



The Rum Tub or Norrie's Nocturnal and Nautical Natter

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Recommendations from Psychologists

Isolate yourself from news about the virus. (Everything we need to know, we already know).

Don't look out for death toll. It's not a cricket match to know the latest score. Avoid that.

Don't look for additional information on the Internet; it would weaken your mental state.

Avoid sending fatalistic messages. Some people don't have the same mental strength as you (Instead of helping, you could activate pathologies such as depression).

If possible, listen to music at home at a pleasant volume. Look for board games to entertain children, tell stories and future plans.

Maintain discipline in the home by washing your hands, putting up a sign or alarm for everyone in the house.

Your positive mood will help protect your immune system, while negative thoughts have been shown to depress your immune system and make it weak against viruses.

Most importantly, firmly believe that this shall also pass and we will be safe!

Focus on your work strategy for future; it's time to restructure your personal & professional portfolio.

Watch comedy movies & videos & stay with laughter, as laughter **is still the** best medicine.

HMS Ulster

Rum Tub

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Editorial

By Shipmate Norrie Millen



Hi! Shipmates,

Although the recent 'magic' date of May 17th has seen further lifting of restrictions, I for one have not rushed down to nearest pub or my local White Ensign Club for a few wets. I am sure like so many others I still prefer to exercise a bit of caution. Tempting as a nice pint sounds, I will continue my Canadian habit of drinking at home. I guess it's a habit developed living in Canada for over 20 odd years, where in Ontario, taverns and bars are not allowed to be built in housing sub divisions, so your options are to drink and drive (not recommended) or drink at home. In my last house, which had a family room in the basement, (as majority of Canadian houses have) I built quite a large bar and even had a fridge under the counter to keep drinks cold. In the large workshop alongside my family room, I had a six foot high fridge for beer and soft drinks too. This stood alongside a seven foot upright freezer, where I had all of my large stock of frozen homemade uncooked pasties, sausage roles rolls and cheese twists.

People hereabouts seem to be maintaining social distancing and majority of people continue to wear masks. As I said in last newsletter, all of our borders should have been permanently closed, nobody in and nobody out. Now we have the so called traffic light system which has already proved a joke. India placed in the Red Zone was supposed to mean no one from that country was allowed to enter UK and yet I see from the news planes are still arriving from India on an almost daily basis. No wonder that the Indian variant is rapidly increasing and out of hand. Boris recently stated he wanted an inquiry into how the pandemic has been handled, I second that. He should be the first to be closely questioned on his rational and decision making.

Well I guess that's my rant for this issue, let's face it, a matelot is never happy unless he is dripping! (Complaining for you land lubber readers)

The way I see it anyway!

Chatham Facts

By Shipmate Terry
Membership



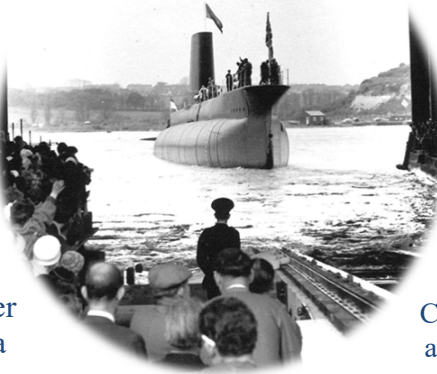
Hi Shipmates,

By the time
this
newsletter

reaches you through the airwaves or pony express, we hopefully should have a way out of lockdown when we can start our branch meetings and other fundraising events. I was going to carry on my theme of stone frigates; however I have been side tracked by a book, given to me by a dear friend who crossed the bar recently. The book Chatham Royal Naval Dockyard and in particular submarine construction. I know Norrie has been asking for input for our newsletters from Submariners so here goes I hope you submariners are not offended by the attempt. But please send your tales to Norrie I am sure he will be pleased to put them in.

During the last quarter of the 18th century, an American John P Holland had been successful in developing an efficient class of Submarine craft. After he arrived in the United States his designs were submitted for consideration by the United States Navy but we're turned down and unworkable. Holland continued to improve his designs and he eventually succeeded with a privately built type named Holland VI, launched on the 17th May 1897.

This was the first Submarine having the power to run submerged for any considerable distance, and the first to combine electric motors for submerged travel and gasoline engines for use on the surface. She was commissioned on the 12th October 1900. Due to traditional naval conservatism, there were many in the Royal Navy unwilling to see the introduction of Submarines. Admiral Sir Arthur K Wilson described them as underhand,



An Oberon class submarine being launched

unfair and dammed un-English, advocating that any captured enemy submarine crews would be hanged as pirates.

However, in 1900, the Admiralty noting that other major maritime powers were not being so reticent about acquiring submarines, decided to press forward with an order for the new craft and between 1902 and 1903, five Holland type submarines were built for the Navy by Messrs Vickers at Barrow, improved versions the A and B classes followed swiftly, and these, in turn, were superseded from 1906 by the superior C Class, that was when Chatham first came into the picture as a submarine building yard.

The first Chatham Submarine, the C17 was launched from No. 7 slip-on 13th August 1908. Between 1908 and 1967 Chatham would construct a total of 57 Submarines, among which the X1, E1, F1, G1, R1, Oberon, Parthian, and Swordfish would be prototypes for a succession of class types. The Oberon launched on 24th August 1926 would be the first Submarine to be given a name rather than carrying just a class letter and number. The last submarine built at Chatham for the Royal Navy was the Ocelot, she was launched on 5th May 1962, in 1991 she was sold to the Chatham Historic trust for conservation and now remains on permanent display at Chatham. The last 3 Submarines built at Chatham, were the Ojibwa, Onondaga and the Okanagan for the Royal Canadian Navy. The Ojibwa was initially ordered for the Royal Navy as HMS

Onyx but in 1963 the submarine was transferred to the Royal Canadian Navy before completion. I hope that gives you a small insight into how Chatham

became involved with Submarines. Towards the end of 1966, Chatham Dockyard entered the atomic age when the nuclear powered Submarine Valiant entered the yard for its refit but that is another story.

