



The Rum Tub or Norrie's Nocturnal and Nautical Natter

In this issue

Editorial	1
HM S/M Anson first dive	2
UK Attempts dismantling nuclear sub.....	3
Torbay 'Call Girls'	4
HM S/m Audacious	5-6
Catalogue of Falkland failures	7-9
Procedure to make submariners safer	10
A multinational crew	11-13
Humour	14

NHS Gaffs

The patient has no previous history of suicides.

Patient has left her white blood cells at another hospital.

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

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

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

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

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

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

Discharge status: - Alive, but without my permission.

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

Occasional, constant infrequent headaches.

Patient was alert and unresponsive.

Rectal examination revealed a normal size thyroid.

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

Examination of genitalia reveals that he is circus sized.

The lab test indicated abnormal lover function.

HMS Ulster Rum Tub

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Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

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



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

In response to my dit about unhappy ships, I was hoping for some 'black cats' but I guess you all had great ships! One such incident I experienced was on the old Loch Killisport. The watchkeepers occupied the after starboard end of the seaman mess behind a canvas curtain, to allow for 'Guard & Steerage' This gave us QM's & BM's an extra 30 minutes in our micks. I had come off the Middle Watch just after 0400 and at Call the Hands at 0600, my hammock was violently shaken by the Leading of the Watch on Deck, being half asleep after under 2 hours sleep, I was awakened by "Get you hat, Slack in Obeying, Wilful Disobedience and other charges.

At the Coxswains office the Swain explained I was being charged with the two aforementioned charges, plus Contempt and failing to follow Ships Standing Orders, by being turned out by 0600.

Long story short, at the skippers table, I plead not guilty and explained that I was watchkeeping, very tired and half asleep and Ships Orders clearly stated I was allowed an extra be minutes sleep. The CO surprising said "Obviously you are innocent of all the charges brought, so I am going to be very lenient with you! 21 days No.9's and 30 days stoppage of leave. So I was guilty until proven guiltier! RN justice!

The way I see it anyway!

Hunter-killer HMS Anson completes first practice dive in dock

From the Internet – Story Line Submarines

The Navy's newest hunter-killer submarine HMS Anson has completed what a submarine should do – submerge – for the first time.



“This successful first dive of the RN's newest Fleet submarine is a direct result of weeks of intense, driven, joint team progress, in particular since Christmas.”

The fifth Astute-class boat – £1.3bn of cutting-edge underwater naval power and technology – has successfully come through her first dive in the safety of a dock in Barrow.

HM S/M Anson first trim dive in the BAE basin

The trim dive – carried out over two days – allows architects, experts and engineers calculate the boat's precise weight, stability and centre of gravity, all key factors in Anson's performance when she formally joins her four older sisters already in service with the Royal Navy's submarine flotilla.

The dock at BAE Systems' Barrow-in-Furness yard – where Anson has been built over the past 11 years – features a giant chasm or 'dive hole'.

Long and wide enough to accommodate a Royal Navy nuclear submarine, even at 25 metres (82 ft.) it's not quite deep enough to cover an A-class boat entirely, but it does leave only the conning tower and tailfin protruding from the cold waters of the Devonshire Dock.

The dive is a slow process as the 60 crew; engineers and shipwrights check for the hull's watertight integrity and move around trollies collectively carrying 16 tonnes of lead weights so naval architects can confirm the stability of the 97-metre-long nuclear submarine at sea.



HM S/M Anson first trim dive in the BAE basin

“The start of the trim and basin dive is a key step in the commissioning of HMS Anson,” said the boat's first Commanding Officer, Commander David ‘Bing’ Crosby.

Initial feedback from the test dive is a resounding thumbs up, allowing the BAE-Anson team to push ahead with the remainder of her testing and commissioning programme, preparing the boat for her maiden voyage.

Commander Crosby continued: “All involved should be very proud; the entire enterprise has again come together to achieve this evolution safely and on date – clear evidence of our joint approach and demonstrates what we can achieve when we all pull together.

“I would like to thank my team who have all worked wonders over the last few weeks to support and assure this event.”

John Moorby, BAE Systems Submarines Astute Programme Director, hailed “a significant milestone in the submarine's test and commissioning phase.”

He added: “It demonstrates the continued successful collaboration between BAE Systems, the Submarines Enterprise, and our suppliers on delivering this national endeavour for the UK Royal Navy.”

That national endeavour continues – not just with completing Anson, but also the sixth and seventh boats in the Astute-class, HMS Agamemnon and Agincourt, and HMS Dreadnought, the first of the next-generation nuclear deterrent submarines, all under construction in the gigantic Devonshire Dock Hall which dominates the Barrow skyline.

