

The Seven Seas Tattler Issue 2.5 - October 2018



Welcome to the October edition. This is a big month for the club in which we celebrate our 150th year of existence. The function (covered in more detail later) is greatly anticipated as a highlight of the year.

As always, Tattler is more than happy to receive contributions from all club members (to jonathanagolding@gmail.com). Items of a humorous nature as well as those more serious will be appreciated. We would particularly enjoy seeing old photographs (hopefully identifying the subjects).

With the excellent rainfall in recent times the water restrictions are about to be lessened, so maybe our gardens will not suffer as much this coming summer!

From the Chairman

Exercise ATLASUR has come and gone. Most valuable exercise. The Uruguayans have proceeded home and the Brazilians have paid a visit to Mozambique before returning back to Simon's Town for Ex IBSAMAR commencing 1 Oct 18. They will be joined by 2 Indians naval vessels.

Despite the SA Navy suffering from severe budget cuts, it has been pleasing to note that some platforms have overcome their defect woes and started proceeding to sea again.

The club's preparations for its 150-year celebrations on 20 Oct 18 are progressing well. The event will start off with a "beer garden" type atmosphere with a potjie competition in the car park, followed a dance with "Shelly and Alan" in the evening. Members are encourage to celebrate this mile stone of the club by supporting the event.

The Club came into being in 1868

Euan Smith has dug up some historical events for that year which Tattler shares with you.

Historical Events for the Year 1868

3rd January » Meiji Restoration in Japan: The Tokugawa shogunate is abolished; agents of Satsuma and Chōshū seize power.

27th January » Boshin War: The Battle of Toba-Fushimi between forces of the Tokugawa shogunate and pro-Emperor of Japan called Imperial factions begins, which will end in defeat for the shogunate, and is a pivotal point in the Meiji Restoration.

2nd February » Pro-Imperial captured Osaka Castle from the Tokugawa shogunate and burned it to the ground.

24th February » Andrew Johnson becomes the first President of the United States to be Impeachment of Andrew Johnson or impeached by the United States House of Representatives. He is later acquitted in the United States Senate known as Senate.

1st March » The Pi Kappa Alpha Fraternity is founded at the University of Virginia.

5th March » 'Mefistofele', an opera by Arrigo Boito receives its première performance at La Scala.

8th March » Sakai incident: Japanese samurai kill 11 French sailors in the port of Sakai, Osaka called Sakai near Osaka.

23rd March » The University of California is founded in Oakland, California when the Organic Act is signed into law.

10th April » At Arogee in Ethiopia known as Abyssinia, British and Indian forces British Expedition to Abyssinia e.g. defeat an army of Emperor Tewodros II. While 700 Ethiopians are killed and many more injured, only two British/Indian troops die.

11th April » Former Shogun Tokugawa Yoshinobu surrenders Edo Castle to Imperial forces, marking the end of the Tokugawa shogunate.

13th April » The Abyssinian War ends as British and Indian troops capture Maqdala.

14th May » Boshin War: The Battle of Utsunomiya Castle ends as former Tokugawa shogunate forces withdraw northward to Aizu by way of Nikkō.

16th May » United States President Andrew Johnson is acquitted in his Impeachment trial by one vote in the United States Senate.

29th May » The assassination of Mihailo Obrenović III, Prince of Serbia named Michael Obrenovich III, Prince of Serbia, in Belgrade.

1st June » The Long Walk of the Navajo Treaty of Bosque Redondo or Treaty of Bosque Redondo is signed, allowing the Navajo people known as Navajos to return to their lands in Arizona and New Mexico.

23rd June » Typewriter: Christopher Latham Sholes received a patent for an invention he called the "Type-Writer."

9th July » 14th Amendment to the United States Constitution is ratified guaranteeing African Americans full citizenship and all persons in the United States due process of law.

25th July » Wyoming becomes a Territories of the United States called United States territory.

28th July » The Fourteenth Amendment to the United States Constitution known as 14th Amendment to the United States Constitution is certified, establishing African American citizenship and guaranteeing due process of law.

13th August » A 1868 Arica earthquake called massive earthquake near Arica, Peru, causes an estimated 25,000 casualties, and the subsequent tsunami causes considerable damage as far away as Hawaii and New Zealand.

18th August » French astronomer Pierre Janssen discovers chemical element called discovers

helium.

19th September » Spanish revolution: Glorious Revolution (Spain) called La Gloriosa.

23rd September » Grito de Lares ("Lares Revolt") occurs in Puerto Rico against Spanish rule.

25th September » The Imperial Russian steam frigate 'Russian frigate Alexander Nevsky is shipwrecked off Jutland while carrying Grand Duke Alexei Alexandrovich of Russia or Grand Duke Alexei of Russia.

28th September » Battle of Alcolea (1868) causes Queen Isabella II of Spain to flee to France.

7th October » Cornell University holds opening day ceremonies; initial student enrolment is 412, the highest at any American university to that date.

2nd November » Time zone: New Zealand officially adopts a standard time to be observed nationally.

3rd November » John Willis Menard was the first African American elected to the United States Congress. Because of an electoral challenge, he was never seated.

27th November » American Indian Wars: Battle of Washita River United States Army Lieutenant Colonel George Armstrong Custer leads an attack on Cheyenne living on reservation land.

10th December » The first traffic lights are installed, outside the Palace of Westminster in London. Resembling railway signals, they use Railway semaphore signal named semaphore arms and are illuminated at night by red and green gas lamps.

11th December » Paraguayan War: Brazilian Army defeat Paraguayan Army at the Battle of Ayay.

25th December » President of the United States U.S. President Andrew Johnson grants unconditional pardon to all American Civil War Civil War Confederate States Army Confederate soldiers.

I particularly like the typewriter and traffic lights!

From the Treasurer

Wow!! What a month August turned out to be. We originally thought that our sales target of R52 000 might be reached, but we ended up trashing it. At just over R61 000, we have set another sales record, thanks partly to three private functions and a very successful "Dance / Sing-a-long" held in the month.

Naturally, with the great sales and the careful monitoring of costs, August ended up with a surplus of over R6 500. This was an improvement of 100% against the target for the month.