**John Phillip Holland
In hatch of submarine**



HM S/M Ocelot in Chatham Dock



Popeye was real!

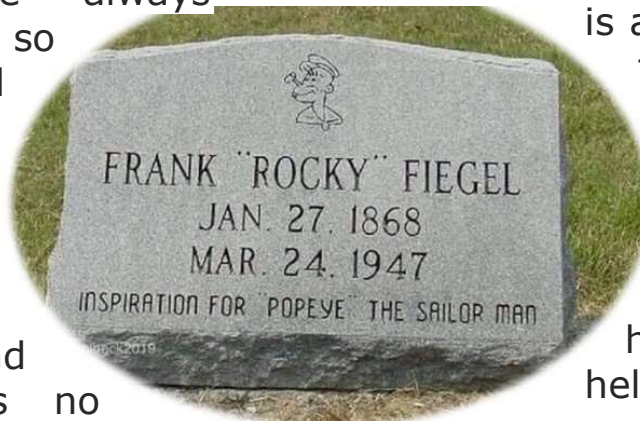
From the Internet

I cannot remember who sent it to me –



Popeye the Sailor Man really existed.....

His real name was Frank "Rocky" Fiegel. He was born in 1868 in Poland. He was a retired sailor contracted by Wiebusch's tavern in the city of Chester, Illinois, to clean and maintain order. He had a reputation to be always involved in fighting, so he had a deformed eye ("Pop-eye"). He always smoked his pipe, so he spoke only with one side of his mouth. He loved to be around children. There is no accounting of his imaginary adventures which boasts about the exploits of his physical strength, ensuring he never lost a fight. The author of



Segar, born in Chester, met Frank when where the young man was to listen to their stories and years later honoured him with the character Popeye the Sailor Man. Olive Oil also existed, she was Dora Paskel, owner of a grocery store in Chester. She is also described to dress just like Olive Oil. Segar kept in touch with Frank and had always helped him with money. Frank and Popeye also carried some inherent features like courage, chivalry and virility.

Popeye,
Elzie Crisler

FRANK "ROCKY" FIEGEL
Jan. 27 1868 – Mar. 24
1947



Wreck of WWI British Submarine given protected status

From the Internet, submitted by Shipmate Kevin Maguire

The wreck of a pioneering British submarine used to patrol the English Channel during the First World War has been granted protected status after it was rediscovered by divers.

The early British HMS/M D1 submarine, which was the forerunner to the Royal Navy's 'S' patrol submarines and saw service during the First World War, has been given protected status

The prototype long-range diesel submarine, known as HMS/M D1, was launched in secret from Barrow-in-Furness, Cumbria, in 1908 and was the first of the Royal Navy's patrol submarines used to defend British waters and undertake longer missions.

The vessel was deployed off Dover at the outbreak of the First World War to deter a German invasion before later being used outside UK territorial waters to spy on enemy shipping movements. The D-class submarines had a number of valuable innovations, including being equipped with wireless telegraph to send and receive messages.

The D1 was eventually scuttled off Dartmouth in Devon in 1918 to act as a training vessel for submarine detection

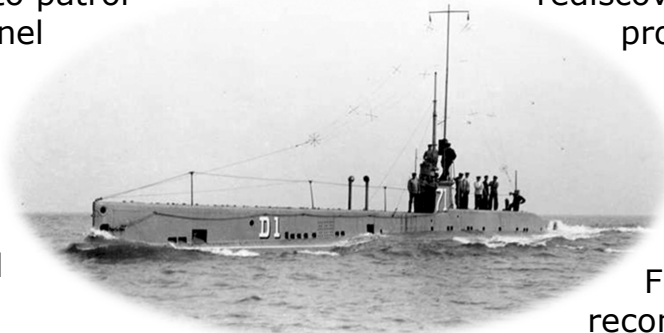
techniques. It was recently rediscovered as part of a project to trace sunk German U-boats and found by divers sitting upright and largely intact on the seabed.

Following a recommendation from heritage watchdog Historic England, the wreck site has been given scheduled status, meaning it can be visited by divers but its contents are protected by law.

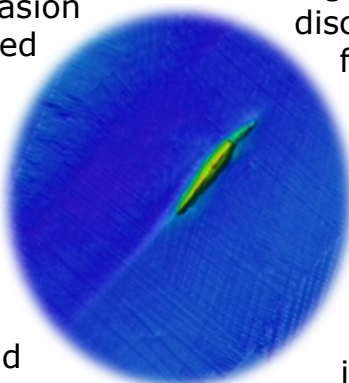
Duncan Wilson, chief executive of Historic England, said: "This is a fascinating survival which deserves protection as an important part of our seafaring history."

The D1 was the first of eight D Class submarines to be built, five of which were sunk with the remaining three eventually sold as scrap.

Steve Mortimer, the leader of the diving team which accidentally discovered the D1 while looking for a U-boat wreck, said: "Every diver dreams of identifying a historically important wreck. Expecting to find the remains of a German U-boat, we were thrilled to discover a ground-breaking British submarine instead. It's tremendous that D1 is now protected but divers can still visit."