Pictures credit to BAE Systems.

The dismantling process has already started on three defuelled submarines – with about 90% of the overall metal free

UK attempts to dismantle nuclear submarine in a world first

From the Internet by Briohny Williams

Nicknamed 'the silent service', nuclear submarines are used to patrol the oceans and seas – armed with numerous weapons and capable of spending months underwater.

However, one question has been grappled with for decades. What do you do with a nuclear submarine when it has gone out of service?

Well, the UK is attempting a world first – to dismantle and cut up one of the vessels.

The Submarine Delivery Agency (SDA) is responsible for dismantling 27 nuclear submarines – 21 of which are already decommissioned.

Seven are stored at Rosyth in Fife, with a further 14 at Devonport, Plymouth.

The dismantling process has already started on three defuelled

submarines at Rosyth – HMS Swiftsure, HMS Resolution and HMS Revenge – with about 90% of the overall metal free from radioactivity.

But most of the radioactive parts are pipes, pumps and other metalwork in the area closest to the nuclear reactor.

Christine Bruce, SDA's assistant head of Nuclear Liabilities, told Forces News turning a nuclear submarine "into razor

blades and tin cans... is quite a complex process and it takes quite a long time".

"Stage two is the next bit and that's the most challenging part, and in some ways, it's the most exciting part," she said. "It's when you take out what's left of the centre of the reactor.

"It's called the reactive pressure vessel and really, it's just like a giant kettle, but it's the most radioactive part that's left, so taking that out is key to the rest of the submarine being able to be disposed of

The Ministry of Defence (MoD) has named the first nuclear submarine to be dismantled at a naval base in Devon.

The MoD said HMS Valiant would be the first to be taken apart at Devonport Dockyard in Plymouth.

like any conventional ship.

"That process has been quite a long time in planning because it's a large piece of equipment and it's quite radioactive and our absolute number one goal is safety."

She went on: "We spent quite a long time about 10 years ago looking at alternative methods and the method we're adopting is this dismantlement.

"No-one else has done that [and] when we manage to cut it up by 2026, that will be a global first.

"No-one else will have cut up a submarine," she added.



HM S/M Resolution -Sea Trials 1967



HM S/M Valiant has been at Devonport since being decommissioned in 1994

Torbay "Call Girls" abducted by matelots.

Submitted by Shipmate Chris Thomas

Picture the scene one sultry September evening in 1972.

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

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

But, instead of ploughing through the waves towards Brixham the tender pulls up alongside the huge grey Assault Ship anchored in the Bay. The switchboard operators are greeted with "Welcome aboard **HMS Intrepid!**"

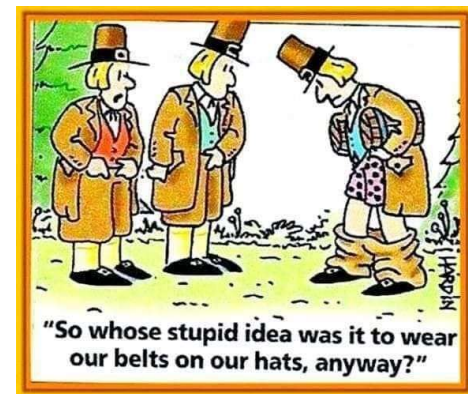
Looking bemused, the girls chatter amongst themselves and reply "Isn't this **HMS Kedleston?**" As the



HMS Kedleston M1153

mix-up dawns on everyone it's decided (to no-one's surprise!) that an impromptu party can soon be organised.

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



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

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

HMS AUDACIOUS

Formally commissioned September 23rd, 2021

From the Internet, submitted by Shipmate Kevin Maguire

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

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

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



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

Afterwards she addressed those gathered for the occasion and cut the commissioning cake.

HM S/M AUDACIOUS arrived at HM Naval Base Clyde for the first time on April 7 last year where she joined sister-vessels HM S/M ASTUTE, HM S/M ARTFUL and HM S/M

AMBUSH. The Astute-Class nuclear powered submarines are among the most sophisticated underwater vehicles ever constructed, gradually replacing the Trafalgar-Class submarines which have provided sterling service for almost four decades.

Equipped with sophisticated sensors, the Astute-Class submarines carry both Tomahawk Land Attack Cruise Missiles (TLAM) and Spearfish heavyweight torpedoes.