Two thirds of September have already passed and it looks like we will once again exceed the monthly target. With the "Big Screen" showing at the Club, of the upcoming rugby test match against Australia on the 29th, we expect a good turnout with good bar sales, particularly since the Springboks are, once again, our heroes.

Halfway into our financial year, we are marginally down on sales but with a healthy bottom line. So, things are looking up and it appears support by members is improving, especially judging by the turn-outs on Friday evenings. Maybe the Spring weather is the attraction, but I think mostly it is the increasing jackpot that is available to members present on these evenings?

That's all for now.... looking forward to seeing you all at the Club.

Club Manager's Report

No new members this month.

October Birthdays

We wish all of the following the greatest of birthdays. May the year ahead bless them with fantastic health and much happiness!

03 October	Mr S. Metcalfe
05 October	Mr M. Halhead
08 October	Cdr J. Martin (Ret)
09 October	Mr D.F. Oettle
13 October	Mr J. Kilroe
15 October	R Adm (JG) P Fougstedt (Ret)
15 October	Capt G.R. Marlow (Ret)
15 October	Mr D. Smith
18 October	Ensign H. Du Plessis
22 October	Mr G. Patterson
24 October	Capt K.D. Hobson (Ret)
24 October	Mr E. T. H. Perry

100 Club Winners

R300 – R Adm (JG) A Soderlund (Ret)

R300 – Mrs M. Barnard

R300 – Mr S.B. Gourley

R1000 – Mr T. Wilkinsen

Next Happy Hour and 100 Club Draw

The next Happy Hour and 100 Club Draw will take place in the Club on Tuesday the 9th of October 2018 from 17h00 to 18h00. Boerewors Rolls will be on sale at R30 each.

There will also be two attendance prizes up for grabs.

Seven Seas Club 150 Birthday Celebrations

The Club will celebrate its 150th Birthday on Saturday the 20th October. Details as per Members personal invitation.

Seven Seas Club Movie Night

The next Seven Seas Club Movie Night will take place in the Club on Wednesday the 24th of October 2018. Details to follow

A Message from our Secretary Mr Doug Law-Brown:

“Greetings All

The excitement continues to build in line with a number of advance notices about the Clubs 150th Anniversary Celebration that you will have encountered recently. With less a month to go, your committee would now like to confirm the details of the event and remind you once more to reserve the 20th October 2018 for this purpose.

- a. **Format** – The formal part of the celebration kicks off with speeches at 19h00 followed by a meal and live music/dancing. The meal will consist of the mouth-watering results of a potjiekos competition held earlier in the afternoon. “Meal” tickets at R50 per person will be sold at the bar – each ticket entitling the holder to a meal (eat as much as you like) and a complimentary 150th Anniversary wine glass which may be taken home after the function.
- b. **General Arrangement** – The member’s carpark will be set up as a “beer garden” to house the potjiekos cooking site with a castle light draught machine and live music provided from 15h00 onwards by the renowned muso Dave Phule. The evening speech(s) and live music provided by Shelley & Alan are to take place upstairs inside the Club building.
- c. **Entrance/Security/Access control** - entrance to the event will be through the gates to the member’s carpark and will require the presentation of an invitation.

Members should have received a personal invitation for themselves and partner before the 20th September 2018. Members are respectfully requested to adhere to the RSVP requirements on these invitations so that your committee may ensure that appropriate provisions are made.

If you do not receive your invitation by the 20th September 2018, please contact either the Club Manager (sevenseasclub@telkomsa.net) or the Honorary Secretary (dougl@icon.co.za).”

A Condensed History - 150 Years of

the Royal Naval Club and the Seven Seas Club

Simon’s Town

1803 – 1868 - Building 80

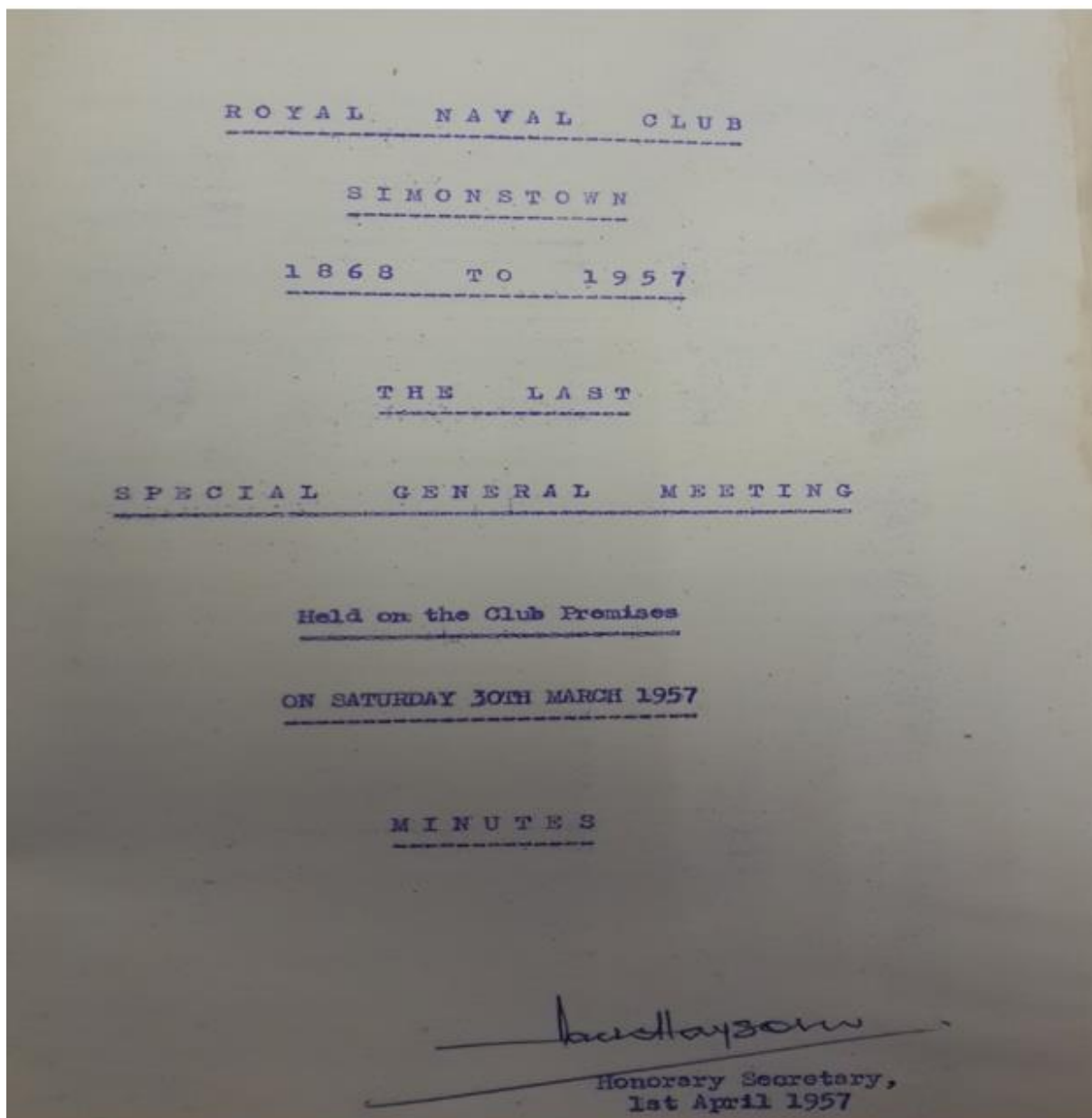
It is known that the British Admiralty obtained the building that was eventually to house the Navy Club (building 80) in 1803 after the first British occupation of the Cape Colony. Tenure was short lived as ownership of the building (along with the rest of the Simon’s Bay establishment) was handed over to the successor of the Dutch East India Company (The Batavian Republic) that same year. Three years later (1806) ownership of the Simons Bay establishment was returned to British hands following the defeat of the Dutch at the battle of Blouwberg led by General Baird as part of the second British occupation of the Cape Colony. The British occupation of the Cape was formally recognized in 1814 by the Vienna Settlement (Peace of Vienna) following payment of over 700,000 Pounds Sterling as compensation to the Dutch for the loss of the colony. Between 1809 and 1814 the