HM S/M D1



Sonar Trace of

HM S/M D1

HMAS Sydney conducts officer-of-the-watch manoeuvres

From the Internet, submitted by Shipmate Kevin Maguire

The crew of HMAS Sydney had a lot to celebrate when the ship marked her first birthday this month. LEUT Sarah Rohweder reports.

HMAS Sydney's service to the nation began with a commissioning at sea – the first time since World War II that a RAN warship had been officially welcomed to the fleet while underway.

She then partnered with sister ship HMAS *Brisbane* to conduct weapons systems training off Sydney Heads, a short distance from her home port of Fleet Base East.

The guided missile destroyer sailed in company with HMA Ships *Adelaide*, *Anzac*, *Gascoyne*, *Huon* and *Yarra* in the East Australian Exercise Area just a few weeks later, proving her ability as the newest ship in the fleet.

Those first four months were a remarkable beginning in the first chapter of *Sydney's* story.

She commissioned into service on May 18, 2020, the last of three Hobart-class DDGs built by the Air Warfare Alliance in Adelaide.

The ship's company celebrated her first birthday in San Francisco with a cake and barbecue at anchor in the vicinity of the iconic Golden Gate Bridge.

Sydney is conducting combat system sea qualification trials in the US to declare her ready for future operational deployments.

The occasion was a proud milestone for her commissioning CO CMDR Edward Seymour.

"It is an honour to share this special event with the commissioning ship's company," CMDR Seymour said.



HMAS Sydney in the Eastern Australian Exercise Area. Photo: Peter Beeh

"I am very proud of their work and dedication and thank them for their tireless efforts, from taking delivery of the ship, through to commissioning and our current deployment to prove her lethality.

"There are hundreds of family members who enabled us to get to this point and I thank them equally for their ongoing support."

Sydney departed Fleet Base East bound for the Southern Californian Exercise Area to put to the test her advanced Aegis Combat System.

During these tests, she launched for the first time an Evolved Sea Sparrow Missile and SM-2 – a significant warfighting capability milestone for Navy.

CMDR Seymour said the qualification in the US had reaffirmed the ship's motto 'Thorough and Ready'.

A big year for Sydney

"The Aegis Combat System is an impressive and powerful air defence capable of engaging enemy aircraft and missiles at ranges greater than 150km," CMDR Seymour said.

"What we have seen over the past few months is a warship that is thorough in terms of accuracy and ready to respond to potential threats within a very short timeframe."

At the end of 2020, *Sydney* – in company with *Brisbane* and HMAS *Hobart*, participated in the first demonstration of cooperative engagement capability by any nation outside the US.

As part of the engagement, *Sydney* assisted her sister DDGs to engage air targets with anti-air missiles off the coast of Jervis Bay, NSW.

After finalising her weapons system tests, *Sydney* will return to Australia next month.



"Spontaneity is one of the joys of existence, especially if you prepare for it in advance!"

Japan: Submarine crew phone for help after crash

From the Internet
Images ©Newcom/Alamay

A Japanese submarine

has collided with a commercial ship as it attempted to surface off the country's Pacific coast.

Three of the submarine's crew sustained minor injuries in the crash which occurred on Monday, government officials said.

The **Soryu** submarine suffered damage to its antenna mast along with its communication equipment forcing the crew to use a mobile phone to report the incident.

Japan's defence minister said the collision off Kochi prefecture was "extremely regrettable".

Nobuo Kishi said the **Soryu** was on a training exercise when the incident

occurred. The submarine saw the vessel through its periscope but was unable to move in time.

The **Soryu** is a diesel-electric submarine that has been in service since 2009.

The 84-metre (275ft) long submarine was still able to continue sailing as the damage was not major, officials said.

Bradley Martin, a former US navy captain disputed the claims. He told CNN: "I wouldn't call the damage

'minor'. The submarine can't dive and can't communicate."

The commercial ship was not damaged in the incident and felt no impact from the collision, Japan's chief cabinet secretary Katsunobu Kato said.

Not much is known about the vessel but local reports say it was registered in Hong Kong.

An investigation into the collision has been

launched.



Anyone caught speeding in the UK will end up with more points than our Eurovision entry.



A Bugis Street Affair

In a dockside bar where sailors drink
I heard a tale that made me think
A tale of lust turned to love
An imperfect match blessed from above.

If it came to a landsman in a dream
It would surely wake him, make him scream
It concerned a young AB from Hull
Who in an Eastern port went on the pull

Although a Tar of experience, in ships
grey
This his first time out East, not a place to
go astray
Their first port of call was Singapore
A wondrous place for a run ashore
A place where Matelots, Pongo's &
Crabs ran amok
No immorality here could shock.

For he had heard of a place called Bugis Street
And it's many delights for a matelot's treat
Part populated by Ladies of refinement and taste
Elegant breast and wasp like waist.

His lust, it grew, prompted by some primordial goad
As his taxi made its way up Rochor Road
He left the taxi and was blinded by the light
Harsh brazen neon shattering the night

His eyes took in all that was on offer
This Eastern paradise, a latter day Gomorrah
From bar and cafe sloe eyed beauties beckoned
On his urgency he felt his senses had not
reckoned

After a drink or two he entered The Caveman
Bar
To this portentous place he had come from afar
He ordered a Tiger and viewed the display
Of Eastern beauty in multi hued array.

And then his eyes locked on a Beaute du
Diable
Against a back wall, alone at a table
Shortest of skirt and lowest cut blouse
Painted for one purpose, to arouse.