The vessels are capable of circumnavigating the globe while submerged, producing their own oxygen and drinking water. Speaking of the Commissioning, Commodore Jim Perks, Head of the Royal Navy Submarine Service, said: "This is an

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



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



Lady Jones meets crew members from Audacious

ASTUTE CLASS

ATTACK SUBMARINE

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

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

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

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

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

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

HM S/M's Astute, Artful & Ambush are already in service and were joined in April 2020 by HM S/M Audacious and operate from HMNB Faslane. A further three boats - named Anson, Agamemnon and Agincourt -

“I



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

currently under construction at BAE Systems in Barrow will complete the class.

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

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

Astute Class Facts

- Astute submarines are the first nuclear submarines to be designed entirely in a three-dimensional, computer-aided environment.
- If the cables on board an Astute Submarine were laid out end-to-end, they would stretch from Barrow to Preston.
- An Astute submarine's 90-day dived endurance is only limited by the amount of food that can be carried and the endurance of the crew.

- The Devonshire Dock Hall is BAE Systems Maritime-Submarines main build facility, standing 51m. high, 58m wide and 260m long.
- The first submarine for the Royal Navy was built in Barrow, and every submarine currently in service was also built there, Holland 1.
- 10-week patrol the 98-strong crew of an Astute will get through (on average): 18,000 sausages and 4,200 Weetabix for breakfast.

Lady Jones and the youngest member onboard Audacious cut the commissioning cake.



Catalogue of failings that sank Falklands

From the Internet original source unknown

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

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

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

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

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

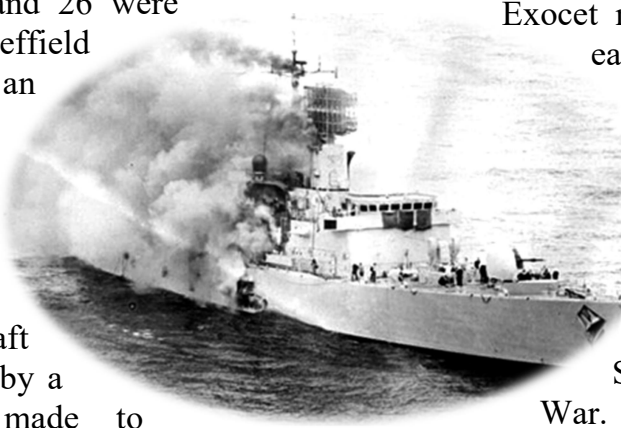
The anti-air warfare officer had left the ship's operations room and was having a coffee in the wardroom when the Argentinian navy launched the attack, while his assistant had left "to visit the heads" (relieve himself).

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

When the incoming missiles came into view, officers on the bridge were "mesmerised" by the sight and did not

broadcast a warning to the ship's company.

The board of inquiry found the anti-air warfare officer's mistake was based on his reading of an intelligence assessment of the Argentinian threat, which had arrived on board in "a sizeable and daunting bundle" of paper that was difficult to comprehend.



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

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

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

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

In the event, nobody called the captain. His ship did not go to "action stations", did not fire off a clouds of chaff in an attempt to deflect the Exocets, and did not

turn towards the incoming missiles in order to narrow the Sheffield's profile. Moreover, some of the ship's weapons were unloaded and unmanned, and no attempt was made to shoot down the incoming missiles.

One of the Exocets slammed into the Sheffield's starboard side about 8ft. (2.4 metres) above the waterline, ripping a hole 4ft. high and 15ft. long. It penetrated as far as the ship's galley, where eight cooks are thought to have been killed instantly. Fire erupted within seconds and the ship filled with smoke.

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

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

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

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

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

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

The board also found the anti-air warfare officer had been negligent because his "lengthy absence" from the ops room meant an important air-defence facility was not manned.

The report notes that 12 minutes after impact, this officer was still insisting the ship had not been struck by a missile.

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

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



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

Photo: Martin Cleaver/Press Association

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

Ponting was arrested in 1984 after he exposed another of the war's secrets: that the Argentinian cruiser General Belgrano had been sailing away from the Falkland Islands when it was sunk by a Royal Navy submarine, resulting in the loss of 323 lives, and that ministers had misled parliament and the public about the episode. He was charged under the Official Secrets act, but acquitted by an Old Bailey jury.

Woodward added that Fieldhouse had decided there should be no courts martial, “to avoid, he told me, the more doubtful cases creating the wrong atmosphere in the press and souring the general euphoria”.

Even two months after the attack, the board of inquiry was uncertain whether the Exocets warhead had detonated. Although crew members were convinced it had detonated, the board's five members eventually concluded that it had not, and reported that the fire had been caused by the missile's propellant, only 40% of which had been used during its flight. A fresh MOD reassessment made public in 2015 concluded that the warhead had exploded.