Admiralty progressively shifted their operation from Cape Town to Simon's Bay. It is known that building 80 was utilized for recreational activities from these early days.

1868 – Earliest records of the Club

The granting of a liquor license to the Naval Club in 1868 is referred to in a letter written by Captain RP Dryden-Dymond, the first Chairman of the South African Naval Club (the forerunner of the Seven Seas Club), addressed to the Naval Chief of Staff on 18th June 1958. While it has not been possible to find any other correlating evidence of the issuing of this liquor licence, his choice of words may be as a result of the words of the President of the Royal Naval Club in his address to the members as recorded in the minutes of the last AGM of the Royal Naval Club in April 1956.

The most compelling evidence of 1868 being the recognised/official "birth date" of the Club is to be found on the front page of the minutes of the last Special General Meeting of the Royal Naval Club, Simon's Town held on the 30th March 1957 where the dates of the Clubs existence from 1868 to 1957 are clearly presented. (See the picture of the front page of these minutes on the next page)



1873 – The Voyage of the Challenger (HMS Challenger)

In 1859, Charles Darwin published his “**On the Origins of Species**” based on his travels around the globe on the HMS Beagle (including a visit to Simon’s Bay in May 1836), His new theory of evolution generated a great uproar and triggered efforts to undertake further investigative/scientific voyages.

The Royal Society of London and the Admiralty collaborated to plan and execute such a voyage with the HMS Challenger under the command of Captain George S. Nares RN, FRS departing in 1872. The expedition was a scientific exercise that made many discoveries to lay the foundation of **oceanography**. Under the scientific supervision of Charles Wyville Thomson (Later to become Sir Charles Wyville Thomson) of the University of Edinburgh, HMS Challenger travelled nearly 70,000 nautical miles (130,000 km) surveying and exploring. Findings from the expedition continued to be published until 1895, 19 years after the completion of its journey. The report contained 50 volumes and was over 29,500 pages in length

A detailed personal narrative of this circumnavigation of the globe was compiled by navigating Sub-lieutenant Herbert Swire RN, a member of Captain Nares command, and later published by “The Golden Cockerel Press” in 1938 in a book titled “The Voyage of the Challenger – A personal narrative of the historic circumnavigation of the globe in the years 1872 – 1876”.

In his narrative, Sub-lieutenant Swire wrote of Wednesday 19th November 1873 in Simon’s Bay, Cape of Good Hope

“I found that there is a very comfortable little Naval Club on shore, of which we all became honorary members; here billiards and pool go on extensively, all ordinary papers are to be seen and very good grub may be got....”

Sub-Lieutenant Swire became quite familiar with the club and its surrounds to the extent that he wrote at great length of having personally confirmed the distance between the Naval Club and Cogill’s Hotel in Wynberg on Tuesday 16th December 1873 as being nearly 15 miles by the high road.

Note: A framed copy of the cover of Lieutenant Herbert Swire’s book and extracts from his narrative hangs in the lounge area on the right-hand side of the door as one enters the lounge area from the entrance to the Seven Seas Club.

1893 - Rudyard Kipling and the Club

In “Something of Myself”, Rudyard Kipling described his visit to the Navy Club in 1891 as a guest of Captain Bayly and wrote;

“The Navy Club there (Simon’s Bay) and the tales of the junior officers delighted me beyond words.”

It was this visit that provided much of the material for his short story “Judson and the Empire” published as part of the collection “Many Inventions” in 1893. In this short story, it was while detailing a conversation between the Lieutenant of the *Mongoose* and Judson (himself a Junior Navigating Lieutenant) on the upper veranda of the little Naval Club overlooking the dockyard in Simons Bay that Kipling penned the words which were to have such a profound influence on the Club some 66 years later. (See the renaming of the Club in July 1959 below)

“It is in that club, as the captains come and go, that you hear all the gossip of all the Seven Seas”

1890 - The Clubhouse

For those interested, there is a photograph of the original clubhouse on the wall in the entrance near the door through to the lounge area. It is dated 1st December 1890.