He stared at her his mind running wild
Then their eyes locked and slowly she smiled

It was if the very air became electrically charged
As he moved toward her, his whole being by lust
enlarged

Then as he sat with this Asian coquette
He did not know with his fate he had met
She said her name was May Li, born in
Bangkok
And as they spoke their souls seemed to lock.



"Yer carn't fool me!"

As if in an instant they were heading to her place
He could not mistake the promise on her smiling face
Then alone at last in her tiny room
Overpowering passion from deep within did loom

Nothing of this world ever existed
As their eyes with want, slowly misted
Their lips met tongues intertwined
Searching within each other, ecstasy to find.

Then on her bed pressed to his chest
He felt against him her firm and eager breast
His hand roamed up her warm and golden
thigh
Touched bare flesh bringing forth her deep
sigh

Then he leapt from the bed and began a
yell
Like a demented Banshee torn from Hell
For his hand had come upon the

unexpected
He felt his masculinity had been shattered.

Out on the street he ran wild and blind
Escaping the horror he thought to leave behind
Then from behind he heard May Li's cry
And to run any further he could not even try.

She stood be door face contorted by unspoken grief
He stood and stared then slowly walked back
to May Li's great relief.

But that was many years ago
And time heals many things albeit slow

May Li came to England after her Op
And in Scunthorpe they opened a Fish & Chip
Shop
Although they are both now old and grey
Their love is as strong as that first day
So if you're in Scunthorpe and can spare half
an hour
Pop in to May
Li's they do a
great Sweet and
Sour!



**Is it a girl? Is it a boy?
No! It's Bugis Betty
something of a lad it
seems!**





History of the famous Gurkhas

From the Internet



The Gurkhas are soldiers from Nepal who are recruited into the British Army, and have been for the last 200 years. Gurkhas are known to be as fearless in combat as they are good natured in daily life.

To this day, they remain renowned for their loyalty, professionalism and bravery.

The history of the famous Gurkhas

1814-1816	Anglo – Nepalese War
1817-1818	Pindari War
1845-1846	Anglo-Sikh War
1848-1849	Second Anglo-Sikh War
1857-1859	Indian Sepoy Rebellion
1878-1880	Second Afghan War
1900	Boxer Rebellion
1904	Tibet Expedition
1914-1918	World War One
1939-1945	World War Two
1947	Indian independence
1948-1960	Malayan Emergency
1962-1966	Borneo Confrontation
1969	The Gurkha Welfare Trust is founded
1982	The Falklands
2001-2014	Afghanistan
2003-2011	Iraq
2015	Gurkha 200

Anglo-Nepalese War

1814 — 1816

After a series of hard fought battles, the Treaty of Segauli is made between Nepal and The Honourable East India Company. In 1815 the Gurkhas' fighting qualities are recognised and they are first enlisted into the armies of the British Crown.

Pindari War

1817 — 1818

Following years of plundering in Gujarat and Mirzapur by the Pindaris,



British and Indian Army troops, including Gurkhas, defeat the Pindari Army of 30,000 horsemen.

Anglo-Sikh War

1845 — 1846

In 1845 a Sikh army crosses the Sutlej River in the Punjab – starting a war. Gurkhas fight hard at the battles of Aliwal and Sobroan. The Commander of the Army writes of Gurkha soldiers: "They vied in ardent courage with The Grenadiers and, armed with the short weapon of their mountains, were a terror to the Sikhs".

2nd Anglo-Sikh War

1848 — 1849

A series of increasing Sikh rebellions in the Punjab against British administration lead to war. The turning point is the Battle of Chillianwalla, a savage contest with both sides suffering great numbers of casualties. Final victory goes to the British.

Indian Sepoy Rebellion

1857 — 1859

Gurkhas fight alongside the British during the Indian Mutiny, remaining loyal to the British Indian Army. Gurkhas of The Sirmoor Battalion, later to become part of today's Brigade of Gurkhas, become official Riflemen and are honoured by Queen Victoria with a unique Truncheon in recognition of their bravery and loyalty at the siege of Delhi.



Second Afghan War

1878 — 1880

Due to concerns over Russian influence in Afghanistan, the British send a force under General Roberts, including five Gurkha regiments, to invade the country. After several major engagements, the Afghans are defeated. When General Roberts is later raised to the peerage, he chooses the image of a Gurkha to be part of his family crest.



Boxer Rebellion**1900**

Gurkhas serve bravely as part of an international force sent to quell a rebellion by a secret society of nationalist insurgents in China called "Boxers", who were fighting against foreign influence.

Tibet Expedition**1904**

Colonel Francis Younghusband leads a force of British, Indian and Gurkhas to Gyantse in Tibet to negotiate and arrange reparations for previous incidents. Lt J D Grant of 8th Gurkha Rifles is awarded the Victoria Cross for an assault on the stronghold at Gyantse Jong, where he scaled a cliff under heavy fire to force a breach.

World War One**1914 — 1918**

During the First World War over 90,000 Gurkhas directly serve the British Crown, of which over 20,000 are killed, wounded or missing in action. Gurkha regiments earn hundreds of gallantry awards throughout the War.

World War Two**1939 — 1945**

During the Second World War over 137,000 Gurkhas directly serve the British Crown from which there are over 23,000 killed, wounded and missing in action. The Gurkhas earn over 2,500 awards for bravery.

Indian independence**1947**

Of the ten Gurkha Regiments existing at Indian Independence in 1947, six remain in the Indian Army and four transfer to the British Army. These are the 2nd King Edward VII's Own Gurkha Rifles (The Sirmoor Rifles) and the 6th, 7th and 10th Gurkha Rifles.



