

The Seven Seas Tattler Issue 1.5 - October 2017



Welcome to our October edition. We hope you will find items of interest herein and are happy to receive your comments. - Editor
jonathanagolding@gmail.com

From the Chairman

Navy activity is very quiet at the moment.

OPV (Strike Craft) are conducting patrols along east and south coast with a stopover in Simon's Town.

Numerous CSANDF parades (hosted by C Navy) have been conducted to hand out overdue medals, with the last one conducted on Fri 29 Sep 17.

I am pleased to welcome new members to the club which is covered elsewhere as are the members birthdays - enjoy your celebrations.

From the Treasurer

The promising bar sales outlook for August, as predicted in July, exceeded all expectations, with sales actually reaching a record level. Going back into history, I was unable to find a month where the Club had higher sales. Naturally, the "bottom line" followed suit, with the forecast being trashed.

What a pleasure to see the Club so busy on the Friday evenings in August and also to see the great attendance at the screening of the Saturday rugby on the "big screen"!! All this contributed to the amazing result.

The committee was a little concerned that the Friday evening attendance prize draw, which rose to R5000 before being won, was the attracting feature. However, the Friday evenings since then have been equally busy and we think maybe members are now just happy to be at their Club. (who wouldn't be?)

The Friday draw is growing very rapidly once more and we also have some good (???) rugby coming onto the 'big screen', so we are looking forward to great support again with another profitable month.

Six months into our financial year, our cumulative figures are looking pretty good and we should reach our target for the year. We just need the momentum to continue.

...'till next time!

From the Webmaster

I am very happy to tell you all about the creation of a new Facebook page for the Seven Seas club. We have been lucky enough to have had the help of club member and "Social Media Guru" Grant Kipling who has very kindly spend some of his very valuable time setting up the new Facebook page for us. You can find it here:

<https://www.facebook.com/SevenSeasMaritimeClub>

I think you will agree that this is a very professional site which we can all use to advertise the club and the events we all enjoy.

We also have our Facebook group which is here:

https://www.facebook.com/groups/128437063849116/?source_id=129821340981642

And the club website which is here:

<http://www.sevenseasclub.co.za>

and now a new Facebook page as well. Confused? Well don't be. Let me explain!

These three sites are all slightly different ways that we can interact with each other as members of the Seven Seas Club and also show our wonderful club to the rest of the world.

Here is a brief explanation (stolen blatantly from Facebook themselves):

Facebook Pages

Like a friend's profile, Facebook Pages enable public figures, businesses, organizations and other entities to create an authentic and public presence on Facebook. Unlike your profile, Facebook Pages are visible to everyone on the internet by default. You, and every person on Facebook, can connect with these Pages by becoming a fan and then receive their updates in your News Feed and interact with them. So this is our way to let each other and the rest of the world know about the Club. Who we are and what we get up to. This should be a very important tool in reaching out to folk who might be interested in Simon's Town and things Maritime and perhaps joining us as new members.

Facebook Groups

While Pages were designed to be the official profiles for entities, such as celebrities, brands or businesses, Facebook Groups are the place for small group communication and for people to share their common interests and express their opinion. Groups allow people to come together around a common cause, issue or activity to organize, express objectives, discuss issues, post photos and share related content. When you create a group, you can decide whether to make it publicly available for anyone to join, require administrator approval for members to join or keep it private and by invitation only. Like with Pages, new posts by a group are included in the News Feeds of its members and members can interact and share with one another from the group. So, the Seven Seas Club Facebook Group is just for us the members of the Seven Seas Club. Here we can post information just for the members and interact with each other knowing that only other members can read what we post. A private space just for us. Look here to see the club notices and announcements concerning just us the members.

The Web Site

Our Web site is another way that we show the world who we are but it also has a private side as well. The main pages are public and tell whoever is interested about us. Who we are. What we do. Our history and how to get in contact with us. There is lots to read there as well. Then if you join up to the site as a member you will have access to much more information including for instance all the back copies of The Tattler! The committee minutes are there for you to read as well if you so desire! I am also receiving some great help from Jackie (Wainwright) Kipling in re designing the site to make it far more modern look and feel.

So see you all soon on our social media!



