



The Rum Tub or Norrie's Nocturnal and Nautical Natter

In this issue

Editorial	1
Ghost story & Humour.....	2
Australia's Future Submarines.....	3-4
More Humour.....	4
Harry Fusao O. Ha'Ra MM	5
Custom M17 Pistols.....	6
China's Sea Bridge.....	7-8
What is a Freedom Ship?	9-10
Newspaper clips & humour.....	10

Further Education -nothing like it!

Mick: I've been going to Night Classes every night for 5 months now.

Paddy: oh!

Mick: For example, do you know who Alexander Graham Bell is?

Paddy: No

Mick: He's the inventor of the phone in 1876; if you took night classes you'd know this.

The next day.

Mick: Do you know who Alexander Dumas is?

Paddy: No

Mick: He's the author of "The 3 Musketeers". If you took night classes, you'd know this.

The next day, once again:

Mick: And do you know who Jean-Jacques Rousseau is?

Paddy: No

Mick: He's the author of "The Confessions" If you took night classes, you'd know this.

This time, Paddy got irritated and said: And you Mick do you know who Sean Reilly is?

Mick: No

Paddy: He's the fellow who's sleeping with your wife? If you stopped going to night classes, you'd know this!

You got to love the Irish!

HMS Ulster

Rum Tub

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February 2019

Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

They say trouble comes in three's, that is unless your name is Millen! Not been a very good start to 2019 for me at least. My son seriously ill, after a botched operation. My car torn down side by a piece of scaffolding sticking out of a hedge below my line of sight, which cost me almost £800.00 to have repaired; falling same evening landing on my butt and severely bruising my tail bone (coccyx) Next my PC crashed and had to be deep cleaned, another cost I could have done without and then too cap it all my Canadian pension did not appear in my bank account. Just like UK, random checks are done to make sure you are still alive and kicking. The Canadian Service Department had been sending mail to an address I had not lived at for over 12 years. I had written twice since moving UK giving my current address, to which they stated they had no record! They also say it never rains but it pours, been a blooming monsoon in my case!

I have made contact with the functions manager at the Toorak and have arranged to meet up with her in near future. I also toured around the TLH group; which are four hotels all linked together with Shipmate Fred Bright, who was staying at one of the hotels whilst his wife Mary played in a big indoor bowls competition. We will have access to all the TLH groups' facilities.

I feel sure that between all of our Ulster shipmates, there must be enough material, anecdotes, 'black cats' and other amusing things that would fill several books, so why not share that with other members via this newsletter?

I normally have to rely on the Internet for material which I know you all find interesting, however it would be so much better if we could use all of your memories rather than Internet! I know when you have had a tot or three, lamps swing and the ditties come out.

The way I see it anyway!



ORGANISED PEOPLE ARE JUST TOO LAZY TO LOOK FOR STUFF.

By Shipmate John Soanes

Some shipmates may be aware that my rear garden backs on to the woods surrounding the Barton Hall Estate, However. I wonder how many know of -

The Ghost of Barton Hall

Most large country houses are said to be haunted and Barton Hall is no exception. The Barton 'White Ghost' is said to inhabit the woods around the hall and is supposed to be the spirit of a woman murdered by her husband. An eyewitness account by a woman in 1929 who was returning home at about midnight after visiting a friend says....

"I be gwain up around Barton Hall woods when I meets this yer woman running and screeching with a white ghost chasing of 'er. Had been to Barton Hall to 'elp with the dishes and 'er was coming back along home when this 'er ghost runned after 'er. It weren't no earthly person and us both of us see'd it "

I have lived here for over 22 years and every night from my bedroom window I always look over into the woods and to date I have never seen anything resembling a ghost like figure, all I ever spot are squirrels, the odd fox, a rabbit or two, pigeons and shitehawks. *Maybe one night I will!*

I tried shouting "Up Spirits" but nothing appeared.

Eds. Note: Almost as good as my "One for the road" ditty I published back in 2013, about my personal experience with an actually ghost, and no it wasn't 'Up Spirits'!