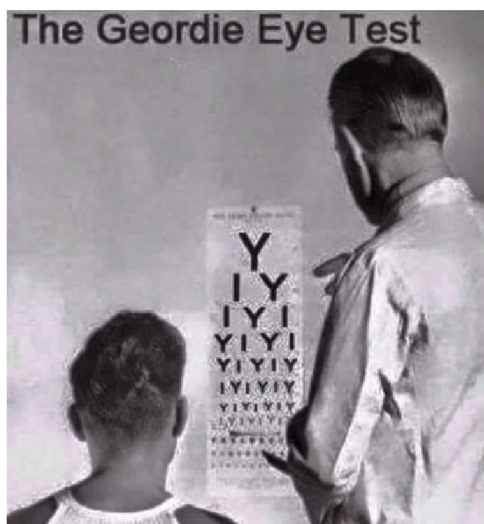
However, the Guardian has heard claims that the MoD had previously developed an electronic countermeasure that could switch off the Exocets fusing mechanism once the missile's radar locked on to a warship. This would explain a failure to detonate, but would have required the installation of a signal-receiving mechanism while the missiles were under construction at Aérospatiale's factory in Toulouse.

The officers and crew of the Sheffield were always aware there had been serious errors and failings before the sinking of the ship. In 2001, facing accusations of a cover-up, the MoD issued a statement confirming that the anti-air warfare officer had not been in the ops room before the attack warning, but insisted this was because he was not required and was “attending duties elsewhere”.

Five years later, after a campaign by ex-service personnel, the MoD released the heavily redacted summary of the board's report.

The full and underacted report was cleared for release in 2012, but the MoD delayed its declassification until now.

This article was amended on 18 October 2017. An earlier version said HMS Sheffield was the first Royal Navy warship lost since the Second World War. This has been corrected to say the first Royal Navy warship lost in combat.





Procedure makes submariners safer

Submitted by Shipmate Kevin Maguire

Written by Lt. Sarah Rohweder RAN

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

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

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

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

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

“The old procedure had us doing treatments outside the submarine where we weren't protected because there are no rails so they'd be more likely to be washed overboard,” CPO Lyon said.



The then LS Kerrin Lyon working on a simulation mannequin

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

For his efforts in developing the new man-overboard recovery, CPO Lyon was awarded a Conspicuous Service Medal as part of the 2021 Queen's Birthday Honours.

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

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

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

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

A multinational warship crew

From the Internet

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

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

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

"Our findings point to the important contributions that individuals of diverse backgrounds and origins made to

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

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

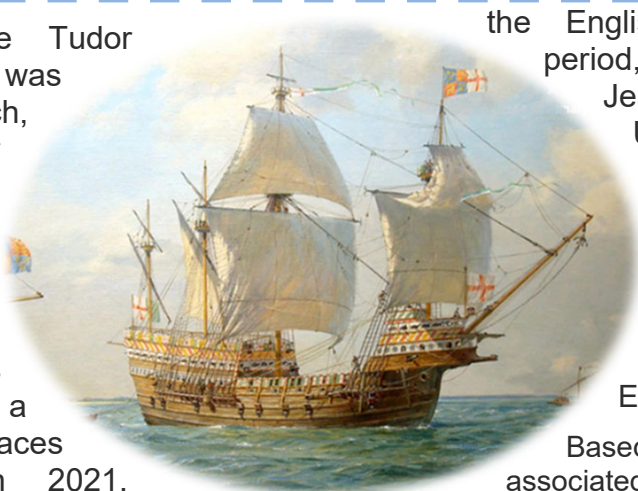
Based on context and associated artefacts, the *Mary Rose* Trust even attributed professions to seven of the sampled individuals, dubbing them cook, archer, royal archer, gentleman, carpenter, officer and purser.

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

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

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

Comparing their findings with known samples in a forensic databank, the researchers' work was made easier and more precise by several circumstances, including the fact that the exact date and circumstances of death were known and the wreck was encased in preserving estuarine silts soon after it went to the bottom.