Tattler and the Club welcome the following new members (and thank Glen Marlow for the details)

Mike Steytler. Mike and his family have recently relocated from Durban to Fish Hoek. He is an avid sportsman who enjoys Cricket, Golf, Squash, Bowling and Snooker. Mike is also a Member of Natal Yacht Club where his son is a Member of the Sailing Academy. Mike is married to Terrilee and is currently employed by Mapflex SA.

Warren Eiserman. Warren and his family live in Simon's Town. He is a Member of Fish Hoek Squash Club and is also a keen Snooker Player. Warren's Swedish Grandfather was a ship's Captain who relocated to Cape Town to work at Cape Town Harbour. Warren is married to Dorothy and is currently employed by EPI-USE Labs.

David Fabre. David and his partner Maryanne live in Kommetjie. David is a Member of False Bay Yacht Club, Simon's Town Country Club, Atlantic Boat Club and Fish Hoek Beach Sports Club where he is a Committee Member and currently the Rescue Officer. David is a successful Businessman and owner (Director) of SPR Forklifts.

Snooker

The Club manager reports:

The Seven Seas Club 2017 Snooker Doubles Championship final was fiercely contested between the reigning champions, brothers Gary and Glen Froud vs Tim Wilkinson and Owen Pfuhl. The match was played on a "best of five games" basis and although the games were very close indeed, Tim and Owen were eventually the victors by three frames to zero. Congratulations to the new Doubles Champions of 2017.

For those (like me) who are not as "clued up", the following information on the naming and armament of our Valour class frigates is from Wikipedia

The MEKO ships of the South African Navy are collectively called the Valour class, and each commemorates an incident of conspicuous bravery. "The symbolism, however, is not in the battle itself, and who the victors were, but the extreme valour shown by the forces involved — both the victors and the defeated" said navy spokesman Commander Brian Stockton.

Amatola is named for the redoubt of the famed Xhosa chief Sandile, who fought British colonial expansion in the 19th Century, and SAS Isandhlwana, named after the hill dominating the site of one of the most famous battles of the Anglo-Zulu war of 1879.

Spioenkop is named for the January 1900 battle between Boer and British forces for the possession of the hill on the banks of the Thukela (Tugela) River in now KwaZulu-Natal. Spioenkop hill marks the site of one of the bloodiest battles of the 1899–1902 Anglo Boer War.

There is a progression in the names and the fourth frigate takes its name from a naval incident in World War I – but unlike the others, her name commemorates not a battle, but valour during a maritime disaster. The 4230-gross-ton (GRT) passenger ship SS Mendi was ferrying the mostly-Pondo 5th Battalion, SA Native Labour Corps (SANLC) from Britain to France when the steamer collided with the 11,000 GRT liner SS Darro during the early hours of February 21, 1917. Described as South Africa's worst naval disaster, 607 members of the SANLC, nine of their countrymen and 33 British sailors died when the troopship sank eleven miles off St Catherine's Light in the English Channel. The Rev. Isaac Wauchope Dyobha led the doomed men in funeral song and dance as their ship went down. On her way home from Germany, SAS Mendi, with HMS Nottingham, laid a wreath at the coordinates of the disaster on August 23, 2004.

The ships of the Valour class are equipped with an assortment of multi-purpose weapons, each fulfilling a vital role in naval warfare including anti-surface, anti-aircraft and anti-submarine warfare. The ships primary anti-surface armament is its MM40 Block 2 Exocet anti-ship missile launchers which give them an anti-ship capability with a range in excess of 72 kilometres (45 mi). According to the International Institute for Strategic Studies, the Navy is planning to upgrade these missiles to Block 3 standard, giving them an effective range of 180 kilometres (110 mi). For closer surface threats the ship can use its OTO Melara 76 mm main gun (range of 16–40 km, depending on the type of ammunition utilised). It is also equipped with a twin Denel 35mm Dual Purpose Gun, two Mk1 Oerlikon 20 mm cannons and two 12.7 mm Rogue remotely operated guns to engage surface targets accurately within a 4-km range.