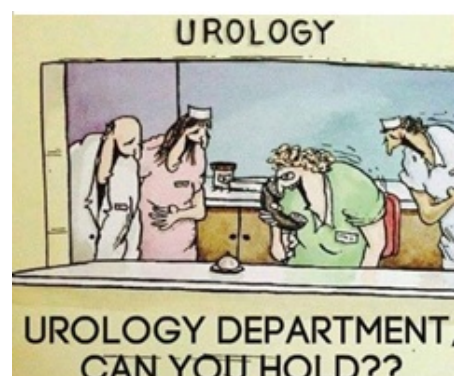


You Just Realized...

If cockroaches can survive atomic bombs and chemical warfare, what is in a can of Raid?

If a bra is called an "over shoulder boulder holder," then what are mens underwear called?

Under the butt nut hut?



Australia's Future Submarines: The World's Best Non-Nuclear Subs?

By Michael Ward on the Internet

There has been considerable public debate about Australia's future submarine program with much of the focus being centred on whether submarines should be produced locally or procured offshore. But surprisingly little of the debate has touched

on the imperative to avoid a capability gap once the Collins-

class submarines begin to be retired from service in the latter half of the next decade, nor on how Australia might best utilize existing sovereign submarine capabilities to achieve that.

Given the unique nature of the Australian requirement, it seems highly unlikely the solution for Australia's future submarine would be either an "off-the-shelf" purchase from an offshore supplier or an onshore design-and-build activity. Notwithstanding the fact that Australia doesn't have the design capabilities to go it alone on the future submarine program, any existing design would need to be customized with a US combat system and weapons while an appropriate indigenous design would obviously have significant cost, risk and time implications. Instead, the optimum acquisition strategy for Australia's future submarine program is likely to fall somewhere between those two approaches as part of a "hybrid" design-and-build process.

While it's clear that Australia cannot, and should not, undertake the enormous venture of the future submarine on its own, there are many reasons why a collaborative approach, encompassing Australia's sovereign capabilities in submarines and the sovereign capabilities of a partner nation with experience, capability and capacity in large conventional submarines, would be sensible, practical and feasible.

Such an approach would draw upon the submarine design capabilities of an international partner; a US combat system and weapons (based upon 'spiral development' of the Collins class

combat system); Australian industry's existing naval integration capabilities; and the submarine sustainment capability resident in-country. It would also facilitate the inclusion of leading-edge international and Australian technologies, build

on Australia's sovereign submarine capabilities, and provide considerable work for Australian industry. Overall, it

would result in the lowest cost/risk approach to the provision and sustainment of a new submarine capability for Australia.

From a capability perspective such a collaborative approach would facilitate the timely provision of an appropriate future

submarine capability for Australia on a schedule that would militate against a capability gap once the Collins-class submarines begin to be retired from service in the latter half of the next decade.

That said the Government doesn't have the luxury of time in their decision-making process. It's clear that to avoid a capability gap, Australia should confirm its acquisition strategy and move as soon as practicable to establish a long-term collaborative partnership for the design and build of the future submarine. Raytheon Australia has now released its own paper, which confirms that if the first future submarine is to be in the water by 2026, an acquisition strategy needs to be settled now.

From a defence industry perspective, such a collaborative approach would provide many new, long-term Australian jobs. That's a view that has been articulated by ASPI, argued by Government and confirmed by our own analysis.

To be clear, the likely roles for Australians under a collaborative design-and-build model would, at a minimum, include: mission system design—working closely with an offshore designer; mission system integration; hull consolidation; test and activation; and the substantial task of sustaining the submarine throughout its approximately 30-year operational life. Potential

"Australia has the potential to acquire the most capable conventional submarine in the world..."



also exists for a level of in-country platform assembly. Such a collaborative approach would also require a substantial Australian supply chain.

Through a collaborative approach with an international partner, Australia has the potential to acquire the most capable conventional submarine in the world, optimized for its needs while delivering maximum value for money for the taxpayer. That means Australian industry has every reason to welcome the opportunities presented by the SEA1000 future submarine program.

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## THE SENIOR CITIZEN

*Submitted by Shipmate Fred Bright*

Just a line to say I'm living,  
that I'm not among the dead,  
though I'm getting more forgetful  
and mixed up in the head.

I got used to my arthritis,  
to my dentures I'm resigned,  
I can manage my bifocals  
but God I miss my mind,

For sometimes I can't remember,  
when I stand at the foot of the stairs,  
if I must go up for something,  
or have just come down from there.

