crew of Bounty	6

Don't delete this just because it looks weird. Believe it or not, you can read it.

I cdnuolt blveiee taht I cluod aulacly
uesdnatnrd waht I was rdanieg The
phaonmneal pweor of the hmuam
mnid Aoccdnrig to rscheearch at
Cmabrigde Uinervtisy, it deosn't
mttaer in waht oredr the ltteers in a
wrod are, the olny iprmoatnt tihng is
taht the first and last ltteer be in the
rghit pclae. The rset can be a taotl
msee and you can still raed it
wouthit a porbelm. This is bcuseae
the huamn mnid deos not raed
ervey lteter by istlef, but the wrod as
a wlohe. Amzanig huh?

Punography

I stayed up all night to see where
the sun went. *Then it dawned on
me.*

This girl said she recognized me
from the vegetarian club, *but I'd
never met herbivore*

HMS Ulster

Volume 1,

Issue 3

August, 2012

Computers – Who'd have them? & why newsletter is late

Just been through a very bad patch with my almost new (11 months old) Hard Drive luckily covered with a two-year warranty, when it 'crashed and burned'.

Working perfectly well when I closed it down one evening, refused to boot up following morning. I found out later that there had been a massive thunder storm during the night and it had affected all sorts of electrical and electronic equipment.



Foolishly thought with a warranty would be no problem getting HD replaced, but no, they want to procrastinate as long as they can. "Try this" and "Try that" Ad Nauseam. They sent out new recovery disks which as I explained would not make any difference, but I had to play their silly game. As I predicted their new recovery disks did not make a scrap of difference. Problem was solved in the end by my local computer technician, who found out that for some bizarre reason the "Boot Order" on my BIOS had been switched from my HD to my External HD. (One would have thought that computer company technical support would have thought of this). Once he had changed that back everything back to normal, well almost. I then had to reinstall all of my software, go onto the internet to download update patches and in doing so managed to get infected with Trojan Horses and other viruses which disabled my Firewall and Virus checker and infected my system so badly, that I had to reformat my HD again and start from scratch.

On the 2013 reunion scene we have been experiencing some minor snags with hotel, which seem to have constantly revolving staff that have either not been trained or informed of our reunion and its details. Several of you have informed me that you have received no acknowledgement or receipt for your Tamworth bookings. The hotel maintain only one has booked in, yet I have a list of five crew that assure me they have paid their deposits.

Mick Morris our man on the scene is setting up another meeting with hotel manager to resolve this and any other issues, but there will be a slight delay as Mick is on Light Duties at present after an operation on his foot. Get better soon Mick we need you up and about.

AB Just Nuisance Part III

Edited by Shipmate Norrie Millen

No Angel

All things considered, *Just Nuisance* was more than just a dog. He did much to boost the morale of all those involved in fighting the War from the South Atlantic Station and he was renowned for the love and care he showed for his sailor mates. However, *Just Nuisance* was no angel, as his "Conduct Sheet" shows. He was guilty of several misdeeds, such as travelling on the train without his free pass, sleeping on a bed in the Petty Officer's dormitory, going AWOL, losing his collar and resisting eviction from pubs at closing time. His most serious offence was fighting with the mascots of other Royal Navy vessels. He caused the death of the mascots on both the *HMS Shropshire* and the *HMS Redoubt*.

His Conduct Sheet, now in the Simon's Town Museum, shows three recorded offences:

- *Traveling on the railways without a pass. Punishment Awarded: Confined to the banks of Froggy Pond, Lily Pool, with all lamp posts removed.*
- *Did sleep in an improper place, namely in a bed in the Petty Officers' dormitory. Punishment Awarded: Deprived of bones for seven days.*
- *Did resist ejection from the Sailors' & Soldiers' Home. No punishment awarded.*

End of an Era

Just Nuisance was discharged from the Royal Navy at *HMS Afrikander* where he had been "stationed" since 1940, on Monday, 1st January 1944. Great Danes never live to a great age and a motor accident had left him suffering with

thrombosis which was slowly paralysing him. On the recommendation of a veterinary surgeon, the Royal Navy decided to put him to sleep. So, on 1st April 1944, the day of his 7th birthday, *Just Nuisance* was taken by lorry for his last ride to the Simon's Town Naval Hospital, seemingly knowing what awaited him, where the Naval Surgeon then put him to sleep. On Saturday, 2nd April 1944 at 11:30 am, his body was wrapped in a canvas bag, covered with a white Royal Naval Ensign and he was finally laid to rest with full military honours at Klaver Camp on top of Red Hill (the current site of the South African Navy Signal School) - a solemn ceremony that included a firing party of Royal Marines and a lone Bugler. A simple granite gravestone marked his grave

Since then, the life and story of *Just Nuisance* has become so much a part of Simon's Town - a statue on Jubilee Square reminds us of him and his grave on Red Hill is a regular stopping point for visitors.