1902 - 1922 Early Attempts to Admit Women to the Club

As recorded in the minutes of the Annual General Meeting in April 1956, in his address to the members of the Club by the President of the Club, Vice Admiral Sir Ian Murray Robertson Campbell KBE CB DSO & Bar (Commander in Chief of the South Atlantic Station) the President said;

“Possibly the most interesting chapters in the Club history are the records dealing with the admission of ladies. The proposal that ladies be allowed to use the Club was first made in 1902. It was made by the Secretary at a Committee Meeting. No-one seconded the proposal and the Committee did not even bother to discuss it.

Twelve years elapsed before the proposal was made again – at a General Meeting in 1914. The Chairman dealt with the proposal by ruling it out of order. From 1914 to 1925 could be called, to quote a well-known author, the period of “The Gathering Storm”.

This “storm” burst on the club in 1923/1924.

1923 – 1924 “The Storm Burst”

The Officer Commanding HMS Flora, Captain Gordon Campbell VC. DSO., was appointed Captain in Charge of Simon’s Town and Club Chairman by the Commander in Chief (Africa Station) Vice Admiral Sir Rudolph Bentinck. Prior to his arrival in Simon’s Town, Captain Campbell had achieved fame for his actions on the Q ships during World War 1 and had received his DSO for the sinking of the German submarine (U68) in 1916 and was subsequently awarded his VC in 1917 for his actions on-board HMS Farnborough (Q5) in the sinking of U83.

Clearly ignoring the past history of this issue (or perhaps because of it) and noticing that the Club was under-utilised during the morning, Campbell proposed to invite naval ladies to make use of the sitting room as a meeting place and reading room until noon each day and called a special general meeting to vote on the issue. Only one of the ships stationed at Simon’s Town was away at sea at the time so the meeting, which approved the proposal, was fairly representative. However, when the “missing” ship returned, the officers demanded that another special general meeting be convened to debate the matter and vote again. This time, after much lobbying and the recruitment of a number of new members with misogynistic tendencies, the original decision was overturned and the ladies were “turfed out”. Captain Campbell offered his resignation in protest and it was with great difficulty that the Commander in Chief persuaded him to carry on as Club Chairman.

1937 – Ladies Admitted to the Club

At the Annual General Meeting in April 1956, in his address to the members of the Club by the President of the Club, Vice Admiral Sir Ian Murray Robertson Campbell KBE CB DSO & Bar (Commander in Chief of the South Atlantic Station) the President reported that;

“Finally, ladies were admitted to the Club in 1937, thirty-five years after the proposal was first made.”

June 1955 – The Simon’s Town Agreement

The agreement was signed on the 30th June 1955. Under this agreement, command of the South African Navy and all naval facilities in Simon’s Town (including building 80) were to be handed over to the Union government and thus become part of the Union Defence Force. The official handover took place at a spectacular ceremony on the 2nd April 1957.

April 1956 – Last AGM of the Royal Naval Club

In his address to the members at this AGM by the then President of the Club, Vice Admiral Sir Ian Murray Robertson Campbell KBE CB DSO & Bar (Commander in Chief of the South Atlantic Station), said;

“Although it has not been possible to establish exactly when this Royal Naval Club came into being, it is known that the Admiralty acquired the building in 1803.”

“In 1888 the Committee of the Royal Naval Club was concerned with the question of a liquor licence and it was then recorded that the committee hoped that the Government would not withhold from members of the Club, facilities they had enjoyed at the Club for some 20 years – so the Club must have been in existence as such from 1868.”

“I am informed that, after the transfer of Simonstown to the Government of the Union of South Africa, these (sic) building will continue in use as a Club for Naval Officers. It is my wish that the future Club, in its new form shall have a good and distinguished future.”

March 1957 – Last Special General Meeting of the Royal Naval Club

In the minutes of the last SGM of The Royal Naval (RN) Club on the 30th March 1957, it was recorded;

‘The RN Club will close at midnight 31st March 1957. At the same time, the South African Naval (SAN) Club will be constituted on the premises.’

The premises were leased to the SAN Club for 1 shilling a year.

In closing the SGM, Vice Admiral Sir Geoffrey Robson, KBE, CB, DSO, DSC, President of the Naval Club said;

“We cannot help feeling a little sad that we have now concluded the very last meeting that we shall hold in this Royal Naval Club which has had such meetings for not far short of one hundred years”

April 1957 – (1st) General Meeting of the South African Naval Club

The meeting took place on the 25th April 1957. In the minutes of this meeting it is recorded that the first President of the SAN Club, Rear Admiral H.H. Biermann OBE, stated that;

“(He) considered it a privilege to address the meeting as the first President of the South African Naval Club, and was pleased that it had been found possible to carry on the Club on lines similar to that of the Royal Naval Club, a club which has existed in Simon’s Town for almost one hundred years”

Admiral Biermann also spoke of

“..the many clubs throughout the country which had been affiliated with the Royal Naval Club and his hope that these cordial relations with other Clubs will be maintained.”

June 1958 – Prohibition of alcohol sales on UDF property

The Minister of Defence, the Honourable F. C. Erasmus, was persuaded that excessive consumption of alcohol in Defence Force messes was having a detrimental effect on the careers and lives of many young men and he imposed a blanket ban on the sale of alcohol in these establishments after the 31st July 1958. Initial offers by the Club, and subsequently the Municipality (with the intention to lease it to the Club), to buy the building (building 80) were rejected.

September 1958 – Special General Meeting

At a Special General Meeting held on the 5th September 1958 (to address the ban on sales of alcohol), it was unanimously decided to purchase land from the Simon’s Town Municipality and erect a new club house.

The total cost was estimated as eight thousand, eight hundred pounds. This was raised with interest free loans from members and the Royal Navy, by borrowing from the Navy fund and a Building Society plus a loan from Brigadier H S Cilliers. The tender was placed – the building would cost five thousand five hundred pounds, meaning less to borrow – and building commenced with the expectation of opening with ‘choir practice’ in May 1959.

Once the shell of the building had been completed, the members, having limited funds at their disposal, took over the task of fitting it out. For months the work parties comprising all the officer ranks from the most senior to the most junior, spent much of their spare time sawing, painting and hammering. (See photograph titled “DIY at Seven Seas 1959” mounted in the entrance foyer on the wall to the left of the doorway leading from the entrance to the lounge area)

Trophies in the form of photographs and badges were taken from the old club premises and given pride of place in the new premises.