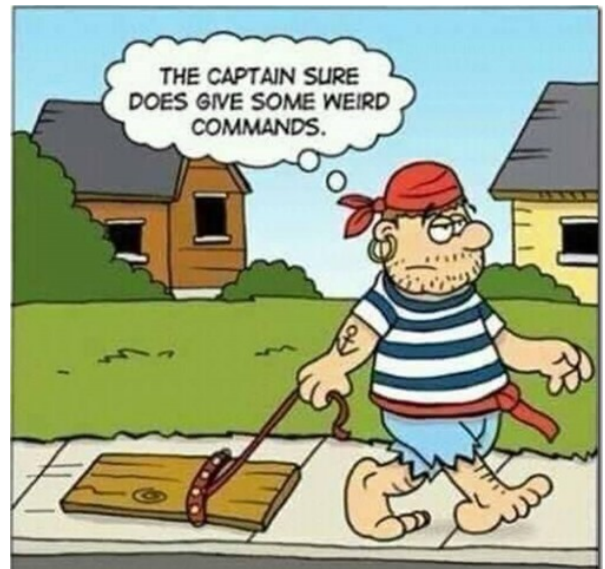
And before the fridge so often,  
my poor mind is filled with doubt,  
have I just put food away,  
or have I come to take some out?

And there's the time where it is dark  
with my nightcap on my head  
I don't know if I'm retiring,  
or just getting out of bed.

So if it's my turn to write to you,  
there's no need for getting sore,  
I may think that I have written  
and don't want to be a bore.

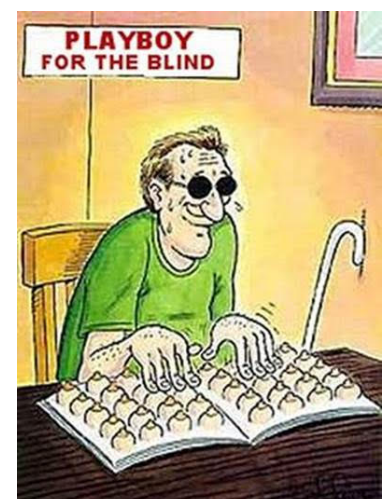
So, remember that I love you  
and wish that you were near  
but now it's nearly mail time  
so I must say good-bye dear,

There I stand beside the mailbox  
with a face so very red,  
instead of mailing you my letter,  
I opened it instead!



**Not to brag, but I just went  
into another room and actually  
remembered why I went there.**

**It was the bathroom, but still.....**





## How Harry Fusao O. Ha'Ra MM, made history

*From the Internet*



**The RAF Museum provided the information, as it opened its doors to the public; we delved into its archives to meet Sergeant Harry Fusao O. Ha Ra; Britain's first and perhaps only Japanese RAF pilot.**

At only 17 years of age. Harry was on a holiday cruise between Japan and Hawaii with a party of 30 fellow students when they were shipwrecked. The students made it to a desert Island and survived on a diet of seagulls and turtles and by drinking rainwater. Sadly one of the teenagers died and his schoolmates cremated his body on a pyre. The youngsters were eventually rescued by an American ship and the bones of the unfortunate young man were brought with them back to Japan.

The experience didn't put Harry off travelling, however, and as a young man he visited China, the Philippines, Siam, Singapore, Ceylon and India. He wrote three books about his experiences and In India he worked for a time as a journalist. Harry also supplemented his earnings with martial arts instruction and he was teaching Jiu-Jitsu to the King's Own Scottish Borderers when war broke out.

Harry decided to enlist in the 34th Sikh Pioneers and arrived in France by troopship in September 1914. He saw action with the Sikhs and then with the Ghurkhas before transferring, in October 1915, to the Middlesex Regiment. While fighting on the Western Front, he was wounded six times

and it was discovered that he bore nearly 70 battle scars. He was awarded the Distinguished Conduct Medal and the Military Medal for his bravery. While in hospital, he occupied himself by making a model Japanese village and if asked about his bravery he would only say:

**Just one of those things...it was luck...it was duty-that is all."**

After the war ended, O'Hara married a British woman named Muriel McDonald and settled in London where they had three children. Although he remained a Japanese citizen for the rest of his life, he never went back to Japan.

"He loved England, and the English way of life," Reedijk, 87, his only surviving daughter told Kyodo News at her home in Holland.