The Naval Funeral of Able Seaman Just Nuisance.

Naval Guard of Honour, Armed, Fired a Salute at Graveside

In attendance there were over 300 Naval Officers and Other Ranks; all of whom filed past the open grave, covering "Nuisance" with a handful of soil, showing their love for him though he be only "A Dog".

One C.P.O. was seen to remove a medal from his clasp of War Medals. It was the Distinguished Service Medal, (D.S.M.), The C.P.O. removed the ribbon from the medal and moving to "Nuisances" grave, he dropped the ribbon on top of his "Oppo". Later the C.P.O. was asked, "Why did you give up your D.S.M. ribbon to "Able Seaman Nuisance". His reply was "Nuisance had the ability through his great love and friendship for the men in Blue Uniforms, to lift their morale after long periods in various war zones; her deserves a medal and recognition"

In the 1400's a law was set forth in England that a man was allowed to beat his wife with a stick no thicker than his thumb. Hence we have 'the rule of thumb'

Q. If you were to spell out numbers, how far would you have to go until you would find the letter 'A'?

A. One thousand



Lieutenant (down engine-room tube). "Is there a Blithering idiot at the end of the tube?
Voice from Engine-room. " Not at this end Sir!"

'Arold's first battles

From Daily Mail, Friday, June 29, 2012

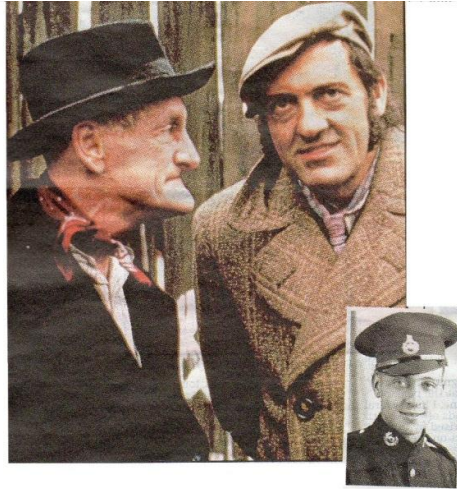
Corbett a former Marine?

BORN on February 28, 1925, in Rangoon, Burma, Harry H. Corbett was the seventh child of Sergeant George Corbett and his wife Caroline (nee Barnsley). George was a career soldier who had joined the South Staffordshire Regiment in 1904 and saw action at the battles of Loos, Ypres and on the Somme in World War I, being wounded three times. He had been posted to Singapore and then Burma in 1924.

Tragedy struck in August 1926 When Caroline died from severe dysentery and Corbett was sent home to live with his Aunt Annie, whom he always regarded as his mother, while his father went off to serve the Empire further in Sudan.

When George returned to Whittington Barracks in Lichfield, there was no question of his children returning to him. He eventually remarried and had little to do with his earlier family.

Harry, however, was proud of his father and used to wear his medals to school. No doubt this inspired him to join the Royal Marines in



1942, despite being just 17-and-a-half years old. He was passed for duty in July 1943 and posted to HMS Devonshire, a county class heavy cruiser stationed at Scapa Flow.

Corbett had excelled at gunnery in training and was stationed in one of the shell rooms. This was one of the most dangerous roles on board as the armour-plated shell rooms were locked from the outside. If his comrades were incapacitated, there was no escape.

Devonshire acted as distant cover on D-Day, but its main role was patrolling northern waters, including monitoring the German battleship Tirpitz, holed up in the Norwegian fjords. After the Tirpitz was sunk in November 1944, Devonshire provided convoy protection for the Queen Mary when she carried Winston Churchill across the Atlantic for a meeting with President Roosevelt.

At the end of the war HMS Devonshire, having

been the ship that rescued the Norwegian royal family at the beginning of the war, was asked to return Crown Prince Olav to his people. It did so on May 13, 1945, to a rapturous welcome. This wasn't the end of the war for Corbett. HMS Devonshire was dispatched to the Pacific, arriving shortly after VJ Day.

However, the whole area was particularly dangerous, with pockets of Japanese resistance. According to Harry's biography (Harry H. Corbett: The Front Legs Of The Cow by his daughter Susannah Corbett), he was caught up in a skirmish in New Guinea where he killed two men in hand-to-hand combat, one with a bayonet, the other with a knife.

By the end of 1945, Corbett was in Sydney where he was assigned to HMS Euryalus, whose mission was to travel 2,000 miles to Tonga to erect a gun emplacement there. This was too much for homesick Corbett who disappeared for 20 days, long enough to see Euryalus disappear but not the 21 days that would mark him as a deserter and could have seen him imprisoned for six months.