For anti-aircraft and missile defence purposes the frigates are equipped with a 16 to 32 cell Umkhonto-IR Block 2 VLS, which is capable of engaging aerial targets at a range of 15 kilometres (9.3 mi). The frigate's twin Denel 35mm Dual Purpose Gun CIWS can also destroy incoming missiles and enemy aircraft which have penetrated the ship's outer defences, within a range of 4–6 kilometres (2.5–3.7 mi) using Advanced Hit Efficiency and Destruction (AHEAD) 35×228mm NATO ammunition. The ships are also equipped with 4 324 mm (12.8 in) torpedo tubes, which can be utilised to engage submarines.

October Feature!

El Alemein - A battle in which soldiers from South Africa played their part

Second Battle of El Alamein - Conflict:

The Second Battle of El Alamein was fought during World War II.

Armies & Commanders:

British Commonwealth

General Sir Harold Alexander
Lieutenant General Bernard Montgomery
220,00 men
1,029 tanks
750 aircraft
900 field guns
1,401 anti-tank guns

Axis Powers

Field Marshal Erwin Rommel
Lieutenant General Georg Stumme
116,000 men
547 tanks
675 aircraft
496 anti-tank guns

Dates:

The fighting at Second El Alamein raged from October 23, 1942 until November 5, 1942.

Second Battle of El Alamein - Background:

In the wake of its victory at the Battle of Gazala (May-June, 1942), Field Marshal Erwin Rommel's Panzer Army Africa pressed British forces back across North Africa. Retreating to within 50 miles of Alexandria, General Claude Auchinleck was able to stop the Italo-German offensive at El Alamein in July. A strong position, the El Alamein line ran 40 miles from the coast to the impassable Quattara Depression. While both sides paused to rebuild their forces, Prime Minister Winston Churchill arrived in Cairo and decided to make command changes.

Auchinleck was replaced as Commander-in-Chief Middle East by General Sir Harold Alexander, while the 8th Army was given to Lieutenant General William Gott. Before he could take command, Gott was killed when the Luftwaffe shot down his transport. As a result, command of the 8th Army was assigned to Lieutenant General Bernard Montgomery.

Moving forward, Rommel attacked Montgomery's lines at the Battle of Alam Halfa (August 30-September 5) but was repulsed. Choosing to take a defensive stance, Rommel fortified his position and placed over 500,000 mines, many of which were anti-tank types.

Second Battle of El Alamein - Monty's Plan:

Due to the depth of Rommel's defences, Montgomery carefully planned his assault.

The new offensive called for infantry to advance across the minefields (Operation Lightfoot) which would allow engineers to open two routes through for the armour. After clearing the mines, the armour would reform while the infantry defeated the initial Axis defences. Across the lines, Rommel's men were suffering from a severe lack of supplies and fuel. With the bulk of German war materials going to the Eastern Front, Rommel was forced to rely on capture Allied supplies. His health failing, Rommel took leave to Germany in September.

Second Battle of El Alamein - The Allies Attack:

On the night of October 23, 1942, Montgomery began a heavy 5-hour bombardment of the Axis lines. Behind this, 4 infantry divisions from XXX Corps advanced over the mines (the men did not weigh enough to trip the anti-tank mines) with the engineers working behind them. By 2:00 AM the armoured advance began, however progress was slow and traffic jams developed. The assault was supported by diversionary attacks to the south. As dawn approached, the German defence was hampered by the loss of Rommel's temporary replacement, Lieutenant General Georg Stumme, who died of a heart attack.

Taking control of the situation, Major-General Ritter von Thoma coordinated counterattacks against the advancing British infantry.

Though their advance was bogged down, the British defeated these assaults and the first major tank engagement of the battle was fought. Having opened a six mile wide and five mile deep inroad into Rommel's position, Montgomery began shifting forces north to inject life into the offensive. Over the next week, the bulk of the fighting occurred in the north near a kidney-shaped depression and Tel el Eisa. Returning, Rommel found his army stretched with only three days of fuel remaining.

Moving divisions up from the south, Rommel quickly found that they lacked the fuel to withdraw, leaving them exposed in the open. On October 26, this situation worsened when Allied aircraft sank a German tanker near Tobruk. Despite Rommel's hardships, Montgomery continued to have difficulty breaking through as Axis anti-tank guns mounted a stubborn defence.

Two days later, Australian troops advanced northwest of Tel el Eisa towards Thompson's Post in an attempt to break through near the coast road. On the night of October 30, they succeeded in reaching road and repelled numerous enemy counterattacks.