O'Hara's injuries made it difficult for him to hold down steady work, and with only a meagre pension the family initially struggled financially until he eventually found a job at a charity decorating trays and boxes with lacquer.

"We weren't rich, but we were very happy," she said. "We had enough."

Reedijk described her father as a kind, quiet man who adored his children and "fitted in very well."

*In later life, when he heard that the son of one of his neighbours was going to join the RAF, he bought him a Parker fountain pen as a gift, saying "Young man, you have made a wise decision".*

*Harry Fusao O. Ha'Ra. the only Japanese pilot known to have served in the RAF, died at the age of 60 in Hampstead in 1951.*

"He would go shopping and the girls would flock to help him, because he was very friendly," she said. "He would bow, and they thought that was marvellous." He was often known as O'Hara.



## Tomb of the Unknowns Guards Begin Use of Custom M17 Pistols

### *From the Internet*

Yesterday, Tomb Guards from the US Army's 3d U.S. Infantry Regiment (The Old Guard) were presented with 4 ceremonial M17 pistols at Arlington National Cemetery. These works of art were created by SIG SAUER specifically for use by the Guards.

This ceremony marks the first use of the M17, which will accompany the Sentinels of the Tomb of the Unknown Soldiers they stand guard 24 hours a day, 7 days a week, and 365 days a year.

The unique distinguishing features for the M17 Tomb of the Unknown Pistols include:

- **Pistol Names:** each of the four pistols bears the name of Silence, Respect, Dignity, or Perseverance and is featured on the dust cover. Dignity and Perseverance represent "The Sentinel's Creed," and Silence and Respect represent the request to the public by Arlington National Cemetery when visiting the Tomb of the Unknown, and during the Changing of the Guard;

- **Custom Wood Grips:** in 1921 the chosen Unknown was transported to the United States of America aboard the USS Olympia. The custom wood grips are made with wood from the USS Olympia and include the crest of the 3rd Guard, Tomb of the Unknown Soldier identification badge inset;

- **Cocking Serrations:** XXI cocking serrations are engraved on the slide to signify the twenty-one steps it takes for the Tomb Sentinels to

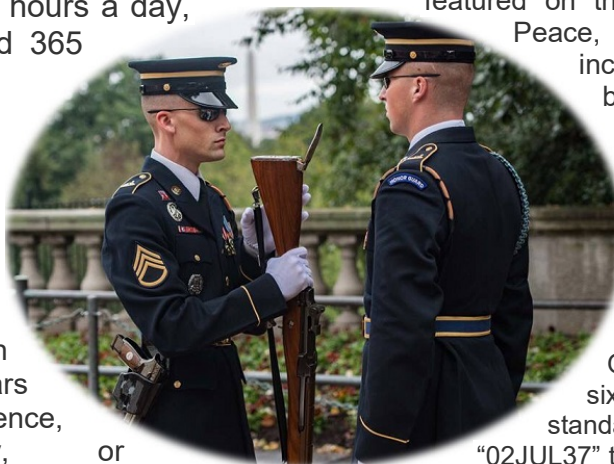
walk by the Tomb of the Unknowns and the military honour of a 21 Gun Salute;

- **Sight Plate:** an engraved impression of the Greek Figures featured on the east panel of the Tomb – Peace, Victory, and Valour – are featured on the sight plate;

- **Sights:** a glass insert made with marble dust from the Tomb of the Unknown fills the sights of the ceremonial pistols;

- **Engraved Magazines:** the 21-round magazines feature an aluminium base plate engraved with the names of the Greek figures featured on the Tomb of the Unknown – Peace, Victory, and Valour – and include a name plate on the bottom of the magazine engraved with the Tomb Sentinel badge number.

- **Serial Numbers:** the pistols are serialized with a unique set of serial numbers that incorporate items of significance to the Old Guard: "LS" represents line six of the Sentinels' Creed, "My standard will remain perfection; "02JUL37" to signify the first 24-hour guard posted at the Tomb of the Unknown on July 3, 1937; "21" to signify the 21 steps it takes the Tomb Sentinels to walk by the Tomb of the Unknown, and the military honour of a 21 Gun Salute. The full series of M17 Tomb of the Unknown Soldier Pistols serial numbers are LS02JUL37A21 (Silence), LS02JUL37B21 (Respect), LS02JUL37C21 (Dignity), LS02JUL37D21 (Perseverance).