Gurkhas at the Boxer Rebellion

Malayan Emergency**1948 — 1960**

The conflict in Malaya is the first in which Gurkhas fight as part of the British Army. They are committed from the outset of the Emergency and are continually on active service throughout the next twelve years, continuing to win awards for bravery in the field of combat.

Borneo Confrontation**1962 — 1966**

From their bases in Sarawak, Gurkhas defend the country against Indonesian forces and engage in long range operations under the dense jungle canopy of tropical rainforest. On one such patrol Lance Corporal Rambahadur Limbu was awarded the Victoria Cross for valour.

1969

The Gurkha Welfare Trust is founded with the primary aim of relieving poverty and distress amongst ex-Gurkha soldiers and their dependants.

Today, it provides a monthly Welfare Pension and extensive medical care for its elderly ex-Gurkha beneficiaries, as well as delivering vital community aid such as water supply systems, schools and medical camps.

The Falklands**1982**

The Gurkhas' fearsome reputation serves them well in the Falklands conflict, leading the Argentines to decide not to face them when challenged in battle.



Gurkhas at Borneo Confrontation



Britain successfully repels the invasion.



Gurkhas in the Falklands

Afghanistan**2001 — 2014**

Gurkhas play a key role in the war from the offset. Their skills in hand to hand combat are put to the test, notably Corporal Dipprasad Pun who is awarded the Conspicuous Gallantry Cross for repelling an assault in Helmand Province. Gurkhas' peace-keeping skills and ability to build relationships with the Afghans prove invaluable. They are also charged with protecting Prince Harry during his service with the Army Air Corps.

Iraq**2003 — 2011**

Gurkhas once again serve in the desert following the Allied invasion of Iraq, providing extensive medical and logistic support to the Allied forces while retracing routes their forebears had followed in the First World War.

Gurkha 200**2015**

The Brigade of Gurkhas celebrates its 200th anniversary of loyal and distinguished service to the Crown. Various commemorative events are held, culminating in a spectacular pageant in London, attend by HM The Queen and other royals.

A Cautionary Tale For ALL home Brewers

I had twenty bottles of very old, very strong homemade wine in my shed. Yesterday I was told by my wife to empty the contents of each bottle down the sink or else. So I said I would, and proceeded with the unpleasant task.

I withdrew the cork from the first bottle and poured the contents down the drain with the exception of one glass, which I drank. I extracted the cork from the second bottle and did likewise, with the exception of one glass, which

I drank. I did the same to five more bottles.

I then withdrew the cork from the next bottle and poured the wine down the sink, with the exception of one glass, which I drank. I pulled the cork from the next sink and poured the bottle down the glass which I drank; pulled the bottle from the cork of the next and drank one sink out of it and threw the rest down the glass.

I pulled the sink out of the next glass and poured the cork from the bottle. Then I corked the sink with the glass, bottled the drank and drank the pour. When I had every one emptied, I steadied the house with one hand, counted the bottles, corks, and glasses, and sinks with the other, which were Legion, and as the house came by I counted them again and finally had all the houses in one bottle which I drank.

I was not under the alfluence of incohol, as some theople pink I was. I was not as thunk as you might drink. I felt so feelish, I didn't know who was me, and the drunker I stood there the longer I got.

China completing more ballistic missile subs. With plans for a new version

From the Internet, by Mike Yeo

MELBOURNE, Australia — China has launched two more nuclear-powered ballistic missile submarines and might fit anti-ship ballistic missiles on a new cruiser class on the verge of entering service, according to a new Pentagon report.

The two new submarines will bring the number of Type 094s, or Jin-class nuclear-powered ballistic missile subs, in Chinese service to six, according to the latest annual “China Military Power Report,” released May 2 by the U.S. Defence Department. The report also said China is planning a new class of nuclear-powered ballistic missile subs, or SSBN, with construction expected to begin in the early part of the next decade.

The report confirms earlier assessments based on open-source satellite imagery published in late 2018, which showed two Type 094s under construction at the submarine yard in Huludao in the northern Chinese province of Liaoning.

The Type 094 SSBN can carry up to 12 CSS-N-14 (JL-2) submarine-launched ballistic missiles, which constitute China’s



A Chinese Jin-class nuclear submarine in a navy sail past near Qingdao, in eastern China's Shandong province in 2019.

(Mark Schiefelbein/AFP via Getty Images)

“first viable sea-based nuclear deterrent.”

The JL-2 reportedly has a range of about 4,500 miles.