After handing himself in, he did a short spell in Warwick Farm detention camp before being sent to Hong Kong, where he was assigned to HMS Duke of York to patrol the waters off Japan. Here, Corbett saw first-hand the destruction which had been wrought by the nuclear bombs at Nagasaki and Hiroshima. The Duke of York returned to Sydney and Corbett finally returned home on May 7, 1946. He left the Marines on August 30, 1946. HMS Euryalus didn't return to Britain until February 17, 1947.

Unusual Action

A Naval Battle conjures up visions of Battleships, Cruisers and Destroyers, but, in September 1914, a battle was fought between two luxury liners.

During that month the new German liner, "*Cap Trafalgar*" (where did they get that name from?) had just completed her maiden voyage to Buenos Aires and had left with the intention of returning to Germany. Off Bahia she met the old gunboat "*Eber*", receiving all the latter's guns and ammunition, plus some of her crew. "*Eber*" then proceeded to Buenos Aires and internment. On the 12th of September the *Cap Trafalgar* arrived at Trinidad to coal. On the 14th another erstwhile luxury liner appeared. She was the British "*Carmania*" which had been equipped as an A.M.C.

Battle was joined and lasted for two hours, the faster "*Cap Trafalgar*" manoeuvring to prevent the "*Carmania*" from firing a full broadside. When the smoke cleared the gunners could see the havoc they had caused. The "*Cap Trafalgar*" was virtually split apart and heavily on fire as she listed and sank. The "*Carmania*", also badly damaged limped off to Gibraltar.

In WWII, three British liners were engaged with specially constructed raiders and one, the "*Voltaire*", was sunk. The "*Alcantara*" and the "*Caernarvon Castle*" were also in contact with a raider but she, to avoid being damaged, used her superior speed to break off the action

The Grave yard

For its relatively small size compared to the rest of the world's oceans, the Mediterranean has more wrecks from WWII than any other.

BRITISH AND ALLIED LOSSES

1	Battleship
2	Aircraft Carriers
16	Cruisers
3	Cruisers Minelayers
46	Fleet Destroyers
12	Escort Destroyers (Hunts)
53	Submarines (inc. 4 Greek & 2 French)
1	Depot Ship
3	Escort Sloops
10	Minesweepers
7	Corvettes
2	Cutters(ex USN)
40	Trawlers
62	ML's. MGB's & MM's
6	LST's
244	Various Landing Craft
17	Other Craft

ITALIAN LOSSES

1	Battleships
14	Cruisers
36	Destroyers
40	Escort Destroyers
85	Submarines
112	MTB's. & ML's
61	Landing Craft

GERMAN LOSSES

44	Ex-Italian Destroyers & Destroyer Escorts
51	Submarines

MERCHANT LOSSES

413	Ships totalling 1,784,250 Tons
-----	--------------------------------

TOTAL ENEMY SHIPS

3082 ships equalling 4,147,523 Tons which included ships of all sizes

To: All ships, Home and Abroad

Date: 5th January, 1952

Ref: Q.R. & A/I 111/68

PROCEDURE TO BE FOLLOWED WHEN 'DYING'

It has been brought to the notice of Their Lords of the Admiralty that men have been dying without the consent of their Superior Officers. This practice must cease forthwith. It must be carefully understood by all ranks that manpower shortage is still acute, and any man who dies without a permit commits a serious offence, to which the only answer can be severe Disciplinary Action. I have been instructed to bring to the notice of all ranks the following - Q.R. & A.I. 111/68

DYING, THE CONTROL OF:

1. DYING (DRILL FOR). W/ of 24.6.52. The following drill to be complied with by all ranks of the R.N.
2. No man below the rank of CPO Seaman may give the order to die.
3. The ordered will, in all cases, be known as the victim. Under no circumstances will the man be allowed to die in his own time.

The following drill movements will be strictly adhered to:

- a) On receipt of the command, the victim will die by numbers.
 1. At the Command "One", The man will stagger forward a pace of 30" followed by two short paces of 27" and 20" respectively. At the same time allowing his eyes to glaze.
 2. At Command "Two", he will sink slowly to his knees (smartly) counting a correct pause of 2 - 3 falling forward on his face, arms outstretched, thumbs in line with his ears.
 3. At the Command "Three", he will lower his legs, heels resting on the ground, toes at an angle of 30 degrees to the shoulder blades.
- b) In his own time the victim will be allowed to draw his last breath, (On Form GLO/8)
- c) Last breath consists of 2 units of oxygen (less RN Weights and measures table). The death rattle will not be used except on Ceremonial Occasions, e.g. Dying parades etc., or unless ordered by an Officer above the rank of PO Seaman.
- d) Before dying a map with the best route to heaven will be drawn from Naval Stores; this will be strictly adhered to; unexpired portions of the days rations will drawn and consumed en route.
- e) There will be no overtaking on the route to heaven and officers passed in the subterranean depths will be paid the usual marks of respect. On arrival at the destination, you will report to the O.O.D. for ANGELIFICATION, and also draw the following articles of kit:
 1. HARP (Basic, Playing, with strings for the use of)
 2. Wings (Pairs for the use of)
 3. Clouds, (Fleecy, Cumulus etc.)