**BEAR ATTACK TIP:**  
**IF ATTACKED, PLAY DEAD**



**IT WILL BE GOOD PRACTICE FOR WHEN  
YOU DIE A COUPLE MINUTES LATER**



# China Sea Bridge – Longest Bridge in world

*From the Internet*

Chinese project is one of the most criticised initiatives in Hong Kong, where the bridge is seen as another way for Beijing to extend its control

The world's longest sea bridge is set to open this

week, linking the cities of Hong Kong and Macau to the Chinese mainland as part of a broader contentious plan to integrate the special administrative regions into China.

The \$20bn Hong Kong-Zhuhai-Macau bridge officially opens on Tuesday in a ceremony that Chinese president Xi Jinping is reportedly planning to attend. Officials are billing the 55km bridge as a key part of the Greater Bay Area plan, a campaign to connect Hong Kong and Macau to 11 Chinese cities to form a high-tech region to rival Silicon Valley.

The bridge links Hong Kong's Lantau island to Zhuhai on the southern coast of Guangdong province and the gambling hub of Macau, a popular tourist spot for Chinese visitors.



Stretching more than 55km (34 miles), the Hong Kong-Zhuhai-Macau Bridge spans the Pearl River Delta and is an unparalleled engineering feat.

The bridge is not just a mega transport infrastructure jointly built by Guangdong, Hong Kong and Macau,” Hong Kong’s secretary for transport and housing, Frank Chan Fan, said on Friday.

“The collaboration between

Guangdong, Hong Kong and Macao in terms of trade, finance, logistics and tourism will be

strengthened. Hong Kong will assume a more proactive role in the development of the Greater Bay Area.”

However, private cars will only be able to use it after applying for a special permit. The crossing will mostly be used by private shuttle buses and freight vehicles. The bridge is not served by public transport.

Since its inception, it has been one of the most criticised initiatives in Hong Kong, where residents believe it is a poor use of taxpayer funds. Conservationists have blamed bridge construction for falling numbers of the threatened

Chinese white dolphin.

Others say the bridge is another way for Beijing to bind the autonomous administrative regions closer to China.



Some people were dropped as babies but **Clearly** you were **Thrown** in the air **Smacked** by the ceiling fan, & **Tossed** out of the window.

“It is a politically driven mega-project without urgent need,” said pro-democracy lawmaker Eddie Chu. Earlier this year, officials said traffic on the bridge would see about 25% less traffic by 2030 because of another competing bridge. “Basically it is redundant,” he said.



The structure is designed to withstand earthquakes, the seasonal typhoons which tear through the region and accidental ship strikes

Under construction since 2009, the structure is supported by three cable-stayed bridges and designed to withstand winds of up to 340km an hour. A 6.7km undersea tunnel has been built to avoid disrupting shipping lanes, connected by two artificial islands.



Towers above the bridge are designed to look like dolphins, in honour of the white dolphin, Chinese knots and a boat's mast, according to the bridge's designer. The curves of the road are meant to resemble a snake.



Originally slated to open in 2016, the bridge has been dogged by construction delays, budget overruns, and safety issues. Nine workers have died and more than 200 others have been injured building the bridge. This year, six subcontractors have been fined for endangering workers.

Earlier this year, concrete blocks around the artificial island appeared to be floating away, prompting criticism of

the quality of the bridge. Officials said the placement was deliberate.

Some say the bridge is not needed, given existing transport links to mainland China. “I don't think people are too excited about it. It's been dragged on for so long and it's so expensive, and there

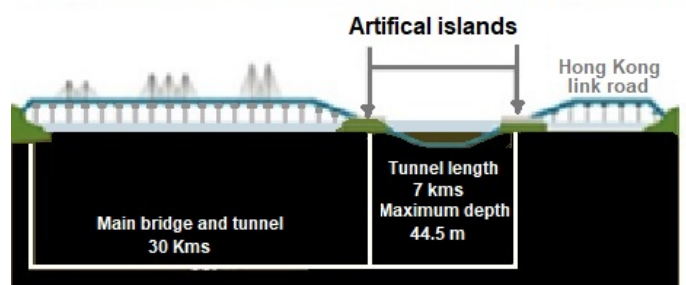
are already means of going to the western side of the Pearl River Delta,” said Mee Kam Ng, a professor at the department of geography at the Chinese University in Hong Kong.