February 1959 – Extension of the ban on the sale of alcohol to the new club premises.

On Friday 13th February 1959 Defence Headquarters informed the Club Chairman that the Club could not function in the new premises unless it observed the ban on the sale of liquor.

At a meeting on Monday 23rd February 1959 between the Chairman of the Club (Captain R P Dryden Dymond SAN), the Commandant General and the Secretary of Defence, it was eventually agreed that the ban on the sale of liquor at the club would not apply provided:

- a. the name of the club was changed so that it cannot in any way be associated with the S A Navy
- b. serving SADF officers did not serve in the management of the Club
- c. money was not lent to the Club by the Navy Fund.

Borrowing was rescheduled with a bond of £5500 being taken out with the Johannesburg Building Society. The Constitution of the Club was changed to allow Associate Members to run the Club and the members were asked to propose a name for the Club.

Trustees, in the persons of retired naval officers, were appointed to control the acquisition and disposal of fixed and moveable property and to stand ready to represent the Club in the event of litigation. As serving officers were not allowed to hold a Liquor Licence, Lieutenant Commander Vivian Pearce R.N. (Ret) agreed to be the Licensee whilst serving as the Honorary Secretary of the Club.

Note: It is interesting to observe that Lieutenant Commander Pearce had been the Licensee for the Royal Naval Club for a number of years before the change to the new name (SAN Club). This is one of many examples of the unbroken and overlapping nature of the daily operation of the Club during this time of change. Other examples include the continued employment of the same staff (stewards) who were employed by the Club under both its old and new names.

May 1959 – Opening of the new Clubhouse

The opening of the “nameless” club proceeded with a ‘choir practice’ on the 2nd May 1959 followed by a cocktail party on the 8th May 1959.

July 1959 – The renaming of the Club

At the Annual General Meeting of the SAN Club held on the 31st July 1959, the Club was formally reconstituted as “The Seven Seas Club”.

The name, proposed by Cdr Vivian Pearce RN (Ret), was taken from Rudyard Kipling’s short story ‘Judson and the Empire’ (based on his visit to the RN Club in 1891) in which he wrote ***‘It is in that Club, as the Captains come and go, that one hears all the gossip of all the seven seas.’*** The other names considered were “Union”, “Quarterdeck”, “Officers”, “Simon’s Town”, “Anchor”, and “Southern Seas”.

July 2009 – 50th Anniversary of the renaming of the Club

In July 2009, the Club celebrated the 50th anniversary of both its opening in the new premises and its new name “The Seven Seas Club”. The anniversary celebration was attended by over 150 VIPs, Ancient Mariners and Members.

October 2018 – 150th Anniversary of the Club

On the 20th October 2018, the Seven Seas Club will celebrate its 150th Anniversary, having reached this milestone of continuous operation under two names and in two different locations in Simon’s

Town. The Club continues to be a place where naval officers, both serving and retired, and civilian ladies and gentlemen can gather together to enjoy one another's company, promote the retention of our naval history and share their passion for the maritime environment we are all so dependent upon.

This "condensed history" is merely the bare bones. A bigger, more comprehensive and more entertaining story deserves to be told adding flesh to this skeleton.

Compiled by Doug Law-Brown, Honorary Secretary of the Seven Seas Club

Navy News



BATH, Maine — Shipbuilder Bath Iron Works has replaced one of the massive turbines on the future guided-missile destroyer Michael Monsoor, and the stealthy warship is scheduled to depart for San Diego in November.

The delicate operation involved lifting and manoeuvring the 15-ton Rolls Royce marine turbine out of the ship, and workers had to build a rail system to assist in the removal and installation of the replacement turbine in August, officials said.

“The number of twists and turns it had to go through represented a pretty interesting engineering evolution,” said shipyard President Dirk Lesko.

Shipbuilders noticed an unusual vibration during sea trials and discovered afterward that a foreign object had damaged some of the blades the turbine was installed, Lesko said. Although the turbine still works, the Navy decided to replace rather than repair the unit.

The Zumwalt-class destroyers use two main turbines similar to ones used on Boeing 777 jetliners to produce electricity that powers the ship and its sophisticated systems. Combined with auxiliary turbines, the ship produces 78 megawatts of power, enough for a small- to medium-size city.

The Zumwalt and Monsoor are the first and second in a class of three of the stealthy destroyers. The third, the Lyndon B. Johnson, remains under construction.

The Monsoor repairs presented an inconvenience because the Navy crew is already aboard the ship, and the repairs interrupted some of their training, Lesko said.

"We tried to work around them in a way that would be minimally impactful," he said. "We were both satisfied with how that turned out."

The second stealthy destroyer being built for the U.S. Navy cut short its first sea trials because an equipment failure prevented testing of propulsion and electrical systems under full power, officials said Friday.

The destroyer, named for a Navy SEAL who threw himself on a grenade to save comrades, is due to be commissioned in January in Coronado, California.

The ships with an unusual, stealthy shape are the largest and costliest destroyers built for the Navy, weighing in at 15,000 tons.

They feature an unconventional wave-piercing hull and a sleek deckhouse that hides radar and other sensors inside. Heavy automation allowed the Navy to reduce the crew size by half, compared with the other destroyers in the fleet.

Admirals outnumber warships in Royal Navy, report shows

The number of admirals serving in the Royal Navy now outstrips the number of warships in the Fleet, new research has revealed.

By Thomas Harding Defence Correspondent

There are currently 41 admirals, vice-admirals and rear-admirals but with constant cuts the number of fighting ships in the Navy now stands at just 40.

Since the Government came to power in 1997 the Royal Navy has been steadily eroded losing one aircraft carrier, six frigates, four destroyers and three submarines.

The 41 admirals will draw an estimated salary of £6.7 million which would fund 420 able seamen at a time when the Navy has a substantial shortfall of 1,200 sailors.

The news comes after the UK National Defence Association accused the Government of "chronic under-funding" of the Navy as a result of repeated cuts over the last two decades.

On present trends the Navy's Fleet will be "grievously weakened" heading towards half its current size by 2020 with no air cover for the next nine years after the withdrawal of the Sea Harrier, the pressure group said in a report earlier this month.