Second Battle of El Alamein - Rommel Retreats:

After assaulting the Australians again with no success on November 1, Rommel began to concede that the battle was lost and began planning a retreat 50 miles west to Fuka. At 1:00 AM on November 2, Montgomery launched Operation Supercharge with the goal of forcing the battle into the open and reaching Tel el Aqqaqir. Attacking behind an intense artillery barrage, the 2nd New Zealand Division and the 1st Armoured Division met stiff resistance, but forced Rommel to commit his armoured reserves. In the resulting tank battle, the Axis lost over 100 tanks.

His situation hopeless, Rommel contacted Hitler and asked for permission to withdraw. This was promptly denied and Rommel informed von Thoma that they were to stand fast. In assessing his armoured divisions, Rommel found that fewer than 50 tanks remained. These were soon destroyed by British attacks. As Montgomery continued to attack, entire Axis units were overrun and destroyed opening a 12-mile hole in Rommel's line. Left with no choice, Rommel ordered his remaining men to begin retreating west.

On November 4, Montgomery launched his final assaults with the 1st, 7th, and 10th Armoured Divisions clearing the Axis lines and reaching open desert. Lacking sufficient transportation, Rommel was forced to abandon many of his Italian infantry divisions. As a result, four Italian divisions effectively ceased to exist.

Aftermath:

The Second Battle of El Alamein cost Rommel around 2,349 killed, 5,486 wounded, and 30,121 captured. In addition, his armoured units effectively ceased to exist as a fighting force. For Montgomery, the fighting resulted in 2,350 killed, 8,950 wounded, and 2,260 missing, as well as around 200 tanks permanently lost. A grinding battle that was similar to many fought during World War I, the Second Battle of El Alamein turned the tide in North Africa in favour of the Allies.

Pushing west, Montgomery drove Rommel back to El Agheila in Libya. Pausing to rest and rebuild his supply lines, he continued to attack in mid-December and pressed the German commander into retreating again. Joined in North Africa by American troops, who had landed in Algeria and Morocco, Allied forces succeeded in evicting the Axis from North Africa on May 13, 1943





SPOTLIGHT ON

This month we feature the Club's very own Tom Jones. *Theo van Zyl* is well known to most. A larger than life character when the mood takes him, he has advised people financially, played golf professionally, entertained many with renditions of "Delilah", dived crayfish and much more. Here, in his own words, is his story:

"I was born in Bulawayo in Feb 1951 and the family moved to Johannesburg in October the same year. Dad, Mom and seven children (6 boys ,1 girl). Lived in Turffontein (Jo'burg South) and matriculated at Forest High School in 1968 . Played first team hockey and made Sothern Transvaal schools side in 1968. I led the military band at school as the leading trumpet player. (Tattler observes that he never developed cheeks like Dizzy!)

Hot Rod racing at the Wembley stadium was a popular attraction on Friday nights. Nice women and plenty of fights.

Completed 9 months military training in the 4 Field Medium Battery in the SA Artillery at Potchefstroom and did a further service as a reserve force for 10 years and qualified as a 2nd lieutenant. Played in their hockey team and qualified for Western Transvaal Defence Hockey team.

Very keen soccer player and played second division soccer for Escom Roscherville and won the league in 1970. I gave up soccer thereafter because the golf bug bit me.

I was employed as a salesman for Continental China in 1972 and I travelled to Southern and Eastern Transvaal and Swaziland on my sales trips.

I married Beverley in 1973 and our first son was born in October the same year, followed by a daughter two years later and a second son two years thereafter and followed by a snip and no more children.

Joined O'Henimuri Country Club which was situated between Jo'burg and Vereeniging and won the club championship in 1975.

A year later the local pro, Rob Chapman, who was my mentor and good friend, moved to Milnerton in Cape Town and I was accepted at the club as their new Club Professional.

I joined the PGA in 1976 and in 1979 I was offered the additional position at Southdowns CC as their club pro so I appointed an assistant to manage the pro shop at O'Henimuri CC and I had a golf shop at both golf clubs .

Played on the Sunshine golf tour in 1979 and at Milnerton Golf Club I re-united and stayed with my mentor Rob Chapman. During the tournament he mentioned that Clovelly CC required the services of a new professional.