In some ways, the bridge does advance integration of the three cities. Commuters on the bridge will go through three different checkpoints for Hong Kong, Macau, and Zhuhai.

“From the opening of the bridge to the eventual integration of these three different places, with three different sets of institutions, regulatory regimes, and

very different histories and cultures, it is an interesting experiment,” Ng said

Bridges and tunnel between border crossing areas





# What is the Freedom Ship?

*Or How About this for a Draft Chit?  
From the Internet*

**Envision an ideal place to live or run a business, a friendly, safe and secure community with large areas of open space and extensive entertainment and recreational facilities.**

Finally, picture this community continually moving around the world. You are beginning to understand the Freedom Ship concept of a massive ocean-going vessel. With a design length of 4,500 feet, a width of 750 feet, and a height of 350 feet, Freedom Ship would be more than 4 times longer than the Queen Mary. The design concepts include a mobile modern city featuring luxurious living, an extensive duty-free international shopping mall, and a full 1.7 million square foot floor set aside for various companies to showcase their products.

Freedom Ship would not be a cruise ship, it is proposed to be a unique place to live, work, retire, vacation, or visit. The proposed voyage would continuously circle the globe, covering most of the world's coastal regions. Its large fleet of commuter aircraft and hydrofoils would ferry residents and visitors to and from shore. The airport on the ship's top deck would serve private and small



commercial aircraft (up to about 40 passengers each). The proposed vessel's superstructure, rising twenty-five stories above its broad main deck, would house residential space, a library, schools, and a first-class hospital in addition to retail and wholesale shops, banks, hotels, restaurants, entertainment facilities, casinos, offices, warehouses, and light manufacturing and assembly enterprises. Finally, this concept would include a wide array of recreational and athletic facilities, worthy of a world-class resort, making Freedom Ship a veritable "Community on the Sea."

## Construction

Despite early press coverage in Popular Mechanics and an article in Newsweek, as well as radio coverage on NPR's Weekend Edition, and a video documentary on Discovery Channel's Extreme Engineering, the project has seen few recent developments. Although the initially stated in-service date was to be 2001, no construction had begun as of January 2019.

Freedom Ship International initially estimated the net cost for construction to be US\$6 billion in 1999. However, by 2002, estimates had risen to US\$11 billion. A

July 2008 press release explained the difficulty of obtaining reliable financial backing. In November 2013, the company announced that the project, now with an estimated price of US\$10 billion, was being resurrected, though that construction had not yet begun. In 2016, the project affiliated with Kanethara Marine in India due to interest on the part of the Indian government to be the base of the ship's construction operations.

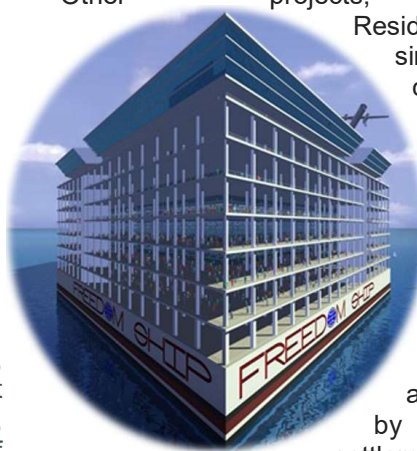
## Similar projects

The basic idea had been published by Jules Verne in his novel 'Propeller Island'. No technical details were given, but the book includes the idea of building a gigantic raft. The main aim of the project was saving taxes, as the Island would move around the world on an annual basis.

Other projects, such as the ResidenSea, have similarly attempted to create mobile communities, though they have conservatively limited themselves to the constraints of conventional shipbuilding. In regards to the economic flexibility and "freedom" created by such mobile settlements, these projects

could be considered a realization of the avant-garde Walking City concept from 1964, by British architect Ron Herron of the group Archigram.

The Freedom Ship also served as the inspiration for (and is closely resembled by) the Libertania, a



mobile ship depicted in Grant Morrison's comic book 'The Filth'. In the 1950s, Buckminster Fuller also proposed "floating cities" approximately a mile wide that could accommodate up to 50,000 permanent inhabitants. Mike Wallace interviewed Buckminster Fuller on TV regarding this "floating cities" concept, which Fuller explained would free up land needed for agriculture and industrial uses.