Featured Naval Officer - AB Addison



Admiral Sir Albert Percy Addison, KBE, CB, CMG (8 November 1875 – 13 November 1952) was a senior officer in the Royal Navy. He was the Rear Admiral Commanding His Majesty's Australian Fleet from 30 April 1922 to 30 April 1924. During the First World War he was recognised by the British Admiralty as an authority on submarines, and his knowledge of that class of ship was used extensively.

Joining the Royal Navy on 15 July 1889 as a naval cadet, he was promoted to sub-lieutenant on 14 March 1895, lieutenant on 22 June 1897, he served upon HMS Mercury, later promoted to commander on 31 December 1907 and later to captain on 30 June 1913.

He was appointed Companion of the Order of St Michael and St George while commanding HMS Dartmouth, during the pursuit of and engagement with Austrian cruisers in the Strait of Otranto which had attacked the Allied drifter line on 14 May 1917. HMS Dartmouth was torpedoed on 15 May 1917 by the German submarine UC-25 after the engagement but he successfully brought his ship safely into port.

Later while commanding submarine HMS E52, he led the action which sunk UC-63 (commanded by Oberleutenant Karsten von Heydebrec) on 1 November 1917 at Goodwin Sands, Dover Straits. For his war service during the Great War he was also appointed Chevalier of the Order of the Légion d'honneur and awarded the Croix de guerre.

He became Rear Admiral Commanding His Majesty's Australian Fleet between 30 April 1922 and 30 April 1924. He was promoted to Rear Admiral on 2 November 1923. After his appointment with the Australian Fleet ceased, he commanded the Destroyer Flotilla of the Mediterranean Squadron. He was appointed a Companion of the Order of the Bath on 3 June 1924, and Knight Commander of the Order of the British Empire on 3 June 1931. He became the Director of Dockyards to the Admiralty from 1928 to 1937.

After retiring on 1 March 1929, he was recalled in September 1939 at the outbreak of the Second World War. He retired in April 1946, and died on 13 November 1952.

Commands held

Destroyer Flotilla, Mediterranean Squadron (1924–26)
HM Australian Fleet (1922–24)
9th Submarine Flotilla (1917–19)
HMS Maidstone (1917–19)
HMS E52 (1917)
HMS Dartmouth (1915–17)
HMS Bonaventure (1909–10)
HMS Hazard (1906–07)

Battles/wars

First World War
Second World War

Awards

Knight Commander of the Order of the British Empire
Companion of the Order of the Bath
Companion of the Order of St Michael and St George
Mentioned in Despatches
Chevalier of the Order of the Légion d'honneur (France)
Croix de guerre (France)
Military Order of Savoy (Italy)
Order of the Rising Sun (Japan)

Featured Ship - USS George Washington



We take for granted the most common form of today's nuclear deterrent; a nuclear submarine, bristling with missiles, capable of destroying a dozen cities a continent away. These submarines provide the most secure leg of the deterrent triad, as no foe could reasonably expect to destroy the entire submarine fleet before the missiles fly.

The secure submarine deterrent began in 1960, with the USS George Washington. An enlarged version of the Skipjack class nuclear attack sub, George Washington's design incorporated space for sixteen Polaris ballistic missiles. When the Polaris became operational, USS George Washington had the capability from striking targets up to 1000 miles distant with 600 KT warheads. The boats would eventually upgrade to the Polaris A3, with three warheads and a 2500-mile range. Slow relative to attack subs but extremely quiet, the George Washington class pioneered the "go away and hide" form of nuclear deterrence that is still practiced by five of the world's nine nuclear powers.

And until 1967, the George Washington and her sisters were the only modern boomers. Their clunky Soviet counterparts carried only three missiles each, and usually had to surface in order to fire. This made them of limited deterrent value. But soon, virtually every nuclear power copied the George Washington class. The first "Yankee" class SSBN entered service in 1967, the first Resolution boat in 1968, and the first of the French Redoutables in 1971. China would eventually follow suit, although the PLAN's first genuinely modern SSBNs have only entered service recently. The Indian Navy's INS Arihant will likely enter service in the next year or so.

The five boats of the George Washington class conducted deterrent patrols until 1982, when the SALT II Treaty forced their retirement. Three of the five (including George Washington) continued in service as nuclear attack submarines for several more years.



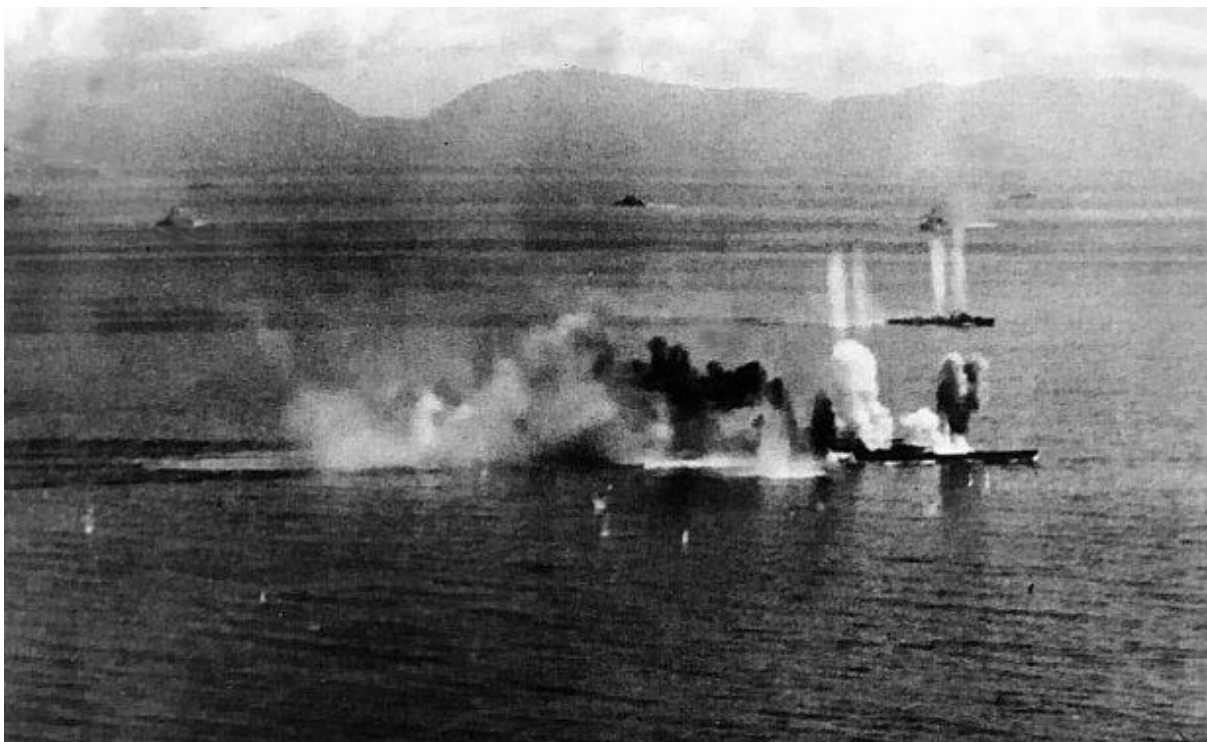
Navy History - Founding of the US Naval Academy (October 1845)