You will be blanched every day with "Goddards Stardust No. 3. Harps will be bluebellied every day and highly tuned at all times. Clouds will be checked for condensation and anti-freeze will be used when necessary.

You will fall in one hour after arrival for Halo fittings.

DRESS OF THE DAY: Very loose order, Wings at the Glide and Harps at the Slope.

(Signed) A. GABRIEL [O.I.C]

4th ANGEL FLOTILLA - HEAVEN

The total crew of H.M.S. "Bounty" December 23rd 1787 Portsmouth.
 "Bounty" length 90' - Beam 24' - weight 215 tons - "Longboat" length 23' - Beam 6' 9" - Gunwhale to waterline 7"
 From Naval Archives

Lt. William Bligh	Commander	Longboat
John Fryer	Master	Longboat
William Cole	Boatswain	Longboat
William Peckover	Gunner	Longboat,
William Purcell	Carpenter	Longboat
John Huggan	Surgeon	Dies on Tahiti, alcohol poisoning
Thomas D. Ledward	Surgeon's mate	Longboat, dies on Dutch ship "Welfare"
William Elphinstone	Master's mate	Longboat, dies at Batavia
Fletcher Christian*	Master's mate	Murdered on Pitcairn by Tetaheite
Thomas Hayward	Midshipman	Longboat
John Hallett	Midshipman	Longboat
George Stewart	Acting Midshipman	Drowned in hold of "Pandora"
Peter Heywood	Acting Midshipman	Condemned to hang then pardoned.
Edward Young *	Acting Midshipman	Dies on Pitcairn of Asthma
Peter Linkletter	Quartermaster	Longboat, dies at Batavia
John Norton	Quartermaster	Longboat, killed by savages on Tofua
<i>(Norton was responsible for saving the longboat crew on Tofua. His bravery allowed the longboat to depart the island.)</i>		
George Simpson	QuartermastersMate	Longboat
James Morrison	Bosun's mate	Condemned to hang then pardoned
John Mills*	Gunner's mate	Murdered on Pitcairn by Menalee
Charles Norman	Carpenter's mate	Stayed on Matavai - exonerated
Thomas McIntosh	Carpenter's crew	Stayed on Matavai - exonerated
Lawrence LeBogue	Sailmaker	Longboat, signs on Bligh's next ship
Joseph Coleman	Armourer	Stayed on Matavai - exonerated
Charles Churchill	Master at Arms	Murdered on Tahiti by Thompson
David Nelson	Botanist	Longboat, dies in Coupang
William Brown*	Botanist Assistant	Murdered on Pitcairn by Menalee
John Adams*	Able Seaman	Last man alive on Pitcairn to 1820
Thomas Burkett	Able Seaman	Hanged at Spithead October 29th 1794
Michael Byrne(blind)	Musician	Stayed on Matavai - pardoned
Thomas Ellison	Able Seaman	Hanged at Spithead October 29th 1794
Thomas Hall	Able Seaman/Cook	Longboat, dies in Batavia
Henry Hillbrant	Able Seaman	Drowned in hold of "Pandora"
Robert Lamb	A.B. and Butcher	Longboat, dies on way home.
Isaac Martin*	Able Seaman	Murdered on Pitcairn by Menalee
William McKoy*	Able Seaman	Dies on Pitcairn, falling off a cliff
John Millward	Able Seaman	Hanged at Spithead October 29th 1794
William Muspratt	Able Seaman	Condemned to hang then pardoned
Mathew Quintal*	Able Seaman	Murdered on Pitcairn by Adams
John Samuel	A.B. and Clerk	Longboat
Richard Skinner	Able Seaman	Drowned in the hold of "Pandora"
Alexander Smith	Able Seaman	Stayed at Tahiti - Pardoned
John Smith	A.B./CaptainServant	Longboat, signs on Bligh's next ship
John Sumner	Able Seaman	Drowned in the hold of "Pandora"
Robert Tinkler	Able Seaman	Longboat
Mathew Thompson	Able Seaman	Murdered on Tahiti by natives
James Valentine	Able Seaman	Dies on "Bounty" outward bound
John Williams*	Able Seaman	Murdered on Pitcairn by Tetaheite

* Mutineers who took "Bounty" to Pitcairn with six Tahitian males and twelve Tahitian females

Part II next issue