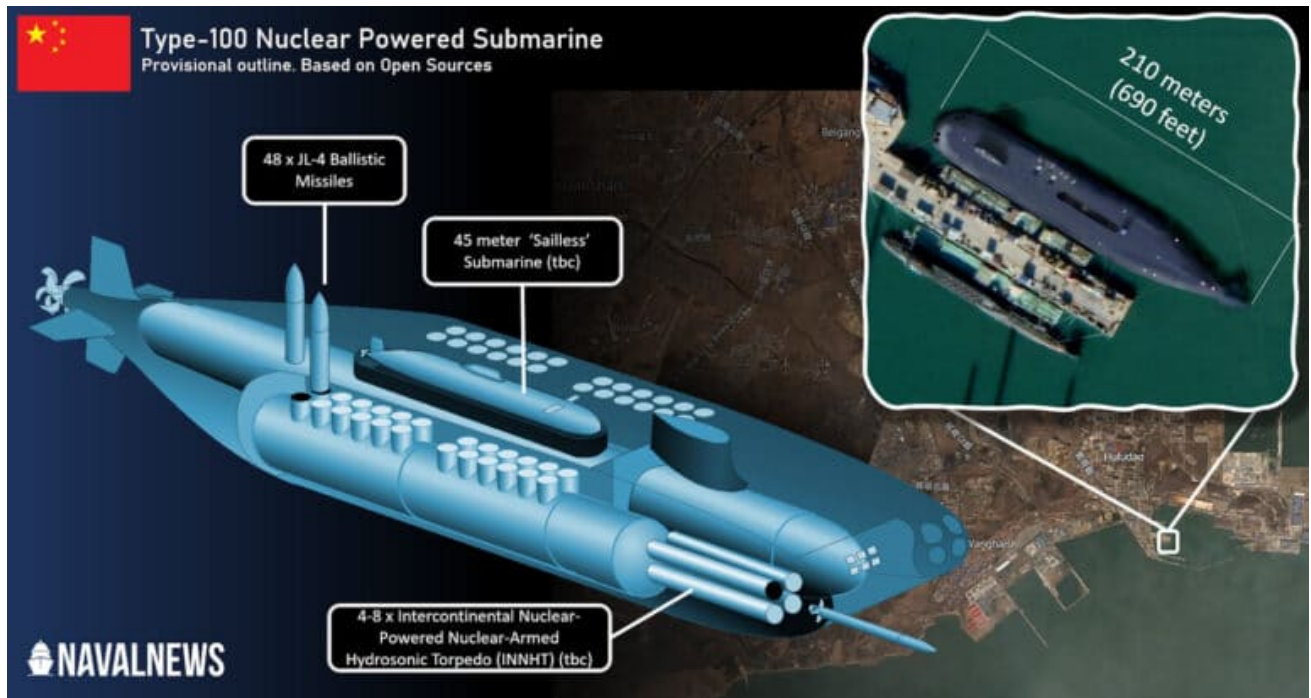
The follow-on SSBN-class, which the report calls the Type 096, is expected to be armed with the JL-3 sub-launched ballistic missile.

The Pentagon expects China will operate its Type 096 SSBNs alongside the Type 094 boats, based on the life of China’s first-generation nuclear-powered submarines, which were in service for about 40 years.



China is also taking steps to deploy sophisticated command-and-control systems and refine associated processes to safeguard the integrity of nuclear release authority for a larger, more dispersed nuclear force, which includes road mobile intercontinental ballistic missiles and submarine deterrence patrols. U.S. Navy officials have said since 2015 that China’s People’s Liberation Army Navy, or PLAN, is conducting such patrols, although there has been no official confirmation.





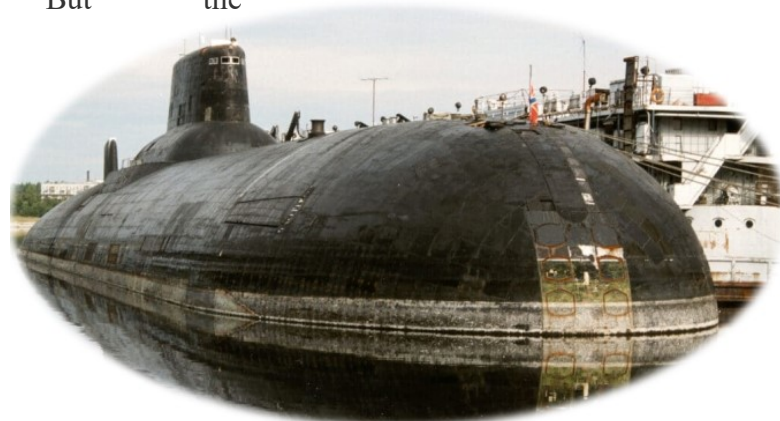
The report also touched on the PLAN's Type 055 cruiser capabilities, describing the type — which has been described by China as a “10,000-ton destroyer” — as “China’s premier carrier escort for blue water operations.” It further suggested the Type 055 will be able to launch anti-ship ballistic missiles “once these weapons are available.” As Defence News previously reported, China is about to commission its first Type 055 into PLAN service, with at least another seven in various states of construction at shipyards in Shanghai and Dalian, along with several more smaller Type 052D destroyers and two domestically built aircraft carriers. The effort is part of a continuing “robust surface combatant construction program” meant to “significantly upgrade the PLAN’s air defence, anti-ship, and anti-submarine capabilities,” the report said.

The New Submarine is massively larger than previous Chinese Navy Nuclear Submarines.

The new submarine, identified as the Type-100 Class, is armed with 48 Submarine Launched Ballistic Missiles (SLBMs). It can also carry ginormous nuclear-powered nuclear-armed autonomous torpedoes. And a hangar on its back indicates a smaller submarine will also be supported. There is no doubt that this is the new god of submarines.

For decades the Russian Navy’s mighty Pr.941 Typhoon Class submarine has been the largest ever built. And size is relevant, both for political messaging as well as military reasons. Giant submarines can have greater stealth (due to space for quieting), greater survivability, and can operate for longer.

But the



Typhoon’s

reign is over. The Chinese Navy's (PLAN – People's Liberation Army Navy) latest submarine is even larger.

Launched earlier today at the Bohai Shipyard in Huludao, China, the new submarine is believed to be the Type-100 'Sun Tzu' class. The timing, together with its type number, appears to refer to the 100th year anniversary of the Chinese Communist Party (CCP). The vessel is approximately 210 meters (690 feet) long and about 30 meters (100 feet) across. This compares to a paltry 175 meters (574 feet, sources vary) and 23 meters (75 feet) for the Typhoon Class. Although figures for the new submarine's displacement are not known, it is almost certainly greater than the 48,000 ton Typhoon.