After a series of interviews with captain and chairman I was appointed in March 1980 as their new pro so I resigned from the two golf clubs in Jo'burg and headed south to Cape Town. (Ed - Good move!)

During my successful 4 years at Clovelly I was approached by two of their members to work for them as a broker and they arranged for the initial training at Old Mutual

After qualifying as an advisor I decided to change my career at the end of 1984 and joined Sanlam where I qualified as a senior financial advisor in 1991 and I was promoted to branch manager .

Sanlam provided excellent training programs but I wanted to offer a wider range of products so I advanced to become an Independent Financial Advisor and I joined forces with a colleague and formed a company called Penfin Brokers Accounting and Financial Services in 1995 .

I have remained at Penfin where I can offer our services of accounting and financial planning to our customers and local community. (Tattler will allow the "plug"!)

Golf played a very important role in my life and my career and I met and played golf with several famous people – Gary Player, Kevin Packer , Colin Sharwood , Peter Daly , Brian Ireton and many others .

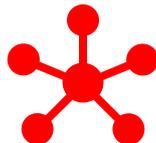
Tom Jones has been part of my drunk act and he sounds just like me when I am singing with my mates! (Ed - Tom confirmed this to me!)

Bev and I have been happily married for 44 years and the proudest moment of my life was when we were at home celebrating our 44th anniversary. We had been shopping and Musica was selling CD's at a special price so I bought several CD recordings of great artists from the past. We were playing them and we were singing the words together. Memories and tears. It was beautiful and filled our hearts with love. A great day.

The Seven Seas club has some wonderful memories shared with the Naval Officers and civilian members. Our "Office Party "in the Cape Point reserve has proved to be one of the most enjoyable functions organised by the members of our club. Braaing with baboons, diving with the sharks for perlemoen and crayfish or rolling cars on the road were all part of our entertainment. The club has united a lot of people in the wonderful social atmosphere that is generated by the members over a dop or two. It is renowned for the friendly attitude to visitors and potential members and I hope we never lose that attitude.

I would love to play golf in USA at Pebble Beach or Augusta. It would be the highlight of my life."

Tattler congratulates Theo and Beverley on their 44 years, hopes he gets to Pebble Beach (Green, green grass.....?) and thanks him for this contribution.



An interesting article from 9 years back:

Navy ready to tackle Somali pirates

South Africa / 7 October 2008, 3:09pm / Henri Du Plessis

The South African Navy is ready to tackle pirates off the Somali coast, but has to wait for the government to give it the green light.

It is believed that the presence of US Navy ships in Cape Town was part of a US attempt to entice the South African government to take part in anti-piracy action.

Well-placed sources said South African Navy vessels could be deployed by January if the country's political leadership decided to make the call before next year's general election.

Others, however, doubted the government's ability to make this kind of decision in the wake of recent political infighting in the ANC.

Recent South African Navy training and exercises, as demanded by fleet force preparation strategies, have already been focused on combating piracy.

The visit to Cape Town by the aircraft carrier USS Theodore Roosevelt and the cruiser USS Monterey of the US Sixth Fleet, has placed the issue of piracy along the African coast on centre stage as senior visiting US Navy officers tipped it as one of their most serious security concerns on the continent.

And they have been at pains to stress how important South African involvement in maritime security around Africa was.

Admiral Mark Fitzgerald, commander of the US Naval Forces Europe, told a media conference aboard the Monterey in the V&A Waterfront on Monday that piracy, drug smuggling and illegal fishing were the main reasons for the US Navy's presence in African waters.

Fitzgerald pointed out that the most important maritime issue was to maintain maritime security, as 90 percent of the world's traded goods were transported by sea.

To keep sea lanes open was vital to the world economy and the sea off Somalia was a case in point, as some 20 000 merchant vessels sailed across it every year.

Shipping industry sources said these included ships carrying goods to and from South Africa, making it as much an issue for this country as it was for the nations whose ships were being attacked.

Fitzgerald said the United Nations security council had already issued two resolutions against piracy, which spelled out the steps the world body viewed could be taken to fight the scourge.

Patrols, escorts and search and seizure operations were among the steps that could be taken, but more direct action was possible, Fitzgerald said.