The United States Naval Academy (also known as USNA, Annapolis, or simply Navy) is a four-year coeducational federal service academy adjacent to Annapolis, Maryland. Established on 10 October 1845, under Secretary of the Navy George Bancroft, it is the second oldest of the United States' five service academies, and educates officers for commissioning primarily into the United States Navy and United States Marine Corps. The 338-acre (137 ha) campus is located on the former grounds of Fort Severn at the confluence of the Severn River and Chesapeake Bay in Anne Arundel County, 33 miles (53 km) east of Washington, D.C. and 26 miles (42 km) southeast of Baltimore. The entire campus (known to insiders as "the Yard") is a National Historic Landmark and home to many historic sites, buildings, and monuments. It replaced Philadelphia Naval Asylum, in Philadelphia, that served as the first United States Naval Academy from 1838 to 1845 when the Naval Academy formed in Annapolis.

Candidates for admission generally must both apply directly to the academy and receive a nomination, usually from a Member of Congress.

Students are officers-in-training and are referred to as midshipmen. Tuition for midshipmen is fully funded by the Navy in exchange for an active duty service obligation upon graduation. Approximately 1,200 "plebes" (an abbreviation of the Ancient Roman word plebeian) enter the Academy each summer for the rigorous Plebe Summer. About 1,000 midshipmen graduate. Graduates are usually commissioned as ensigns in the Navy or second lieutenants in the Marine Corps, but a small number can also be cross-commissioned as officers in other U.S. services, and the services of allied nations. The United States Naval Academy has some of the highest paid graduates in the country according to starting salary. The academic program grants a bachelor of science degree with a curriculum that grades midshipmen's performance upon a broad academic program, military leadership performance, and mandatory participation in competitive athletics. Midshipmen are required to adhere to the academy's Honour Code.

Featured Naval Battle: Battle of Leyte - 24/26 October 1944



The last major naval Battle of the Pacific took part off Leyte after the American landing there. The Japanese divided their forces into three groups. The first blood was drawn by American submarines Darter and Dace which sank two Japanese cruisers and reported the positions of the Japanese ships. An air battle ensued which resulted in the sinking of the light carrier Princeton. The American sank the super battleship Musashi.

The last engagement between battleships then ensued. A Japanese force of two battleships and cruisers and destroyers attempted to penetrate the Leyte Gulf through the Surigao Straits. Awaiting them were two forces of destroyers, a force of cruisers and six battleships. In one of the most one-sided victories of the American Navy the Japanese ships were hit first by the destroyers, then by the cruisers, then by the battleships, which were all perfectly positioned and mostly equipped with advance fire control radar. The two battleships were soon sunk, as well as three destroyers, other than damage to one destroyer the US force suffered no damage.



The second stage of the battle occurred when a Japanese force led by admiral Kurita of battleships and cruisers came upon a force of escort carriers of task force Taffy 3 commanded by Rear Admiral AF Sprague, off Samar. The escort carriers were hit repeatedly by the guns of the Japanese force. However, daring attacks by three American destroyers, as well as desperate attacks by all of the carrier's planes succeeded in driving off the superior Japanese force. The Americans lost only the escort carriers Gambier Bay and St Lo. Two destroyers and a destroyer escort that had gallantly attacked the Japanese battleships were also lost. The invasion fleet however, was safe.

The final act in the battle occurred when US aircraft attacked the Northern Japanese force. Three Japanese carriers were sunk as well as a cruiser and destroyer. Most of the remaining vessels were heavily damaged.

Just a little on the Brazilian Navy today

Ships and submarines

As of 2012, the Brazilian Navy had about 100 commissioned ships, with others undergoing construction, acquisition and modernization. Between 1996 and 2005 the Navy retired 21 ships. The Brazilian Navy operated one Clemenceau-class aircraft carrier, *São Paulo*, formerly the French Navy's *Foch*. It was retired in 2017. Its possible replacements are presently in the early stage of planning and are not expected to be in service until at least 2025.

Four Tupi-class and one Tikuna-class Type 209 submarines are in the fleet. The Tupi-class submarines will be upgraded by Lockheed Martin at a cost of \$35 million. The modernization includes the replacement of existing torpedoes with new MK 48 units. On 14 March 2008, the Navy purchased four Scorpène-class submarines from France. The Navy is currently developing its first nuclear submarine. The Navy plans to have the Scorpène-class submarines in service in 2017, and their first nuclear-powered submarine commissioned in 2023.

In August 2008 the Navy incorporated the corvette *Barroso*, which was designed and built in Brazil at

a cost of \$263 million. In August 2012 the Navy requested four new ships based on the Barroso class but using a stealth design.

The PROSUPER program plans to acquire, firstly, five new 6,000-ton frigates, five new offshore patrol vessels and one Logistics Support Vessel.

In January 2012 BAE Systems contracted to supply three patrol vessels that were Port of Spain-class corvettes. The contract is worth £133m. The offshore patrol vessels are already built, originally ordered by the government of Trinidad and Tobago in a contract which was terminated in 2010. The first vessel was commissioned at the end of June 2012, the second was scheduled for December 2012 and the last for April 2013.