The Pr.941 Typhoon Class is widely known as the largest submarine in the world. But it's reign has come to an end thanks to a new Chinese Navy submarine, the Type-100. Photo Defence Threat Reduction Agency (DTRA)

To put this into perspective, the new super submarine is three-to-four times the size of the U.S. Navy's Ohio class boomer.

And while the Ohio class carries 24 ballistic missiles, the Chinese submarine can carry 48. The Typhoon class only carried 20 although that was partly a political decision. This undoubtedly makes the new class the most heavily armed in the world. It is possible that some of the missile silos will be used for carrier-killing anti-ship ballistic missiles.

In the bow are at least 8 Intercontinental nuclear-powered nuclear-armed hydrosonic torpedoes. These weapons are similar to the Russian Navy's Poseidon weapon. These have an effectively unlimited range and will be very hard to counter with current weapons. Its development, so soon after Russia moved forward with Poseidon, suggests that Poseidon has been exported; or that some degree of a technology transfer has taken place.

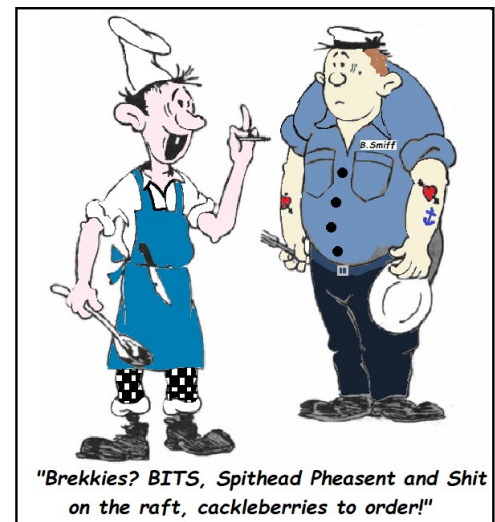
The shift to a massive submarine may hint, like Typhoon, at an Arctic role. China regards itself as a Near-Arctic country and may intend to use the ice cap to protect its at-sea nuclear deterrence.

Despite being the largest submarine in the world, its dimensions are just within the boundaries of Suezmax. This means that it is still small enough to squeeze through the Suez Canal. This will be critical as China increasingly looks to the Mediterranean as the frontier with Western powers.

On the back is an open hangar which is about the same size as a special submarine previously identified. The 'sail less' submarine (it's official designation is not known) has been built in Shanghai. Possibly its purpose is to be carried by the Type-100.

One potential use for this is to provide layered self-defence for the host submarine. Another possibility is that it this is for severing undersea internet cables in times of war. It has been suggested that this tactic could be used to bring about the immediate collapse of Western economies.

The new submarine is expected to be the centrepiece of a massive military paraded in Beijing as part of the CCP's 100 years celebrations in July. More than anything, this previously unreported submarine is a sign of the changing times. April 1st 2021 will go down in history as the start of a new era in submarines. possibility is that it this is for severing undersea internet cables in times of war. It has been suggested that this tactic could be used to bring about the immediate collapse of Western economies.



Disasters in Medway - The HMS Bulwark Explosion

Submitted by Shipmate Kevin Maguire

On 26th November 1914 HMS Bulwark, a 15,000 ton battleship, was moored at buoy number 17 at Kethole Reach on the River Medway. She was taking on coal from the airship base at Kingsnorth, on the Isle of Grain.

At 7.50 am, as the crew were having breakfast, an explosion ripped the ship apart. The explosion was heard as far away as Whitstable to the south and Southend (in Essex) to the North. Eye witnesses stated that once the smoke had cleared, there was no sign of the ship. This evidence is supported by the fact that naval divers who investigated the wreck three days after the explosion found just two large fragments of wreckage - a section of the port bow as far aft as the sick bay and 30 feet further away, a section of the starboard bow. Nothing that was above the waterline remained - it was all blown away from the area. Debris from the explosion fell up to four miles away, and contemporary accounts tell of clothes and bodies being blown into the masts of other ships in the area.



HMS Bulwark

In all, the explosion killed 745 men and 51 officers. Five of the 14 men who survived died later of their wounds, and almost all of the others were seriously wounded. There are mass and individual graves in Woodlands Cemetery in Gillingham, for the Bulwark's dead, who were mostly drawn from the Portsmouth area.



Although the local papers immediately suspected sabotage, the subsequent naval court of enquiry (held at the Royal Naval Hospital, Gillingham) found that much of the ammunition for the ships guns had been stored in the corridors between the 11 magazines, and that either a fault with one of the shells or overheating cordite near a boiler room bulkhead could have started a chain reaction which destroyed the ship.



The site of the wreck is now a restricted area, designated as a Military Wreck by the Admiralty, and is marked by two buoys the East Bulwark (Green Conical at 51. 25. 21. 25 N, 00. 39. 13. 78 E) and West Bulwark (Red Can at 51. 25. 23. 25 N, 00. 39. 13. 78.E). You can see a [satellite image of the wreck site on Google](#)

Maps. The red buoy is quite clearly visible, but the green buoy isn't so easy to see - it's around 200 yards to the south east of the red one. Both are very close to the shore. [Coordinates provided by David Brown of Sheppey Sea Cadet Corps.].