Mary Rose



A portrait of Henry VIII by Hans Holbein

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

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

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

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

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

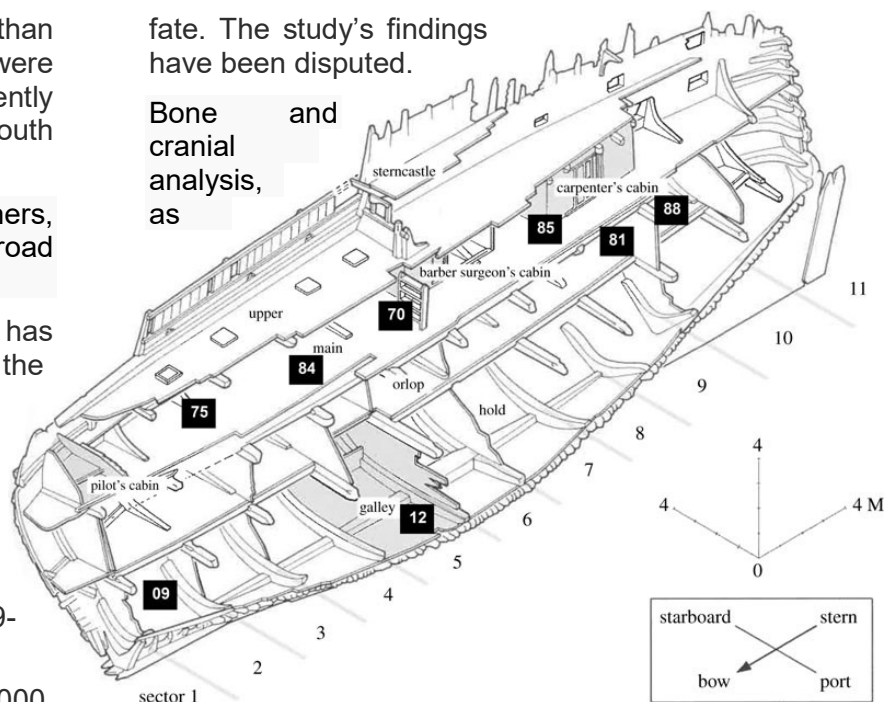
During wartime, the English also hired retainers, or private armies, from English lords along with foreign mercenaries from Germany, Netherlands, Italy and Spain. Sixteenth-century writings and other evidence indicate Africans were among crews aboard English merchant and pirate vessels.

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

A 2009 isotope analysis of 18 of the recovered remains found that at least a third, and up to almost two-thirds, originated from warmer or more southern locales than the British Isles. It also claimed that communication issues among the multinational sailors contributed to the ship's

fate. The study's findings have been disputed.

Bone and cranial analysis, as



well as associated artefacts, suggests diversity among the crew.

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

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

thought to have been raised on the banks of the Thames Estuary.

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

"There are indications of foreign connections among the *Mary Rose* crew in the form of various ceramic types, including English, French, Low Countries, Rhenish and Iberian wares," said the latest study, conducted by



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

eight British experts and published in the *Royal Society Open Science* journal. The Royal Society, founded 360 years ago, is the world's oldest national scientific academy.

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

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

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

Spanish coins and Spanish-style tools found in the carpenters' cabin indicate at least one of the six carpenters aboard ship could have come from the Iberian Peninsula. Analysis of remains of the man found in proximity to the cabin suggests he came from inland southwest Spain.

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



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

evidence, inland southwest Iberia provides a plausible area of origin."

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

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

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

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

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

The Battle of the Solent pitted the fleet of Francis I of France against that of Henry VIII. It ended without a clear victor, though the four-masted carrack, believed to have been named for Henry's sister Mary and the Tudor emblem—a rose—sank after a volley of French gunfire on the battle's second and final day.

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



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

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

Always remember you are unique, just like everyone else!

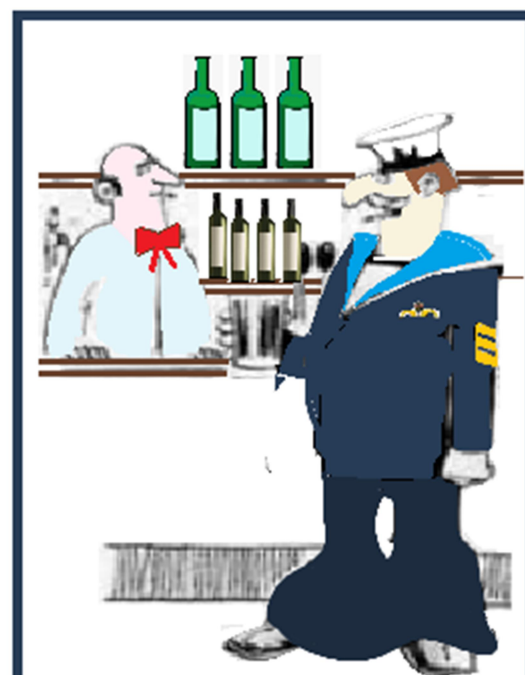


"Mother warned me all about you sailors...I don't suppose you'd like to come for a couple of hours?"

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

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

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



"My old man used to keep two boozers - me and my brother!"

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

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

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

No, Rome had better roads!