"We know where they live," he said, in a thinly veiled threat.

Rear Admiral Rusty Higgs, Flag Officer Fleet of the South African Navy, confirmed that the navy's new ships and submarines had been extensively prepared for such an operation and that they were ready

to be deployed, pending a decision by the government.

Higgs would not be drawn on whether it would happen or when. "Those decisions do not rest with us, but with the civil authority," he said.

Speaking at the press conference, Higgs said the navy's preparations would ensure that the service would be able to operate at the highest standards. The deployment could involve both frigates and submarines.

Fitzgerald said the US Navy viewed co-operation with the South African Navy as essential and saw South Africa as an important ally.



And something really up to date:

High Seas, High Speed

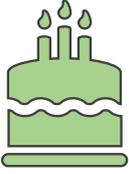
The United States Navy's Littoral Combat Ships are very versatile ships with a wide range of roles. The LCSs can take on everything from surveillance, reconnaissance, anti-surface and anti-submarine warfare. These ships patrol coastlines and reach an incredible top speed of 45 knots (52 mph) as they cruise along the seas. It is really unusual for such large ships to attain such a high speed, so where does it all come from?

The short and sweet of it is the design of the of the Littoral Combat Ship, is simply engineered to tear through the water. It shares several properties with trimaran racing boats and features a bow designed to pierce the waves and a hull that widens. It also has two beautifully designed outriggers which add to the stability of the ship while making high-speed turns.

Although the Littoral Combat Ship is fast and agile, not everyone is a fan. Many have voiced their concerns over the speedy ship because it only patrols coastlines rather than the high seas. The LCSs are also under orders to not engage hostiles directly and while their aluminium frame adds to their speed it doesn't provide much on the defensive side and burns rapidly if struck by enemy fire.

Despite all of those objections to the program, it looks like the Littoral Combat Ships are here to stay.

Birthdays



Tattler wishes the following members well on their birthday's this month

3 October **Mr S C Metcalfe**
5 October **Mr J M Halhead**
9 October **Mr D F Oettle**
11 October **Mr A S Badenhorst**
13 October **Mr J G Kilroe**
15 October **R Adm (JG) P Fougstedt SAN (Ret)**
15 October **Capt G R Marlow SAN (Ret)**
15 October **Mr D Smith**
18 October **Esn H du Plessis (SAN)**
22 October **Mr G Patterson**
24 October **Capt K D Hobson (SAAF)**
24 October **Mr E T H Perry**

October in military history

October 1, 1939: German troops enter devastated Warsaw. Hitler arrives and attends an impromptu victory parade.

October 1, 1946: Twelve Nazi leaders were sentenced to death at the International War Crimes Tribunal in Nuremberg, Germany

October 2, 1935: Mussolini's Italian troops invaded Abyssinia, beginning an occupation lasting until 1941.

October 3, 1990: After 45 years of Cold War division, East and West Germany were reunited as the Federal Republic of Germany.

October 4, 1943: The Island of Corsica became the first French territory in Europe freed from Nazi control as Free French troops liberated the city of Bastia.

October 4, 1944: Aircraft from USS Ranger sink 5 German ships and damage 3 in Operation Leader, the only U.S. Navy carrier operation in northern European waters during World War II.

October 5, 1813: Shawnee Indian Chief Tecumseh was defeated and killed during the War of 1812. Regarded as one of the greatest American Indians, he was a powerful orator who defended his people against white settlement. When the War of 1812 broke out, he joined the British as a brigadier general and was killed at the Battle of the Thames in Ontario.

October 5, 1939: The Soviet Union forces a treaty on Latvia that allows the Red Navy to establish bases in her Baltic harbors.

October 6, 1973: The Yom Kippur War started as Egypt and Syria launched attacks on Israeli positions on the East Bank of the Suez and the Golan Heights.

October 11, 1899: The Boer War began in South African between the British Empire and Boers of the Transvaal and Orange Free State. The war ended in 1902 with the Treaty of Pretoria in which the Transvaal and Orange Free State became British colonies.

October 13, 1775: The United States Navy was born after the Second Continental Congress authorized the acquisition of a fleet of ships

October 13, 1943: Italy declared war on its former Axis partner Germany after the downfall of Mussolini and collapse of his Fascist government.