The Graves

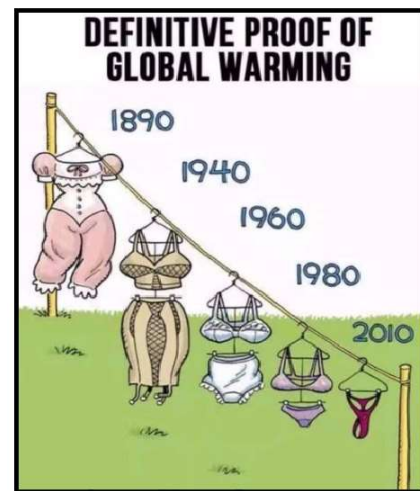
The bodies of the men who died when the ship exploded, and of those who died later, are buried in Woodlands Cemetery in Gillingham. Those who could not be identified are buried in a communal grave, along with those of the HMS Princess Irene explosion.

The grave is in the middle of the naval section of the cemetery, amongst the individual graves.

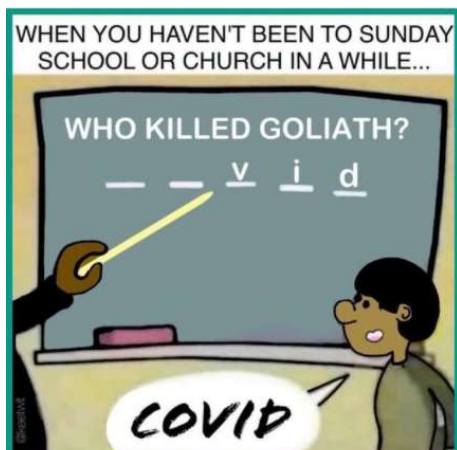
The identified victims, including those who died later of wounds, are buried around the communal grave.

One of the things that struck me, walking around the naval section of the cemetery, was the mixture of different types of gravestones. The usual Commonwealth War Graves Commission pattern isn't used exclusively - some are slightly taller with a slightly different curve along the top. There are also some privately purchased stones. Presumably these were allowed because the men died in Britain, not abroad.

TO THE HONOURED MEMORY OF SEVENTY
SAILORS OF HMS BULWARK TEN OF HMS
PRINCESS IRENE AND BERTIE CLARY A SKILLED
LABOURER OF HM DOCKYARD ALL OF WHOM
LOST THEIR LIVES THROUGH INTERNAL
EXPLOSION OF THE TWO SHIPS OFF SHEERNESS
AND LIE BURIED HERE



I woke up
hungover to
the sound of
my neighbour
mowing the lawn.
I figured he'll just
have to mow around
me, I'm not moving.



Surgeon-Captain Richard Tadeusz Jolly OBE - Obit

From the Internet

Rick Jolly was educated at Stonyhurst College and subsequently studied Medicine at St Bartholomew's Hospital Medical College (now Barts and The London School of Medicine and Dentistry) in London, and qualified as a physician in 1969. While working as a houseman, a senior colleague suggested he join the Royal Naval Reserve as a Royal Navy doctor.

He became Medical Officer to 42 Commando RM, who were deployed in Belfast along with men of the 3rd Battalion, Parachute Regiment, with whom he built a strong friendship.

In 24 years of service, he completed two tours with the Fleet Air Arm as a Fleet Surgeon, Medical Officer recruitment/Officer training in the Dartmouth Training Ship HMS Bristol, and at the Britannia Royal Naval College.

As Officer Commanding Medical Squadron of the Commando Logistic Regiment Royal Marines, Jolly was Senior Medical Officer of 3 Commando Brigade RM and commanded the field hospital at Ajax Bay.

The facilities at Ajax Bay were set up in an old refrigeration plant situated next to an ammunition dump, as those were the only roofed buildings available of any size fit for purpose. Because its position was close to legitimate military targets, Brigadier Julian Thompson ordered they were not to paint a Red Cross on the building's roof to highlight the hospital, due to the terms of the Geneva Convention. The conditions in the field hospital were poor and despite the dirt, poor lighting, air attacks and the presence of two unexploded bombs, only three of the 580 British soldiers and marines wounded in action were to die of their wounds and none while under the care of Jolly.



Before visiting Argentina in 1998, Jolly had sent ahead a list of Argentine casualties and asked the authorities there what had become of them. As a result, the Argentine Foreign Ministry discovered the truth about the battlefield medical care of their wounded by the British during the conflict and invited over 50 of them to a ceremony in Buenos Aires, where Jolly was appointed as an **Oficial (Officer) in the Order of May** in recognition of his outstanding work in saving the lives of many wounded Argentine soldiers and airmen.

As it was a foreign decoration, Jolly had to write to the Queen for permission to wear his Order of May award with his other medals, to which she personally responded by authorising him to wear the award "on all occasions" on behalf of the 300 British Naval, Royal Marines and Army medics involved in the war. The Argentinian award made Jolly the only serviceman to have been decorated by both sides after the conflict.

Jolly was interviewed in the TV documentary *Falklands Combat Medics*, which concentrated primarily on the work and role played by the field hospital based at Ajax Bay and he campaigned for the recognition of posttraumatic stress disorder for all Falkland veterans in aid of the South Atlantic Medal Association.

Jolly died, 13 January 2018 from heart condition complications and is survived by his wife, Susie (née Matthews), a former children's nurse, whom he married in 1970. Their son, James, predeceased him aged 17.

Jolly's first book, *For Campaign Service*, detailed the experience of soldiers and Royal Marines who served in Northern Ireland. The book took its title and cover image from the General Service Medal (1962) issued to UK military. He also wrote the book *The Red and Green Life Machine*, about his experiences in the Falklands War, and *Jackspeak: A Guide to British Naval Slang and Usage*.

Rick Jolly 29 October 1946 – 13 January 2018.