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Newspaper Clippings

Submitted by Shipmate Fred Bright

I UNDERSTAND the Royal Navy is sometimes referred to as "The Andrew". Can you explain this?

Timothy Dabbs, Surbiton, Greater London

THERE are a number of conflicting explanations for this, according to the Royal Museums Greenwich. Some sources, including the Admiralty Manual of Seamanship, claim the nickname "Andrew" derives from a man called Andrew Miller, who organised press gangs during the French Revolutionary and Napoleonic Wars. Miller "recruited" so many men to His Majesty's ships that the navy was said to belong to him.

Others suggest that an Andrew Miller supplied provisions to Royal Navy warships and had such a monopoly that he was said to "own the Navy".

Another explanation has it that it is a reference to an 18th- . Century king of the press gangs Andrew Walker, who was said to have forcibly hired so many seamen that people argued the national fleet /, was not His Majesty's Navy. but Andrew's.

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*COULD you let me know the origin of the oak leaf as a military decoration?*

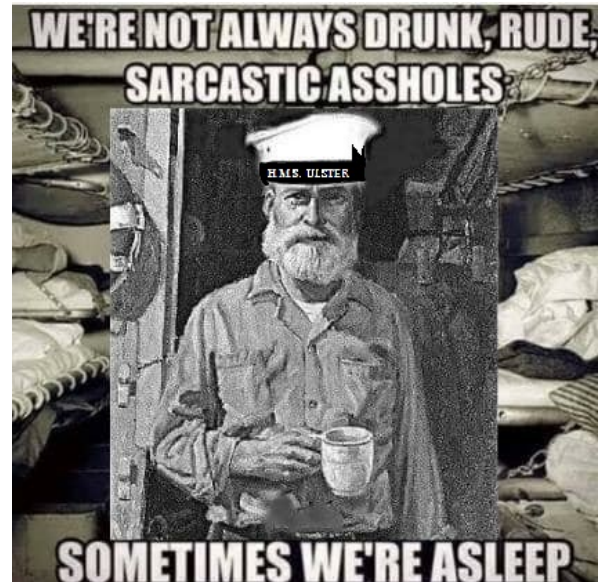
**James McIlhatton, Ballymena, Northern Ireland**

**BEFORE** the First World War nothing was worn on uniforms to signify a mention in despatches but from 1914 up to 1920 recipients wore a spray of oak leaves in bronze on the ribbon of the Victory medal. From 1920 to 1940's the device was a single bronze oak leaf.

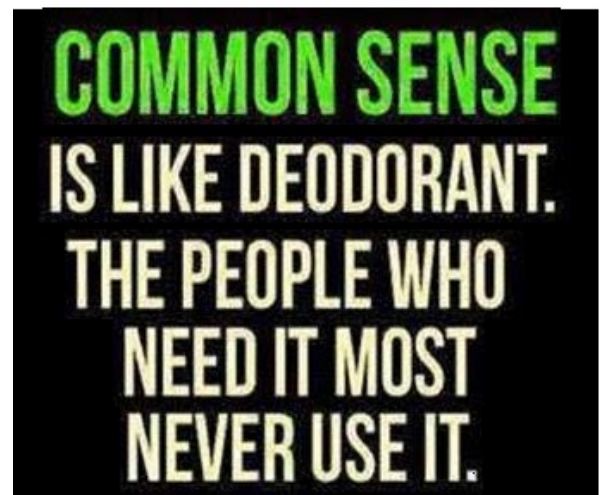


From 1993 the oak leaf was made in silver and was awarded for operational gallantry during active operations

A man was telling his neighbour, 'I just bought a new hearing aid. It cost me four thousand pounds, but its state of the art. It's perfect.'  
'Really,' answered the neighbour. 'What kind is it?'  
'Twelve thirty.'



A little old man shuffled slowly into an ice cream parlour and pulled himself slowly, painfully, up onto a stool... After catching his breath, he ordered a banana split. The waitress asked kindly, 'Crushed nuts?'  
'No,' he replied, 'Arthritis.'



**Pretty busy today. Was only able to check my phone 1400 times!**