October 14, 1066: The Norman Conquest began with the Battle of Hastings in which King Harold II of England, the last of the Saxon kings, was defeated and killed by William of Normandy's troops.

October 15, 1917: World War I spy Mata Hari was executed by a French firing squad at Vincennes Barracks, outside Paris.

October 15, 1917: USS Cassin (DD-43) torpedoed by German submarine U-61 off coast of Ireland. In trying to save the ship, Gunner's Mate Osmond Kelly Ingram becomes first American sailor killed in World War I and later is awarded the Medal of Honor for his heroism. He becomes the first enlisted man to have a ship named for him, in 1919.

October 16, 1853: The Crimean War began after the Turkish Ottoman Empire declared war on Russia, Britain, France and portions of Italy allied with the Turks against Russia. It became the first war observed up close by newspaper reporters and photographers. Amid poor sanitary conditions, disease killed many wounded French and British troops. British nurse Florence Nightingale then pioneered modern-style sanitation methods, saving many lives.

October 16, 1944: The red Army for the first time enters German territory near Goldap in East Prussia. Thousands of German civilians in the area flee in panic.

October 17-25, 1944: The Battle of Leyte Gulf, the largest naval battle in history, took place off the Philippine Islands, during World War II in the Pacific. The battle involved 216 U.S. warships and 64 Japanese ships and resulted in the destruction of the Japanese Navy including the Japanese Battleship Musashi, one of the largest ever built.

October 18, 1945: The Nuremberg War Crimes Trial began with indictments against 24 former Nazi leaders including Hermann Göring and Albert Speer. The trial lasted 10 months, with delivery of the judgment completed on October 1, 1946. Twelve Nazis were sentenced to death by hanging, three to life imprisonment, four to lesser prison terms, and three were acquitted

October 20, 1944: During World War II in the Pacific, General Douglas MacArthur set foot on Philippine soil for the first time since his escape in 1942, fulfilling his promise, "I shall return."

October 21, 1805: The Battle of Trafalgar took place between the British Royal Navy and the combined French and Spanish fleets. The victorious British ended the threat of Napoleon's invasion of England. British naval hero Admiral Horatio Nelson was mortally wounded aboard his ship Victory.

October 23, 1942: British General Bernard Montgomery launched a major offensive against German forces under Erwin Rommel at El Alamein, Egypt.

October 25, 1854: During the Crimean War, the Charge of the Light Brigade occurred as Lord Cardigan led the British cavalry against the Russians at Balaclava. Of 673 British cavalrymen taking part in the charge, 272 were killed. The Charge was later immortalized in the poem by Alfred Lord Tennyson.

October 26, 1943: The RAF launches a heavy night raid against Stuttgart, while the US 8th Air Force, in its greatest effort to date, delivers a devastating daylight attack on Bremen.

October 26, 1944: Battle of Leyte Gulf ends with Navy carrier and USAAF aircraft attacks on the retreating Japanese ships. U.S. forces sink many Japanese ships including 4 carriers, 3 battleships, 10 cruisers, and 9 destroyers, for a total of 26 capital ships. Afterwards Japanese fleet ceases to exist as an organized fighting fleet.

October 28, 1918: In the waning days of World War I, mutiny broke out in the German fleet at Kiel. Ships in port ran up the red flag of revolution. The uprising spread to Hamburg, Bremen and Lubeck, resulting in a general strike in Berlin which brought the government of Kaiser Wilhelm to a halt.

October 28, 1962: The Cuban Missile Crisis ended with the announcement by Soviet Russia's leader Nikita Khrushchev that his Soviet government was halting construction of missile bases in Cuba and would remove the offensive missiles. President Kennedy immediately accepted the offer then lifted the U.S. naval blockade of Cuba.

October 31, 1940: The Battle of Britain concluded. Beginning on July 10, 1940, German bombers and fighters had attacked coastal targets, airfields, London and other cities, as a prelude to a Nazi invasion of England. British pilots in Spitfires and Hurricanes shot down over 1,700 German aircraft while losing 915 fighters. "Never in the field of human conflict was so much owed by so many to so few," declared Prime Minister Winston Churchill.