In March 2014, the Brazilian Navy announced plans to domestically build an aircraft carrier, to enter service around 2029. Originally, São Paulo was to be modernized until its introduction, but escalating repair costs forced its retirement in February 2017. The carrier will likely be based on an existing project and be built with a foreign partner. French company DCNS has a strong presence in Brazil and is already engaged in building five submarines and a naval base in the country. The company has been showcasing their DEAC Aircraft Carrier project based on the Charles de Gaulle carrier's design and aviation systems including launching conventional take-off aircraft, unmanned aerial vehicle integration, advanced conventional propulsion, and platform stabilization systems. American company General Atomics is marketing their Electromagnetic Aircraft Launch System (EMALS) to Brazil. Possible aircraft to be operated by the carrier may include the Saab Sea Gripen, given that the Air Force has chosen the land-based version as their new jet fighter. The Navy stated in 2018 that they had purchased the helicopter carrier ship HMS Ocean from their British counterparts.

Notable naval battles involving the Brazilian Navy

**Brazilian War of Independence*

Battle of 4 May – The largest naval battle of the War of Independence. The Brazilian and Portuguese fleets clashed with inconclusive results.

Siege of Salvador – Brazilian Imperial warships surrounding troops and Portuguese ships in Salvador, Bahia.

Battle of Montevideo – Imperial naval forces sought to capture the last Portuguese redoubt in the Cisplatina province.

**Cisplatine War*

Battle of Monte Santiago – The Imperial Navy, commanded by James Norton, surprised and chased an Argentine squad.

**Platine War*

Battle of The Tonelero Pass – An Imperial naval force forced passage under an artillery barrage from the Argentine Army.

**Uruguayan War*

Siege of Salto – Imperial Navy blockade and bombing of the city of Salto, Uruguay.

Siege of Paysandú – Imperial warships siege and bombard the city of Paysandú.

**Paraguayan War*

Battle of Riachuelo – Largest naval battle of the Brazilian Navy history, one of the most important in South America. Involved Brazilian and Paraguayan naval forces.

Battle of Paso de Cuevas – Brazilian and Argentine warships successfully pass Argentine troops at the Cuevas Pass on the Rio Paraná.

Battle of Curuzú – Brazilian Imperial warships bombardment of Curuzú fortifications.

Siege of Humaitá – Passage of the Imperial fleet before the fortification of Humaitá on the Rio Paraguay.

**World War I*

U-boat Campaign (World War I) – Brazilian squad created to patrol the area between Dakar-Cape Verde-Gibraltar, during World War I.

**World War II*

Battle of the Atlantic – Brazilian warships against German submarines in World War II.

KING ARTHUR AND THE OLD UGLY WOMAN

Young King Arthur was ambushed and imprisoned by the monarch of a neighbouring kingdom. The monarch could have killed him but was moved by Arthur's youth and ideals. So, the monarch offered him his freedom, as long as he could answer a very difficult question. Arthur would have a year to figure out the answer and, if, after a year, he still had no answer, he would be put to death.

The question? What do women really want? Such a question would perplex even the most knowledgeable man, and to young Arthur, it seemed an impossible query. But, since it was better than death, he accepted the monarch's proposition to have an answer by year's end.

He returned to his kingdom and began to poll everyone: the princess, the priests, the wise men and even the court jester. He spoke with everyone, but no one could give him a satisfactory answer.

Many people advised him to consult the old ugly woman, for only she would have the answer.

But the price would be high; as the woman was famous throughout the kingdom for the exorbitant prices she charged.

The last day of the year arrived and Arthur had no choice but to talk to the old woman. She agreed to answer the question, but he would have to agree to her price first.

The old ugly woman wanted to marry Sir Lancelot, the most noble of the Knights of the Round Table and Arthur's closest friend!

Young Arthur was horrified. She was hunchbacked and hideous, had only one tooth, smelled like

sewage, made obscene noises, etc. He had never encountered such a repugnant creature in all his life.

He refused to force his friend to marry her and endure such a terrible burden; but Lancelot, learning of the proposal, spoke with Arthur.

He said nothing was too big of a sacrifice compared to Arthur's life and the preservation of the Round Table.

Hence, a wedding was proclaimed and the woman answered Arthur's question thus:

What a woman really wants, she answered....is to be in charge of her own life.

Everyone in the kingdom instantly knew that the woman had uttered a great truth and that Arthur's life would be spared.

And so it was, the neighbouring monarch granted Arthur his freedom and Lancelot and the ugly woman had a wonderful wedding.

The honeymoon hour approached and Lancelot, steeling himself for a horrific experience, entered the bedroom. But, what a sight awaited him. The most beautiful woman he had ever seen lay before him on the bed. The astounded Lancelot asked what had happened.

The young beauty replied that since he had been so kind to her when she appeared ugly, she would henceforth, be her horrible deformed self only half the time and the beautiful maiden the other half.

Which would he prefer? Beautiful during the day.... or night?

Lancelot pondered the predicament. During the day, a beautiful woman to show off to his friends, but at night, in the privacy of his castle, an old ugly woman? Or, would he prefer having a hideous woman during the day, but by night, a beautiful woman for him to enjoy wondrous intimate moments?

What would YOU do?

What Lancelot chose is below.

BUT...make YOUR choice before you scroll down below.

OKAY?

Noble Lancelot said that he would allow HER to make the choice herself.

Upon hearing this, she announced that she would be beautiful all the time because he had respected her enough to let her be in charge of her own life.

Now....what is the moral to this story?

The moral is.....

If you don't let a woman have her own way....

Things are going to get ugly...



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The Barnyard Theatre Cape Town

25th October 2018
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R200.00 Per person

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Raffle with lots of great prizes
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Cash Bar available

Contact Kinga to secure your tickets
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*****A group of Britons were travelling by tour bus through Holland.
As they stopped at a cheese farm, a young guide led them through
the process of cheese making, explaining that goat's milk was used.
She showed the group a lovely hillside where many goats were grazing.
'These' she explained, 'Are the older goats put out to pasture when
they no longer produce.'
She then asked, 'What do you do in England with your old goats?'
A spry old gentleman answered, 'They send us on bus tours!*****

To close.....



Ships
are the
nearest things
to dreams that
hands have ever made.

- Robert N. Rose

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