October 31, 1941: In the north Atlantic, the US destroyer Reuben James escorting Convoy HX-156 is sunk by U-552 (Kapitänleutnant Erich Topp) with the loss of 100 of her crew. The destroyer is the first US naval casualty in the hitherto undeclared war between Germany and the United States that existed after President Roosevelt authorized the use of American naval vessels to escort Lend-Lease convoys bound for Britain.

All throughout dinner my best friend's four-year-old daughter stared at me as I sat opposite her. The girl could hardly eat her food for staring. I checked my shirt for spots, felt my face for food, and patted my hair in place, but nothing stopped her from staring at me. Finally I asked her, "Why are you staring at me? Everyone at the table had noticed her behavior, and the table went quiet, waiting for her response.

The little girl said, "I'm just waiting to see how you drink like a fish."

A blonde from Ireland

An attractive blonde from Cork , Ireland arrived at the Casino. She seemed a little intoxicated and bet twenty - thousand Euros on a single roll of the dice.

She said, 'I hope you don't mind, but I feel much luckier when I'm completely nude'.

With that, she stripped from the neck down, rolled the dice and with an Irish brogue yelled, 'Come on, baby, Mama needs new clothes!'

As the dice came to a stop, she jumped up and down and squealed...'YES! YES! I WON, I WON!'

She hugged each of the dealers and then picked up her winnings and her clothes and quickly departed.

The dealers stared at each other dumbfounded. Finally, one of them asked, 'What did she roll?'

The other answered, 'I don't know - I thought you were watching.'

MORAL OF THE STORY -

Not all Irish are drunks,
Not all blondes are dumb,
But all men...are men!

*******Here is something to Stow Away in your memory bank:**

A submission from Club Manager Capt (SAN) G.R. Marlow (ret):

An interesting fact about Manure:

In the 16th and 17th centuries, everything for export had to be transported by ship.

It was also before the invention of commercial fertilizers, so large shipments of manure were quite common. It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, not only did it become heavier, but the process of fermentation began again, of which a by-product is methane gas. As the stuff was stored below decks in bundles - you can imagine what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening.

After that, the bundles of manure were always stamped with the instruction Stow High In Transit, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this "volatile" cargo and start the production of methane. Thus evolved the term ' SHIT ' , (Stow High In Transit) which has come down through the centuries and is in use to this very day.

You probably did not know the true history of this word. Neither did I.

I had always thought it was a golf term. 🤔

Well. How about that? **Ed - Thanks Glen - I guess we all know someone fluent in "this"!**

Letter to the Editor

This (edited) piece comes from Mr Norman Neate, who, in a strange way, "misses" the long delays between Muizenberg and Fish Hoek!

I miss sitting in the long queues because things happen when you are just sitting in your car musing and watching the world go by. Five years ago, I was stuck in St James when I saw a most beautiful woman. I rolled down my window and gave her a loud wolf-whistle. Her response was to strike up a pose, left leg out and arms spread sideways and said "You like?"

On another occasion, travelling through Kalk Bay I watched a man unload his handsome Rhodesian Ridgeback from his bakkie and try to persuade it to go down the steps to the Brass Bell. I was forced to move on by a man waving a red flag and wonder whether the man ever made it to the restaurant.

Three years ago, at the very same spot I came upon a woman hitch-hiking (in her wedding dress!). I wondered about her situation - was she on her way to her wedding? Was she running away from her wedding? Was she on her way to the reception? Should I give her a lift, or take her home? (How would her groom feel, what would my wife say?) My dilemma was solved when the traffic moved on, but I still wonder what it was all about!

Two years ago in the midst of one helluva storm, I was stuck in Clovelly just where the wind comes roaring down the valley. A porta-loo was being hammered and only a fence was preventing it from being blown over. The wind abated, the door was flung open and a dishevelled but relieved worker staggered out. I wish I had recorded the incident on my cell-phone!

I miss the KBQ (Kalk Bay Queue)!

Ed - Well, each to their own Mr Neate, but your humorous stories are now captured for posterity!



To close, an Irish Blessing:

May you always have work for your hands to do.

May your pockets hold always a coin or two.

May the sun shine bright on your windowpane.

May the rainbow be certain to follow each rain.

May the hand of a friend always be near you.

And may God fill your heart with gladness to cheer you.

